

# MEMORANDUM

## State of Alaska

Department of Transportation and Public Facilities  
Central Region Design and Engineering Services  
Preliminary Design and Environmental

To:	Melissa Goldstein NEPA Program Manager	Date:	April 13, 2018
From:	Brian Elliott <sup>BE</sup> Regional Environmental Manager	Project Name:	Seward Highway: MP 25.5- 36, Trail River to Sterling Wye Rehabilitation
Subject:	Programmatic Categorical Exclusion (PCE)	Project No:	Z546590000/0311031

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The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327.

The project meets the criteria for classification as a categorical exclusion (CE) per 23 CFR 771.17(d)(13) and meets the conditions outlined in the November 2017, Programmatic Approval 2.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Enclosures: PCE Documentation

cc: Kim Campo-Allen, Environmental Impact Analyst, PD&E  
Cynthia Ferguson, P.E., Project Manager, Highway Design  
Breanna Mahoney, Environmental Team Leader, PD&E

**State of Alaska**  
**Department of Transportation & Public Facilities**



**CATEGORICAL EXCLUSION DOCUMENTATION FORM**  
*(NEPA Assignment Program Projects)*

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

**I. Project Information:**

- A.** Project Name: Seward Highway: MP 25.5-36, Trail River to Sterling Wye Rehabilitation
- B.** Federal Project Number: 0311031
- C.** State Project Number: Z546590000
- D.** Primary/Ancillary Project Connections: N/A
- E.** CE Designation: 23 CFR 771.117(d)(13)
- F.** List of Attachments:

Figure 1: Location and Vicinity Map

Appendix A: Relocation Benefits Memo

Appendix B: Section 106 Consultation

Appendix C: Wetland and Waterbody Determination and Functional Assessment Report

Appendix D: Section 4(f) Consultation

Appendix E: Public and Agency Coordination

**G. Project Scope (*Use STIP Project Description*)**

The project description included in the Draft 2018-2021 STIP states that the proposed project would rehabilitate and/or upgrade the project road as needed. The project may also include slow vehicle turnouts and sight distance improvements to increase passing opportunities.

**H. Project Purpose and Need:**

The purpose of the proposed project is to improve travel efficiency and safety along approximately 11 miles of the Seward Highway and to extend the service life of the facility. The Seward Highway is the primary land surface transportation link connecting the communities of Moose Pass and Seward to the rest of the state, thus providing a critical economic, cultural, and recreational link. The roadway currently exhibits rutted pavement, inadequate drainage, narrow shoulders, limited passing opportunities, and faded pavement markings. The proposed project would address these deficiencies.

**I. Project Description:**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 327 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 327), and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 to MP 36.6, near Moose Pass, Alaska (Figure 1).

Proposed work would include the following:

- Rehabilitate the roadway and widen roadway shoulders from MP 25.5-36.6



- Improve and construct slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards in accordance with the DOT&PF Preconstruction Manual and the American Association of State Highway and Transportation Officials (AASHTO) requirements
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improvements to storm water drainage facilities, including culverts
- Improve and construct avalanche mitigation
- Retaining wall installations
- Acquire right-of-way (ROW)
- Utility relocations and improvements to Automated Traffic Recorders
- Vegetation clearing

The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.4362 °N, Longitude 149.3727 °W; and for the end of project are Latitude 60.5324°N, Longitude 149.5358°W.

## II. Environmental Consequences

- For each “yes,” summarize the activity evaluated and the magnitude of the impact.
- For any consequence category with an asterisk (\*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

### A. Right-of-Way Impacts

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required. If no, skip to 2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Permanent easements required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated number of parcels: <u>0</u>			
b. Full or partial property acquisition required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estimated number of full parcels: <u>0</u>			
Estimated number of partial parcels: <u>25</u>			
c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Business or residential relocations required. If yes, insert the number of relocations below, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study. If no, skip to 2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Number of business relocations: <u>0</u>			
ii. Number of residential relocations: <u>0</u>			
e. Last-resort housing required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- |  |                          |                                     |
|--|--------------------------|-------------------------------------|
| 2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in <a href="#">E.O. 12898</a> (FHWA Order 6640.23A, June 2012)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The project will involve use of ANILCA land that requires an <a href="#">ANILCA Title XI</a> approval.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Summarize the right-of-way impacts, if any:   |                          |                                     |

The proposed project would require the acquisition of up to 25 partial parcels to accommodate widened roadway shoulders and minor roadway realignments; no full parcel acquisitions would be required. Partial parcels would be acquired from private property owners and from State agencies, including undeveloped parcels owned by the Alaska Department of Natural Resources (ADNR) and the Alaska Mental Health Trust. One structure which serves as a seasonal residence would be moved; however, the property is not eligible for relocation benefits as it is not a primary residence (refer to Appendix A for documentation of benefits available to the affected property). If additional parcel acquisitions are required and relocations determined necessary, all relocations will be done in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Act.

A review of the U.S. Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool on January 1, 2018, indicated that the minority and low income population statistics for the project area are within or below the state average. The proposed project would not alter existing roadway conditions in a manner that would cause disproportionately high and adverse human health or environmental effects on minority or low-income populations as defined by Executive Order 12898.

**B. Social and Cultural Impacts**

- |  | <u>YES</u>               | <u>NO</u>                           |
|--|--------------------------|-------------------------------------|
| 1. The project will affect neighborhoods or community cohesion.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.                             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in <a href="#">36 CFR 800.16(m)</a> ].       | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Summarize the social and cultural impacts, if any:  |                          |                                     |

The Seward Highway serves as the primary surface transportation route connecting the City of Seward and recreational amenities of Resurrection Bay with the remainder of the Kenai Peninsula. Land use along the project corridor is predominately undeveloped with the exception of the community of Moose Pass and scattered rural housing along the corridor. The proposed project would not affect school boundaries, recreation areas, churches, businesses, or emergency services within Moose Pass, or anywhere else along the project corridor, as the project would not result in a permanent change in current traffic patterns, access, or capacity within the area. Additionally, due to the limited scope and footprint of project activities, disadvantaged social groups would not be affected by the proposed project.

**C. Economic Impacts**

- |  | <u>YES</u>               | <u>NO</u>                           |
|--|--------------------------|-------------------------------------|
| 1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

2. The project will adversely affect established businesses or business districts.
3. Summarize the economic impacts, if any:

No long-term adverse economic impacts are anticipated as a result of the proposed project. Several recreational and seasonal businesses are located along the project corridor, including seasonal cabins, lodges, and bed and breakfasts, fishing and flight-seeing charters, a local grocery store, and an RV park. The proposed project would not permanently change access patterns to these businesses and all local access would be maintained during project construction. Refer to Section III, Part P for discussion of construction related business impacts.

**D. Land Use and Transportation Plans** N/A YES NO

1. Project is consistent with land use plan(s).

Identify the land use plan(s) and date. Kenai Peninsula Borough (KPB) Comprehensive Management Plan (2005); Moose Pass Comprehensive Plan (1993); Chugach National Forest Revised Land and Resource Management Plan (2002); Kenai River Comprehensive Management Plan (1997); Alaska Department of Natural Resources (DNR) Kenai Area Plan (2001)

2. Project is consistent with transportation plan(s).

Identify the transportation plan(s) and date. KPB Transportation Plan (2003); Alaska Statewide Long-Range Transportation Plan (2008); 2016-2019 Statewide Transportation Improvement Program (STIP), Need ID 2620

3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.* \*
4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):

Land use within the project area is predominantly undeveloped with the exception of the community of Moose Pass and scattered rural housing along the corridor. The following land use and transportation plans were reviewed and are in accordance with the project scope of work:

**KPB Comprehensive Plan:** This borough wide plan includes transportation goals and objectives aimed at improving and maintaining the existing road system.

**Moose Pass Comprehensive Plan:** This community plan includes goals and objectives aimed at maintaining the rural character of the community and maintaining access to recreational lands.

**Chugach National Forest Revised Land and Resource Management Plan:** The goals and objectives of the Chugach National Forest Land and Resource Management Plan are aimed at managing forest resources including stream flow and water quality, viable wildlife habitat, recreation opportunities, and timber and mineral harvest on forest land.

**Kenai River Comprehensive Management Plan:** This plan is the basis for the management of state land and waters within the Kenai River Special Management Area (KRSMA) and other state lands within its planning boundaries. The primary purpose of the plan is “to provide effective direction to the management of the fishery and wildlife resources, sensitive habitat areas, recreational, and development activities in the Kenai River Special Management Area and those areas adjacent to it.” The proposed project corridor borders land within the boundaries of the Kenai River Comprehensive Management Plan (KRCMP).

**ADNR Kenai Area Plan:** Includes goals aimed at preserving natural resources when designing and constructing transportation systems, including the minimization of construction in wetlands and stream crossings, and the rehabilitation of wetlands and fish and wildlife resources.

**KPB Transportation Plan:** This plan provides goals for transportation development and management in the KPB, an overview of existing transportation facilities, and a summary of programs that fund construction and maintenance of transportation facilities. Updating roads within the KPB is a primary goal of the plan.

**Alaska Statewide Long-Range Transportation Plan:** This long-range, statewide transportation plan sets policies for safe, cost-effective transportation development that upgrades and improves existing facilities. System preservation and safety are two primary policy categories which are addressed within the plan.

**Alaska Statewide Transportation Improvement Program 2016-2019:** The proposed project is listed in the 2016-2019 STIP under Need ID 2620 and is consistent with the project scope.

Project improvements would not alter existing land use or transportation patterns. The proposed project is consistent with both state and borough transportation and land use plans as improving driving conditions and safety through the project corridor would improve access to recreational lands, while retaining the current setting and character of the area. Drainage improvements, including culvert replacements and installations, will improve wetland and waterbody connectivity across the road corridor as well as improve fish habitat in the project area. No adverse direct, indirect or cumulative impacts to local land use or transportation systems are anticipated.

**E. Impacts to Historic Properties**

N/A    YES    NO

Consider the [February 2015 DOT&PF Cultural Resources Confidentiality Guidelines](#) for cultural resource attachments.

1. Does the project involve a road that is included on the “[List of Roads Treated as Eligible](#)” in the Alaska Historic Roads PA? *If yes, follow the [Interim Guidance for Addressing Alaska Historic Roads](#).*
  
2. Does the project qualify as a Programmatic Allowance under the Section 106 Programmatic Agreement? *If yes, attach the Section 106 PA Streamlined Project Review Screening Record approved by the Regional PQI and skip to 10.* \*
  
3. Date Consultation/Initiation Letters sent December 4, 2015 *Attach copies to this form.*
  - a. List consulting parties: Chugach National Forest, Kenaitze, Qutekcak Native Tribe, Kenai Peninsula Borough, and the State Historic Preservation Office
  - b. If no letters were sent, explain why not. *Attach “Section 106 Proceed Directly to Findings Worksheet”, if applicable* N/A
  
4. Date “Finding of Effect” Letters sent October 25, 2016 *Attach copies to this form*
  - a. State “Finding of Effect” No Historic Properties Adversely Affected
  - b. State any changes to consulting parties N/A
  
5. List responding consulting parties, comment date, and summarize:  
On November 17, 2016, SHPO concurred with the DOT&PF on a Finding of No Historic Properties Adversely Affected; no other consulting party

responses were received.

6. Are there any unresolved issues with consulting parties? \*
- If yes, the Section 106 process may not be complete, Statewide Cultural Resources Manager consultation is required. Attach consultation.*
7. Date SHPO concurred with "Finding of Effect" November 17, 2016 *Attach copy to this form.*
8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?
9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Categorical Exclusions (PCEs) do not apply.*
10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section V.*

A cultural resource and architectural survey was completed in September 2015 by HDR Alaska, Inc. (HDR) to evaluate historic resources and structures of 45 years of age and older which may be effected by the proposed project. The survey identified 26 historic resources in the direct Area of Potential Effect (APE) and 23 in the indirect APE. Of the 26 resources within the direct APE, two properties (SEW-00148; SEW-00592) were determined eligible for listing in the National Register of Historic Places (NRHP) during previous investigations. Four of the 23 resources within the indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were also found eligible for inclusion in the NRHP during previous investigations. DOT&PF did not find any additional properties/resources within the direct or indirect APE eligible for listing in the NRHP.

Summary of DOT&PF's findings for properties in the direct APE: During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the direct APE; therefore, DOT&PF found that the proposed project would have no effect on SEW-00148. Because the proposed project would not acquire ROW or result in the alteration or relocation of SEW-00592, DOT&PF found that SEW-00592 would not be adversely affected by the proposed project.

Summary of DOT&PF's findings for properties in the indirect APE: DOT&PF found that no properties located in the indirect APE would be adversely affected by the proposed project as project improvements would have no effect on the characteristics that make the properties eligible for listing on the NRHP.

On November 17, 2016, the State Historic Preservation Officer (SHPO) concurred with the DOT&PF's Finding of No Historic Properties Adversely Affected. See Appendix B for Section 106 documentation.

**F. Wetland Impacts**

- |  | <u>YES</u>                          | <u>NO</u>                |
|--|-------------------------------------|--------------------------|
| 1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). <i>If yes, complete the remainder of this section and document public and agency coordination required per <a href="#">E.O. 11990</a>, Protection of Wetlands. If no, skip to Section G.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Are the wetlands delineated in accordance with the " <a href="#">Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007</a> "?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Estimated area of wetland involvement (acres): <u>2.9</u>   |                                     |                          |

4. Estimated fill quantities (cubic yards): 12,078
5. Estimated dredge quantities (cubic yards): 257
6. Is a USACE authorization anticipated?    
*If yes, identify type:*  
 NWP  Individual  General Permit  Other
7. Wetlands Finding *Attach the following supporting documentation as appropriate:*  
 *Avoidance and Minimization Checklist, and Mitigation Statement*  
 *Wetlands Delineation.*  
 *Jurisdictional Determination.*  
 *Copies of public and resource agency letters received in response to the request for comments.*
- a. Are there practicable alternatives to the proposed construction in wetlands?    
*If yes, the project cannot be approved as proposed.*
- b. Does the project include all practicable measures to minimize harm to wetlands? *If no, the project cannot be approved as proposed.*
- c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project's impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. *If no, the project cannot be approved as proposed.*
8. Summarize the wetlands impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the Kenai Peninsula Borough Wetlands Mapper and the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory on September 8 2015, and January 2, 2018, indicated scattered freshwater emergent and forested shrub wetlands are located along the project corridor. A wetland delineation and functional assessment, conducted in September and October of 2015, confirmed the presence of wetlands and waterbodies in the project vicinity. Refer to Appendix C for the Wetland and Waterbody Determination and Functional Assessment Report and Appendix E for documentation of public and agency coordination per E.O. 11990.

The proposed project is being designed to avoid wetland impacts to the maximum extent practicable; however, total avoidance of wetland impacts is not feasible as the existing alignment of the Seward Highway bisects numerous wetland complexes. Impacts to wetlands would result from the permanent placement of fill required to accommodate widened roadway shoulders, improvements to passing opportunities, and minor roadway realignments. The replacement of existing roadway cross-culverts which convey wetland waters under the Seward Highway would also result in impacts to wetlands.

The proposed project will incorporate all practicable minimization and mitigation efforts into project design as design develops. Only the minimum amount of dredge and fill necessary to construct the project will be placed into wetlands. A Section 404 permit from the U.S. Army Corps of Engineers (USACE) would be obtained prior to construction to authorize work within jurisdictional waters. The DOT&PF will comply with Section 404(b)(1) mitigation guidelines for impacts to jurisdictional waters that cannot be otherwise avoided.

For details on jurisdictional water bodies in the project area, such as impacts to Moose Creek and its tributaries, see Section G, Waterbody Involvement.

**G. Water Body Involvement**

N/A YES NO

1. Does the project affect the following:

- a. A water body.
- b. A navigable water body as defined by USCG, (i.e. Section 9)?  \*
- c. Waters of the U.S. as defined by the USACE, Section 404?  \*
- d. Navigable Waters of the U.S. as defined by the USACE (Section 10)?  \*
- e. Fish passage across a stream frequented by salmon or other fish (i.e. [Title 16.05.841](#))?
- f. A resident fish stream ([Title 16.05.841](#))?
- g. A cataloged anadromous fish stream, river or lake (i.e. [Title 16.05.871](#))?  \*
- h. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River? *If yes, the Regional Environmental Manager should consult with the NEPA Program Manager to determine applicability of Section 4(f).*
2. Proposed water body involvement:
- Bridge  Culvert  Embankment Fill  Relocation   
 Diversion  Temporary  Permanent  Other
3. Type of stream or river habitat impacted:
- Spawning  Rearing  Pool  Riffle  Undercut bank   
 Other
4. Amount of fill below (cubic yards):  
 OHW 3,365 MHW N/A HTL N/A
5. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the U.S. Coast Guard (USCG) list of Navigable Waters of the U.S., the USACE Alaska District list of Navigable Waters, the Alaska Department of Natural Resources (ADNR) Navigable Waters mapper, the Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog, and the National Wild and Scenic Rivers list on January 2, 2018, indicated the proposed project area is adjacent to several lakes and ponds and intersects numerous creeks, rivers, and streams. Water bodies within the project area flow into Kenai Lake, a traditional navigable water, approximately two river miles downstream of the project area, making all waters within the project area subject to jurisdiction under the Clean Water Act (CWA). No navigable waters or Wild and Scenic Rivers were identified within the project area.

In addition to the wetland impacts identified in Section F, impacts to waters of the U.S. would result from the permanent placement of fill below ordinary high water (OHW) of Moose Creek to replace ageing culverts at MP 32.9 and MP 33.1, and the double culverts at DOT&PF bridge number 4090 (MP 32.3). Additional in-stream culvert replacements, installations, and culvert extensions would occur throughout the project corridor at several named and unnamed drainages which would require additional work below OHW of waters of the U.S.

The proposed project is not expected to result in permanent adverse impacts to water body functions or values as culverts in Moose Creek and other drainages along the project corridor would be upsized to meet current design standards. The upsized culverts would increase hydraulic capacity and reduce any stream constriction caused by existing culverts which are undersized. Additionally, culverts in Moose Creek would be lined with simulated streambed material, allowing for the stream to more closely resemble a natural system.

DOT&PF avoided permanent adverse impacts to Moose Creek by shifting two segments of the



creek away from the project roadway. The stream shifts were necessary to avoid the permanent placement of fill below OHW in association with shoulder widening and roadway realignments. Both stream segments would be recontoured to match existing stream gradients and stream widths. Stream banks would be revegetated with riparian species local to the area.

Refer to Section P for discussion of temporary stream diversion impacts during construction and Section H for a discussion of impacts to anadromous waters.

**H. Fish and Wildlife**

N/A   YES   NO

1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*
  - a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalog on January 2, 2018
  - b. Anadromous fish habitat present in project area. \*
  - c. Resident fish habitat present in project area \*
  - d. Adverse effect on spawning habitat.  \*
  - e. Adverse effect on rearing habitat.  \*
  - f. Adverse effect on migration corridors.  \*
  - g. Adverse effect on subsistence species.  \*
  
2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*
  - a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalog, National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Services (NMFS) Essential Fish Habitat (EFH) Mapper, and NMFS Alaska Regional Office Nearshore Fish Atlas of Alaska Database, January 2, 2018
  - b. EFH present in project area
  - c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*
  - d. Project may adversely affect EFH. *If yes, attach EFH Assessment.*  \*
  - e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in [Section V](#).*
  
3. Wildlife Resources:
  - a. Project is in area of high wildlife/vehicle accidents.
  - b. Project would bisect migration corridors.
  - c. Project would segment habitat.
  
4. [Bald and Golden Eagle Protection Act](#). *If yes to any below, consult with USFWS and attach documentation of consultation.*
  - a. Eagle data source(s) and date(s) : See below
  - b. Project visible from an eagle nesting tree? \*



- c. Project within 330 feet of an eagle nesting tree? \*
- d. Project within 660 feet of an eagle nesting tree? \*
- e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? \*
- f. Is an [eagle permit](#) required? \*
- 5. Is the project consistent with the [Migratory Bird Treaty Act](#)?
- 6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in [Section V](#).*

**Anadromous and Resident Fish and Essential Fish Habitat**

A review of the ADF&G Anadromous Waters Catalog on January 2, 2018, identified multiple anadromous water bodies adjacent to or flowing underneath the project roadway (Table 1). These water bodies are also considered essential fish habitat (EFH) by the National Marine Fisheries Service (NMFS).

**Table 1 - Anadromous and Resident Fish Water Bodies in the Project Area**

<i>Water Body</i>	<i>Anadromous Waters Catalog (AWC) Number</i>	<i>Milepost Seward Highway</i>	<i>Anadromous Species and Use</i>
Tern Lake	244-30-10010-2177-3020-0090	36	Coho salmon (sr), sockeye salmon (sr), whitefish (p)
Daves Creek	244-30-10010-2177-3020	35	Coho salmon (sr), Chinook salmon (sr), sockeye salmon (p), whitefish (p)
Unnamed Creek #1	244-30-10010-2177-3020-4315	35	Coho salmon (s), sockeye salmon (s)
Moose Creek	244-30-10010-2225-3013	31.5-33.5	Sockeye salmon (s)
Unnamed Creek #2	244-30-10010-2225-3013-4011	33.5	Sockeye salmon (s)
Carter Creek	244-30-10010-2225-3013-4009	32.5	Sockeye salmon (s)
Upper Trail Lake	244-30-10010-2225-0020	26.5-31.5	Coho salmon (p), Chinook salmon (p), sockeye salmon (p)
Unnamed Creek #3	244-30-10010-2225-3007	27.75	Sockeye salmon (p)
Lower Trail Lake	244-30-10010-2225-0010	25.5-26.6	Coho salmon (p), Chinook salmon (p), pink salmon (p), sockeye salmon (p)
Trail Creek	244-30-10010-2225	25.5-29.5	Coho salmon (p), Chinook salmon (p), pink salmon (p), sockeye salmon (p)

The proposed project would require work below OHW of several anadromous waters to replace and install culverts. Additionally, two segments of Moose Creek which run parallel to the highway may be shifted (away from the roadway) to avoid the permanent placement of fill below OHW in association with shoulder widening and roadway realignments. Any stream bed and gradient modifications would match existing conditions as much as practicable, and stream banks would be revegetated with riparian species.

All culvert replacements and installations would follow the Memorandum of Agreement (MOA) between ADF&G and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage. DOT&PF believes there will be no adverse effect on EFH because of the proposed mitigation measures associated with the MOA and Title 16 Fish Habitat Permit stipulations. Refer

to Section P for a discussion of construction related water quality impacts and minimization measures and Section VI for environmental commitments and mitigation measures.

**Wildlife Resources**

A review of the Statewide DOT&PF Moose-Vehicle Collisions (MVCs) Rankings (2006 to 2010) indicated the proposed project area is not within an area of disproportionately high incidents of MVCs. Adverse impacts to wildlife or their habitat are not anticipated as the project will not further segment or disrupt habitat or migration corridors. Adjacent land disturbed from widening is not anticipated to substantially impact wildlife due to the abundance of similar habitat nearby. Although wildlife may temporarily avoid the project area during project construction, the proposed project is not likely to result in permanent adverse impacts to wildlife.

**Bald and Golden Eagle Protection Act**

A review of the Wetland Ecosystems Services Protocol for Southeast Alaska (WESPAK-SE) GIS Module on January 2, 2018, indicated that no known eagle nests are present within 660 feet of the proposed project area. Windshield surveys conducted in summer of 2017 also indicated no eagle nests are present along the project corridor. Prior to construction, DOT&PF may conduct additional surveys of the project area to determine if active eagle nests are located within the primary (330 feet) or secondary (660 feet) zones. If active eagle nests are sighted within 660 feet of the project area prior to or during construction, DOT&PF will seek guidance from the USFWS on how to proceed.

**Migratory Birds**

Several species of migratory birds may travel through the proposed project area and may be disturbed by clearing operations. Clearing and grubbing would not be permitted within the migratory bird window of May 1<sup>st</sup> to July 15<sup>th</sup>, except as permitted by federal, state, and local laws and approved by the Project Engineer. For these reasons, adverse impacts to migratory birds are not expected to occur as a result of the proposed project.

<b>I. <u>Threatened and Endangered Species (T&amp;E)</u></b>	<u>YES</u>	<u>NO</u>
1. Database name(s) and date(s) queried: U.S. Fish and Wildlife Service (USFWS) IPaC Mapper, USFWS Critical Habitat Portal, and ADF&G Special Status Species Website on January 2, 2018		
2. Listed threatened or endangered species present in the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Threatened or endangered species migrate through the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Designated critical habitat in the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Proposed or Candidate species present in project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. What is the effect determination for the project? <i>Select one.</i>		
a. Project has no effect on listed or proposed T&E species or designated critical habitat.	<input checked="" type="checkbox"/>	
b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. <i>Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.</i>	<input type="checkbox"/>	*
c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. <i>If yes, consult the NEPA Program Manager.</i>	<input type="checkbox"/>	*

7. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in [Section V](#).*

A review of the USFWS Information for Planning and Conservation (IPaC) and ADF&G endangered species websites on January 2, 2018, indicated there no listed, proposed, or candidate threatened or endangered species or critical habitat areas within the proposed project area. As such, no impacts to threatened, endangered, or candidate species or their habitats are anticipated.

**J. Invasive Species** YES NO

1. Database name(s) and date(s) queried: Alaska Exotic Plants Information Clearing House (AKEPIC) mapping system and database on January 8, 2018
2. Does the project include all practicable measures to minimize the introduction or spread of invasive species, making the project consistent with [E.O. 13112](#) (Invasive Species)? *If yes, list measures in J.3.*
3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in [Section V](#).*

Results of the AKEPIC invasive plants query identified the presence of several invasive species that could be encountered in the proposed project area. To minimize the risk of introducing or spreading invasive species, the DOT&PF will comply with all federal, state, and local laws, including Executive Order 13112, by ensuring that ground disturbing activities are minimized, and disturbed areas are re-vegetated with native species in accordance with the Alaska Department of Natural Resources (ADNR) re-vegetation manual.

**K. Contaminated Sites** YES NO

1. Database name(s) and date(s) queried: Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database on January 4, 2018
2. There are known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW. *If yes, attach ADEC coordination documentation and summarize below in IV.K.4.* \*
3. There are contaminated sites with 1,500 feet of where excavation dewatering is anticipated? *If yes, attach ADEC coordination correspondence and summarize below in IV.K.4.*
4. Summarize the contaminated site impacts and mitigation, if any. *Include any commitments or mitigative measure in Section IV.*

A review of the ADEC website listed in K.1. indicated no known active contaminated sites are located within or adjacent to the proposed project area. As such, there is low to no potential for encountering hazardous materials during construction.

**L. Air Quality (Conformity)** N/A YES NO

1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). *If yes, indicate CO  or PM-10  or PM-2.5 , and complete the remainder of this section. If no, skip to Section M.*

- |    |  |                          |                            |                          |
|----|--|--------------------------|----------------------------|--------------------------|
| 2. | The project is exempt from an air quality analysis per <a href="#">40 CFR 93.126</a> (Table 2 and Exempt Projects). <i>If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.</i>                                     | <input type="checkbox"/> | <input type="checkbox"/>   |                          |
| 3. | The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).<br>a. List dates of FHWA/FTA conformity determination: <u>N/A</u>  | <input type="checkbox"/> | <input type="checkbox"/>   |                          |
| 4. | Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? <i>If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).</i> | <input type="checkbox"/> | <input type="checkbox"/>   |                          |
| 5. | A CO project-level analysis was completed meeting the requirements of <a href="#">Section 93.123</a> of the conformity rule. The results satisfy the requirements of <a href="#">Section 93.116(a)</a> for all areas or <a href="#">93.116(b)</a> for nonattainment areas. <i>Attach a copy of the analysis.</i>   | <input type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 6. | A PM-2.5 project-level air quality analysis was completed meeting the requirements of <a href="#">Section 93.123</a> of the conformity rule. The results satisfy the requirements of <a href="#">Section 93.116</a> . <i>Attach a copy of the analysis.</i>  | <input type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 7. | A PM-10 project-level air quality analysis was completed meeting the requirements of <a href="#">Section 93.123</a> of the conformity rule. The results satisfy the requirements of <a href="#">Section 93.116</a> . <i>Attach a copy of the analysis.</i>   | <input type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 8. | Summarize air quality impacts, mitigation, and agency coordination, if any. <i>Include any commitments or mitigative measures in <a href="#">Section V</a>.</i>  |                          |                            |                          |

On January 4, 2018, DOT&PF reviewed the U.S. Environmental Protection Agency (EPA) list of Nonattainment and Maintenance Areas for Criteria Pollutants and the proposed project is not within a non-attainment or maintenance area for any National Ambient Air Quality Standards (NAAQS). The proposed project would not result in a permanent change in traffic patterns, volume, or any other factor that would cause a substantial change or increase in emissions along the corridor. As such, permanent adverse impacts to air quality are not expected to occur.

Refer to Section III, Part P for a discussion of construction related air quality impacts.

**M. Floodplain Impacts (23 CFR 650, Subpart A)**

**YES    NO**

- |    |   |                            |                                     |
|----|---|----------------------------|-------------------------------------|
| 1. | Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : <u>Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Pannels 0200122150A, 0200122175A, and 0200122525A on January 2, 2018</u> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
|----|---|----------------------------|-------------------------------------|

*If yes, attach documentation of public involvement conducted per [E.O. 11988](#) and [23 CFR 650.109](#). Consult with the regional or Statewide Hydraulics/Hydrology expert and attach the required location hydraulic study developed per [23 CFR 650.111](#). Answer questions M.1.a through d.*

*If no, skip to M.2.*

- a. Is there a longitudinal encroachment into the 100-year floodplain? \*
- b. Is there significant encroachment as defined by [23 CFR 650.105\(q\)](#)? *If yes, attach a copy of FHWA's finding required by 23 CFR 650.115.* \*
- c. Project encroaches into a regulatory floodway. \*
- d. The proposed action would increase the base flood elevation one-foot or greater. \*
- 2. Project conforms to local flood hazard requirements.
- 3. Project is consistent with [E.O. 11988](#) (Floodplain Protection). *If no, the project cannot be approved as proposed.*
- 4. Summarize floodplain impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the FEMA FIRM panels listed in M.1 indicated that although portions of the proposed project area are adjacent to the base (100-year) floodplain of Upper and Lower Trail Lake, the proposed project lies within flood zones C and D. Encroachment upon the base floodplain of Upper and/or Lower Trail Lake is not anticipated at this early stage in project design. Consequently, no impacts to floodplains are expected to occur as a result of the proposed project.

**N. Noise Impacts ([23 CFR 772](#))**

**YES**    **NO**

- 1. Does the project involve any of the following? *If yes, complete N.2. If no, a noise analysis is not required. Skip to section O.*  
  - a. Construction of highway on a new location.
  - b. Substantial alteration in vertical or horizontal alignment as defined in [23 CFR 772.5](#).
  - c. An increase in the number of through lanes.
  - d. Addition of an auxiliary lane (except a turn lane).
  - e. Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.
  - f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.
  - g. Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- 2. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*
  - Category A:* Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
  - Category B:* Residential. *This includes undeveloped lands permitted for this category.*
  - Category C (exterior):* Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail

crossings. *This includes undeveloped lands permitted for this category.*

*Category D (interior):* Auditoriums, day care centers, hospitals, libraries,    
 medical facilities, places of worship, public meeting rooms, public or nonprofit  
 institutional structures, radio studios, recording studios, schools, and television  
 studios.

*Category E:* Hotels, motels, offices, restaurants/bars, and other developed lands,    
 properties or activities not listed above. *This includes undeveloped lands  
 permitted for this category.*

3. Does the noise analysis identify a noise impact? *If yes, explain in N.4*

4. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable:

Horizontal and vertical alterations to the roadway would not be substantial as defined by 23 CFR 772.5; as such, a traffic noise analysis was not required. Refer to Section III, Part P for discussion of construction related noise impacts and Section VI for noise related environmental commitments and mitigation measures.

- | <b>O. <u>Water Quality Impacts</u></b>   | <u>N/A</u>               | <u>YES</u>                          | <u>NO</u>                           |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Project would involve a public or private drinking water source. <i>If yes, explain in O.7</i>  | <input type="checkbox"/> |                                     | <input checked="" type="checkbox"/> |
| 2. Project would result in a discharge of storm water to a Water of the U.S. (per <a href="#">40 CFR 230.3(s)</a> )  |                          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. <i>If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7</i> |                          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| a. List name(s), location(s), and pollutant(s) causing impairment: <u>N/A</u>  |                          |                                     |                                     |
| 4. Estimate the acreage of ground-disturbing activities that will result from the project?<br><u>190</u> acres.  |                          |                                     |                                     |
| 5. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?   |                          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| a. If yes, list APDES permit number and type: <u>N/A</u>   |                          |                                     |                                     |
| 6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge?  |                          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 7. Summarize the water quality impacts and mitigation, if any. <i>Include any commitments or mitigative measures in <a href="#">Section V</a>.</i>   |                          |                                     |                                     |

Storm water within the proposed project area flows off the roadway and either infiltrates the ground via vegetated roadside ditches or is conveyed to adjacent lowlands and water bodies. Potential receiving waters include: Trail River, Moose Creek, Dave's Creek, and their tributaries, Upper and Lower Trail Lakes, Tern Lake, and Kenai Lake. A review of the ADEC 2012 Final Integrated Water Quality Monitoring and Assessment Report on November 6, 2017, indicated none of these waterbodies are designated as impaired.

A Review of the ADEC Drinking Water Protection Area Mapper on November 1, 2017, indicated several groundwater drinking water protection areas are located within the project area. However, given the scope of work and shallow depths of excavation, no adverse impacts to public or private



drinking water sources are anticipated.

Upper and Lower Tail Lakes and Trail River drain into Kenai Lake, a portion of the KRSMA – an area of over 105 lineal miles of rivers and lakes established in 1984 as a unit of the state park system – making all three water bodies potential Tier III waters. Prior to construction, DOT&PF will consult with ADEC to determine if additional storm water protection measures or monitoring will be necessary for the discharge of storm water into a potential Tier III water body.

While the proposed project would increase impervious surface area along the project corridor, no changes to drainage patterns are anticipated as surface water is expected to filter through existing and new gravel and vegetated ditches before entering adjacent receiving waters. As such, no long-term adverse impacts to water quality are anticipated as a result of the proposed project.

Refer to Section III, Part P a discussion of construction related water quality impacts.

**P. Construction Impacts**

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. There will be temporary degradation of water quality.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. There will be a temporary stream diversion.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There will be temporary degradation of air quality.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. There will be temporary delays and detours of traffic.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. There will be temporary impacts on businesses.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. There will be temporary noise impacts.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. There will be other construction impacts (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Summarize construction impacts and mitigation for each 'yes' above. <i>Include any commitments or mitigative measures in <a href="#">Section V</a>.</i>			

Water Quality Impacts

The proposed project may result in the temporary degradation of water quality due to work within wetlands and Moose Creek. Modification of the streambank and removal of the existing culverts in Moose Creek would result in increased turbidity immediately adjacent to the work area and downstream; however, these impacts would be short in duration and minimized through the implementation of Best Management Practices (BMPs) to reduce downstream turbidity.

An Erosion and Sediment Plan (ESCP) and Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the proposed project. Both would include BMPs to be used during construction to stabilize slopes and prevent sedimentation and would comply with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP) required for this project.

Temporary Stream Diversion

Temporary stream diversions may be necessary to isolate work areas from flowing water during culvert replacement operations. Impacts to fish would be minimized by either working during time periods recommended by ADF&G or by providing appropriate fish habitat in the stream diversion channel.

Air Quality Impacts

The operation of construction equipment may lead to a temporary local degradation of air quality as a result of increased airborne dust and emission-related particulate matter. Air quality impacts would be temporary and could be abated by watering disturbed surface areas and ensuring that construction equipment receives regular maintenance. No permanent adverse impacts to air quality

are anticipated as a result of the proposed project.

Traffic Impacts

Road users may experience delays or detours during project construction. Traffic impacts would be mitigated by providing advance notice to the public and through implementation of a traffic control plan. Construction may also be scheduled at off-peak hours in order to limit delays.

Business Impacts

Area businesses may be temporarily impacted by commercial and tourism traffic delays; however, these impacts would be temporary and access would be maintained throughout construction.

Noise Impacts

Temporary noise impacts will result from the operation of heavy equipment, the presence of construction crews, rock blasting and other associated construction activities. Abatement methods such as proper maintenance of construction equipment would help reduce these impacts. Permanent adverse noise impacts are not expected to occur.

Other Construction Impacts

The proposed project may require temporary construction easements (TCEs) or temporary construction permits (TCPs) during construction; access to effected properties would be maintained.

- | <b>Q. Section 4(f)/6(f)</b>   | <u>YES</u>                            | <u>NO</u>                             |
|---|---------------------------------------|---------------------------------------|
| <b>1. Section 4(f) (<a href="#">23 CFR 774</a>)</b>   |                                       |                                       |
| <b>a.</b> Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance? <i>If no, attach consultation with the NEPA Program Manager stating further Section 4(f) resource identification was not required.</i> | <input checked="" type="checkbox"/>   | <input type="checkbox"/> *            |
| <b>b.</b> Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? <i>If yes, attach consultation with the NEPA Program Manager to determine applicability of Section 4(f). If no, skip to Q.2.</i>                       | <input checked="" type="checkbox"/> * | <input type="checkbox"/>              |
| <b>c.</b> Does an exception listed in <a href="#">23 CFR 774.13</a> apply to this project? <i>If yes, attach consultation with the NEPA Program Manager, and documentation from the official with jurisdiction, if required.</i>  | <input type="checkbox"/> *            | <input checked="" type="checkbox"/>   |
| <b>d.</b> Does the project result in the “use” of a Section 4(f) property? <i>“Use” includes a permanent incorporation of land, adverse temporary occupancy, or constructive use. If no, attach consultation with the NEPA Program Manager and skip to Q.2.</i>                     | <input type="checkbox"/>              | <input checked="" type="checkbox"/> * |
| <b>e.</b> Has a <i>de minimis</i> impact finding been prepared for the project? <i>If yes, attach the finding.</i>  | <input type="checkbox"/> *            | <input type="checkbox"/>              |
| <b>f.</b> Has a Programmatic Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>   | <input type="checkbox"/> *            | <input type="checkbox"/>              |
| <b>g.</b> Has an Individual Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>  | <input type="checkbox"/> *            | <input type="checkbox"/>              |
| <b>2. Section 6(f) (36 CFR 59)</b>  |                                       |                                       |
| <b>a.</b> Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?  | <input type="checkbox"/>              | <input checked="" type="checkbox"/>   |
| <b>b.</b> Is the use of the property receiving LWCFA funds a “conversion of use” per Section 6(f) of the LWCFA? <i>Attach the correspondence received from the ADNR 6(f) Grants Administrator.</i>  | <input type="checkbox"/>              | <input checked="" type="checkbox"/>   |
| <b>3. Summarize Section 4(f)/6(f) involvement, if any:</b>  |                                       |                                       |



A review of the USFWS National Wildlife Refuge System Online Mapper, U.S. National Park Service (NPS) Online Mapper, U.S. Forest Service (USFS), Alaska Department of Natural Resources (ADNR) Division of Parks and Outdoor Recreation (DPOR), Bureau of Land Management (BLM), and the KPB Parcel Viewer websites on January 22, 2018, identified several Section 4(f) resources adjacent to the proposed project corridor, including: Johnson Pass Trail, Carter Lake Trail, three undeveloped parcels managed by the ADNR for eventual inclusion to the KRSMA, and five historic properties determined eligible for listing in the NRHP (see Section E – Impacts to Historic Properties for details regarding NRHP eligible historic properties). No properties along the project corridor received funds from the LWCFA.

On January 26, 2018, the Statewide NEPA Program Manager concurred the proposed project would not result in a permanent incorporation, adverse temporary occupancy, or constructive use of a 4(f) resource. Refer to Appendix D for Section 4(f) property details and consultation documentation.

<b>III. Permits and Authorizations</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Coast Guard, Section 9		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ADF&G Fish Habitat Permit ( <a href="#">Title 16.05.871</a> and <a href="#">Title 16.05.841</a> )		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Flood Hazard		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. ADEC Non-domestic Wastewater Plan Approval		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. ADEC 401		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. ADEC APDES		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Noise		<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Eagle Permit		<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other. If yes, list below.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kenai Peninsula Borough 50-Foot Habitat Protection District Permit; ADNR Special Use Permit			

<b>IV. Comments and Coordination</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Public/agency involvement for project. <i>Required if protected resources are involved.</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Public Meetings. Date(s): April 6, 2016. Additional public meetings will be held in spring 2018 and summer 2019.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Newspaper ads. <i>Attach certified affidavit of publication as an appendix.</i> Name of newspaper and date: Alaska Dispatch News on December 10, 2015; Peninsula Clarion on December 9, 2015, Seward Phoenix Log on December 10, 2015, and Seward City News on January 10, 2016.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Alaska Online Public Notice date: <u>December 7, 2015</u>			
5. Agency scoping letters. Date sent: <u>June 27, 2016</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Agency scoping meeting. Date of meeting: <u>N/A</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Field review. Date: The DOT&PF design team visited the project site August 30-31, 2016, to determine which culverts should be replaced, assess any design challenges that may be encountered on site, and measure grades of the pedestrian pathway for ADA compliance. DOT&PF		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental staff attended the wetland delineation organized by HDR on September 28-30, 2015. DOT&PF Hydrological staff visited culvert locations in the project area on August 21, 2014 to provide recommendations for improvements, if needed.

8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

### **Public Coordination**

Public coordination for the proposed project began with a Notice of Intent (NOI) to Begin Engineering and Environmental Studies, which was published in the Alaska Dispatch News, Peninsula Clarion, Seward Phoenix Log, DOT&PF Public Notices website, and Seward City News on the dates listed in item 3 of this section. Two project-specific open houses were held on April 6, 2016; one at the Alaska SeaLife Center in Seward, Alaska and the other at the Moose Pass Community Hall in Moose Pass, Alaska. The project was also represented at the Seward Holiday Arts and Crafts Fair on December 4, 2015, and December 2, 2016, in Seward, Alaska.

The predominant comments received included concurrence that traffic calming measures were needed through Moose Pass. Many residents were concerned with the ROW acquisitions proposed by the designs adding passing lanes, shoulder widening, and the addition of a pedestrian pathway on the west side of the highway within Moose Pass. The design proposing a second pedestrian pathway on the west side of the road was not preferred by the community due to potential ROW acquisitions. In general, the comments favored repaving the area within Moose Pass and implementing the proposed shoulder widening and passing lanes where the speed limit is higher. Extending the current pedestrian pathway north and south was favored by residents. Some residents expressed confusion regarding the School Zone on the Seward Highway in Moose Pass; these residents did not consider it necessary.

Due to public concerns regarding ROW acquisitions through the community of Moose Pass, the project design team chose to move forward with Moose Pass Typical Section Alternative 1: Repave Existing Road and Pathway, as shown on page A-46 of Appendix E. Outside the community of Moose Pass, shoulder widening will occur as needed to meet current highway design standards in accordance with the DOT&PF Preconstruction Manual and the AASHTO requirements. The pedestrian pathway within the community of Moose Pass may need to shift slightly to improve drainage. Culverts are planned to be replaced throughout the project to improve drainage as well.

### **Agency Coordination**

Agency coordination consisted of a scoping letter sent to resource agencies, local government, tribes, and native corporations via email on June 27, 2016. ADF&G, ADNR, BLM, and the USFS submitted comments, summarized below.

ADF&G: Responded that they had no additional comments; all fish bearing waters will need to be identified and replacement of culverts/bridges will be required to meet fish pass criteria as stated in the scoping documents.

ADNR: Responded that the project is adjacent to the proposed Kenai River Special Management Area. Permits may be required. They asked that the DOT&PF please submit a Multi-Agency permit application to the Kenai River Center for consideration.

BLM: Responded that they do not manage any land in the area nor have any comments on the proposed project.

USFS: Responded on August 27, 2015 requesting a meeting to discuss the project scope, scale, and Forest Service involvement. The DOT&PF responded by providing contact information for four projects that may require USFS involvement. USFS spoke at the April 6, 2016 open houses

about materials use. Steve Hohensee was interested in coordinating efforts with the USFS and the DOT to utilize several gravel pits within the project area as source material for the proposed project.

Additional agency coordination is planned to happen throughout the project. Agency meetings may be held at a later date as project design develops further.

Refer to Appendix E for public involvement documentation, agency scoping materials, and a full summary of comments received and associated responses.

## **V. Environmental Commitments and Mitigation Measures**

List all environmental commitments and mitigation measures included in the project.

1. If cultural, archaeological, or historical sites are discovered during construction, then all work that may impact the sites will stop. The SHPO would be consulted to determine the appropriate corrective action.
2. If contamination or hazardous materials are encountered during construction, all work in the vicinity of the contamination will stop and ADEC would be consulted to determine the appropriate corrective action.
3. If active bald or golden eagle nests are found within the project area, a primary zone of a minimum 330 feet will be maintained as an undisturbed habitat buffer around nesting eagles. If topography or vegetation does not provide an adequate screen or separation, the buffer will be extended to 0.25 mile, or a sufficient distance to screen the nest from human activities. Within the secondary zone (between 330 and 660 feet), no obtrusive facilities or major habitat modifications shall occur. If nesting occurs in sparse stands of trees, treeless areas, or where activities would occur within line-of-site of the nest, this buffer shall extend up to 0.5 miles. No blasting, logging, or other noisy, disturbing activities within the primary or secondary zones should occur during the nesting period (March 1 – August 31).
4. The contractor will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), a Hazardous Materials Control Plan (HMCP), and a Spill Prevention, Control, and Countermeasure Plan (SPCC) in accordance with DOT&PF's contract specifications and the APDES Construction General Permit (CGP) for storm water discharge from construction activities in Alaska.
5. The contractor will be responsible for obtaining all necessary permits and clearances for material and disposal sites and borrow or equipment storage areas, including compliance with the APDES CGP for storm water discharge, unless DOT&PF has obtained the necessary permits.
6. Air quality BMPs such as watering, sweeping, maintaining construction exits, and equipment emission control devices will be used to maintain air quality.
7. The contractor is responsible for creating a traffic control plan and providing advance notice to the public and businesses of construction activities that could cause delays, detours, or affect access to adjacent properties.
8. The contractor will make every reasonable effort to minimize construction noise through abatement measures such as proper maintenance of construction equipment.
9. Erosion and sediment control materials would be made from locally produced products to minimize potential importation of new weed propagules from outside Alaska.

10. Clearing and grubbing is not permitted within the migratory bird window of May 1 to July 15, except as permitted by Federal, State, and local law and approved by the Project Engineer.
11. Culverts would be replaced in accordance with the fish passage requirements stated in the 2001 *Memorandum of Agreement between the ADF&G and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage*. All in-water work would be timed to avoid fish-spawning periods and would be scheduled following stipulations specified in the ADF&G Title 16 Fish Habitat Permit. If streams are temporarily re-routed during in-water work activities, they would be restored to their pre-existing (or improved) conditions following construction.

**VI. Environmental Documentation Approval**

N/A      YES      NO

1. Do any unusual circumstances exist, as described in [23 CFR 771.117\(b\)](#)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.*


\*
2. The project meets the criteria of one of the following [DOT&PF Programmatic Approvals](#) authorized in the Nov. 13, 2017 "[Chief Engineer Directive – Programmatic Categorical Exclusions](#)".
 

  - *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*
  - *If no, the CE documentation form must be approved by a NEPA Program Manager.*
  - a. Programmatic Approval 1
  - b. Programmatic Approval 2
  - c. Programmatic Approval 3

**VII. Environmental Documentation Approval Signatures**

Prepared by:

  
 [Signature] Environmental Impact Analyst

Date:

4/13/2018

KIM CAMPO-ALIEN  
 [Print Name] Environmental Impact Analyst

Reviewed by: Cynthia Ferguson Date: 4/16/18  
[Signature] Engineering Manager

CYNTHIA FERGUSON  
[Print Name] Engineering Manager

**Programmatic CE**

Approved by: Brian Elliott Date: May 9, 2018  
[Signature] Regional Environmental Manager

Brian Elliott  
[Print Name] Regional Environmental Manager

**Non-Programmatic CE**

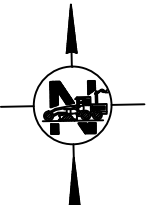
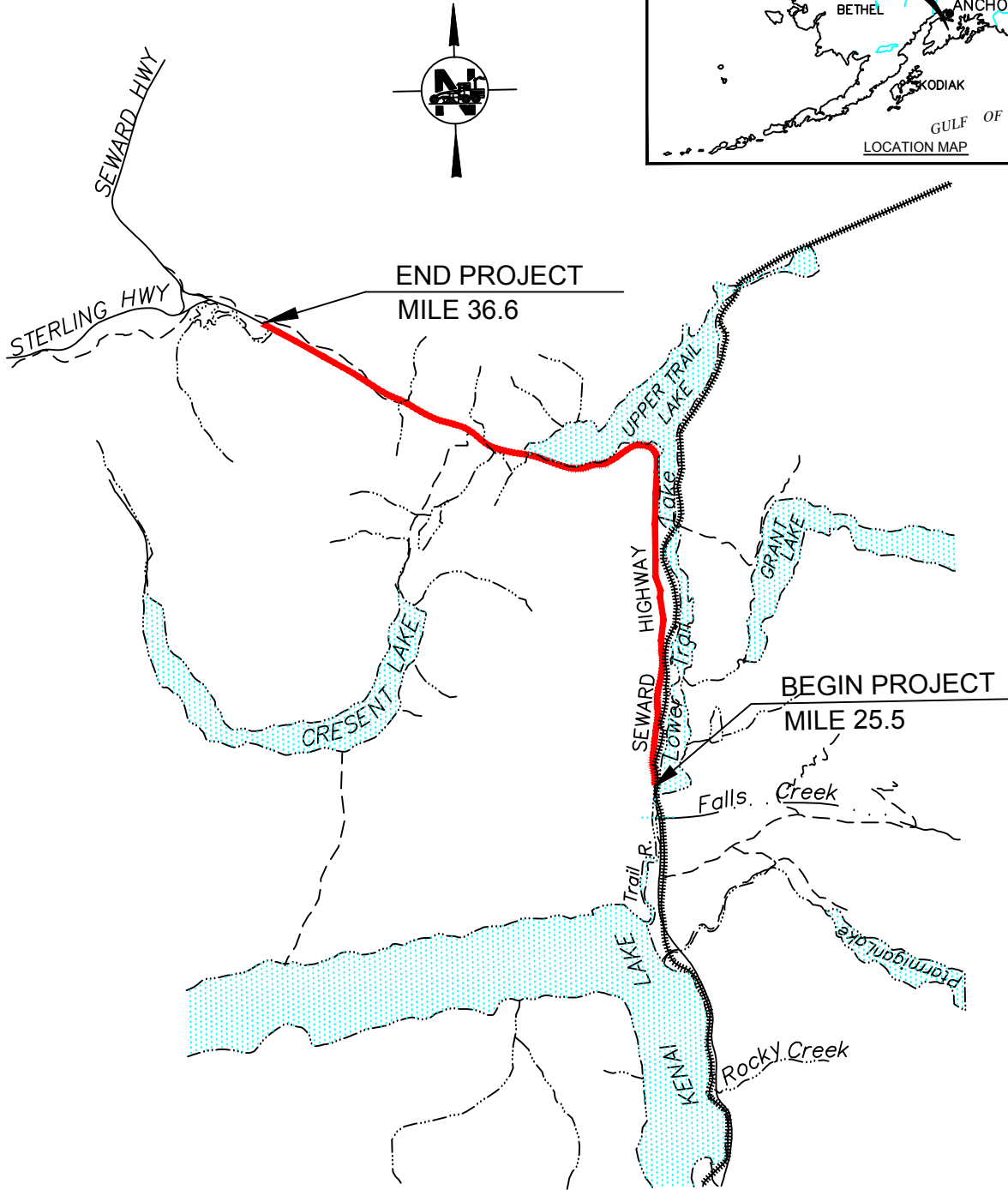
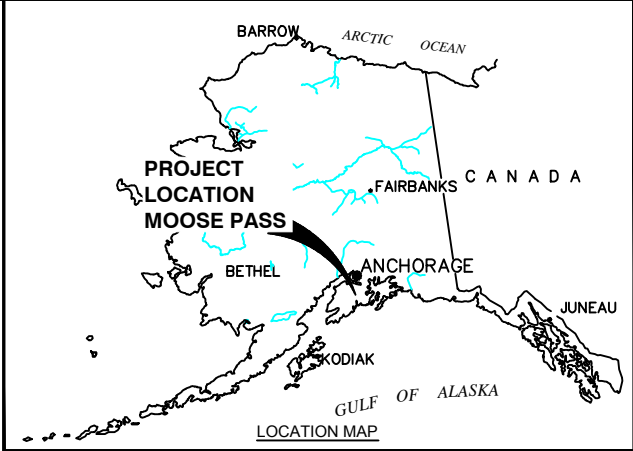
Approval Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
[Signature] Regional Environmental Manager

\_\_\_\_\_  
[Print Name] Regional Environmental Manager

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_  
[Signature] NEPA Program Manager

\_\_\_\_\_  
[Print Name] NEPA Program Manager

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**LEGEND**

 PROJECT AREA

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

SCALE: NTS  
 DATE: 9/1/2015  
 BY: J McLAURIN

SEWARD HWY: MP 25.5-36, TRAIL RV.  
 TO STERLING WYE REHABILITATION  
 PROJECT NO. Z54659000  
 LOCATION AND VICINITY MAP  
 MOOSE PASS, AK

FIGURE 1

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP

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## **Appendix A**

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Relocation Benefits

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# MEMORANDUM

# State of Alaska

Department of Transportation & Public Facilities  
Statewide Design & Engineering Services Division  
Central Region – Right of Way Section

To: Kim Campo-Allen, Environmental Analyst

Date: October 11, 2017

Thru: Al Burton, Supervisor,  
Project Coordination Unit *amb*

From: Karen Michaelson  
Right of Way Agent *Kim*

File No.: 54659  
Subject: Seward Hwy. MP 25.5-36  
Relocation Benefits

Owner: Bergholdt Trust, Julia A. & Bradley W. Bergholdt  
Address: 34740 Seward Highway, Moose Pass, AK 99631  
Legal Description: Plat S-38, Stafford Subdivision, Lot 19, Block 2, T5N, R1W, Sec. 36

According to the Kenai Peninsula Borough, there is a 1,512 SF structure with 2 bathrooms (no bedrooms identified). There is a 702 SF attached garage and a wood deck @ 21 SF.

When looking through the various deeds for this property, the Berholdt's appear to have never been residents of Alaska. Everything is mailed to California.

In trying to determine if they might use this as a rental, on Sept. 28, 2017, I called Chugach Electric and spoke with Shane. He told me that this property did not have the electric turned on for the winter months, Sept. through April. He said that the Berholdts are "snowbirds", only in Alaska for the summer months. This property would be considered their "Seasonal Home". They are still eligible for other benefits, i.e. moving, storage, etc.

People owning (or renting) seasonal residences are not eligible for any relocation payments other than moving expenses, if they are displaced from the seasonal property. A seasonal residence can be distinguished from a permanent residence, which is the place of a person's fixed, permanent or customary and usual residence, and to which place the person, when absent, has full intention of returning.

The permanent-seasonal residence determination is not made solely on the length of time a person routinely occupies the residence in any given year. Among the many considerations to determine a permanent reside are: voter registration, auto registration, insurance address, IRS tax form, passport address, etc. See the definition of dwelling, 49 CFR § 24.2(a)(10).

49 CFR § 24.2(a)(10).

Dwelling. The term dwelling means the place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family house; a single family unit in a two-family multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

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## **Appendix B**

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Section 106 Consultation

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THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900  
Anchorage, Alaska 99519-6900  
Main: 907.269.0542  
Toll Free: 800.770.5263  
TDD: 907.269.0473

December 4, 2015

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation

0311031/54659/Z546590000

Consultation Initiation

Ms. Judith Bittner  
State Historic Preservation Officer  
Alaska Office of History and Archaeology  
550 W. 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Sections 1, 7, 12, 13, 17, 18, 20, 21, 24, 25, 26, 27, Township 4, 5 N, Range 1, 2 W, Seward Meridian, on USGS Quad Maps Seward B7 and C7; Latitude 60.5004° N, Longitude 149.4137° W.

Consultation is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. For purposes of the National Historic Preservation Act, the DOT&PF, acting as a Federal agency, is initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

The project would rehabilitate and widen the roadway from MP 25.5-36. Proposed improvements may include the following:

- Construct passing lanes
- Upgrade, replace, or install new guardrail, signs, and striping
- Roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards in accordance with the DOT&PF Preconstruction Manual and AASHTO requirements
- Pedestrian amenities and traffic calming through the community of Moose Pass
- Culvert replacements, including the replacement of DOT&PF bridge number 4090 over Moose Creek
- Improve storm water drainage facilities

- Acquire right-of-way (ROW)
- Install retaining walls
- Vegetation clearing
- Construct avalanche mitigation

Acquisition of right-of-way (ROW) may be needed to accommodate the proposed wider road footprint, and may have potential to indirectly affect historic properties; however, the full range of alternatives is not known at this time, due to project development being in the early stages.

The Study Area / Preliminary Area of Potential Effect (APE) for the project includes both a direct and indirect Preliminary APE (Figures 2a-2d). The area of direct effect consists of DOT&PF ROW. The area of indirect effect includes the first row of properties or in cases where property lines are unavailable, or deeply recessed, the area of indirect effect is 100 feet from the ROW line. The Area of Potential Effect (APE) will be refined after comments are received from your agency and other consulting parties.

DOT&PF contracted HDR, Inc. to conduct a cultural resource survey of the Preliminary APE.

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). This project does not affect any of these roads.

The following parties are being notified of this project: SHPO, Chugach National Forest, Kenaitze, Qutekcaq Native Tribe, and Kenai Peninsula Borough.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at [erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov).

We request your input on our proposal so that we can incorporate your concerns into project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist

Enclosures:

Figure 1: Location and Vicinity Map

Figures 2a-d: Direct and Indirect Area of Potential Effect Maps

Electronic cc w/ enclosures:

Brian Elliott, DOT&PF Central Region, Regional Environmental Manager  
Cynthia Ferguson, P.E., DOT&PF Central Region, Project Manager  
Melissa Goldstein, DOT&PF Statewide NEPA Program Manager  
Laurie Mulcahy, DOT&PF Statewide Cultural Resources Manager





THE STATE  
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GOVERNOR BILL WALKER

**Department of Transportation  
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PRELIMINARY DESIGN & ENVIRONMENTAL

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Toll Free: 800.770.5263  
TDD: 907.269.0473

December 4, 2015

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
0311031/54659/Z546590000  
Consultation Initiation

John Kinsner  
Chugach National Forest  
161 East 1<sup>st</sup> Avenue, Door #8  
Anchorage, AK 99501

Dear Mr. Kinsner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Sections 1, 7, 12, 13, 17, 18, 20, 21, 24, 25, 26, 27, Township 4, 5 N, Range 1, 2 W, Seward Meridian, on USGS Quad Maps Seward B7 and C7; Latitude 60.5004° N, Longitude 149.4137° W.

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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at [erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov). Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist

Enclosures:

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December 4, 2015

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation

0311031/54659/Z546590000

Consultation Initiation

Mayor Mike Navarre  
Kenai Peninsula Borough  
144 North Binkley Street  
Soldotna, Alaska 99669

Dear Mayor Navarre:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Sections 1, 7, 12, 13, 17, 18, 20, 21, 24, 25, 26, 27, Township 4, 5 N, Range 1, 2 W, Seward Meridian, on USGS Quad Maps Seward B7 and C7; Latitude 60.5004° N, Longitude 149.4137° W.

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Cultural Resources Specialist  
Central Region DOT&PF

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Cultural Resources Specialist

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Melissa Goldstein, DOT&PF Statewide NEPA Program Manager

Laurie Mulcahy, DOT&PF Statewide Cultural Resources Manager



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December 4, 2015

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation

0311031/54659/Z546590000

Consultation Initiation

Ms. Jaylene Peterson-Nyren, Executive Director  
Kenaitze Indian Tribe  
P.O. Box 988  
Kenai, AK 99611

Dear Ms. Peterson-Nyren:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Sections 1, 7, 12, 13, 17, 18, 20, 21, 24, 25, 26, 27, Township 4, 5 N, Range 1, 2 W, Seward Meridian, on USGS Quad Maps Seward B7 and C7; Latitude 60.5004° N, Longitude 149.4137° W.

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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at [erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov). Should you prefer to conduct government-to-government consultation with the Federal Highway Administration (FHWA) on this project, please advise me of your request.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist

Enclosures:



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Melissa Goldstein, DOT&PF Statewide NEPA Program Manager

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THE STATE  
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December 4, 2015

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation

0311031/54659/Z546590000

Consultation Initiation

Mr. John Osenga  
President  
Qutekcak Native Tribe  
P.O. Box 1467  
Seward, Alaska 99664

Dear Mr. Osenga:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Sections 1, 7, 12, 13, 17, 18, 20, 21, 24, 25, 26, 27, Township 4, 5 N, Range 1, 2 W, Seward Meridian, on USGS Quad Maps Seward B7 and C7; Latitude 60.5004° N, Longitude 149.4137° W.

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Central Region DOT&PF

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Erik D. Hilsinger  
Cultural Resources Specialist

Enclosures:

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Cynthia Ferguson, P.E., DOT&PF Central Region, Project Manager

Melissa Goldstein, DOT&PF Statewide NEPA Program Manager

Laurie Mulcahy, DOT&PF Statewide Cultural Resources Manager



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

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In Reply Refer To:  
Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)  
Finding of No Adverse Effect  
October 25, 2016

ATTENTION: This finding contains **29** DOEs

Ms. Judith Bittner  
State Historic Preservation Officer  
Alaska Office of History and Archaeology  
550 W. 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

Consultation for this project is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### **Project Description**

The proposed work would include the following:

- Rehabilitate and widen roadway shoulders
- Construct longer passing zones and additional slow vehicle turnouts to improve passing opportunities
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards

- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve storm water drainage facilities including culverts
- Improve and/or construct avalanche mitigation where needed
- Install retaining walls where needed
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

### **Area of Potential Effect**

The direct Area of Potential Effect (Direct APE) for the project varies and is depicted in yellow in Figures 2-1 through 2-18. The Direct APE includes all areas of ground disturbing activities, ingress and egress, vegetation clearing, and staging. The Indirect APE is outlined in purple in Figures 2-1 through 2-18. This area includes the first tier of properties adjacent to the Direct APE as well as possible property purchases or easement purchases which have not yet occurred.

### **Identification Efforts**

Efforts to identify properties of historical, archaeological, and cultural significance included a review of the Alaska Heritage Resources Survey (AHRS) database in September 2015 and a review of previously conducted cultural resource reports. The AHRS search identified 23 AHRS resources located within the APE: nine within the Direct APE and 14 within the Indirect APE.

The DOT&PF contracted HDR Alaska, Inc. (HDR) to conduct a cultural resource and architectural survey of the project area in October of 2015 (report attached). HDR identified 26 new AHRS resources during the investigation – 17 in the Direct APE (Table 1-1) and nine in the Indirect APE (Table 1-2). Determinations of Eligibility (DOEs) for the newly recorded resources were not included in the HDR report.

### **Determinations of Eligibility (DOE)**

Of the **49** historic properties located within the Direct and Indirect APEs, **three** properties within the Direct APE and **four** properties within the Indirect APE were determined eligible for inclusion in the NRHP during previous investigations. DOT&PF has determined that none of the newly identified historic properties in the Direct or Indirect APE are eligible for listing in the NRHP.

#### DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey (Table 1-1):

##### *SEW-01068, Alaska Railroad Telegraph/Telephone Line*

SEW-01068 is a segment of the defunct Alaska Railroad Telegraph/Telephone Line that ran along the railroad main line from Fairbanks to Seward (HDR 2016: 47). The original telegraph line was built between 1914 and 1923 by the Alaska Northern Railway Company, Alaska Central Railway and the ARRC. The telegraph line was replaced with a telephone system beginning in the 1950s and the telegraph system abandoned. The telephone system was replaced by radio systems and went out of use in the 1980s. As of 2013, ARRC planned to remove the remaining telephone and telegraph poles between Turnagain and Moose Pass as they presented a safety hazard (ARRC 2013).

During the survey, a segment of the line was recorded between MP 25.5 and 27.5 of the Seward Highway. The survey team recorded 16 telegraph/telephone pole features in the Direct APE. At 13 of these locations, a standing telephone pole was present along with the cut stump, cut pole, and cross-arms of former telegraph poles; one standing pole was leaning against a tree and three had fallen or been cut (HDR 2016: 48). The telegraph portion of this segment of SEW-01068 contains little integrity, as all the poles are cut or absent. One telephone pole had cable attached (HDR 2016: 49).

A portion of this AHRS resource was determined eligible for inclusion in the NRHP in 2004 and was determined to be a contributing element within an eligible historic district in 2006. The ARRC prepared a mitigation report for the removal of the remaining poles associated with this telecommunications line in 2013. SHPO concurred with the mitigation report, stating that the material presented in the report demonstrated that the adverse effect was adequately mitigated for. Because the removal of these features is ongoing and mitigated by agreement between the ARRC and the SHPO, DOT&PF finds that SEW-01068 is not eligible for listing in the NRHP.

*SEW-01581, Seward Highway Road Bridge #611*

SEW-01581 was built in 1951 as part of the Seward-Anchorage-Turnagain Arm Project, one of several pre-Seward Highway projects (HDR 2016: 51). It is a cast concrete stringer bridge on timber pilings designed by the Federal Works Agency, Public Roads Administration, and transferred to the new state of Alaska. It was stockpiled in place in 1982. The bridge is not associated with any significant historic persons. The bridge's design was based on standard plans and the bridge is unexceptional in its architectural design, materials, and construction methods. It is not likely to yield new information important to the region's past.

DOT&PF has applied the November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges to this undertaking. The Program Comment is a national-level Section 106 compliance streamlining measure for certain types of bridges. Bridge # 611 is a type that is covered by this Program Comment. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, Bridge # 611 requires no further review under Section 106.

*SEW-01585, 35565 Seward Highway*

The one-story, single-family dwelling was constructed in 1940 and is composed of a small original block set beneath a side-gabled roof (HSR 2016: 52). The structure has expanded organically with a series of additions at different times. SEW-01585 is not associated with the initial settlement of Moose Pass (1910-1917); however, it was built at the end of the 1930-1940 building boom along the Forest Highway (later known as Seward Highway). It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally it is a common building form and uses typical building materials. It is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01581 is not eligible for listing in the NRHP.

*SEW-01594 through SEW-01605, SEW-01591, SEW-01582, Historic Road Bed Segments*

Fourteen segments of abandoned historic road bed were identified within the Direct APE that could not be directly linked to SEW-00573, the Moose Pass Military Road (HDR 2016: 55). These segments closely parallel the modern Seward Highway and are assumed to be former highway alignments. Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01594 through SEW-01605, SEW-01591, and SEW-01582 will not be evaluated at this time.

**Table 1-1. DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey**

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01068	Alaska Railroad Telegraph and Telephone Line	Segment of telegraph line that once ran from Fairbanks to Seward	1914 - 1950s	47	Not Eligible, loss of integrity
SEW-01594 through SEW-01605	Moose Pass Historic Road Segments	Road bed segments	1951 and later	55-57	Exempt

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01581	Seward Highway Road Bridge	Obsolete bridge on former Seward Highway alignment	1951	51	Program Comment: Not Eligible
SEW-01585	Parcel 12522002	Dwelling; 1-story wood-frame; shed	1940	52-54	Not Eligible

DOEs for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey (Table 1-2):

*SEW-01583, 35727 (31628) Seward Highway*

Constructed in 1945, this one-and-one-half-story, three-bay, single-family dwelling has a rectangular form. Set on a pier-and-beam foundation, this cottage is clad in cedar plank (HDR 2016: 68). The original cottage was completely renovated in the mid-1990s, with everything removed down to the studs and replaced with contemporary materials. SEW-01583 was likely originally a Minimal Traditional-style dwelling constructed in 1945. It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons.

Architecturally, it is a common building form and it is not likely to yield new information important to the region's past. Renovation using modern building materials and windows has diminished the integrity of materials and workmanship such that the historic character of the structure has been lost. The DOT&PF has determined that SEW-01583 is not eligible for listing in the NRHP.

*SEW-01584, 35675 Seward Highway*

SEW-01584 is a Ranch-style dwelling constructed in 1970 (HDR 2016: 69). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01584 is not eligible for listing in the NRHP.

*SEW-01586, 35537 Seward Highway*

SEW-01586 is a Minimal Traditional-style dwelling constructed in 1962 (HDR 2016:71). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01586 is not eligible for listing in the NRHP.

*SEW-01587, 35465 Seward Highway*

SEW-01587 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway (HDR 2016: 74). Constructed in 1946, this one-and-one-half-story, four-bay, single-family dwelling has a T-shaped form. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its original footprint is not discernable due to modifications, and the dwelling is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.



*SEW-01588, 33657 Seward Highway*

Constructed in 1960, this one-story building has a rectangular form (HDR 2016: 76). It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. As a building owned by the local government, it may be associated with the growth of Moose Pass in the wake of the completion of Seward Highway in 1951. As a secondary structure, however, it is not likely to have direct associations with significant events or themes in the history of Moose Pass. It is not known to be associated with any significant historic persons. Architecturally, the garage is a standard form for accommodating large and small maintenance vehicles. It is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01589, 35168 Seward Highway*

Constructed in 1950, this one-and-one-half-story dwelling has a rectangular form (HDR 2016: 77). In Kenai Peninsula Borough records, SEW-01589 is listed as a general purpose building and it shares a parcel with a motel that was built in 1984. It may be associated with the growth of Moose Pass during the construction of Seward Highway in 1951. This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are not unique, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01590, 35168 Seward Highway*

SEW-01590 is a commercial garage constructed in 1965 with three bays for storage of oversized vehicles, one bay for car use and an adjacent shed (HDR 2016: 77). This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01592, 34554 Seward Highway*

SEW-01592 was constructed in 1965 as a secondary building, associated with a primary structure that is no longer extant (HDR 2016: 81). It is presently a garage/storage structure owned by the Moose Pass Community Church. The church was built in 1997. As a secondary structure, it is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common and it is not likely to yield new information important to the region's past. SEW-01592 has diminished integrity of feeling, design, and association due to loss of context: its original primary building. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01593, 33956 Seward Highway*

Constructed in 1955, this two-story, single-family dwelling has an irregular form (HDR 2016: 82). The wood-frame structure has been clad in aluminum siding and is capped by multi-directional shed roofs of panelized metal. A side-gabled wing is located on the north elevation.

SEW-01593 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It may be associated with the growth of Moose Pass in the wake of completion of Seward Highway in 1951. It is not likely to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, the original materials and footprint are no longer evident. It is not likely to yield new information important to the region's past. SEW-01593 has diminished integrity of design, materials,

workmanship, and feeling due to large-scale renovations, including reconfiguration of the original building plan. DOT&PF finds the property not eligible for listing in the NRHP.

**Table 1-2. DOE for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01593	Parcel 12519021	Dwelling; 1.5-story wood-frame	1955	82-83	Not Eligible
SEW-01592	Parcel 20090004350	Garage; 1-story	1965	81	Not Eligible
SEW-01590	Parcel 12536002	Garage; 1-story; shed	1965	78-80	Not Eligible
SEW-01589	Parcel 20070010500	Dwelling; 1-story	1950	77-78	Not Eligible
SEW-01588	Parcel 12521050	Garage; 1-story	1960	76-77	Not Eligible
SEW-01587	Parcel 12522006	Dwelling; 1.5-story wood-frame; shed	1946	74-76	Not Eligible
SEW-01586	Parcel 12522003	Dwelling; 1-story cottage; six sheds	1962	71-74	Not Eligible
SEW-01584	Parcel 12522013	Dwelling; 1-story masonry; shed	1970	69-71	Not Eligible
SEW-01583	Parcel 12539001	Dwelling; 1.5-story wood-frame	1945	68-69	Not Eligible

### Determinations of Eligibility for Existing AHRS Properties

#### DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE (Table 1-3):

##### *SEW-01077, Carter Lake Trail*

SEW-01077, the Carter Lake Trail, is a road bed in use as a recreational trail to Carter Lake and maintained by the U.S. Forest Service (HDR 2016; 42-43; Figure 2-7). The trail head is located on a segment of the Moose Pass Military Road (SEW-00573) before joining the AHRS line marking SEW-01077. This is a popular recreational trail that connects with the Crescent Lake and Creek trails. The trail first appears on USGS topographic maps for the Seward C-7 quadrangle in 1976.

Carter and Crescent lakes and their outlet streams were among a suite of water bodies eyed for the development of small hydroelectric power plants on the Kenai Peninsula identified initially in 1914 and in a separate report in 1915 (Ellsworth and Davenport 1914; 1915: 124). At this time Carter Creek was named as such; Crescent Lake and Creek were then identified as Lost Lake and Creek. The authors documented the existing stock of hydroelectric power production and identified water bodies with good potential for hydroelectric power development. The Seward Light and Power Co. at the time of the Ellsworth and Davenport (1914; 1915) fieldwork in 1913 had a 150 horsepower hydroelectric plant on Lowell Creek.

The City of Seward purchased a diesel generating plant in 1941, and in 1950 purchased the Seward Light and Power Company facilities on Lowell Creek to create a single municipal electrical utility. The City of Seward sought expanded hydroelectric power resources after WW II and commissioned an engineering report to determine whether such a project was feasible (Harstad 1954). Exploratory work was begun in 1954, with a permit granted by the Federal Power Commission to the City of Seward in 1955 to develop a project that would dam the outlet of Crescent Lake, blocking Crescent Creek which drains to Quartz Creek then Kenai Lake; then link Crescent and Carter lakes by a tunnel through the divide between them and use water from the combined lakes to drive a turbine located near Moose Creek by Upper Trail Lake. This concept was reiterated by the engineer hired by the city to design the project in 1954 and by USGS geologist George

Plafker (Harstad 1954; Plafker 1955). Harstad (1954) budgeted 60,000 dollars for the construction of a three mile access road from the existing highway, presumably now in use as the trail. The City of Seward passed Ordinance No. 261 to sell 3.5 million dollars in bonds to pay for the construction of a dam, spillway and other necessary improvements at Crescent and Carter lakes including roads in 1955. In 1961 the city surrendered its permits in favor of other Kenai power projects at the request of the Federal Power Commission. In 2008 Kenai Hydro reinitiated a permitting process for the project before pursuing the Grant Lake project instead.

The Carter Lake Trail (SEW-01077) was likely constructed as part of engineering studies for a hydropower project that has not and likely will not be built; it is difficult to make the association between a multiuse trail and a never-built project. The Carter Lake Trail (SEW-01077) is not significant for association with broad patterns of history, with famous persons, for design or for potential to yield information.

#### *SEW-01557, Seward Highway*

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01557 will not be further evaluated at this time.

**Table 1-3. DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	Previous DOE	DOT&PF's Determination of Eligibility (DOE)
<b>SEW-01077</b>	Carter Lake Trail	Trail/route constructed after 1955 as an access route for proposed hydroelectric plant	1955	43	Unevaluated	Not Eligible
<b>SEW-01557</b>	Seward Highway	125 mile highway from Anchorage to Seward. Seward Highway 25.5 to 36 is located within the Direct APE		43	Unevaluated (MP 1-36)	Exempt

#### Updated DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE (Table 1-4):

##### *SEW-00591, Moose Pass Highway Department and Maintenance Station*

The Moose Pass Highway Department and Maintenance Station (SEW-00591) was last surveyed in 2012 and recommended eligible for inclusion in the NRHP. SHPO concurred with that recommendation in 2013. It was built in 1953. The building has undergone substantial modifications since 2012 (HDR 2016: 66). The building was converted to a volunteer fire station in 2013. The structure retains its form and massing and it does not appear that the distribution or sizes of openings in the envelope have changed. The exterior walls have been changed from green painted shingles to two rust-palette tones of vertical ribbed steel or aluminum siding. The roof, windows, main and garage doors have been replaced with vinyl and steel insulated units. The windows no longer resemble the 16 light vertical sliding sash units. The chimney has been removed and a large fuel oil tank and exterior vents have been applied for monitor or similar heat systems. DOT&PF believes changes to the appearance of the structure have reduced the integrity of design, workmanship, feeling and association such that the structure does not retain integrity. For these reasons, the DOT&PF has determined that SEW-00591 is no longer eligible for listing in the NRHP.

**Table 1-4. Revised DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE**

AHRS	Site Name/Parcel No.	Description	Type	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-00591	Moose Pass Highway Department of Maintenance Station	Station built in 1953	Government	1953	66	Not Eligible, loss of integrity

**Finding of Effect**

Two properties within the Direct APE (SEW-00148; SEW-00592) and four properties within the Indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were determined eligible for inclusion in the NRHP during previous investigations. None of the newly identified historic properties in the Direct or Indirect APE were found eligible for listing in the NRHP.

During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the Direct APE; therefore DOT&PF finds that the proposed project would have no effect on SEW-00148.

The proposed project would not acquire ROW from or result in the alteration or relocation of SEW-00592. Although the proposed project would result in minor changes to the viewshed, these changes would not affect the characteristics that qualify the property for inclusion in the NRHP. For these reasons, DOT&PF finds that SEW-00592 would not be adversely affected by the proposed project.

DOT&PF also finds that no properties located in the Indirect APE would be adversely affected by the proposed project. The indirect effects of the project would be visual as minor changes to the streetscape would change some visual elements of the Seward Highway, but would have negligible visual effect to properties in the indirect APE outside DOT&PF ROW.

**Consultation Efforts**

On December 4, 2015, initiation letters were sent to the following parties: SHPO, Chugach National Forest, Kenaitze, Qutekcak Native Tribe, and Kenai Peninsula Borough. These parties will also be notified of this finding.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

Enclosures:

Figure 1, Project Location & Vicinity Map  
Figures 2-1 to 2-18, Area of Potential Effect

*Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project. Project No. 54659. HDR, Inc., March 2016*  
Office of History and Archaeology Coversheets  
Table of AHRs Properties

Electronic cc w/ enclosures:

Kim Campo-Allen, DOT&PF Central Region Environmental Analyst  
Brian Elliott, DOT&PF Central Region Environmental Manager  
Cynthia Ferguson, P.E., DOT&PF Central Region Project Manager  
Breanna Mahoney, DOT&PF Central Region Environmental Team Leader  
Kathy Price, DOT&PF Statewide, Cultural Resources Specialist

Reference:

City of Seward

Ellsworth, C.E. and R. W. Davenport

1913. Preliminary Report on a Water-Power Reconnaissance in South-Central Alaska. Pages 155-194 in US Geological Survey Bulletin 592; Mineral Resources of Alaska; Report on Progress of Investigations in 1913, edited by Alfred H. Brooks and others. U.S. Department of the Interior, Geological Survey, Washington, D.C.; U.S. Government Printing Office.
1915. A Water-Power Reconnaissance in South-Central Alaska. With a Section on Southeastern Alaska by J.C. Hoyt. Water-Supply Paper 372. U.S. Department of the Interior, Geological Survey, Government Printing Office, Washington, D.C.

Harstad, Howard T. & Associates

- 1954 Engineering Report on Proposed Crescent Lake Hydroelectric Project. Howard T Harstad & Associates, Engineers, Seattle, WA. December 1954



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In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)

Finding of No Adverse Effect

October 25, 2016

Mr. John Osenga  
President  
Qutekcak Native Tribe  
P.O. Box 1467  
Seward, Alaska 99664

Dear Mr. Osenga:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

Consultation for this project is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### **Project Description**

The proposed work would include the following:

- Rehabilitate and widen roadway shoulders
- Construct longer passing zones and additional slow vehicle turnouts to improve passing opportunities
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass

- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve storm water drainage facilities including culverts
- Improve and/or construct avalanche mitigation where needed
- Install retaining walls where needed
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

### **Area of Potential Effect**

The direct Area of Potential Effect (Direct APE) for the project varies and is depicted in yellow in Figures 2-1 through 2-18. The Direct APE includes all areas of ground disturbing activities, ingress and egress, vegetation clearing, and staging. The Indirect APE is outlined in purple in Figures 2-1 through 2-18. This area includes the first tier of properties adjacent to the Direct APE as well as possible property purchases or easement purchases which have not yet occurred.

### **Identification Efforts**

Efforts to identify properties of historical, archaeological, and cultural significance included a review of the Alaska Heritage Resources Survey (AHRS) database in September 2015 and a review of previously conducted cultural resource reports. The AHRS search identified 23 AHRS resources located within the APE: nine within the Direct APE and 14 within the Indirect APE.

The DOT&PF contracted HDR Alaska, Inc. (HDR) to conduct a cultural resource and architectural survey of the project area in October of 2015 (report attached). HDR identified 26 new AHRS resources during the investigation – 17 in the Direct APE (Table 1-1) and nine in the Indirect APE (Table 1-2). Determinations of Eligibility (DOEs) for the newly recorded resources were not included in the HDR report.

### **Determinations of Eligibility (DOE)**

Of the **49** historic properties located within the Direct and Indirect APEs, **three** properties within the Direct APE and **four** properties within the Indirect APE were determined eligible for inclusion in the NRHP during previous investigations. DOT&PF has determined that none of the newly identified historic properties in the Direct or Indirect APE are eligible for listing in the NRHP.

#### DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey (Table 1-1):

##### *SEW-01068, Alaska Railroad Telegraph/Telephone Line*

SEW-01068 is a segment of the defunct Alaska Railroad Telegraph/Telephone Line that ran along the railroad main line from Fairbanks to Seward (HDR 2016: 47). The original telegraph line was built between 1914 and 1923 by the Alaska Northern Railway Company, Alaska Central Railway and the ARRC. The telegraph line was replaced with a telephone system beginning in the 1950s and the telegraph system abandoned. The telephone system was replaced by radio systems and went out of use in the 1980s. As of 2013, ARRC planned to remove the remaining telephone and telegraph poles between Turnagain and Moose Pass as they presented a safety hazard (ARRC 2013).

During the survey, a segment of the line was recorded between MP 25.5 and 27.5 of the Seward Highway. The survey team recorded 16 telegraph/telephone pole features in the Direct APE. At 13 of these locations, a standing telephone pole was present along with the cut stump, cut pole, and cross-arms of former telegraph poles; one standing pole was leaning against a tree and three had fallen or been cut (HDR 2016: 48). The telegraph portion of this segment of SEW-01068 contains little integrity, as all the poles are cut or absent. One telephone pole had cable attached (HDR 2016: 49).

A portion of this AHRS resource was determined eligible for inclusion in the NRHP in 2004 and was determined to be a contributing element within an eligible historic district in 2006. The ARRC prepared a mitigation report for the removal of the remaining poles associated with this telecommunications line in 2013. SHPO concurred with the mitigation report, stating that the material presented in the report demonstrated that the adverse effect was adequately mitigated for. Because the removal of these features is ongoing and mitigated by agreement between the ARRC and the SHPO, DOT&PF finds that SEW-01068 is not eligible for listing in the NRHP.

*SEW-01581, Seward Highway Road Bridge #611*

SEW-01581 was built in 1951 as part of the Seward-Anchorage-Turnagain Arm Project, one of several pre-Seward Highway projects (HDR 2016: 51). It is a cast concrete stringer bridge on timber pilings designed by the Federal Works Agency, Public Roads Administration, and transferred to the new state of Alaska. It was stockpiled in place in 1982. The bridge is not associated with any significant historic persons. The bridge's design was based on standard plans and the bridge is unexceptional in its architectural design, materials, and construction methods. It is not likely to yield new information important to the region's past.

DOT&PF has applied the November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges to this undertaking. The Program Comment is a national-level Section 106 compliance streamlining measure for certain types of bridges. Bridge # 611 is a type that is covered by this Program Comment. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, Bridge # 611 requires no further review under Section 106.

*SEW-01585, 35565 Seward Highway*

The one-story, single-family dwelling was constructed in 1940 and is composed of a small original block set beneath a side-gabled roof (HSR 2016: 52). The structure has expanded organically with a series of additions at different times. SEW-01585 is not associated with the initial settlement of Moose Pass (1910-1917); however, it was built at the end of the 1930-1940 building boom along the Forest Highway (later known as Seward Highway). It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally it is a common building form and uses typical building materials. It is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01581 is not eligible for listing in the NRHP.

*SEW-01594 through SEW-01605, SEW-01591, SEW-01582, Historic Road Bed Segments*

Fourteen segments of abandoned historic road bed were identified within the Direct APE that could not be directly linked to SEW-00573, the Moose Pass Military Road (HDR 2016: 55). These segments closely parallel the modern Seward Highway and are assumed to be former highway alignments. Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01594 through SEW-01605, SEW-01591, and SEW-01582 will not be evaluated at this time.

**Table 1-1. DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey**

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01068	Alaska Railroad Telegraph and Telephone Line	Segment of telegraph line that once ran from Fairbanks to Seward	1914 - 1950s	47	Not Eligible, loss of integrity
SEW-01594 through SEW-01605	Moose Pass Historic Road Segments	Road bed segments	1951 and later	55-57	Exempt



AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01581	Seward Highway Road Bridge	Obsolete bridge on former Seward Highway alignment	1951	51	Program Comment: Not Eligible
SEW-01585	Parcel 12522002	Dwelling; 1-story wood-frame; shed	1940	52-54	Not Eligible

DOEs for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey (Table 1-2):

*SEW-01583, 35727 (31628) Seward Highway*

Constructed in 1945, this one-and-one-half-story, three-bay, single-family dwelling has a rectangular form. Set on a pier-and-beam foundation, this cottage is clad in cedar plank (HDR 2016: 68). The original cottage was completely renovated in the mid-1990s, with everything removed down to the studs and replaced with contemporary materials. SEW-01583 was likely originally a Minimal Traditional-style dwelling constructed in 1945. It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons.

Architecturally, it is a common building form and it is not likely to yield new information important to the region's past. Renovation using modern building materials and windows has diminished the integrity of materials and workmanship such that the historic character of the structure has been lost. The DOT&PF has determined that SEW-01583 is not eligible for listing in the NRHP.

*SEW-01584, 35675 Seward Highway*

SEW-01584 is a Ranch-style dwelling constructed in 1970 (HDR 2016: 69). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01584 is not eligible for listing in the NRHP.

*SEW-01586, 35537 Seward Highway*

SEW-01586 is a Minimal Traditional-style dwelling constructed in 1962 (HDR 2016:71). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01586 is not eligible for listing in the NRHP.

*SEW-01587, 35465 Seward Highway*

SEW-01587 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway (HDR 2016: 74). Constructed in 1946, this one-and-one-half-story, four-bay, single-family dwelling has a T-shaped form. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its original footprint is not discernable due to modifications, and the dwelling is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01588, 33657 Seward Highway*

Constructed in 1960, this one-story building has a rectangular form (HDR 2016: 76). It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. As a building owned by the local government, it may be associated with the growth of Moose Pass in the wake of the completion of Seward Highway in 1951. As a secondary structure, however, it is not likely to have direct associations with significant events or themes in the history of Moose Pass. It is not known to be associated with any significant historic persons. Architecturally, the garage is a standard form for accommodating large and small maintenance vehicles. It is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01589, 35168 Seward Highway*

Constructed in 1950, this one-and-one-half-story dwelling has a rectangular form (HDR 2016: 77). In Kenai Peninsula Borough records, SEW-01589 is listed as a general purpose building and it shares a parcel with a motel that was built in 1984. It may be associated with the growth of Moose Pass during the construction of Seward Highway in 1951. This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are not unique, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01590, 35168 Seward Highway*

SEW-01590 is a commercial garage constructed in 1965 with three bays for storage of oversized vehicles, one bay for car use and an adjacent shed (HDR 2016: 77). This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01592, 34554 Seward Highway*

SEW-01592 was constructed in 1965 as a secondary building, associated with a primary structure that is no longer extant (HDR 2016: 81). It is presently a garage/storage structure owned by the Moose Pass Community Church. The church was built in 1997. As a secondary structure, it is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common and it is not likely to yield new information important to the region's past. SEW-01592 has diminished integrity of feeling, design, and association due to loss of context: its original primary building. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01593, 33956 Seward Highway*

Constructed in 1955, this two-story, single-family dwelling has an irregular form (HDR 2016: 82). The wood-frame structure has been clad in aluminum siding and is capped by multi-directional shed roofs of panelized metal. A side-gabled wing is located on the north elevation.

SEW-01593 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It may be associated with the growth of Moose Pass in the wake of completion of Seward Highway in 1951. It is not likely to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, the original materials and footprint are no longer evident. It is not likely to yield new information important to the region's past. SEW-01593 has diminished integrity of design, materials,

workmanship, and feeling due to large-scale renovations, including reconfiguration of the original building plan. DOT&PF finds the property not eligible for listing in the NRHP.

**Table 1-2. DOE for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01593	Parcel 12519021	Dwelling; 1.5-story wood-frame	1955	82-83	Not Eligible
SEW-01592	Parcel 20090004350	Garage; 1-story	1965	81	Not Eligible
SEW-01590	Parcel 12536002	Garage; 1-story; shed	1965	78-80	Not Eligible
SEW-01589	Parcel 20070010500	Dwelling; 1-story	1950	77-78	Not Eligible
SEW-01588	Parcel 12521050	Garage; 1-story	1960	76-77	Not Eligible
SEW-01587	Parcel 12522006	Dwelling; 1.5-story wood-frame; shed	1946	74-76	Not Eligible
SEW-01586	Parcel 12522003	Dwelling; 1-story cottage; six sheds	1962	71-74	Not Eligible
SEW-01584	Parcel 12522013	Dwelling; 1-story masonry; shed	1970	69-71	Not Eligible
SEW-01583	Parcel 12539001	Dwelling; 1.5-story wood-frame	1945	68-69	Not Eligible

### Determinations of Eligibility for Existing AHRS Properties

#### DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE (Table 1-3):

##### *SEW-01077, Carter Lake Trail*

SEW-01077, the Carter Lake Trail, is a road bed in use as a recreational trail to Carter Lake and maintained by the U.S. Forest Service (HDR 2016; 42-43; Figure 2-7). The trail head is located on a segment of the Moose Pass Military Road (SEW-00573) before joining the AHRS line marking SEW-01077. This is a popular recreational trail that connects with the Crescent Lake and Creek trails. The trail first appears on USGS topographic maps for the Seward C-7 quadrangle in 1976.

Carter and Crescent lakes and their outlet streams were among a suite of water bodies eyed for the development of small hydroelectric power plants on the Kenai Peninsula identified initially in 1914 and in a separate report in 1915 (Ellsworth and Davenport 1914; 1915: 124). At this time Carter Creek was named as such; Crescent Lake and Creek were then identified as Lost Lake and Creek. The authors documented the existing stock of hydroelectric power production and identified water bodies with good potential for hydroelectric power development. The Seward Light and Power Co. at the time of the Ellsworth and Davenport (1914; 1915) fieldwork in 1913 had a 150 horsepower hydroelectric plant on Lowell Creek.

The City of Seward purchased a diesel generating plant in 1941, and in 1950 purchased the Seward Light and Power Company facilities on Lowell Creek to create a single municipal electrical utility. The City of Seward sought expanded hydroelectric power resources after WW II and commissioned an engineering report to determine whether such a project was feasible (Harstad 1954). Exploratory work was begun in 1954, with a permit granted by the Federal Power Commission to the City of Seward in 1955 to develop a project that would dam the outlet of Crescent Lake, blocking Crescent Creek which drains to Quartz Creek then Kenai Lake; then link Crescent and Carter lakes by a tunnel through the divide between them and use water from the combined lakes to drive a turbine located near Moose Creek by Upper Trail Lake. This concept was reiterated by the engineer hired by the city to design the project in 1954 and by USGS geologist George

Plafker (Harstad 1954; Plafker 1955). Harstad (1954) budgeted 60,000 dollars for the construction of a three mile access road from the existing highway, presumably now in use as the trail. The City of Seward passed Ordinance No. 261 to sell 3.5 million dollars in bonds to pay for the construction of a dam, spillway and other necessary improvements at Crescent and Carter lakes including roads in 1955. In 1961 the city surrendered its permits in favor of other Kenai power projects at the request of the Federal Power Commission. In 2008 Kenai Hydro reinitiated a permitting process for the project before pursuing the Grant Lake project instead.

The Carter Lake Trail (SEW-01077) was likely constructed as part of engineering studies for a hydropower project that has not and likely will not be built; it is difficult to make the association between a multiuse trail and a never-built project. The Carter Lake Trail (SEW-01077) is not significant for association with broad patterns of history, with famous persons, for design or for potential to yield information.

#### *SEW-01557, Seward Highway*

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01557 will not be further evaluated at this time.

**Table 1-3. DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	Previous DOE	DOT&PF's Determination of Eligibility (DOE)
<b>SEW-01077</b>	Carter Lake Trail	Trail/route constructed after 1955 as an access route for proposed hydroelectric plant	1955	43	Unevaluated	Not Eligible
<b>SEW-01557</b>	Seward Highway	125 mile highway from Anchorage to Seward. Seward Highway 25.5 to 36 is located within the Direct APE		43	Unevaluated (MP 1-36)	Exempt

#### Updated DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE (Table 1-4):

##### *SEW-00591, Moose Pass Highway Department and Maintenance Station*

The Moose Pass Highway Department and Maintenance Station (SEW-00591) was last surveyed in 2012 and recommended eligible for inclusion in the NRHP. SHPO concurred with that recommendation in 2013. It was built in 1953. The building has undergone substantial modifications since 2012 (HDR 2016: 66). The building was converted to a volunteer fire station in 2013. The structure retains its form and massing and it does not appear that the distribution or sizes of openings in the envelope have changed. The exterior walls have been changed from green painted shingles to two rust-palette tones of vertical ribbed steel or aluminum siding. The roof, windows, main and garage doors have been replaced with vinyl and steel insulated units. The windows no longer resemble the 16 light vertical sliding sash units. The chimney has been removed and a large fuel oil tank and exterior vents have been applied for monitor or similar heat systems. DOT&PF believes changes to the appearance of the structure have reduced the integrity of design, workmanship, feeling and association such that the structure does not retain integrity. For these reasons, the DOT&PF has determined that SEW-00591 is no longer eligible for listing in the NRHP.

**Table 1-4. Revised DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE**

AHRS	Site Name/Parcel No.	Description	Type	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-00591	Moose Pass Highway Department of Maintenance Station	Station built in 1953	Government	1953	66	Not Eligible, loss of integrity

**Finding of Effect**

Two properties within the Direct APE (SEW-00148; SEW-00592) and four properties within the Indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were determined eligible for inclusion in the NRHP during previous investigations. None of the newly identified historic properties in the Direct or Indirect APE were found eligible for listing in the NRHP.

During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the Direct APE; therefore DOT&PF finds that the proposed project would have no effect on SEW-00148.

The proposed project would not acquire ROW from or result in the alteration or relocation of SEW-00592. Although the proposed project would result in minor changes to the viewshed, these changes would not affect the characteristics that qualify the property for inclusion in the NRHP. For these reasons, DOT&PF finds that SEW-00592 would not be adversely affected by the proposed project.

DOT&PF also finds that no properties located in the Indirect APE would be adversely affected by the proposed project. The indirect effects of the project would be visual as minor changes to the streetscape would change some visual elements of the Seward Highway, but would have negligible visual effect to properties in the indirect APE outside DOT&PF ROW.

**Consultation Efforts**

On December 4, 2015, initiation letters were sent to the following parties: SHPO, Chugach National Forest, Kenaitze, Qutekcak Native Tribe, and Kenai Peninsula Borough. These parties will also be notified of this finding.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov. Should you prefer to conduct government-to-government consultation with the Federal Highway Administration (FHWA) on this project, please advise me of your request.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

## Enclosures:

Figure 1, Project Location & Vicinity Map  
Figures 2-1 to 2-18, Area of Potential Effect  
*Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project. Project No. 54659. HDR, Inc., March 2016*  
Office of History and Archaeology Coversheets  
Table of AHRS Properties

## Electronic cc w/ enclosures:

Kim Campo-Allen, DOT&PF Central Region Environmental Analyst  
Brian Elliott, DOT&PF Central Region Environmental Manager  
Cynthia Ferguson, P.E., DOT&PF Central Region Project Manager  
Breanna Mahoney, DOT&PF Central Region Environmental Team Leader  
Kathy Price, DOT&PF Statewide, Cultural Resources Specialist

## Reference:

City of Seward

Ellsworth, C.E. and R. W. Davenport

1913. Preliminary Report on a Water-Power Reconnaissance in South-Central Alaska. Pages 155-194 in US Geological Survey Bulletin 592; Mineral Resources of Alaska; Report on Progress of Investigations in 1913, edited by Alfred H. Brooks and others. U.S. Department of the Interior, Geological Survey, Washington, D.C.; U.S. Government Printing Office.
1915. A Water-Power Reconnaissance in South-Central Alaska. With a Section on Southeastern Alaska by J.C. Hoyt. Water-Supply Paper 372. U.S. Department of the Interior, Geological Survey, Government Printing Office, Washington, D.C.

Harstad, Howard T. & Associates

- 1954 Engineering Report on Proposed Crescent Lake Hydroelectric Project. Howard T Harstad & Associates, Engineers, Seattle, WA. December 1954





THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

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TDD: 907.269.0473

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)

Finding of No Adverse Effect

October 25, 2016

Alexandra Lindgren, Director of Tribal Government Affairs  
Kenaitze Indian Tribe  
33310 Saint Joseph Street,  
Soldotna, AK 99669

Dear Ms. Lindgren:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

Consultation for this project is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### **Project Description**

The proposed work would include the following:

- Rehabilitate and widen roadway shoulders
- Construct longer passing zones and additional slow vehicle turnouts to improve passing opportunities
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass



- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve storm water drainage facilities including culverts
- Improve and/or construct avalanche mitigation where needed
- Install retaining walls where needed
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

### **Area of Potential Effect**

The direct Area of Potential Effect (Direct APE) for the project varies and is depicted in yellow in Figures 2-1 through 2-18. The Direct APE includes all areas of ground disturbing activities, ingress and egress, vegetation clearing, and staging. The Indirect APE is outlined in purple in Figures 2-1 through 2-18. This area includes the first tier of properties adjacent to the Direct APE as well as possible property purchases or easement purchases which have not yet occurred.

### **Identification Efforts**

Efforts to identify properties of historical, archaeological, and cultural significance included a review of the Alaska Heritage Resources Survey (AHRS) database in September 2015 and a review of previously conducted cultural resource reports. The AHRS search identified 23 AHRS resources located within the APE: nine within the Direct APE and 14 within the Indirect APE.

The DOT&PF contracted HDR Alaska, Inc. (HDR) to conduct a cultural resource and architectural survey of the project area in October of 2015 (report attached). HDR identified 26 new AHRS resources during the investigation – 17 in the Direct APE (Table 1-1) and nine in the Indirect APE (Table 1-2). Determinations of Eligibility (DOEs) for the newly recorded resources were not included in the HDR report.

### **Determinations of Eligibility (DOE)**

Of the **49** historic properties located within the Direct and Indirect APEs, **three** properties within the Direct APE and **four** properties within the Indirect APE were determined eligible for inclusion in the NRHP during previous investigations. DOT&PF has determined that none of the newly identified historic properties in the Direct or Indirect APE are eligible for listing in the NRHP.

#### DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey (Table 1-1):

##### *SEW-01068, Alaska Railroad Telegraph/Telephone Line*

SEW-01068 is a segment of the defunct Alaska Railroad Telegraph/Telephone Line that ran along the railroad main line from Fairbanks to Seward (HDR 2016: 47). The original telegraph line was built between 1914 and 1923 by the Alaska Northern Railway Company, Alaska Central Railway and the ARRC. The telegraph line was replaced with a telephone system beginning in the 1950s and the telegraph system abandoned. The telephone system was replaced by radio systems and went out of use in the 1980s. As of 2013, ARRC planned to remove the remaining telephone and telegraph poles between Turnagain and Moose Pass as they presented a safety hazard (ARRC 2013).

During the survey, a segment of the line was recorded between MP 25.5 and 27.5 of the Seward Highway. The survey team recorded 16 telegraph/telephone pole features in the Direct APE. At 13 of these locations, a standing telephone pole was present along with the cut stump, cut pole, and cross-arms of former telegraph poles; one standing pole was leaning against a tree and three had fallen or been cut (HDR 2016: 48). The telegraph portion of this segment of SEW-01068 contains little integrity, as all the poles are cut or absent. One telephone pole had cable attached (HDR 2016: 49).

A portion of this AHRS resource was determined eligible for inclusion in the NRHP in 2004 and was determined to be a contributing element within an eligible historic district in 2006. The ARRC prepared a mitigation report for the removal of the remaining poles associated with this telecommunications line in 2013. SHPO concurred with the mitigation report, stating that the material presented in the report demonstrated that the adverse effect was adequately mitigated for. Because the removal of these features is ongoing and mitigated by agreement between the ARRC and the SHPO, DOT&PF finds that SEW-01068 is not eligible for listing in the NRHP.

*SEW-01581, Seward Highway Road Bridge #611*

SEW-01581 was built in 1951 as part of the Seward-Anchorage-Turnagain Arm Project, one of several pre-Seward Highway projects (HDR 2016: 51). It is a cast concrete stringer bridge on timber pilings designed by the Federal Works Agency, Public Roads Administration, and transferred to the new state of Alaska. It was stockpiled in place in 1982. The bridge is not associated with any significant historic persons. The bridge's design was based on standard plans and the bridge is unexceptional in its architectural design, materials, and construction methods. It is not likely to yield new information important to the region's past.

DOT&PF has applied the November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges to this undertaking. The Program Comment is a national-level Section 106 compliance streamlining measure for certain types of bridges. Bridge # 611 is a type that is covered by this Program Comment. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, Bridge # 611 requires no further review under Section 106.

*SEW-01585, 35565 Seward Highway*

The one-story, single-family dwelling was constructed in 1940 and is composed of a small original block set beneath a side-gabled roof (HSR 2016: 52). The structure has expanded organically with a series of additions at different times. SEW-01585 is not associated with the initial settlement of Moose Pass (1910-1917); however, it was built at the end of the 1930-1940 building boom along the Forest Highway (later known as Seward Highway). It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally it is a common building form and uses typical building materials. It is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01581 is not eligible for listing in the NRHP.

*SEW-01594 through SEW-01605, SEW-01591, SEW-01582, Historic Road Bed Segments*

Fourteen segments of abandoned historic road bed were identified within the Direct APE that could not be directly linked to SEW-00573, the Moose Pass Military Road (HDR 2016: 55). These segments closely parallel the modern Seward Highway and are assumed to be former highway alignments. Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01594 through SEW-01605, SEW-01591, and SEW-01582 will not be evaluated at this time.

**Table 1-1. DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey**

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01068	Alaska Railroad Telegraph and Telephone Line	Segment of telegraph line that once ran from Fairbanks to Seward	1914 - 1950s	47	Not Eligible, loss of integrity
SEW-01594 through SEW-01605	Moose Pass Historic Road Segments	Road bed segments	1951 and later	55-57	Exempt

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01581	Seward Highway Road Bridge	Obsolete bridge on former Seward Highway alignment	1951	51	Program Comment: Not Eligible
SEW-01585	Parcel 12522002	Dwelling; 1-story wood-frame; shed	1940	52-54	Not Eligible

DOEs for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey (Table 1-2):

*SEW-01583, 35727 (31628) Seward Highway*

Constructed in 1945, this one-and-one-half-story, three-bay, single-family dwelling has a rectangular form. Set on a pier-and-beam foundation, this cottage is clad in cedar plank (HDR 2016: 68). The original cottage was completely renovated in the mid-1990s, with everything removed down to the studs and replaced with contemporary materials. SEW-01583 was likely originally a Minimal Traditional-style dwelling constructed in 1945. It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons.

Architecturally, it is a common building form and it is not likely to yield new information important to the region's past. Renovation using modern building materials and windows has diminished the integrity of materials and workmanship such that the historic character of the structure has been lost. The DOT&PF has determined that SEW-01583 is not eligible for listing in the NRHP.

*SEW-01584, 35675 Seward Highway*

SEW-01584 is a Ranch-style dwelling constructed in 1970 (HDR 2016: 69). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01584 is not eligible for listing in the NRHP.

*SEW-01586, 35537 Seward Highway*

SEW-01586 is a Minimal Traditional-style dwelling constructed in 1962 (HDR 2016:71). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01586 is not eligible for listing in the NRHP.

*SEW-01587, 35465 Seward Highway*

SEW-01587 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway (HDR 2016: 74). Constructed in 1946, this one-and-one-half-story, four-bay, single-family dwelling has a T-shaped form. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its original footprint is not discernable due to modifications, and the dwelling is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01588, 33657 Seward Highway*

Constructed in 1960, this one-story building has a rectangular form (HDR 2016: 76). It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. As a building owned by the local government, it may be associated with the growth of Moose Pass in the wake of the completion of Seward Highway in 1951. As a secondary structure, however, it is not likely to have direct associations with significant events or themes in the history of Moose Pass. It is not known to be associated with any significant historic persons. Architecturally, the garage is a standard form for accommodating large and small maintenance vehicles. It is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01589, 35168 Seward Highway*

Constructed in 1950, this one-and-one-half-story dwelling has a rectangular form (HDR 2016: 77). In Kenai Peninsula Borough records, SEW-01589 is listed as a general purpose building and it shares a parcel with a motel that was built in 1984. It may be associated with the growth of Moose Pass during the construction of Seward Highway in 1951. This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are not unique, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01590, 35168 Seward Highway*

SEW-01590 is a commercial garage constructed in 1965 with three bays for storage of oversized vehicles, one bay for car use and an adjacent shed (HDR 2016: 77). This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01592, 34554 Seward Highway*

SEW-01592 was constructed in 1965 as a secondary building, associated with a primary structure that is no longer extant (HDR 2016: 81). It is presently a garage/storage structure owned by the Moose Pass Community Church. The church was built in 1997. As a secondary structure, it is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common and it is not likely to yield new information important to the region's past. SEW-01592 has diminished integrity of feeling, design, and association due to loss of context: its original primary building. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01593, 33956 Seward Highway*

Constructed in 1955, this two-story, single-family dwelling has an irregular form (HDR 2016: 82). The wood-frame structure has been clad in aluminum siding and is capped by multi-directional shed roofs of panelized metal. A side-gabled wing is located on the north elevation.

SEW-01593 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It may be associated with the growth of Moose Pass in the wake of completion of Seward Highway in 1951. It is not likely to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, the original materials and footprint are no longer evident. It is not likely to yield new information important to the region's past. SEW-01593 has diminished integrity of design, materials,

workmanship, and feeling due to large-scale renovations, including reconfiguration of the original building plan. DOT&PF finds the property not eligible for listing in the NRHP.

**Table 1-2. DOE for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01593	Parcel 12519021	Dwelling; 1.5-story wood-frame	1955	82-83	Not Eligible
SEW-01592	Parcel 20090004350	Garage; 1-story	1965	81	Not Eligible
SEW-01590	Parcel 12536002	Garage; 1-story; shed	1965	78-80	Not Eligible
SEW-01589	Parcel 20070010500	Dwelling; 1-story	1950	77-78	Not Eligible
SEW-01588	Parcel 12521050	Garage; 1-story	1960	76-77	Not Eligible
SEW-01587	Parcel 12522006	Dwelling; 1.5-story wood-frame; shed	1946	74-76	Not Eligible
SEW-01586	Parcel 12522003	Dwelling; 1-story cottage; six sheds	1962	71-74	Not Eligible
SEW-01584	Parcel 12522013	Dwelling; 1-story masonry; shed	1970	69-71	Not Eligible
SEW-01583	Parcel 12539001	Dwelling; 1.5-story wood-frame	1945	68-69	Not Eligible

### Determinations of Eligibility for Existing AHRS Properties

#### DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE (Table 1-3):

##### *SEW-01077, Carter Lake Trail*

SEW-01077, the Carter Lake Trail, is a road bed in use as a recreational trail to Carter Lake and maintained by the U.S. Forest Service (HDR 2016; 42-43; Figure 2-7). The trail head is located on a segment of the Moose Pass Military Road (SEW-00573) before joining the AHRS line marking SEW-01077. This is a popular recreational trail that connects with the Crescent Lake and Creek trails. The trail first appears on USGS topographic maps for the Seward C-7 quadrangle in 1976.

Carter and Crescent lakes and their outlet streams were among a suite of water bodies eyed for the development of small hydroelectric power plants on the Kenai Peninsula identified initially in 1914 and in a separate report in 1915 (Ellsworth and Davenport 1914; 1915: 124). At this time Carter Creek was named as such; Crescent Lake and Creek were then identified as Lost Lake and Creek. The authors documented the existing stock of hydroelectric power production and identified water bodies with good potential for hydroelectric power development. The Seward Light and Power Co. at the time of the Ellsworth and Davenport (1914; 1915) fieldwork in 1913 had a 150 horsepower hydroelectric plant on Lowell Creek.

The City of Seward purchased a diesel generating plant in 1941, and in 1950 purchased the Seward Light and Power Company facilities on Lowell Creek to create a single municipal electrical utility. The City of Seward sought expanded hydroelectric power resources after WW II and commissioned an engineering report to determine whether such a project was feasible (Harstad 1954). Exploratory work was begun in 1954, with a permit granted by the Federal Power Commission to the City of Seward in 1955 to develop a project that would dam the outlet of Crescent Lake, blocking Crescent Creek which drains to Quartz Creek then Kenai Lake; then link Crescent and Carter lakes by a tunnel through the divide between them and use water from the combined lakes to drive a turbine located near Moose Creek by Upper Trail Lake. This concept was reiterated by the engineer hired by the city to design the project in 1954 and by USGS geologist George

Plafker (Harstad 1954; Plafker 1955). Harstad (1954) budgeted 60,000 dollars for the construction of a three mile access road from the existing highway, presumably now in use as the trail. The City of Seward passed Ordinance No. 261 to sell 3.5 million dollars in bonds to pay for the construction of a dam, spillway and other necessary improvements at Crescent and Carter lakes including roads in 1955. In 1961 the city surrendered its permits in favor of other Kenai power projects at the request of the Federal Power Commission. In 2008 Kenai Hydro reinitiated a permitting process for the project before pursuing the Grant Lake project instead.

The Carter Lake Trail (SEW-01077) was likely constructed as part of engineering studies for a hydropower project that has not and likely will not be built; it is difficult to make the association between a multiuse trail and a never-built project. The Carter Lake Trail (SEW-01077) is not significant for association with broad patterns of history, with famous persons, for design or for potential to yield information.

#### *SEW-01557, Seward Highway*

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01557 will not be further evaluated at this time.

**Table 1-3. DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	Previous DOE	DOT&PF's Determination of Eligibility (DOE)
<b>SEW-01077</b>	Carter Lake Trail	Trail/route constructed after 1955 as an access route for proposed hydroelectric plant	1955	43	Unevaluated	Not Eligible
<b>SEW-01557</b>	Seward Highway	125 mile highway from Anchorage to Seward. Seward Highway 25.5 to 36 is located within the Direct APE		43	Unevaluated (MP 1-36)	Exempt

#### Updated DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE (Table 1-4):

##### *SEW-00591, Moose Pass Highway Department and Maintenance Station*

The Moose Pass Highway Department and Maintenance Station (SEW-00591) was last surveyed in 2012 and recommended eligible for inclusion in the NRHP. SHPO concurred with that recommendation in 2013. It was built in 1953. The building has undergone substantial modifications since 2012 (HDR 2016: 66). The building was converted to a volunteer fire station in 2013. The structure retains its form and massing and it does not appear that the distribution or sizes of openings in the envelope have changed. The exterior walls have been changed from green painted shingles to two rust-palette tones of vertical ribbed steel or aluminum siding. The roof, windows, main and garage doors have been replaced with vinyl and steel insulated units. The windows no longer resemble the 16 light vertical sliding sash units. The chimney has been removed and a large fuel oil tank and exterior vents have been applied for monitor or similar heat systems. DOT&PF believes changes to the appearance of the structure have reduced the integrity of design, workmanship, feeling and association such that the structure does not retain integrity. For these reasons, the DOT&PF has determined that SEW-00591 is no longer eligible for listing in the NRHP.

**Table 1-4. Revised DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE**

AHRS	Site Name/Parcel No.	Description	Type	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-00591	Moose Pass Highway Department of Maintenance Station	Station built in 1953	Government	1953	66	Not Eligible, loss of integrity

**Finding of Effect**

Two properties within the Direct APE (SEW-00148; SEW-00592) and four properties within the Indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were determined eligible for inclusion in the NRHP during previous investigations. None of the newly identified historic properties in the Direct or Indirect APE were found eligible for listing in the NRHP.

During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the Direct APE; therefore DOT&PF finds that the proposed project would have no effect on SEW-00148.

The proposed project would not acquire ROW from or result in the alteration or relocation of SEW-00592. Although the proposed project would result in minor changes to the viewshed, these changes would not affect the characteristics that qualify the property for inclusion in the NRHP. For these reasons, DOT&PF finds that SEW-00592 would not be adversely affected by the proposed project.

DOT&PF also finds that no properties located in the Indirect APE would be adversely affected by the proposed project. The indirect effects of the project would be visual as minor changes to the streetscape would change some visual elements of the Seward Highway, but would have negligible visual effect to properties in the indirect APE outside DOT&PF ROW.

**Consultation Efforts**

On December 4, 2015, initiation letters were sent to the following parties: SHPO, Chugach National Forest, Kenaitze, Qutekcak Native Tribe, and Kenai Peninsula Borough. These parties will also be notified of this finding.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov. Should you prefer to conduct government-to-government consultation with the Federal Highway Administration (FHWA) on this project, please advise me of your request.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

## Enclosures:

Figure 1, Project Location & Vicinity Map  
Figures 2-1 to 2-18, Area of Potential Effect  
*Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project. Project No. 54659. HDR, Inc., March 2016*  
Office of History and Archaeology Coversheets  
Table of AHRS Properties

## Electronic cc w/ enclosures:

Kim Campo-Allen, DOT&PF Central Region Environmental Analyst  
Brian Elliott, DOT&PF Central Region Environmental Manager  
Cynthia Ferguson, P.E., DOT&PF Central Region Project Manager  
Breanna Mahoney, DOT&PF Central Region Environmental Team Leader  
Kathy Price, DOT&PF Statewide, Cultural Resources Specialist

## Reference:

City of Seward

Ellsworth, C.E. and R. W. Davenport

1913. Preliminary Report on a Water-Power Reconnaissance in South-Central Alaska. Pages 155-194 in US Geological Survey Bulletin 592; Mineral Resources of Alaska; Report on Progress of Investigations in 1913, edited by Alfred H. Brooks and others. U.S. Department of the Interior, Geological Survey, Washington, D.C.; U.S. Government Printing Office.
1915. A Water-Power Reconnaissance in South-Central Alaska. With a Section on Southeastern Alaska by J.C. Hoyt. Water-Supply Paper 372. U.S. Department of the Interior, Geological Survey, Government Printing Office, Washington, D.C.

Harstad, Howard T. & Associates

- 1954 Engineering Report on Proposed Crescent Lake Hydroelectric Project. Howard T Harstad & Associates, Engineers, Seattle, WA. December 1954







THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

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TDD: 907.269.0473

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)

Finding of No Adverse Effect

October 25, 2016

Deputy Ranger Francisco Sanchez  
Chugach National Forest, Seward Ranger District  
P.O. Box 390 Seward, AK 99664

Dear Mr. Sanchez:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

Consultation for this project is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### **Project Description**

The proposed work would include the following:

- Rehabilitate and widen roadway shoulders
- Construct longer passing zones and additional slow vehicle turnouts to improve passing opportunities
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)

- Improve storm water drainage facilities including culverts
- Improve and/or construct avalanche mitigation where needed
- Install retaining walls where needed
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

### Area of Potential Effect

The direct Area of Potential Effect (Direct APE) for the project varies and is depicted in yellow in Figures 2-1 through 2-18. The Direct APE includes all areas of ground disturbing activities, ingress and egress, vegetation clearing, and staging. The Indirect APE is outlined in purple in Figures 2-1 through 2-18. This area includes the first tier of properties adjacent to the Direct APE as well as possible property purchases or easement purchases which have not yet occurred.

### Identification Efforts

Efforts to identify properties of historical, archaeological, and cultural significance included a review of the Alaska Heritage Resources Survey (AHRS) database in September 2015 and a review of previously conducted cultural resource reports. The AHRS search identified 23 AHRS resources located within the APE: nine within the Direct APE and 14 within the Indirect APE.

The DOT&PF contracted HDR Alaska, Inc. (HDR) to conduct a cultural resource and architectural survey of the project area in October of 2015 (report attached). HDR identified 26 new AHRS resources during the investigation – 17 in the Direct APE (Table 1-1) and nine in the Indirect APE (Table 1-2). Determinations of Eligibility (DOEs) for the newly recorded resources were not included in the HDR report.

### Determinations of Eligibility (DOE)

Of the **49** historic properties located within the Direct and Indirect APEs, **three** properties within the Direct APE and **four** properties within the Indirect APE were determined eligible for inclusion in the NRHP during previous investigations. DOT&PF has determined that none of the newly identified historic properties in the Direct or Indirect APE are eligible for listing in the NRHP.

#### DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey (Table 1-1):

##### *SEW-01068, Alaska Railroad Telegraph/Telephone Line*

SEW-01068 is a segment of the defunct Alaska Railroad Telegraph/Telephone Line that ran along the railroad main line from Fairbanks to Seward (HDR 2016: 47). The original telegraph line was built between 1914 and 1923 by the Alaska Northern Railway Company, Alaska Central Railway and the ARRC. The telegraph line was replaced with a telephone system beginning in the 1950s and the telegraph system abandoned. The telephone system was replaced by radio systems and went out of use in the 1980s. As of 2013, ARRC planned to remove the remaining telephone and telegraph poles between Turnagain and Moose Pass as they presented a safety hazard (ARRC 2013).

During the survey, a segment of the line was recorded between MP 25.5 and 27.5 of the Seward Highway. The survey team recorded 16 telegraph/telephone pole features in the Direct APE. At 13 of these locations, a standing telephone pole was present along with the cut stump, cut pole, and cross-arms of former telegraph poles; one standing pole was leaning against a tree and three had fallen or been cut (HDR 2016: 48). The telegraph portion of this segment of SEW-01068 contains little integrity, as all the poles are cut or absent. One telephone pole had cable attached (HDR 2016: 49).

A portion of this AHRS resource was determined eligible for inclusion in the NRHP in 2004 and was determined to be a contributing element within an eligible historic district in 2006. The ARRC prepared a

mitigation report for the removal of the remaining poles associated with this telecommunications line in 2013. SHPO concurred with the mitigation report, stating that the material presented in the report demonstrated that the adverse effect was adequately mitigated for. Because the removal of these features is ongoing and mitigated by agreement between the ARRC and the SHPO, DOT&PF finds that SEW-01068 is not eligible for listing in the NRHP.

*SEW-01581, Seward Highway Road Bridge #611*

SEW-01581 was built in 1951 as part of the Seward-Anchorage-Turnagain Arm Project, one of several pre-Seward Highway projects (HDR 2016: 51). It is a cast concrete stringer bridge on timber pilings designed by the Federal Works Agency, Public Roads Administration, and transferred to the new state of Alaska. It was stockpiled in place in 1982. The bridge is not associated with any significant historic persons. The bridge's design was based on standard plans and the bridge is unexceptional in its architectural design, materials, and construction methods. It is not likely to yield new information important to the region's past.

DOT&PF has applied the November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges to this undertaking. The Program Comment is a national-level Section 106 compliance streamlining measure for certain types of bridges. Bridge # 611 is a type that is covered by this Program Comment. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, Bridge # 611 requires no further review under Section 106.

*SEW-01585, 35565 Seward Highway*

The one-story, single-family dwelling was constructed in 1940 and is composed of a small original block set beneath a side-gabled roof (HSR 2016: 52). The structure has expanded organically with a series of additions at different times. SEW-01585 is not associated with the initial settlement of Moose Pass (1910-1917); however, it was built at the end of the 1930–1940 building boom along the Forest Highway (later known as Seward Highway). It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally it is a common building form and uses typical building materials. It is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01581 is not eligible for listing in the NRHP.

*SEW-01594 through SEW-01605, SEW-01591, SEW-01582, Historic Road Bed Segments*

Fourteen segments of abandoned historic road bed were identified within the Direct APE that could not be directly linked to SEW-00573, the Moose Pass Military Road (HDR 2016: 55). These segments closely parallel the modern Seward Highway and are assumed to be former highway alignments. Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01594 through SEW-01605, SEW-01591, and SEW-01582 will not be evaluated at this time.

**Table 1-1. DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey**

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01068	Alaska Railroad Telegraph and Telephone Line	Segment of telegraph line that once ran from Fairbanks to Seward	1914 - 1950s	47	Not Eligible, loss of integrity
SEW-01594 through SEW-01605	Moose Pass Historic Road Segments	Road bed segments	1951 and later	55-57	Exempt

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01581	Seward Highway Road Bridge	Obsolete bridge on former Seward Highway alignment	1951	51	Program Comment: Not Eligible
SEW-01585	Parcel 12522002	Dwelling; 1-story wood-frame; shed	1940	52-54	Not Eligible

DOEs for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey (Table 1-2):

*SEW-01583, 35727 (31628) Seward Highway*

Constructed in 1945, this one-and-one-half-story, three-bay, single-family dwelling has a rectangular form. Set on a pier-and-beam foundation, this cottage is clad in cedar plank (HDR 2016: 68). The original cottage was completely renovated in the mid-1990s, with everything removed down to the studs and replaced with contemporary materials. SEW-01583 was likely originally a Minimal Traditional-style dwelling constructed in 1945. It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons.

Architecturally, it is a common building form and it is not likely to yield new information important to the region's past. Renovation using modern building materials and windows has diminished the integrity of materials and workmanship such that the historic character of the structure has been lost. The DOT&PF has determined that SEW-01583 is not eligible for listing in the NRHP.

*SEW-01584, 35675 Seward Highway*

SEW-01584 is a Ranch-style dwelling constructed in 1970 (HDR 2016: 69). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01584 is not eligible for listing in the NRHP.

*SEW-01586, 35537 Seward Highway*

SEW-01586 is a Minimal Traditional-style dwelling constructed in 1962 (HDR 2016:71). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01586 is not eligible for listing in the NRHP.

*SEW-01587, 35465 Seward Highway*

SEW-01587 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway (HDR 2016: 74). Constructed in 1946, this one-and-one-half-story, four-bay, single-family dwelling has a T-shaped form. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its original footprint is not discernable due to modifications, and the dwelling is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01588, 33657 Seward Highway*

Constructed in 1960, this one-story building has a rectangular form (HDR 2016: 76). It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. As a building owned by the local government, it may be associated with the growth of Moose Pass in the wake of the completion of Seward Highway in 1951. As a secondary structure, however, it is not likely to have direct associations with significant events or themes in the history of Moose Pass. It is not known to be associated with any significant historic persons. Architecturally, the garage is a standard form for accommodating large and small maintenance vehicles. It is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01589, 35168 Seward Highway*

Constructed in 1950, this one-and-one-half-story dwelling has a rectangular form (HDR 2016: 77). In Kenai Peninsula Borough records, SEW-01589 is listed as a general purpose building and it shares a parcel with a motel that was built in 1984. It may be associated with the growth of Moose Pass during the construction of Seward Highway in 1951. This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are not unique, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01590, 35168 Seward Highway*

SEW-01590 is a commercial garage constructed in 1965 with three bays for storage of oversized vehicles, one bay for car use and an adjacent shed (HDR 2016: 77). This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01592, 34554 Seward Highway*

SEW-01592 was constructed in 1965 as a secondary building, associated with a primary structure that is no longer extant (HDR 2016: 81). It is presently a garage/storage structure owned by the Moose Pass Community Church. The church was built in 1997. As a secondary structure, it is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common and it is not likely to yield new information important to the region's past. SEW-01592 has diminished integrity of feeling, design, and association due to loss of context: its original primary building. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01593, 33956 Seward Highway*

Constructed in 1955, this two-story, single-family dwelling has an irregular form (HDR 2016: 82). The wood-frame structure has been clad in aluminum siding and is capped by multi-directional shed roofs of panelized metal. A side-gabled wing is located on the north elevation.

SEW-01593 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It may be associated with the growth of Moose Pass in the wake of completion of Seward Highway in 1951. It is not likely to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, the original materials and footprint are no longer evident. It is not likely to yield new information important to the region's past. SEW-01593 has diminished integrity of design, materials,

workmanship, and feeling due to large-scale renovations, including reconfiguration of the original building plan. DOT&PF finds the property not eligible for listing in the NRHP.

**Table 1-2. DOE for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01593	Parcel 12519021	Dwelling; 1.5-story wood-frame	1955	82-83	Not Eligible
SEW-01592	Parcel 20090004350	Garage; 1-story	1965	81	Not Eligible
SEW-01590	Parcel 12536002	Garage; 1-story; shed	1965	78-80	Not Eligible
SEW-01589	Parcel 20070010500	Dwelling; 1-story	1950	77-78	Not Eligible
SEW-01588	Parcel 12521050	Garage; 1-story	1960	76-77	Not Eligible
SEW-01587	Parcel 12522006	Dwelling; 1.5-story wood-frame; shed	1946	74-76	Not Eligible
SEW-01586	Parcel 12522003	Dwelling; 1-story cottage; six sheds	1962	71-74	Not Eligible
SEW-01584	Parcel 12522013	Dwelling; 1-story masonry; shed	1970	69-71	Not Eligible
SEW-01583	Parcel 12539001	Dwelling; 1.5-story wood-frame	1945	68-69	Not Eligible

### Determinations of Eligibility for Existing AHRS Properties

#### DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE (Table 1-3):

##### *SEW-01077, Carter Lake Trail*

SEW-01077, the Carter Lake Trail, is a road bed in use as a recreational trail to Carter Lake and maintained by the U.S. Forest Service (HDR 2016; 42-43; Figure 2-7). The trail head is located on a segment of the Moose Pass Military Road (SEW-00573) before joining the AHRS line marking SEW-01077. This is a popular recreational trail that connects with the Crescent Lake and Creek trails. The trail first appears on USGS topographic maps for the Seward C-7 quadrangle in 1976.

Carter and Crescent lakes and their outlet streams were among a suite of water bodies eyed for the development of small hydroelectric power plants on the Kenai Peninsula identified initially in 1914 and in a separate report in 1915 (Ellsworth and Davenport 1914; 1915: 124). At this time Carter Creek was named as such; Crescent Lake and Creek were then identified as Lost Lake and Creek. The authors documented the existing stock of hydroelectric power production and identified water bodies with good potential for hydroelectric power development. The Seward Light and Power Co. at the time of the Ellsworth and Davenport (1914; 1915) fieldwork in 1913 had a 150 horsepower hydroelectric plant on Lowell Creek.

The City of Seward purchased a diesel generating plant in 1941, and in 1950 purchased the Seward Light and Power Company facilities on Lowell Creek to create a single municipal electrical utility. The City of Seward sought expanded hydroelectric power resources after WW II and commissioned an engineering report to determine whether such a project was feasible (Harstad 1954). Exploratory work was begun in 1954, with a permit granted by the Federal Power Commission to the City of Seward in 1955 to develop a project that would dam the outlet of Crescent Lake, blocking Crescent Creek which drains to Quartz Creek then Kenai Lake; then link Crescent and Carter lakes by a tunnel through the divide between them and use water from the combined lakes to drive a turbine located near Moose Creek by Upper Trail Lake. This concept was reiterated by the engineer hired by the city to design the project in 1954 and by USGS geologist George

Plafker (Harstad 1954; Plafker 1955). Harstad (1954) budgeted 60,000 dollars for the construction of a three mile access road from the existing highway, presumably now in use as the trail. The City of Seward passed Ordinance No. 261 to sell 3.5 million dollars in bonds to pay for the construction of a dam, spillway and other necessary improvements at Crescent and Carter lakes including roads in 1955. In 1961 the city surrendered its permits in favor of other Kenai power projects at the request of the Federal Power Commission. In 2008 Kenai Hydro reinitiated a permitting process for the project before pursuing the Grant Lake project instead.

The Carter Lake Trail (SEW-01077) was likely constructed as part of engineering studies for a hydropower project that has not and likely will not be built; it is difficult to make the association between a multiuse trail and a never-built project. The Carter Lake Trail (SEW-01077) is not significant for association with broad patterns of history, with famous persons, for design or for potential to yield information.

#### *SEW-01557, Seward Highway*

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01557 will not be further evaluated at this time.

**Table 1-3. DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	Previous DOE	DOT&PF's Determination of Eligibility (DOE)
<b>SEW-01077</b>	Carter Lake Trail	Trail/route constructed after 1955 as an access route for proposed hydroelectric plant	1955	43	Unevaluated	Not Eligible
<b>SEW-01557</b>	Seward Highway	125 mile highway from Anchorage to Seward. Seward Highway 25.5 to 36 is located within the Direct APE		43	Unevaluated (MP 1-36)	Exempt

#### Updated DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE (Table 1-4):

##### *SEW-00591, Moose Pass Highway Department and Maintenance Station*

The Moose Pass Highway Department and Maintenance Station (SEW-00591) was last surveyed in 2012 and recommended eligible for inclusion in the NRHP. SHPO concurred with that recommendation in 2013. It was built in 1953. The building has undergone substantial modifications since 2012 (HDR 2016: 66). The building was converted to a volunteer fire station in 2013. The structure retains its form and massing and it does not appear that the distribution or sizes of openings in the envelope have changed. The exterior walls have been changed from green painted shingles to two rust-palette tones of vertical ribbed steel or aluminum siding. The roof, windows, main and garage doors have been replaced with vinyl and steel insulated units. The windows no longer resemble the 16 light vertical sliding sash units. The chimney has been removed and a large fuel oil tank and exterior vents have been applied for monitor or similar heat systems. DOT&PF believes changes to the appearance of the structure have reduced the integrity of design, workmanship, feeling and association such that the structure does not retain integrity. For these reasons, the DOT&PF has determined that SEW-00591 is no longer eligible for listing in the NRHP.



**Table 1-4. Revised DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE**

AHRS	Site Name/Parcel No.	Description	Type	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-00591	Moose Pass Highway Department of Maintenance Station	Station built in 1953	Government	1953	66	Not Eligible, loss of integrity

**Finding of Effect**

Two properties within the Direct APE (SEW-00148; SEW-00592) and four properties within the Indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were determined eligible for inclusion in the NRHP during previous investigations. None of the newly identified historic properties in the Direct or Indirect APE were found eligible for listing in the NRHP.

During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the Direct APE; therefore DOT&PF finds that the proposed project would have no effect on SEW-00148.

The proposed project would not acquire ROW from or result in the alteration or relocation of SEW-00592. Although the proposed project would result in minor changes to the viewshed, these changes would not affect the characteristics that qualify the property for inclusion in the NRHP. For these reasons, DOT&PF finds that SEW-00592 would not be adversely affected by the proposed project.

DOT&PF also finds that no properties located in the Indirect APE would be adversely affected by the proposed project. The indirect effects of the project would be visual as minor changes to the streetscape would change some visual elements of the Seward Highway, but would have negligible visual effect to properties in the indirect APE outside DOT&PF ROW.

**Consultation Efforts**

On December 4, 2015, initiation letters were sent to the following parties: SHPO, Chugach National Forest, Kenaitze, Qutekcak Native Tribe, and Kenai Peninsula Borough. These parties will also be notified of this finding.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

## Enclosures:

Figure 1, Project Location & Vicinity Map

Figures 2-1 to 2-18, Area of Potential Effect

*Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project. Project No. 54659. HDR, Inc., March 2016*

Office of History and Archaeology Coversheets

Table of AHRS Properties

## Electronic cc w/ enclosures:

Kim Campo-Allen, DOT&PF Central Region Environmental Analyst

Brian Elliott, DOT&PF Central Region Environmental Manager

Cynthia Ferguson, P.E., DOT&PF Central Region Project Manager

Breanna Mahoney, DOT&PF Central Region Environmental Team Leader

Kathy Price, DOT&PF Statewide, Cultural Resources Specialist

## Reference:

City of Seward

Ellsworth, C.E. and R. W. Davenport

1913. Preliminary Report on a Water-Power Reconnaissance in South-Central Alaska. Pages 155-194 in US Geological Survey Bulletin 592; Mineral Resources of Alaska; Report on Progress of Investigations in 1913, edited by Alfred H. Brooks and others. U.S. Department of the Interior, Geological Survey, Washington, D.C.; U.S. Government Printing Office.

1915. A Water-Power Reconnaissance in South-Central Alaska. With a Section on Southeastern Alaska by J.C. Hoyt. Water-Supply Paper 372. U.S. Department of the Interior, Geological Survey, Government Printing Office, Washington, D.C.

Harstad, Howard T. & Associates

1954 Engineering Report on Proposed Crescent Lake Hydroelectric Project. Howard T Harstad & Associates, Engineers, Seattle, WA. December 1954



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

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In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)

Finding of No Adverse Effect

October 25, 2016

Mayor Mike Navarre  
Kenai Peninsula Borough  
144 North Binkley Street  
Soldotna, Alaska 99669

Dear Mayor Navarre:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 326, and is proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 – 36 in Alaska (Figure 1). The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

Consultation for this project is being conducted in accordance with the 2014 *Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

### **Project Description**

The proposed work would include the following:

- Rehabilitate and widen roadway shoulders
- Construct longer passing zones and additional slow vehicle turnouts to improve passing opportunities
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass

- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve storm water drainage facilities including culverts
- Improve and/or construct avalanche mitigation where needed
- Install retaining walls where needed
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

### **Area of Potential Effect**

The direct Area of Potential Effect (Direct APE) for the project varies and is depicted in yellow in Figures 2-1 through 2-18. The Direct APE includes all areas of ground disturbing activities, ingress and egress, vegetation clearing, and staging. The Indirect APE is outlined in purple in Figures 2-1 through 2-18. This area includes the first tier of properties adjacent to the Direct APE as well as possible property purchases or easement purchases which have not yet occurred.

### **Identification Efforts**

Efforts to identify properties of historical, archaeological, and cultural significance included a review of the Alaska Heritage Resources Survey (AHRS) database in September 2015 and a review of previously conducted cultural resource reports. The AHRS search identified 23 AHRS resources located within the APE: nine within the Direct APE and 14 within the Indirect APE.

The DOT&PF contracted HDR Alaska, Inc. (HDR) to conduct a cultural resource and architectural survey of the project area in October of 2015 (report attached). HDR identified 26 new AHRS resources during the investigation – 17 in the Direct APE (Table 1-1) and nine in the Indirect APE (Table 1-2). Determinations of Eligibility (DOEs) for the newly recorded resources were not included in the HDR report.

### **Determinations of Eligibility (DOE)**

Of the **49** historic properties located within the Direct and Indirect APEs, **three** properties within the Direct APE and **four** properties within the Indirect APE were determined eligible for inclusion in the NRHP during previous investigations. DOT&PF has determined that none of the newly identified historic properties in the Direct or Indirect APE are eligible for listing in the NRHP.

#### DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey (Table 1-1):

##### *SEW-01068, Alaska Railroad Telegraph/Telephone Line*

SEW-01068 is a segment of the defunct Alaska Railroad Telegraph/Telephone Line that ran along the railroad main line from Fairbanks to Seward (HDR 2016: 47). The original telegraph line was built between 1914 and 1923 by the Alaska Northern Railway Company, Alaska Central Railway and the ARRC. The telegraph line was replaced with a telephone system beginning in the 1950s and the telegraph system abandoned. The telephone system was replaced by radio systems and went out of use in the 1980s. As of 2013, ARRC planned to remove the remaining telephone and telegraph poles between Turnagain and Moose Pass as they presented a safety hazard (ARRC 2013).

During the survey, a segment of the line was recorded between MP 25.5 and 27.5 of the Seward Highway. The survey team recorded 16 telegraph/telephone pole features in the Direct APE. At 13 of these locations, a standing telephone pole was present along with the cut stump, cut pole, and cross-arms of former telegraph poles; one standing pole was leaning against a tree and three had fallen or been cut (HDR 2016: 48). The telegraph portion of this segment of SEW-01068 contains little integrity, as all the poles are cut or absent. One telephone pole had cable attached (HDR 2016: 49).

A portion of this AHRS resource was determined eligible for inclusion in the NRHP in 2004 and was determined to be a contributing element within an eligible historic district in 2006. The ARRC prepared a mitigation report for the removal of the remaining poles associated with this telecommunications line in 2013. SHPO concurred with the mitigation report, stating that the material presented in the report demonstrated that the adverse effect was adequately mitigated for. Because the removal of these features is ongoing and mitigated by agreement between the ARRC and the SHPO, DOT&PF finds that SEW-01068 is not eligible for listing in the NRHP.

*SEW-01581, Seward Highway Road Bridge #611*

SEW-01581 was built in 1951 as part of the Seward-Anchorage-Turnagain Arm Project, one of several pre-Seward Highway projects (HDR 2016: 51). It is a cast concrete stringer bridge on timber pilings designed by the Federal Works Agency, Public Roads Administration, and transferred to the new state of Alaska. It was stockpiled in place in 1982. The bridge is not associated with any significant historic persons. The bridge's design was based on standard plans and the bridge is unexceptional in its architectural design, materials, and construction methods. It is not likely to yield new information important to the region's past.

DOT&PF has applied the November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges to this undertaking. The Program Comment is a national-level Section 106 compliance streamlining measure for certain types of bridges. Bridge # 611 is a type that is covered by this Program Comment. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, Bridge # 611 requires no further review under Section 106.

*SEW-01585, 35565 Seward Highway*

The one-story, single-family dwelling was constructed in 1940 and is composed of a small original block set beneath a side-gabled roof (HSR 2016: 52). The structure has expanded organically with a series of additions at different times. SEW-01585 is not associated with the initial settlement of Moose Pass (1910-1917); however, it was built at the end of the 1930-1940 building boom along the Forest Highway (later known as Seward Highway). It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally it is a common building form and uses typical building materials. It is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01581 is not eligible for listing in the NRHP.

*SEW-01594 through SEW-01605, SEW-01591, SEW-01582, Historic Road Bed Segments*

Fourteen segments of abandoned historic road bed were identified within the Direct APE that could not be directly linked to SEW-00573, the Moose Pass Military Road (HDR 2016: 55). These segments closely parallel the modern Seward Highway and are assumed to be former highway alignments. Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01594 through SEW-01605, SEW-01591, and SEW-01582 will not be evaluated at this time.

**Table 1-1. DOEs for Newly Identified Historic Properties in the Direct APE per October 2015 Survey**

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01068	Alaska Railroad Telegraph and Telephone Line	Segment of telegraph line that once ran from Fairbanks to Seward	1914 - 1950s	47	Not Eligible, loss of integrity
SEW-01594 through SEW-01605	Moose Pass Historic Road Segments	Road bed segments	1951 and later	55-57	Exempt

AHRS	Site Name / Parcel Number	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01581	Seward Highway Road Bridge	Obsolete bridge on former Seward Highway alignment	1951	51	Program Comment: Not Eligible
SEW-01585	Parcel 12522002	Dwelling; 1-story wood-frame; shed	1940	52-54	Not Eligible

DOEs for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey (Table 1-2):

*SEW-01583, 35727 (31628) Seward Highway*

Constructed in 1945, this one-and-one-half-story, three-bay, single-family dwelling has a rectangular form. Set on a pier-and-beam foundation, this cottage is clad in cedar plank (HDR 2016: 68). The original cottage was completely renovated in the mid-1990s, with everything removed down to the studs and replaced with contemporary materials. SEW-01583 was likely originally a Minimal Traditional-style dwelling constructed in 1945. It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons.

Architecturally, it is a common building form and it is not likely to yield new information important to the region's past. Renovation using modern building materials and windows has diminished the integrity of materials and workmanship such that the historic character of the structure has been lost. The DOT&PF has determined that SEW-01583 is not eligible for listing in the NRHP.

*SEW-01584, 35675 Seward Highway*

SEW-01584 is a Ranch-style dwelling constructed in 1970 (HDR 2016: 69). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01584 is not eligible for listing in the NRHP.

*SEW-01586, 35537 Seward Highway*

SEW-01586 is a Minimal Traditional-style dwelling constructed in 1962 (HDR 2016:71). It is not associated with the initial settlement of Moose Pass (1910-1917); the 1930-1940 boom phase; or the third phase associated with the completion of Seward Highway in 1951. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, it is a common building form, and it is not likely to yield new information important to the region's past. The DOT&PF has determined that SEW-01586 is not eligible for listing in the NRHP.

*SEW-01587, 35465 Seward Highway*

SEW-01587 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway (HDR 2016: 74). Constructed in 1946, this one-and-one-half-story, four-bay, single-family dwelling has a T-shaped form. It is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its original footprint is not discernable due to modifications, and the dwelling is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01588, 33657 Seward Highway*

Constructed in 1960, this one-story building has a rectangular form (HDR 2016: 76). It is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. As a building owned by the local government, it may be associated with the growth of Moose Pass in the wake of the completion of Seward Highway in 1951. As a secondary structure, however, it is not likely to have direct associations with significant events or themes in the history of Moose Pass. It is not known to be associated with any significant historic persons. Architecturally, the garage is a standard form for accommodating large and small maintenance vehicles. It is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01589, 35168 Seward Highway*

Constructed in 1950, this one-and-one-half-story dwelling has a rectangular form (HDR 2016: 77). In Kenai Peninsula Borough records, SEW-01589 is listed as a general purpose building and it shares a parcel with a motel that was built in 1984. It may be associated with the growth of Moose Pass during the construction of Seward Highway in 1951. This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are not unique, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01590, 35168 Seward Highway*

SEW-01590 is a commercial garage constructed in 1965 with three bays for storage of oversized vehicles, one bay for car use and an adjacent shed (HDR 2016: 77). This resource is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common, and it is not likely to yield new information important to the region's past. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01592, 34554 Seward Highway*

SEW-01592 was constructed in 1965 as a secondary building, associated with a primary structure that is no longer extant (HDR 2016: 81). It is presently a garage/storage structure owned by the Moose Pass Community Church. The church was built in 1997. As a secondary structure, it is not known to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, its form and materials are common and it is not likely to yield new information important to the region's past. SEW-01592 has diminished integrity of feeling, design, and association due to loss of context: its original primary building. DOT&PF finds the property not eligible for listing in the NRHP.

*SEW-01593, 33956 Seward Highway*

Constructed in 1955, this two-story, single-family dwelling has an irregular form (HDR 2016: 82). The wood-frame structure has been clad in aluminum siding and is capped by multi-directional shed roofs of panelized metal. A side-gabled wing is located on the north elevation.

SEW-01593 is not associated with the initial settlement of Moose Pass (1910-1917) or the 1930-1940 building boom along the Forest Highway. It may be associated with the growth of Moose Pass in the wake of completion of Seward Highway in 1951. It is not likely to have direct associations with significant events or themes in the history of Moose Pass, nor is it known to be associated with any significant historic persons. Architecturally, the original materials and footprint are no longer evident. It is not likely to yield new information important to the region's past. SEW-01593 has diminished integrity of design, materials,

workmanship, and feeling due to large-scale renovations, including reconfiguration of the original building plan. DOT&PF finds the property not eligible for listing in the NRHP.

**Table 1-2. DOE for Newly Identified Historic Properties in the Indirect APE per October 2015 Survey**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-01593	Parcel 12519021	Dwelling; 1.5-story wood-frame	1955	82-83	Not Eligible
SEW-01592	Parcel 20090004350	Garage; 1-story	1965	81	Not Eligible
SEW-01590	Parcel 12536002	Garage; 1-story; shed	1965	78-80	Not Eligible
SEW-01589	Parcel 20070010500	Dwelling; 1-story	1950	77-78	Not Eligible
SEW-01588	Parcel 12521050	Garage; 1-story	1960	76-77	Not Eligible
SEW-01587	Parcel 12522006	Dwelling; 1.5-story wood-frame; shed	1946	74-76	Not Eligible
SEW-01586	Parcel 12522003	Dwelling; 1-story cottage; six sheds	1962	71-74	Not Eligible
SEW-01584	Parcel 12522013	Dwelling; 1-story masonry; shed	1970	69-71	Not Eligible
SEW-01583	Parcel 12539001	Dwelling; 1.5-story wood-frame	1945	68-69	Not Eligible

### Determinations of Eligibility for Existing AHRS Properties

#### DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE (Table 1-3):

##### *SEW-01077, Carter Lake Trail*

SEW-01077, the Carter Lake Trail, is a road bed in use as a recreational trail to Carter Lake and maintained by the U.S. Forest Service (HDR 2016; 42-43; Figure 2-7). The trail head is located on a segment of the Moose Pass Military Road (SEW-00573) before joining the AHRS line marking SEW-01077. This is a popular recreational trail that connects with the Crescent Lake and Creek trails. The trail first appears on USGS topographic maps for the Seward C-7 quadrangle in 1976.

Carter and Crescent lakes and their outlet streams were among a suite of water bodies eyed for the development of small hydroelectric power plants on the Kenai Peninsula identified initially in 1914 and in a separate report in 1915 (Ellsworth and Davenport 1914; 1915: 124). At this time Carter Creek was named as such; Crescent Lake and Creek were then identified as Lost Lake and Creek. The authors documented the existing stock of hydroelectric power production and identified water bodies with good potential for hydroelectric power development. The Seward Light and Power Co. at the time of the Ellsworth and Davenport (1914; 1915) fieldwork in 1913 had a 150 horsepower hydroelectric plant on Lowell Creek.

The City of Seward purchased a diesel generating plant in 1941, and in 1950 purchased the Seward Light and Power Company facilities on Lowell Creek to create a single municipal electrical utility. The City of Seward sought expanded hydroelectric power resources after WW II and commissioned an engineering report to determine whether such a project was feasible (Harstad 1954). Exploratory work was begun in 1954, with a permit granted by the Federal Power Commission to the City of Seward in 1955 to develop a project that would dam the outlet of Crescent Lake, blocking Crescent Creek which drains to Quartz Creek then Kenai Lake; then link Crescent and Carter lakes by a tunnel through the divide between them and use water from the combined lakes to drive a turbine located near Moose Creek by Upper Trail Lake. This concept was reiterated by the engineer hired by the city to design the project in 1954 and by USGS geologist George



Plafker (Harstad 1954; Plafker 1955). Harstad (1954) budgeted 60,000 dollars for the construction of a three mile access road from the existing highway, presumably now in use as the trail. The City of Seward passed Ordinance No. 261 to sell 3.5 million dollars in bonds to pay for the construction of a dam, spillway and other necessary improvements at Crescent and Carter lakes including roads in 1955. In 1961 the city surrendered its permits in favor of other Kenai power projects at the request of the Federal Power Commission. In 2008 Kenai Hydro reinitiated a permitting process for the project before pursuing the Grant Lake project instead.

The Carter Lake Trail (SEW-01077) was likely constructed as part of engineering studies for a hydropower project that has not and likely will not be built; it is difficult to make the association between a multiuse trail and a never-built project. The Carter Lake Trail (SEW-01077) is not significant for association with broad patterns of history, with famous persons, for design or for potential to yield information.

#### *SEW-01557, Seward Highway*

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the NRHP (TE list roads). While the Interim Guidance is in effect, other roads that have not had NRHP determinations of eligibility will not be considered for listing. For this reason, SEW-01557 will not be further evaluated at this time.

**Table 1-3. DOEs for Previously Identified (in AHRS) Historic Properties in the Direct APE**

AHRS	Site Name/Parcel No.	Description	Construction Period	Report Page No.	Previous DOE	DOT&PF's Determination of Eligibility (DOE)
<b>SEW-01077</b>	Carter Lake Trail	Trail/route constructed after 1955 as an access route for proposed hydroelectric plant	1955	43	Unevaluated	Not Eligible
<b>SEW-01557</b>	Seward Highway	125 mile highway from Anchorage to Seward. Seward Highway 25.5 to 36 is located within the Direct APE		43	Unevaluated (MP 1-36)	Exempt

#### Updated DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE (Table 1-4):

##### *SEW-00591, Moose Pass Highway Department and Maintenance Station*

The Moose Pass Highway Department and Maintenance Station (SEW-00591) was last surveyed in 2012 and recommended eligible for inclusion in the NRHP. SHPO concurred with that recommendation in 2013. It was built in 1953. The building has undergone substantial modifications since 2012 (HDR 2016: 66). The building was converted to a volunteer fire station in 2013. The structure retains its form and massing and it does not appear that the distribution or sizes of openings in the envelope have changed. The exterior walls have been changed from green painted shingles to two rust-palette tones of vertical ribbed steel or aluminum siding. The roof, windows, main and garage doors have been replaced with vinyl and steel insulated units. The windows no longer resemble the 16 light vertical sliding sash units. The chimney has been removed and a large fuel oil tank and exterior vents have been applied for monitor or similar heat systems. DOT&PF believes changes to the appearance of the structure have reduced the integrity of design, workmanship, feeling and association such that the structure does not retain integrity. For these reasons, the DOT&PF has determined that SEW-00591 is no longer eligible for listing in the NRHP.

**Table 1-4. Revised DOEs for Previously Identified (in AHRS) Historic Properties in the Indirect APE**

AHRS	Site Name/Parcel No.	Description	Type	Construction Period	Report Page No.	DOT&PF's Determination of Eligibility (DOE)
SEW-00591	Moose Pass Highway Department of Maintenance Station	Station built in 1953	Government	1953	66	Not Eligible, loss of integrity

**Finding of Effect**

Two properties within the Direct APE (SEW-00148; SEW-00592) and four properties within the Indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) were determined eligible for inclusion in the NRHP during previous investigations. None of the newly identified historic properties in the Direct or Indirect APE were found eligible for listing in the NRHP.

During the October 2015 cultural resource survey, no evidence of SEW-00148 remained within the Direct APE; therefore DOT&PF finds that the proposed project would have no effect on SEW-00148.

The proposed project would not acquire ROW from or result in the alteration or relocation of SEW-00592. Although the proposed project would result in minor changes to the viewshed, these changes would not affect the characteristics that qualify the property for inclusion in the NRHP. For these reasons, DOT&PF finds that SEW-00592 would not be adversely affected by the proposed project.

DOT&PF also finds that no properties located in the Indirect APE would be adversely affected by the proposed project. The indirect effects of the project would be visual as minor changes to the streetscape would change some visual elements of the Seward Highway, but would have negligible visual effect to properties in the indirect APE outside DOT&PF ROW.

**Consultation Efforts**

On December 4, 2015, initiation letters were sent to the following parties: SHPO, Chugach National Forest, Kenaitze, Qutekcak Native Tribe, and Kenai Peninsula Borough. These parties will also be notified of this finding.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Erik D. Hilsinger  
Cultural Resources Specialist  
Central Region DOT&PF

## Enclosures:

Figure 1, Project Location & Vicinity Map

Figures 2-1 to 2-18, Area of Potential Effect

*Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project. Project No. 54659. HDR, Inc., March 2016*

Office of History and Archaeology Coversheets

Table of AHRS Properties

## Electronic cc w/ enclosures:

Kim Campo-Allen, DOT&PF Central Region Environmental Analyst

Brian Elliott, DOT&PF Central Region Environmental Manager

Cynthia Ferguson, P.E., DOT&PF Central Region Project Manager

Breanna Mahoney, DOT&PF Central Region Environmental Team Leader

Kathy Price, DOT&PF Statewide, Cultural Resources Specialist

## Reference:

City of Seward

Ellsworth, C.E. and R. W. Davenport

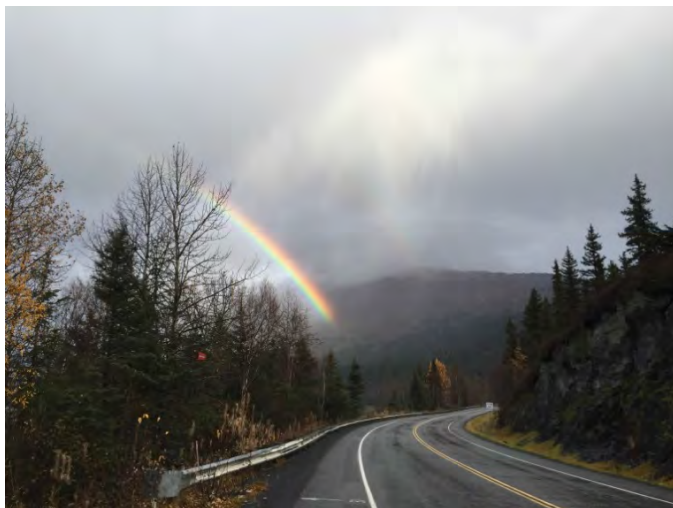
1913. Preliminary Report on a Water-Power Reconnaissance in South-Central Alaska. Pages 155-194 in US Geological Survey Bulletin 592; Mineral Resources of Alaska; Report on Progress of Investigations in 1913, edited by Alfred H. Brooks and others. U.S. Department of the Interior, Geological Survey, Washington, D.C.; U.S. Government Printing Office.

1915. A Water-Power Reconnaissance in South-Central Alaska. With a Section on Southeastern Alaska by J.C. Hoyt. Water-Supply Paper 372. U.S. Department of the Interior, Geological Survey, Government Printing Office, Washington, D.C.

Harstad, Howard T. & Associates

1954 Engineering Report on Proposed Crescent Lake Hydroelectric Project. Howard T Harstad & Associates, Engineers, Seattle, WA. December 1954

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# Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project

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Project No. 54659

Prepared for the Alaska Department of  
Transportation and Public Facilities

*Kenai Peninsula Borough, Alaska*  
March 2016



**RESTRICTED: Not For Public Distribution**



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THE STATE  
of **ALASKA**

GOVERNOR BILL WALKER

**Department of Natural Resources**

DIVISION OF PARKS & OUTDOOR RECREATION  
Office of History & Archaeology

550 West 7<sup>th</sup> Ave., Suite 1310  
Anchorage, Alaska 99501-3565  
Main: 907 269 8721  
<http://dnr.alaska.gov/parks/cha>

November 17, 2016

File No.: 3130-1R FHWA/2016-00977  
3330-6N SEW 591, SEW 1068, SEW 1077, SEW 1583-1590,  
SEW 1592-1593

Subject: Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation  
(0311031/Z546590000)

Erik Hilsinger  
Department of Transportation & Public Facilities  
PO Box 196900  
Anchorage, AK 99519-6900

Dear Mr. Hilsinger,

The Alaska State Historic Preservation Office (AK SHPO) received your letter (dated October 25, 2016) on October 28, 2016. We requested additional information on November 10, 2016, and you provided additional material on November 16, 2016. Following our review of the documentation provided and the report, titled *Cultural Resources Survey for the Seward Highway Milepost 25.5-36, Trail River to Sterling Wye, Rehabilitation Project*, our office concurs with the following thirteen determinations of eligibility (DOE) for listing on the National Register of Historic Places (NRHP).

AHRS#	Site Name	DOT&PF Determination	SHPO Comment
SEW-0591	Moose Pass Highway Department and Maintenance Station	Not Eligible	Concur
SEW-1068	Alaska Railroad Telegraph/Telephone Line	Not Eligible	Concur
SEW-1077	Carter Lake Trail	Not Eligible	Concur
SEW-1583	Parcel 12539001	Not Eligible	Concur
SEW-1584	Parcel 12522013	Not Eligible	Concur
SEW-1585	Parcel 12522002	Not Eligible	Concur
SEW-1586	Parcel 12522003	Not Eligible	Concur
SEW-1587	Parcel 12522006	Not Eligible	Concur
SEW-1588	Parcel 12521050	Not Eligible	Concur
SEW-1589	Parcel 20070010500	Not Eligible	Concur
SEW-1590	Parcel 12536002	Not Eligible	Concur
SEW-1592	Parcel 20090004350	Not Eligible	Concur
SEW-1593	Parcel 12519021	Not Eligible	Concur


Additionally, we reviewed the subject undertaking pursuant to Section 106 of the National Historic Preservation Act. Following our review of the documentation provided, we concur that a finding of **no adverse effect** is appropriate for the subject project.

For this project please review the *Memorandum of Agreement Between State of Alaska and Bureau of Land Management, U.S. Department of the Interior Concerning the Iditarod National Historic Trail*, as well as, *The Iditarod National Historic Trail (INHT) Seward to Nome Route, A Comprehensive Management Plan (CMP)*. In your letter you noted that SEW-00148 (Seward-Moose Pass Trail/ Iditarod National Historic Trail) was not positively identified in the APE. We recommend that you consider management, development, and protection of trail segments as outlined in these documents. If you have questions regarding the CMP, contact the Bureau of Land Management's Iditarod National Historic Trail Administrator Kevin Keeler, at [kkeeler@blm.gov](mailto:kkeeler@blm.gov) .

Please note that as stipulated in 36 CFR § 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to review and comment on the subject undertaking. Please contact Mark Rollins at 269-8722 or [mark.rollins@alaska.gov](mailto:mark.rollins@alaska.gov) if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner  
State Historic Preservation Officer

JEB:mwr



## **Appendix C**

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Wetland and Waterbody Determination and Functional Assessment Report

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Project No. Z546590000

**Wetland and Waterbody Determination and  
Functional Assessment Report**

**Seward Highway  
Milepost 25.5-36 Rehabilitation**

Alaska Department of Transportation and  
Public Facilities – Central Region

*Moose Pass, Alaska*

Report prepared by HDR, Anchorage, Alaska

April 20, 2016

**NOTE: This report in its entirety is available for  
review in the Department Section of Preliminary  
Design and Environmental.**

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## **Appendix D**

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Section 4(f) Consultation

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**From:** [Goldstein, Melissa L \(DOT\)](#)  
**To:** [Campo-Allen, Kim D \(DOT\)](#)  
**Cc:** [Elliott, Brian A \(DOT\)](#); [Mahoney, Breanna M \(DOT\)](#)  
**Subject:** SEO Section 4(f) No Use Determination RE: Z546590000 - Seward Highway MP 25.5-36  
**Date:** Friday, January 26, 2018 10:54:37 AM  
**Attachments:** [Z546590000 Fig 1 Location & Vicinity Map 04.26.2016.pdf](#)  
[Figure 2a.pdf](#)  
[Figure 2b.pdf](#)  
[Figure 2c.pdf](#)  
[Figure 2d.pdf](#)  
[Photo Sheet.pdf](#)  
[1978 Highway Easement.pdf](#)  
[54659 Seward Highway MP 25.5 36 Trail River to Sterling Wye Rehab SHPO c....pdf](#)  
[1992 Trailhead Patents.pdf](#)

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Hi Kim,

Based on the information provided below and in the attached documents, I agree that the **Seward Highway MP 25.5-36, Trail River to Sterling Wye Rehabilitation (Z546590000)** project will not use/affect the following Section 4(f) protected resources that are located adjacent to the project area:

- **Johnson Pass Trail and Trailhead South**
- **Carter Lake Trail and Trailhead**
- **Kenai River Special Management Area (KRSMA)**
- **KRSMA Proposed Recreational Land located at MP 30.1 Seward Highway**

As I understand it, no work or equipment staging will occur within a Section 4(f) property, no vegetation clearing beyond the existing highway clear zone will occur, and access to all Section 4(f) resources will remain open during construction.

In addition, I agree that the project will not affect the following properties that are eligible for listing in the NRHP and are therefore Section 4(f) protected resources:

- **Seward-Moose Pass Trail (SEW-00148)**
- **Moose Pass Inn (SEW-00592)**
- **Lyle Saxon House (SEW-00580)**
- **Loucher/Tolsten Cabin (SEW-00583)**
- **Hilo House (SEW-00584)**

On November 17, 2016, the SHPO concurred with DOT&PF's finding of "no adverse effect" for the proposed project (see attached letter.) The project activities would not permanently incorporate or temporarily occupy any of the properties listed above, and would not affect the features or attributes that qualify the properties for listing in the NHRP.

*"The proposed project will not use any Section 4(f) resources. DOT&PF has determined that Section 4(f) does not apply."*

Please ensure a copy of this email is placed in the project file.

Thanks,  
Melissa

**Melissa Goldstein**  
NEPA Program Manager  
Statewide Environmental Office  
Alaska Department of Transportation and Public Facilities  
Phone: (907) 465-6961

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

---

**From:** Campo-Allen, Kim D (DOT)  
**Sent:** Thursday, January 25, 2018 4:18 PM  
**To:** Goldstein, Melissa L (DOT)  
**Subject:** RE: SEO information request RE: Z546590000 - Seward Highway MP 25.5-36 - Section 4(f) No Use Consultation

Hi Melissa,

I apologize, this consultation has been around for a couple of months and I forgot to update the opening statement before submitting to you.

To answer your questions, both trails are popular year-round recreational trails. The Carter Lake trail parallels the highway closely for approximately 800 feet before turning up the mountain side toward Carter Lake, while the Johnson Pass trail parallels the highway for approximately 1000 feet before turning north behind the Trail Lake Hatchery. Proposed work adjacent both locations would be simple resurfacing work and ditch grading. At this time, no vegetation clearing beyond the existing highway clear zone is planned at either location that would make the highway more visible from either trail.

If DOT&PF wishes to acquire additional ROW through the corridor adjacent to either trail at a future date, the trails would likely be relocated. However, this is not planned or proposed in association with the current project.

Attached is the patent that established both trails for recreational purposes, dated September 21, 1992.

Please let me know if you have any additional questions.

Thank you,  
Kim

**Kim Campo-Allen, Environmental Analyst**  
Alaska Dept. of Transportation and Public Facilities





**Preliminary Design and Environmental Section**

P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0533 | Fax 907.243.6927

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**From:** Goldstein, Melissa L (DOT)  
**Sent:** Thursday, January 25, 2018 1:25 PM  
**To:** Campo-Allen, Kim D (DOT)  
**Subject:** SEO information request RE: Z546590000 - Seward Highway MP 25.5-36 - Section 4(f) No Use Consultation

Hi Kim,

Could you give me a little bit more information regarding the 26' trail easements marked on Figures 2a and 2b? Are they actual trails that are currently used for recreation? I ask because they cross into the 1978 highway easement boundaries, meaning work being done within the highway easement could potentially affect them and I want to make sure I get the determination wording right.

IS DOT&PF planning to acquire the ROW outright at some point, or continue to operate under the 1978 highway easement?

I also wanted to make sure you knew for future consultations to change the introduction language of your emails to include 23 U.S.C. 327 instead of U.S.C. 326. Give me a call if you have any questions.

Thank you!

Melissa

**Melissa Goldstein**

NEPA Program Manager

Statewide Environmental Office

Alaska Department of Transportation and Public Facilities

Phone: (907) 465-6961

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**From:** Campo-Allen, Kim D (DOT)  
**Sent:** Monday, January 22, 2018 3:36 PM  
**To:** Goldstein, Melissa L (DOT)  
**Cc:** Mahoney, Breanna M (DOT); Elliott, Brian A (DOT)  
**Subject:** Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye Rehabilitation - Section 4(f) No Use Consultation

Hi Melissa,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the

responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and proposing to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 to MP 36.6, near Moose Pass, Alaska (Figure 1).

**Project Description**

Proposed work would include the following:

- Rehabilitate the roadway and widen roadway shoulders from MP 25.5-36.6
- Improve and construct slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards in accordance with the DOT&PF Preconstruction Manual and the American Association of State Highway and Transportation Officials (AASHTO) requirements
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improvements to storm water drainage facilities, including culverts
- Improve and construct avalanche mitigation
- Retaining wall installations
- Acquire right-of-way (ROW)
- Utility relocations and improvements to Automated Traffic Recorders
- Vegetation clearing

We are consulting with you, in accordance with Chapter 9 of the Environmental Procedures Manual, to determine if the proposed project will result in the use of the adjacent 4(f) resources, described below. We believe the proposed project would not result in a permanent incorporation, adverse temporary occupancy, or constructive use of a 4(f) resource and are requesting your concurrence on compliance. Below is information to assist you in your evaluation.

**Table 1: Section 4(f) Resource Descriptions: Recreational Properties**

<b>Johnson Pass Trail and Trailhead South (Figure 2a)</b>	
<b>Location</b>	MP 32.5 Seward Highway
<b>Description</b>	Paved parking area located approximately 100-feet off edge of pavement offering trailhead access to the 23-mile Johnson Pass trail. Pit toilets are available at the trailhead parking area. Access to the northern section of the trail is located at MP 64 of the Seward Highway. A 25-foot trail easement parallels the highway for several hundred feet before turning north toward Johnson Pass.

<b>Property Function</b>	Trailhead access
<b>Ownership/Management</b>	Land is owned by ADNR; trail facilities maintained by USFS
<b>Open Access</b>	Year-round Vehicle, pedestrian, bicycle, ATV, snowmachine (winter), equestrian

**Carter Lake Trail and Trailhead (Figure 2b)**

<b>Location</b>	MP 33.2 Seward Highway
<b>Description</b>	Paved parking area located approximately 120-feet off edge of pavement offering trailhead access to the 3.4 mile Carter Lake trail. Pit toilets are available at the trailhead parking area. A 25-foot trail easement parallels the highway for several hundred feet before turning uphill toward Carter Lake.
<b>Property Function</b>	Trailhead access
<b>Ownership/Management</b>	Land is owned by ADNR; trail facilities maintained by USFS
<b>Open Access</b>	Year-round Vehicular, pedestrian, snowmachine (winter)

**Kenai River Special Management Area (KRSMA) Proposed Recreational Land (Figure 2c)**

<b>Location</b>	MP 30.1 Seward Highway
<b>Description</b>	A parcel located north of the community of Moose Pass is proposed for inclusion in the KRSMA; the parcel is currently used as an unofficial boat launch and camping/picnicking area, but no developed facilities are present. Area land management plans have proposed to develop the parcel for recreational use in the future.
<b>Property Function</b>	Vacant recreational land
<b>Ownership/Management</b>	ADNR
<b>Open Access</b>	N/A Vehicle and pedestrian

**KRSMA and Other KRSMA Proposed Lands**

KRSMA is a 44,000-acre unit of the State park system that includes the Kenai River upstream to and including the waters of Kenai and Skilak Lakes. It was established to “protect and perpetuate the fishery and wildlife resources and habitat and to manage recreational uses and development activities in the unit and adjacent area” A.S. 41.21.500.

In addition to the KRSMA proposed property located near MP 30.1 of the Seward Highway, two undeveloped parcels adjacent to the highway near MP 25.5, as well as Upper and Lower Trail Lake, were also proposed for inclusion in the KRSMA in 1997. The parcels near MP 25.5 consist of steep rock slopes and are separated from Lower Trail Lake by the Seward Highway and Alaska Railroad (see Photo Sheet). There are currently no plans to develop the parcels for recreational purposes.

**Section 4(f) Involvement: Recreational Properties**

We believe the proposed project would not result in a permanent incorporation, adverse temporary occupancy, or constructive use of a Section 4(f) resource.

- **Permanent Incorporation:** The proposed project will not require the acquisition of additional ROW or permanent incorporation of land from a Section 4(f) resource into a transportation facility.
- **Temporary Occupancy:** All work would occur within the existing 1978 FHWA Highway Easement Grant (highway easement documentation attached); no work would occur within the boundaries of a Section 4(f) property. DOT&PF would not allow the contractor to construct or stage equipment or materials in the Carter Lake or Johnson Pass trailhead parking areas, unofficial parking areas of KRSMA proposed lands, or in areas outside of DOT&PF's highway easement.
- **Constructive Use:** The proposed project was evaluated against the five situations listed in 23 CFR 774.15(e)(1-5) to determine whether it would meet any of the five situations that constitute a constructive use:
  - *Substantial Noise Interference:* The proposed project would not increase capacity or make other substantial changes to the existing road which would result in an increase in traffic noise. Although minor modifications to the vertical and/or horizontal alignment would occur, the alterations would not be substantial as defined by 23 CFR 227.5, and therefore, would not result in a traffic noise impact.
  - *Aesthetic Impairment:* The aesthetic features or attributes of the Section 4(f) resources would not change as a result of the proposed project. All work would remain consistent with the existing characteristics and would not change the aesthetic features or attributes of adjacent 4(f) resources. The existing vegetation shielding between the highway and trail easements would remain.
  - *Access Restriction:* The proposed project would not restrict or alter access to Section 4(f) resources in the project area. Access to all Section 4(f) resources would remain open during project construction.
  - *Vibration Impact:* Due to the nature of the proposed work, equipment and machinery are not expected to remain in any portion of the project area for extended periods of time. As such, the proposed project would not involve extended periods of vibration during construction that would substantially impair the Section 4(f) resources.
  - *Ecological Intrusion:* No wildlife or waterfowl refuges are located in the vicinity of the proposed project area. Accordingly, the project would not interfere with access to a wildlife or waterfowl refuge or use of wildlife habitat.

#### **Section 4(f) Involvement: Historic Properties**

A review of the Alaska Heritage Resources Survey in September 2015, identified the following National Register of Historic Places (NRHP) eligible properties within the direct and/or indirect Area of Potential Effect (APE) (Figure 2d):

- Seward-Moose Pass Trail, SEW-00148 (Determined eligible for listing in the NRHP in 2015)
- Moose Pass Inn, SEW-00592 (Determined eligible for listing in the NRHP in 1993)
- Lyle Saxon House, SEW-00580 (Determined eligible for listing in the NRHP in 2013)
- Loucher/Tolsten Cabin, SEW-00583 (Determined eligible for listing in the NRHP in 1993)
- Hilo House, SEW-00584 (Determined eligible for listing in the NRHP in 1993)

The proposed project would not permanently incorporate or temporarily occupy any of the above historic properties as work in the vicinity of each property would be done within the existing highway easement or road prism and would not affect the features or attributes of the properties which qualify them for listing in the NRHP. The proposed project received concurrence from the State Historic Preservation Office on a Finding of No Historic Properties Adversely Affected on November 17, 2016; as such, the project conforms to 23 CFR 774.15 (f)(1) for compliance requirements of 36 CFR 800.5.

Please let me know if you have any questions or need additional information.

Thanks,  
Kim Campo-Allen



**Kim Campo-Allen, Environmental Analyst**

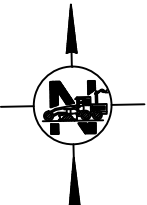
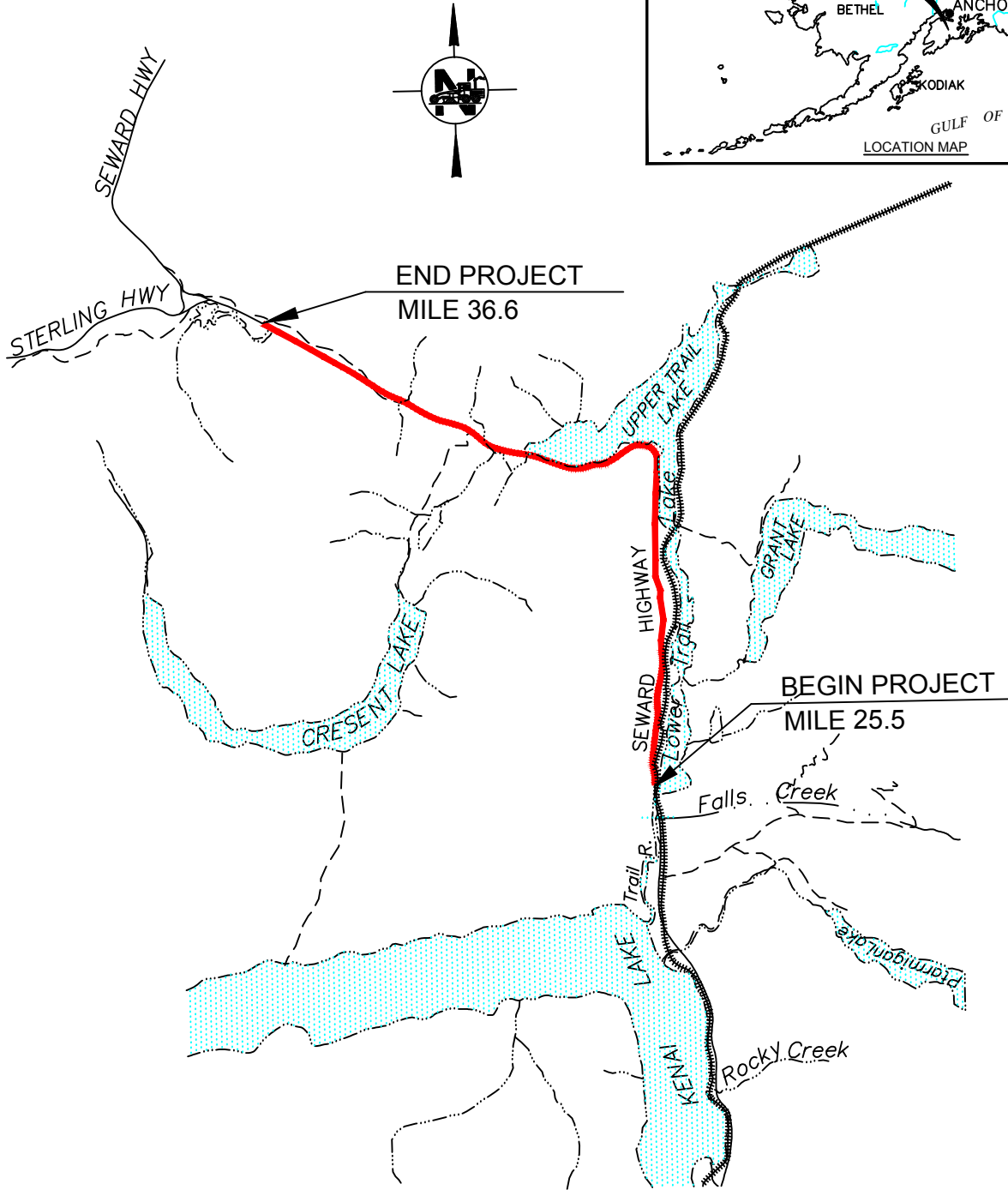
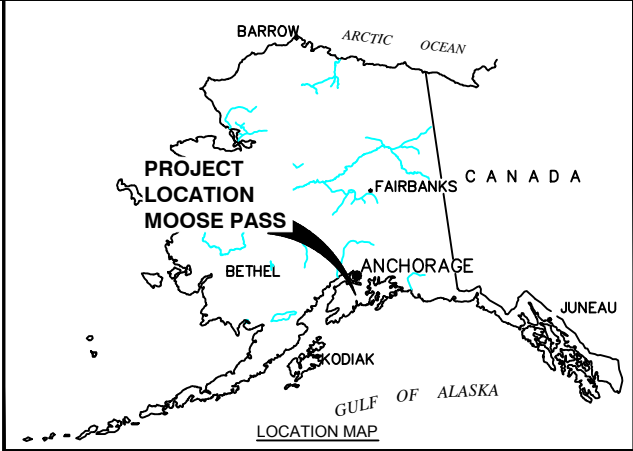
Alaska Dept. of Transportation and Public Facilities

Preliminary Design and Environmental Section

P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone 907.269.0533 | Fax 907.243.6927

Attachments: Figure 1 – Location and Vicinity Map  
Figure 2a-2d – Section 4(f) Resources  
KRSMA Lands MP 25.5 Photo Sheet  
Highway Easement Documentation  
Section 106 SHPO Concurrence



**LEGEND**

 PROJECT AREA

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

SCALE: NTS  
 DATE: 9/1/2015  
 BY: J McLAURIN

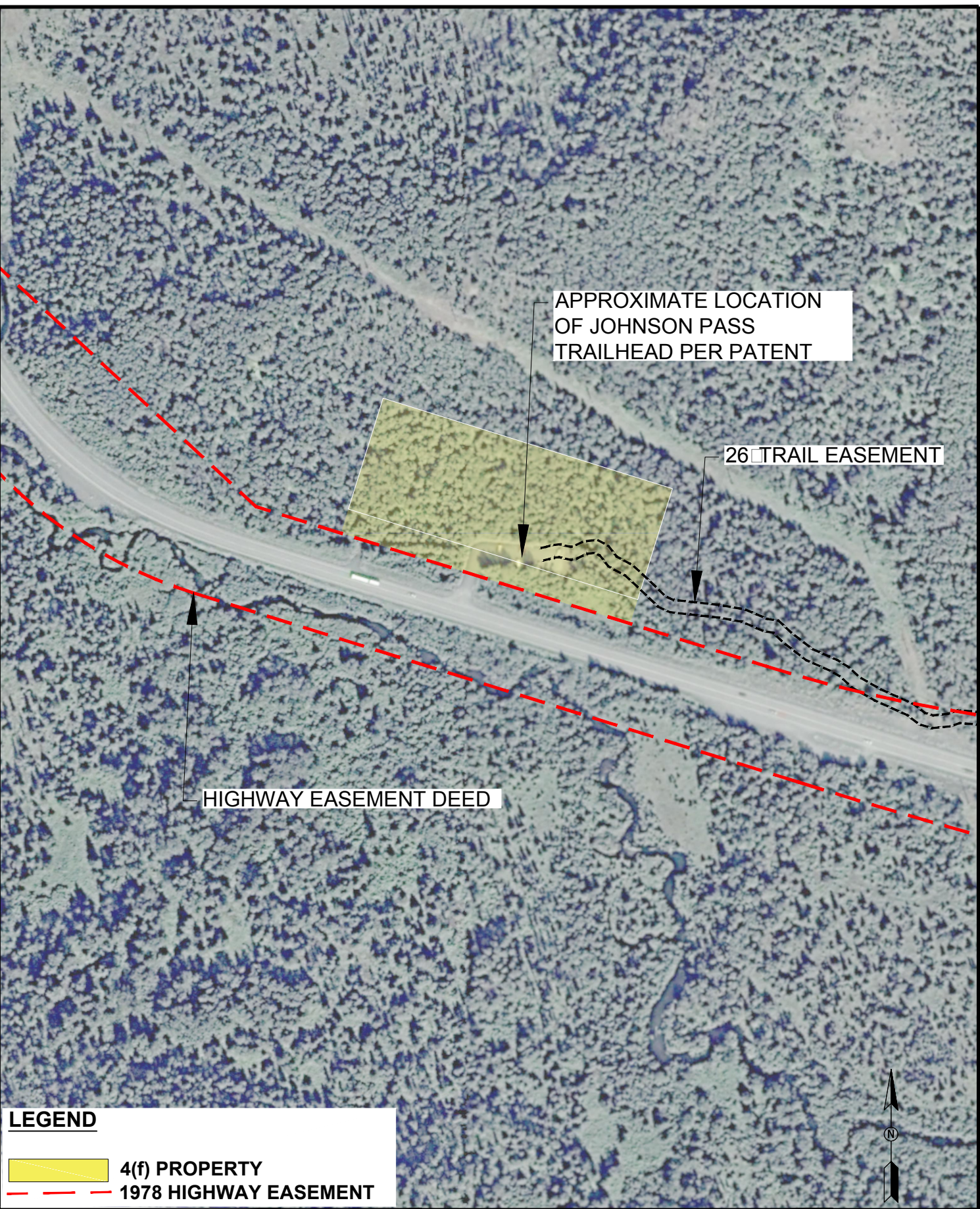
SEWARD HWY: MP 25.5-36, TRAIL RV.  
 TO STERLING WYE REHABILITATION  
 PROJECT NO. Z54659000  
 LOCATION AND VICINITY MAP  
 MOOSE PASS, AK

FIGURE 1

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP



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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

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PRELIMINARY DESIGN AND  
ENVIRONMENTAL GROUP

SCALE: NTS

DATE: 3/31/2017

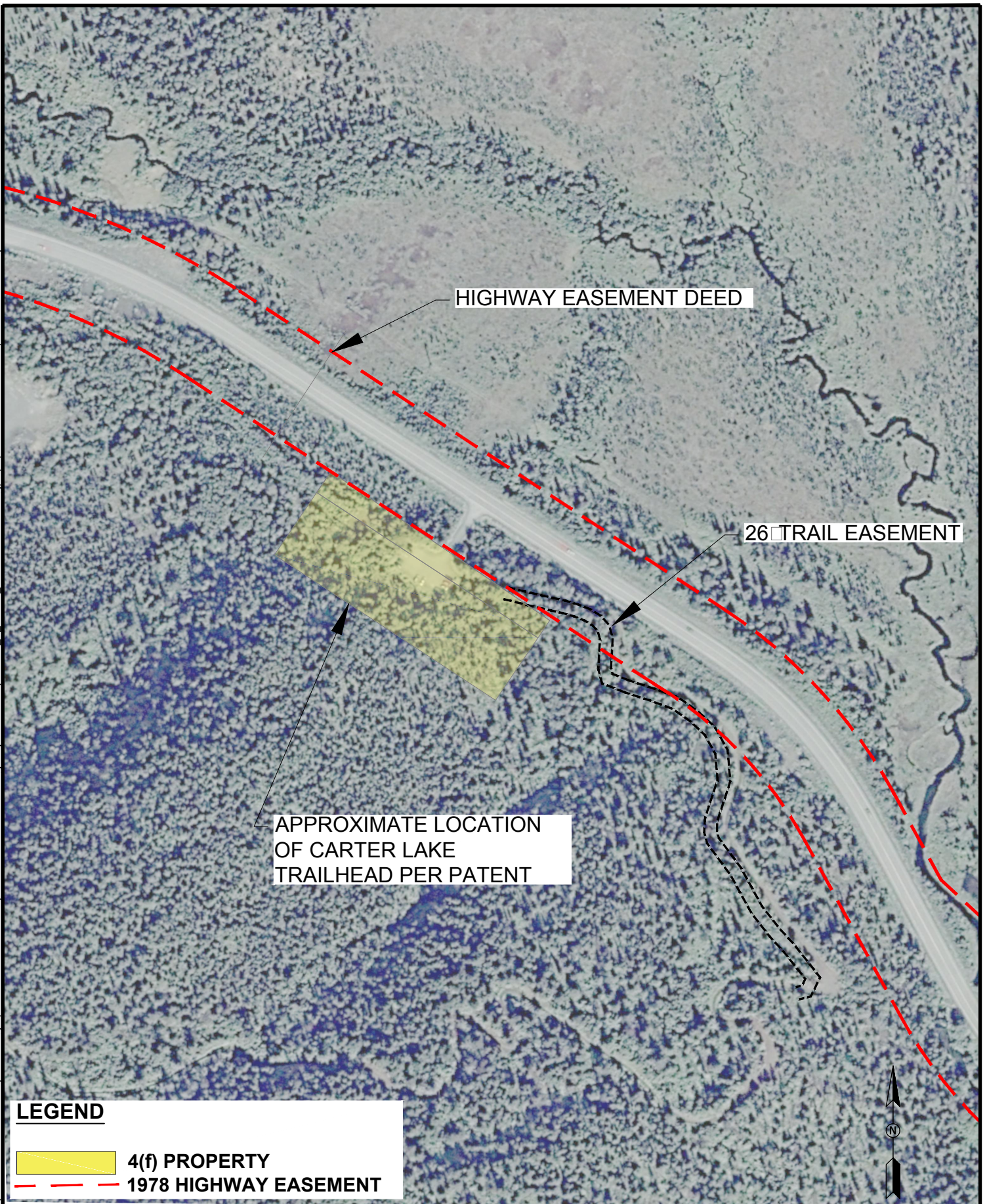
BY: K ALLEN-CAMPO

SEWARD HWY: MP 25.5-36, TRAIL RV.  
TO STERLING WYE REHABILITATION  
PROJECT NO. Z546590000

JOHNSON PASS TRAILHEAD TRAIL  
MOOSE PASS, AK

FIGURE 2a





**LEGEND**

- 4(f) PROPERTY
- 1978 HIGHWAY EASEMENT

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

---

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP

SCALE: \_\_\_\_\_ NTS

DATE: \_\_\_\_/31/2017

BY: K ALLEN-CAMPO

SEWARD HWY: MP 25.5-36, TRAIL RV.  
 TO STERLING WYE REHABILITATION  
 PROJECT NO. Z546590000

CARTER LAKE TRAILHEAD □ TRAIL  
 MOOSE PASS , AK

FIGURE 2 □



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**LEGEND**

-  **4(f) PROPERTY**
-  **1978 HIGHWAY EASEMENT**

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

---

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP

SCALE: \_\_\_\_\_ NTS

DATE: \_\_\_\_/31/2017

BY K ALLEN-CAMPO

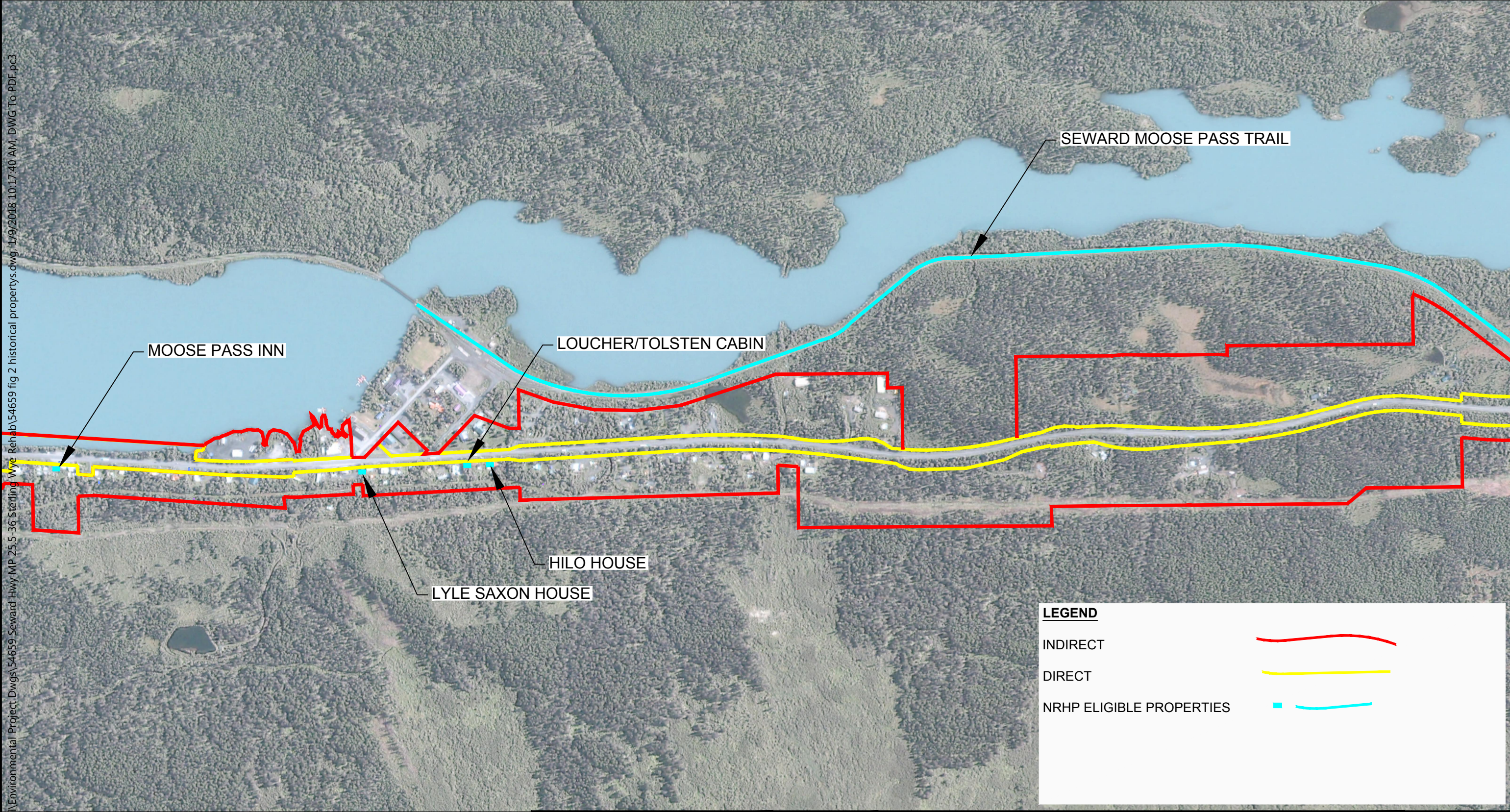
**SEWARD HWY: MP 25.5-36, TRAIL RV.  
 TO STERLING WYE REHABILITATION  
 PROJECT NO. Z546590000**

PROPOSED BOAT LAUNCH/RECREATION FACILITY  
 MOOSE PASS , AK

**FIGURE 2c**



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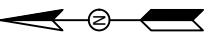


**LEGEND**

INDIRECT 

DIRECT 

NRHP ELIGIBLE PROPERTIES 



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

---

PRELIMINARY DESIGN AND  
ENVIRONMENTAL GROUP

Scale: NTS

Date: 11/6/2017

By: K ALLEN CAMPO

SEWARD HWY: MP 25.5-36, TRAIL RIVER TO STERLING WYE  
REHABILITATION  
PROJECT NO. Z546590000  
NRHP ELIGIBLE HISTORIC PROPERTIES  
SEWARD HWY, AK

FIG 2d



# Z546590000 Seward Highway MP 25.5-36 Rehabilitation—Photo Sheet

## KRSMA Proposed Lands



HIGHWAY EASEMENT DEED

THIS DEED, made this 25<sup>th</sup> day of October, 19 78.

by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, hereinafter referred to as the DEPARTMENT, and the State of Alaska; Department of Transportation and Public Facilities; hereinafter referred to as the GRANTEE:

## WITNESSETH:

WHEREAS, the GRANTEE has filed application under the provisions of the Act of Congress of August 27, 1958, as amended (23 U.S.C. 317) for the right-of-way of a highway over certain land owned by the United States in the State of Alaska which is under the jurisdiction of the Department of Agriculture, United States Forest Service; and,

WHEREAS, this transfer is further authorized under the provisions of the Act of Congress approved October 15, 1966 [80 Stat. 931, 937, Section 6(a)(1)(A)]; and,

WHEREAS, the Regional Federal Highway Administrator, pursuant to delegations of authority from the Secretary of Transportation, has determined that an easement over the land covered by the application is reasonably necessary for a right-of-way for the existing Alaska Federal Aid Primary Highway, Route FAP-31; "Seward Highway"; and

WHEREAS, the Department of Agriculture, acting by and through the Forest Service, has agreed to the transfer by the DEPARTMENT of an easement over the land to the GRANTEE:

NOW THEREFORE, the DEPARTMENT, as authorized by law, does hereby grant to the GRANTEE an easement for a right-of-way for the construction, operation, and maintenance of a highway, and use of the space above and below the established grade line of the highway pavement for highway purposes on, over, across, in and upon the following described lands of the United States within the Chugack National Forest, State of Alaska :

SURVEYED

BOOK 48 PAGE 158

RANGE 1 West Township 1 North Sections 13 and 14 Seward Meridian

UNSURVEYED

<u>RANGE</u>	<u>TOWNSHIP</u>	<u>SECTION(S)</u>	<u>MERIDIAN</u>
1 W	1 N	1, 12	SEWARD
1 W	2 N	24,25,36	SEWARD
1 E	2 N	6,7,18,19	SEWARD
1 E	3 N	6,7,18,19,31	SEWARD
1 W	2 N	24,25,36	SEWARD
1 E	4 N	31	SEWARD
1 W	4 N	1,12,13,24,25,36	SEWARD
1 W	5 N	7,17,18,20,21,22	SEWARD
2 W	5 N	2,11,12	SEWARD
2 W	6 N	13,24,25,26,35	SEWARD
1 W	6 N	5,6,7,18	SEWARD
1 W	7 N	4,9,16,17,20 29,32	SEWARD
1 W	8 N	14,15,21,22,23,25, 26,28,33,36	SEWARD
1 E	7 N	3,4,5,6	SEWARD
1 E	8 N	12,13,14,23,26, 27,31,34	SEWARD
2 E	8 N	5,6,7	SEWARD
2 E	9 N	26,27,28,32,33, 35,36	SEWARD

and as shown on the following described plats:

Right-of-Way map, Alaska Project FAP81, "Seward Highway, 15 sheets marked "EXHIBIT A" attached hereto and made a part hereof, subject, however, to the following terms, conditions and covenants:

- (1) Outstanding valid claims, if any, existing on the date of this grant, and the GRANTEE shall obtain such permission as may be necessary on account of any such claims.

(2) The GRANTEE and the Regional Forester shall make determinations as to the necessity for archaeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of construction of the highway facility is to be undertaken by the GRANTEE in compliance with the Act entitled "An Act for the preservation of American antiquities" approved June 8, 1906 (34 Stat. 225, 16 USC 432-433), and State laws where applicable.

(3) Unless the GRANTEE and Regional Forester stipulate as to a shorter time, the easement herein granted shall terminate ten (10) years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such ten year period.

(4) The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purposes of construction, operation and maintenance of a highway in accordance with the approved plans described in the condition numbered (5) and does not include the grant of any rights for non-highway purposes or facilities:

Provided, That the right of the Forest Service to use or authorize the use of any portion of the right-of-way for non-highway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Federal Highway Administration Regulations issued pursuant thereto to would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the GRANTEE and the Federal Highway Administration shall be consulted prior to the exercise of such rights: And Provided, Further that nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits.

- (5) Consistent with highway safety standards, the GRANTEE

shall:

- (a) Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.
- (b) Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation or maintenance of the highway, and shall vegetate and keep vegetated with suitable species, all earth cut or fill slopes feasible for revegetation, or other areas on which ground cover is destroyed where it is deemed necessary during a joint review between the Regional Forester and the GRANTEE, shall maintain all terracing, waterbars, lead-off ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.
- (6) The GRANTEE shall establish no borrow, sand, or gravel pits, stone quarry, or permanent storage areas, sites for highway operation and maintenance facilities, camps, supply depots or disposal areas within the right-of-way, unless shown on approved construction plans, without first obtaining approval of the Regional Forester.
- (7) The GRANTEE shall maintain the right-of-way clearing limits by means of chemicals only after specific written approval has been given by the Regional Forester. Application for such approval must be in writing and specify the time, method, chemicals, and the exact portion of the right-of-way to be chemically treated.

(8) The GRANTEE, in consideration of the grant of this easement, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns that:

(a) No person shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby conveyed;

(b) The GRANTEE shall use said easement and right-of-way so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation, effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.



(9) When need for the easement herein granted shall no longer exist, the Grantee shall give notice of that fact to the Secretary of Transportation and the rights herein granted shall terminate and the land shall immediately revert to the full control of the Department of Agriculture.

IN WITNESS WHEREOF, I, Robert B. Rutledge,  
Regional Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, the Regional Federal Highway Administrator, and Chief Counsel, Federal Highway Administration, by virtue of authority in me vested by law, have hereunto subscribed my name as of the day and year first above written.

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

By Robert B. Rutledge  
Robert B. Rutledge  
Regional Counsel

STATE OF OREGON            )  
  )  
COUNTY OF MULTNOMAH    )

I, J. J. Amundson, a Notary Public in and for the State of Oregon, do hereby certify that on this the 25th day of October, 19 78, before me personally appeared Robert B. Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of Oct. 25, 19 78, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Regional Counsel, Federal Highway Administration.

Witness my hand and seal this 25th day of October, 19 78.

J. J. Amundson  
Notary Public

My Commission expires Aug. 14, 1980.

In compliance with the conditions set forth in the foregoing deed, the State of Alaska, Department of Transportation and Public Facilities; certifies, and by the acceptance of this deed, accepts the right-of-way over certain lands herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

By Donald Harris

STATE OF ALASKA )  
 )  
 )  
CITY AND BOROUGH OF JUNEAU )

I, LINDA J. HARTENBERGER, Notary Public in and for said Borough and State, hereby certify that Donald Harris whose name is signed to the foregoing conveyances and who is known to me, acknowledged before me on this day that, being informed of the conveyance, he in his capacity as Commissioner DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES executed the same voluntarily on this day.

Given under my hand and seal of office this 25<sup>th</sup> day of October, 1978.

Linda J. Hartenberger  
Notary Public

(SEAL)  
My Commission Expires May 1, 1979

## **Appendix E**

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Public and Agency Coordination

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# AFFIDAVIT OF PUBLICATION

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

Emma Dunlap  
being first duly sworn on oath deposes and says that he/she is a representative of the Alaska Dispatch News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

December 10, 2015

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Emma Dunlap

Subscribed and sworn to before me  
this 10th day of December, 2015

Britney Thompson

Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska  
MY COMMISSION EXPIRES

2/23/2019



## NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

**Project Title: Seward Highway: MP 25.5-36,  
Trail River to Sterling Wye Rehabilitation  
Project No. 0311031/Z546590000**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to resurface, restore, and rehabilitate (3R) the Seward Highway from the Trail River Bridge to the Sterling "Wye", between mileposts (MP) 25.5 and 36. The purpose of the project is to preserve and extend the service life of the highway and enhance safety. The proposed work would:

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- Construct passing lanes
- Upgrade, replace, or install new guardrail, signs, and striping
- Improve horizontal and vertical curves, as needed
- Install pedestrian amenities and traffic calming measures through the community of Moose Pass
- Replace culverts, including the double culvert at Moose Creek (MP 32.3)
- Improve storm water drainage facilities
- Acquire right-of-way (ROW)
- Install retaining walls
- Clear vegetation
- Construct avalanche mitigation
- Relocate utilities

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

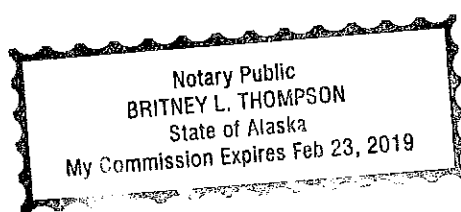
Construction for the proposed project is anticipated to begin in Summer 2020. To ensure that all possible factors are considered, please provide written comments to the following address by January 9th, 2016.

**Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900**

*If you have any questions or require additional information, please contact Cynthia Ferguson, P.E., Project Manager, at 269-0589, or Joy McLaurin, Environmental Impact Analyst, at 269-0529.*

*It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.*



# PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }  
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Morris Publishing Group/Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the

NOI Sterling Highway  
AO-25-84235

a printed copy of which is hereto annexed was published in said paper one each and every day for one successive and consecutive day in the issues on the

following dates:

December 9, 2015

x Denise Reece

SUBSCRIBED AND SWORN to me before

this 24th day of December, 2015

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 16-Jul-18



## NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

Project Title: Seward Highway: MP 25.5-36, Trail River to Sterling Wye Rehabilitation Improvements  
Project No. 0311031/Z546590000

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to resurface, restore, and rehabilitate (3R) the Seward Highway from the Trail River Bridge to the Sterling "Wye", between mileposts (MP) 25.5 and 36. The purpose of the project is to preserve and extend the service life of the highway and enhance safety.

The proposed project would:

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- Replace culverts, including the double culvert at Moose Creek (MP 32.3)
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- Acquire right-of-way (ROW)
- Install retaining walls
- Clear vegetation
- Construct avalanche mitigation
- Relocate utilities

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DOT&PF Preliminary Design & Environmental  
P.O. Box 196900, Anchorage, Alaska 99519-6900

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PUBLISH: 12/9, 2015

D960/686729

**Affidavit of Publication**

United States of America • State of Alaska • Third Division

Before me, a notary public, the undersigned this day personally appeared Annette Shacklett who, being first duly sworn, according to law, says that she is publisher the of The Seward Phoenix LOG, published at in said Division Three and State of Alaska and that the advertisement, of which the annexed is a true copy, was published in said publication on

the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, and  
the 10 day of Dec 2015.

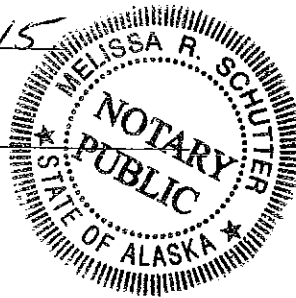
Annette Shacklett  
Annette Shacklett, Publisher

Subscribed and sworn to before me

This 11 day of Dec 2015

/s/ Melissa R. Schutter  
Notary public for state of Alaska

My commission expires 6/15/19



ALASKA DDT



**NOTICE OF INTENT TO BEGIN ENGINEERING  
AND ENVIRONMENTAL STUDIES**

**Project Title: Seward Highway: MP 25.5-36, Trail River to Sterling Wye  
Rehabilitation**

**Project No. 0311031/2546590000**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to resurface, restore, and rehabilitate (3R) the Seward Highway from the Trail River Bridge to the Sterling "Wye", between mileposts (MP) 25.5 and 36. The purpose of the project is to preserve and extend the service life of the highway and enhance safety. The proposed work would:

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- Construct passing lanes
- Upgrade, replace, or install new guardrail, signs, and striping
- Improve horizontal and vertical curves, as needed
- Install pedestrian amenities and traffic calming measures through the community of Moose Pass
- Replace culverts, including the double culvert at Moose Creek (MP 32.3)
- Improve storm water drainage facilities
- Acquire right-of-way (ROW)
- Install retaining walls
- Clear vegetation
- Construct avalanche mitigation
- Relocate utilities

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in Summer 2020. To ensure that all possible factors are considered, please provide written comments to the following address by January 9, 2016.

Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

*If you have any questions or require additional information, please contact Cynthia Ferguson, P.E., Project Manager, at 269-0589, or Joy McLaurin, Environmental Impact Analyst, at 269-0529.*

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*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.*

AO-25-84235

Pub: Dec. 10, 2015



## Notice of Intent to Begin Engineering and Environmental Studies

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to resurface, restore, and rehabilitate (3R) the Seward Highway from the Trail River Bridge to the Sterling "Wye", between mileposts (MP) 25.5 and 36. The purpose of the project is to preserve and extend the service life of the highway and enhance safety. The proposed work would:

Rehabilitate and widen the roadway from MP 25.5 to MP 36

Construct passing lanes

Upgrade, replace, or install new guardrail, signs, and striping

Improve horizontal and vertical curves, as needed

Install pedestrian amenities and traffic calming measures through the community of Moose Pass

Replace culverts, including the double culvert at Moose Creek (MP 32.3)

Improve storm water drainage facilities

Acquire right-of-way (ROW)

Install retaining walls

Clear vegetation

Construct avalanche mitigation

Relocate utilities

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in Summer 2020. To ensure that all possible factors are considered, please provide written comments to the following address by January 7<sup>th</sup>, 2016.

Brian Elliott, Regional Environmental Manager

DOT&PF Preliminary Design & Environmental

P.O. Box 196900

Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Cynthia Ferguson, P.E., Project Manager, at 269-0589, or Joy McLaurin, Environmental Impact Analyst, at 269-0529.

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[Attachments, History, Details](#)

**Attachments**

None

**Revision History**

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# Memo

Date: Tuesday, January 17, 2017

Project: Seward Highway 25.5 to 36 Rehabilitation

To: Cynthia Ferguson, Project Manager, DOT&PF

From: Katherine Wood, Project Manager, HDR

Subject: DRAFT Summary of Project Public Involvement Activities and Comments (as of January 1, 2017)

## Public Involvement Activities (through January 1, 2017)

Public involvement activities for the Seward Highway 25.5 to 36 Rehabilitation Project started in November 2015. Table 1 summarizes all public involvement activities that have occurred for the project through January 1, 2017. There have been two listening posts and one scoping meeting. All supporting documentation is included as an attachment to this memo.

*Table 1 Seward Highway 25 to 36 Rehabilitation Project Public Involvement Activities (through January 1, 2017)*

Date	Public Involvement Tool	Title (of Article, Presentation, or Other)	Purpose and/or Location	Page #
11.20.15	Postcard	<i>Listening Post Notification</i>	Announce listening post and ask public to visit project website and sign up for email distribution list	A-1
11.24.15	Community Calendar	<i>Listening Post Notification</i>	Announce listening post	-
11.27.15	What's Up	<i>Listening Post Notification</i>	Announce listening post	A-3
12.2.15	E-newsletter	<i>Listening Post Notification</i>	Announce listening post and ask public to visit project website and sign up for email distribution list	A-4
12.4.15	Listening Post	<i>Listening Post</i>	Inform public on project; held at Seward Craft Fair	A-6
12.12.15	Media	<i>DOT&amp;PF Plans Seward Highway Upgrades near and Through Moose Pass</i>	<i>Seward City News</i>	A-11
3.16.16	E-newsletter	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-13
3.17.16	PSA	<i>Scoping Meetings Notification</i>	Announce scoping meeting on Alaska Public Radio Community Calendar with potential for a PSA	-
3.17.16	Postcard	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-16
3.17.16	Newspaper Ad	<i>Scoping Meetings Notification</i>	<i>Seward Phoenix Log</i>	A-18
3.17.16	Community Calendar	<i>Scoping Meetings Notification</i>	<i>Alaska Dispatch News</i> Community Calendar and Seward Community Calendar	A-19
3.17.16	Online Public Notice	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-20

3.17.16	Fliers	<i>Scoping Meetings Notification</i>	Distribute in Moose Pass (Ben Ikers, Moose Pass Sportsman's Club President)	A-22
3.17.16, 3.29.16, 4.4.16, 4.5.16, & 4.6.16	DOT&PF-Twitter	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-23
3.20.16	Newspaper Ad	<i>Scoping Meetings Notification</i>	<i>Alaska Dispatch News</i>	A-24
3.20.16	Newspaper Ad	<i>Scoping Meetings Notification</i>	<i>Peninsula Clarion</i>	A-25
3.23.16	What's Up ListServ	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-27
3.29.16 & 4.6.16	DOT&PF - Facebook	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-28
3.31.16	E-newsletter	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-29
4.5.16	Gov Delivery	<i>Scoping Meetings Notification</i>	Announce scoping meetings	-
4.6.16	Public Scoping Meeting	<i>Scoping Meeting</i>	Seward, 11:30 a.m.-1 p.m.	A-31
4.6.16	Public Scoping Meeting	<i>Scoping Meeting</i>	Moose Pass, 5-7 p.m.	A-31
4.10.16	Media	<i>"DOT Seeks 300-foot-wide Easement Across State Lands..."</i>	<i>Seward City News</i>	A-43
5.27.16	E-newsletter	<i>Public Meeting Follow-up</i>	Provide project website links to information that was presented at scoping meeting	A-46
10.17.16	Community Calendar	<i>Listening Post Notification</i>	Announce listening post	A-51
10.24.16	DOT&PF - Facebook	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-52
10.24.16	DOT&PF - Calendar	<i>Scoping Meetings Notification</i>	Announce scoping meetings	A-54
11.1.16	What's Up ListServ	<i>Listening Post Notification</i>	Announce listening post	A-55
11.28.16	E-newsletter	<i>Listening Post Notification Reminder</i>	Remind public of listening post at Seward Holiday Bazaar	A-56
12.2.16	Listening Post	<i>Listening Post</i>	Inform public on project; held at Seward Holiday Bazaar	A-58

DOT&PF = Alaska Department of Transportation and Public Facilities; PSA = public service announcement

## Summary of Comments Received (through January 1, 2017)

There have been 25 comments received for the Seward Highway 25.5 to 36 Rehabilitation Project. Overall, stakeholders and the public expressed continued support for this project and see it as a needed improvement to the transportation corridor. The paragraphs below summarize the comments received.

**Project Schedule:** The public is continually interested in when construction will occur and whether construction will occur during the same time as the Seward Highway 17 to 22 Rehabilitation Project.

**Bike Path:** The public would like to see the current bike path stay and be extended in each direction. Residents were not in favor of the design option to have a bike path on both sides of the highway. This was one design option presented at the Scoping Meeting.

**Shoulder Size:** There are some residents who would like the shoulder size to increase where possible; other residents would like to keep the existing shoulder size.

**Right of Way:** The public is interested in the width of the right-of-way and which properties will be impacted by the project.

**Drainage:** The public indicated that drainage structures need to be reestablished at Depot Road, Trail Lake Lodge, and Estes Store.

The attached comment log (page number A-60) outlines each comment received through January 1, 2017 and the response provided. Also attached are pdfs of each comment.

*This page intentionally left blank.*



# Listening Post Notification

## Seward Highway MP 25.5 - 36 Rehabilitation Project

You are invited to visit a Listening Post on **Friday, December 4, 2015** at the **Seward Holiday Arts and Crafts Fair** located in the **Alaska Railroad Cruise Ship Terminal** from **5PM to 9PM**.

Learn more and provide your feedback regarding:

- » the project's preliminary design
- » scope and schedule

Project team members will be present to answer questions and provide project details.

*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.*

*It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.*

### LISTENING POST DETAILS

Friday, December 4, 2015  
5PM-9PM



### LOCATION

The Seward Holiday Arts and Crafts Fair located in the Alaska Railroad Cruise Ship Terminal  
913 Port Avenue  
Seward, AK 99664

### STAY UP-TO-DATE!

To stay up-to-date on the project, and join our mailing list by visiting [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



### COMING SOON!

Public Open House Early 2016



Milepost 25.5 - 36  
**SEWARD HWY**  
Rehabilitation Project

Project Number: 54659

A-1

Milepost 25.5 - 36  
**SEWARD HWY**  
*Rehabilitation Project*

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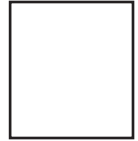
**Seward Highway MP 25.5 - 36  
Rehabilitation Project**

C/O HDR  
2525 C Street, Ste 500  
Anchorage, AK 99503

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The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Seward Highway from the Trail River Bridge (MP 25.5) to the Sterling Wye (MP 36). This project, currently in the preliminary design phase, will enhance safety, extend the service life of the highway, and improve passing opportunities. Work may also include pedestrian amenities and traffic calming in the community of Moose Pass.

**[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)**





**December 8 – KODIAK** from 6 to 8pm at the Kodiak Island Borough Assembly Chambers

**December 15 – JUNEAU** from 6 to 8pm at Juneau City and Borough Assembly Chambers

**December 16 – HAINES** from 5 to 7pm at the Haines Borough Assembly Chambers The goal of the public meetings is to lead a constructive dialogue around the fiscal challenges that face AMHS. All state agencies are working with reduced operating budgets due to low oil prices. This will impact all modes of transportation. For Alaskans who rely on the ferry system, current budget reductions will directly impact AMHS operations. The meeting is an opportunity for Alaskans to hear from department officials, ask questions and present potential solutions regarding short and long-term operating possibilities for AMHS. Each meeting will also be available via teleconference for anyone who cannot attend in person. The toll free number to participate is: **1-800-315-6338**, conference code **03902#**. The line will open five minutes prior to the scheduled start time for each meeting. For more information, contact Jeremy Woodrow at 907-465-8994 or email [Jeremy.woodrow@alaska.gov](mailto:Jeremy.woodrow@alaska.gov).

### **December 3**

**HOMER – KACHEMAK HERITAGE LAND TRUST ANNUAL MEETING** will be held at 6pm at the Islands & Ocean Visitor Center. Hear stories of the Anchor River from **RICHARD CHIAPPONE** as he read from his book **REQUIEM for a RIVER BEND**. There will be special guest speakers from Cook Inletkeeper and Kachemak Bay Research Reserve. Refreshments will be served.

### **\*\*December 4**

**SEWARD** – A Listening Post Meeting will be held from 5 to 9pm at the Seward Holiday Arts and Crafts Fair in the Alaska Railroad Cruise Ship Terminal for both the **SEWARD HIGHWAY MP 17 to 22.5** and the **SEWARD HIGHWAY MP 25.5 to 36**. The public is invited to come learn more about the project's preliminary design, scope, and schedule as well as provide feedback to each project team. For more information, please visit the projects' websites ([www.sewardhighway25to36.com](http://www.sewardhighway25to36.com) and [www.sewardhighway17to22.com](http://www.sewardhighway17to22.com)).

### **December 5**

The **COOPER LANDING FISH & GAME ADVISORY COMMITTEE** will hold an election meeting at the Community Hall at 11am. Also on the agenda will be preparing comments on Statewide BOF and Statewide BOG proposals. For more information contact George Heim at 595-2000.

### **\*\*December 7**

**GRAYLING** – The **GRAYLING ANVIK SHAGELUK HOLY CROSS FISH & GAME ADVISORY COMMITTEE** will hold a public meeting at the Grayling Tribal Council on at Noon. Agenda will include: Old Business - Northern Pike Concern. New Business: Chair Report, Questions/Concerns of the AC members & public, Proposed Rule FWS, FSB Nominees, Lamprey Committee, WP16-36, Staff Updates, Comment on Board of Fisheries Proposals AYK BOF in January, Comment on Board of Game Proposals, and Draft any Board of Game Proposals. For further information contact Nissa Pilcher at 907-459-7263 or email [nissa.pilcher@alaska.gov](mailto:nissa.pilcher@alaska.gov).

### **\*\*December 7**

**PETERSBURG** – The **PETERSBURG FISH & GAME ADVISORY COMMITTEE** will hold a public meeting at 7pm in the Assembly Chambers. Agenda will include: Elections, Comment on Statewide Board of Game Proposals and Comment on Statewide Board of Fisheries Finfish Proposals. For more information contact Jessalynn Rintala at 907.465.6097 or email [jessalynn.rintala@alaska.gov](mailto:jessalynn.rintala@alaska.gov).

Some readers see this part of your email after the subject line in the inbox. Write something brief and catchy, compelling them to open the email.



Please join us for the

## **Seward Highway Milepost 25.5 to 36 Rehabilitation Project Listening Post\***

**Friday, December 4, 2015  
5pm- 9pm**

**Location: Seward Holiday Arts and Crafts Fair located  
in the Alaska Railroad Cruise Ship Terminal**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Seward Highway from the Trail River Bridge (MP 25.5) to the Sterling Wye (MP 36). This project, currently in the preliminary design phase, will enhance safety, extend the service life of the highway, and improve passing opportunities. Work may also include pedestrian amenities and traffic calming in the community of Moose Pass.

To stay up-to-date on the project, and join our mailing list visit [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com).

\*This listening post will be held in conjunction with the Seward Highway Milepost 17 to 22.5 Rehabilitation Project.

*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.*

*It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person*

*shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.*

See what's happening on our social sites



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HDR | 2525 C Street | Suite 500 | Anchorage | AK | 99503



# Memo

Meeting Date: **Friday, December 4, 2015**

Project: **Seward Highway MP 25.5-36 Rehabilitation**  
**Project No:Z546590000, Federal Project No: 0311031**

To: **Cynthia Ferguson, DOT&PF**

From: **Katherine Wood, HDR**

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Subject: **Summary: Listening Post at the 2015 Holiday Craft Fair in Seward**

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### ***Project Staff/Agency Attendees:***

Cynthia Ferguson, DOT&PF  
Katherine Wood, HDR

### ***Stakeholder Attendees:***

Area residents and landowners

### ***Event Summary:***

On Friday, December 4, 2015 the Seward Highway MP 25.5-36 Rehabilitation Project hosted a listening post from 5:00PM to 9:00PM at the Annual Holiday Craft Fair in Seward, AK. The purpose of this event was to introduce the project and to share information about its design, scope, and schedule, and to solicit public feedback. This local event features a high level of participation from the community, and earned the project good visibility. The Seward Highway MP 25.5-36 Rehabilitation Project shared a table with a team from the Seward Highway MP 17-22.5 project, which is further along in the design process.

### ***Advertising***

A postcard was sent to the project mailing list informing them of the project team's participation in the craft fair. The postcard also invited recipients to sign up for the project email distribution list.

In addition, our participation was noted on the DOT&PF's website in the Central Region Public Involvement Calendar, in the listserv "What's Up" and via free online community calendars in Seward and the ADN. An email was also sent to area officials noting the presence of project staff at the Fair. With the exception of the postcard, all event promotion was joint with the Seward Hwy MP 25.5-36 project.

### ***Attendance***

About 75 people stopped by the listening post table; most of the individuals we engaged with discussed both highway projects. Fifteen individuals signed up for the Seward Hwy MP 25.5-36 e-mail list.

### ***Event Materials***

- Handouts (project fact sheet, comment sheets)
- Graphic posters (project area map, and schedule graphic)
- ROW brochures



- E-newsletter sign up sheet

### **Media Coverage**

Rick Smeriglio of the Seward City News interviewed Cynthia Ferguson about the project. He was mainly interested in project goals, design features, and right-of-way acquisition. Cynthia provided him copies of the handout materials. Katherine agreed to send him electronic versions of project maps following the event.

Mr. Smeriglio followed up with a phone call and email with a list of questions to Cynthia on Thursday, December 10<sup>th</sup>. Cynthia was able to answer some of his questions over the phone, but was unable to provide answers to all of the emailed questions before Mr. Smeriglio's article appeared in the Seward City News on December 12<sup>th</sup>.

HDR will continue to monitor the outlet, and relay any additional published pieces on the project to DOT&PF.

### **Comments**

Listening post attendees were supportive of the project. The numerous general comments of support are not specifically outlined below.

The following informal comments and questions were noted by staff while engaging with open house attendees. All questions were responded to using approved messaging.

- What about pedestrian pathways along the highway, particularly in the Moose Pass area? I would like those.
- How much ROW are you going to take in Moose Pass?
- Glad to see that the speed limit will stay the same in Moose Pass.
- I agree that we need to find ways to add passing lanes. There aren't many passing opportunities.
- Can we get some connectivity between all the pieces of separated pathway? Imagine what an attraction a separated pathway between Anchorage and Seward would be for cyclists.
- Jeff Estes of Moose Pass (Estes Bros. Grocery) mentioned that his father had received a 99 year renewable permit allowing the encroachment of the Estes Bros. Grocery building into the Seward Highway ROW. He also was concerned about preserving the water line under the highway that serves the fire department across the street, and that rock cuts be done properly to prevent rock fall on the highway.

One formal written comment form, attached, was received from a resident of Moose Pass, Wendy Bryden who is interested in more bike paths as a part of the project.



***Follow Up***

- Consider continuing to attend the Holiday Craft Fair in future years, since return on investment and public attendance was high.



# Milepost 25.5 - 36 SEWARD HWY

Rehabilitation Project

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Please share your comments.

Comments can also be e-mailed to  
[info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

More bike paths - extend the existing one - increase shoulder size  
anywhere possible within the project area.  
I live just off Hwy at MP 34 & use the shoulders for running  
& biking - More paths please!

Name:  Email:   
Address:   
City: Mouse Pass State: AK Zip: 99631

Please add me to the project e-mail list.

**Seward City News**  
read it, write it

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## [DOT Plans Seward Highway Upgrades Near and Through Moose Pass](#)

December 12, 2015 12:52 pm Views: 445



Seward Highway project area map from Snow River at south to Kenai Lake overlook at north. Image courtesy of Alaska DOT&PF

By Rick Smeriglio for SCN —

Alaska Department of Transportation & Public Facilities plans two rehabilitation projects for the Seward Highway that together may cost an estimated \$127 million and will affect Kenai Peninsula general economy and quality of life, especially in Moose Pass. Start of construction lies two to five years away, but surveying, data gathering, and designing have already begun. While neither project has a finalized design, it currently appears that both will entail rebuilding and improving the highway on its existing alignment with no major rerouting. Between 90 to 95 percent of the funding for both projects comes from the Federal Highway Administration through fuel taxes and congressional appropriations.

**Milepost 25.5 (Lower Trail Lake) to Milepost 36 (Sterling Hwy. Wye)**



Past iterations of this project considered bypassing Moose Pass uphill to the west. According to project manager Cynthia Ferguson, because of high costs and high impacts of this route, DOT&PF has eliminated it from further consideration, for now. This latest proposal leaves the highway through the middle of the developed core of Moose Pass where DOT&PF has a right of way 80 to 100 feet wide. Buildings, utilities, a bicycle path, a school bus stop, a lake, and business signs all crowd the right of way. Although survey work proceeded all through 2015, Ferguson said that DOT&PF “was not certain” if anything physically encroached on highway right of way in core Moose Pass. She cited the need to finish the environmental document before answering questions about encroachment. When asked, Ferguson said that to her knowledge, no adjoining property owner has contested the width of the highway right of way.

Ferguson said that generally, the rebuilt highway would have six-foot wide, paved shoulders in both directions, but not in Moose Pass town. In that zone, roughly milepost 28 to 30, Ferguson declared DOT&PF “open to ideas”. She said that her agency would consider “traffic calming” through town. Without saying that DOT&PF definitely would implement them, Ferguson said that aspects of traffic calming included curbs and gutters, narrowed lanes, modified striping patterns and permanent radar installations to enforce speed limits. DOT&PF currently maintains a posted speed limit of 35 mph in a mile-long corridor through Moose Pass. Additionally, when school starts and when it lets out, the speed limit slows to 20 mph for a short time in a 150-yard stretch within the 35 mph zone. Ferguson said that so far, DOT&PF has not consulted with Kenai Peninsula School District about building school-bus stops off the highway.

According to vehicle-speed data acquired by safety engineer Scott Thomas of DOT&PF, motorists comply poorly if at all, with the 45 mph transition zones on either end of the 35 mph zone through town. Ferguson said that DOT&PF would consider eliminating the 45 mph zones, one to the south about 0.8 miles long and one to the north about 0.6 miles long.

Ferguson stressed that DOT&PF has just started planning the highway rebuild. It has not started design work. An extension of the existing bicycle path, a popular idea in Moose Pass, “was not within the scope of the project” according to Ferguson. She also said that if DOT&PF needed to purchase private property to accommodate highway upgrades, it would wait until it had detailed designs 60 percent complete before contacting affected property owners. Ferguson said that her agency would consider building four lanes to accommodate passing in the milepost 25.5 to 27 zone (along Trail Lake Narrows). Because of numerous private driveways in the milepost 33 to 36 zone (Avalanche Acres neighborhood), DOT&PF would not consider building passing lanes there. It would consider avalanche mitigation structures in that area, however.

DOT&PF plans a meeting in May or June of 2016 in Moose Pass about this project. Contact [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com) or Cynthia.Ferguson@alaska.gov for further information or go to [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com) to leave comments.

**Milepost 17 (Primrose Spur) to Milepost 22.5 (Kenai Lake Overlook)**

Since the last DOT&PF meeting in October of 2014, the project has progressed to 75 percent design completion and has received some \$1.1 million to purchase private property to accommodate planned shifts of alignment along the existing right of way. Project Engineer Kristen Keifer said that her agency “felt fairly confident” about the new design.

South of Victor Creek (milepost 20), curve straightening will shift the proposed realignment westward onto existing private property. North of Victor Creek, near an established business, alignment will shift uphill eastward to accommodate benching the highway into steep slopes above Kenai Lake. Keifer said that DOT&PF has already contacted many affected property owners about the potential for public acquisition of their land. She also said that her agency has not yet contacted all such property owners.

According to DOT&PF literature, the department plans to completely replace the Victor Creek Bridge. It plans to only re-deck and install new rails on the much longer Snow River Bridge including the very short bridge over the east side channel of Snow River. Keifer said that at this time, DOT&PF did not know if the project required any in-stream work in Snow River, an anadromous water body. She also said that the jökulhlaup last September may have scoured supports under the bridge or deposited wads of trees against them and so the need for in-stream work may have changed.

Other significant aspects of the project include a new trailhead and parking lot for the Victor Creek trail, an avalanche mitigation berm at mile 21, and about 770,000 cubic yards of excavated fill to dispose of. USDA Forest Service will design the trailhead and DOT&PF will pay for it. Keifer said that the proposed 30-foot-tall earthen berm uphill at milepost 21 would capture small to medium avalanches, but not large ones.

Contact [Carla.Smith@alaska.gov](mailto:Carla.Smith@alaska.gov) for further information or go to [www.sewardhighway17to22.com](http://www.sewardhighway17to22.com).



Advertisement



## Public Scoping Meetings

Wednesday, April 6



### SCOPING MEETING #1

### SCOPING MEETING #2

Wednesday, April 6

Wednesday, April 6

11:30 AM - 1:00 PM

5:00 PM - 7:00 PM

### Seward SeaLife Center

### Moose Pass Community

301 Railway Ave

### Hall

Seward, AK

*on the corner of Seward Highway and*

*Depot Rd - Near MP 29*

Moose Pass, AK

### Meeting Purpose

You are invited to attend public scoping meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. Project team members will be present to explain the project and answer questions. The scoping meetings will be held in an open house style format and participants may attend at any time during the scheduled hours.

The public scoping meetings will be held in two locations:

- **11:30 AM to 1:00 PM**, Seward SeaLife Center, 301 Railway Ave, Seward, AK
- **5:00 PM to 7:00 PM**, Moose Pass Community Hall, located near MP 29, Moose Pass, AK

## Project Purpose

The State of Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will enhance safety, extend the life of the highway, and improve passing opportunities. The DOT&PF is currently beginning environmental review and the preliminary design phase. During National Environmental Policy Act (NEPA) scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration.

## Additional Project Information and Contact

For more information, please visit our website or contact the project team!



web: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



**Katherine Wood, Public Involvement Lead**

p: 907.644.2153 | e: [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)



**Submit a comment!**

*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.*

*The ADOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml).*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood, (907) 644-2153 or TDD number 711. Requests should be made at least 5 days before the*

**Project Number: 54659 / 0311(031)**



# Public Scoping Meetings

## Seward Highway MP 25.5 - 36 Rehabilitation Project

You are invited to attend Public Scoping Meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project, and to provide your feedback to the project team.

The scoping meetings will be held in an open house format, and participants may attend any time during the scheduled hours.

The scoping meetings will be held in two locations: the Seward SeaLife Center, 301 Railway Ave, from 11:30 AM to 1:00 PM and also at Moose Pass Community Hall, located near MP 29, from 5:00 PM to 7:00 PM. Project team members will be present to explain the project and answer questions.



### SCOPING MEETING #1

Wednesday, April 6  
11:30 AM - 1:00 PM

### LOCATION

Seward SeaLife Center  
301 Railway Ave  
Seward, AK

### SCOPING MEETING #2

Wednesday, April 6  
5:00 PM - 7:00 PM

### LOCATION

Moose Pass  
Community Hall  
(located near MP 29)



*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead at (907) 644-2153.*

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### STAY UP-TO-DATE!

Please visit the project website and join our mailing list:

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Project Number: 54659 / 0311(031)



**Milepost 25.5 - 36**  
**SEWARD HWY**  
*Rehabilitation Project*

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**Seward Highway MP 25.5 - 36**  
**Rehabilitation Project**

C/O HDR

2525 C Street, Ste 500

Anchorage, AK 99503

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The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is proposing to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will enhance safety, extend the life of the highway, and improve passing opportunities. The DOT&PF is currently beginning environmental review and the preliminary design phase. During National Environmental Policy Act (NEPA) scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration.

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# Public Scoping Meetings

## Seward Highway MP 25.5 - 36 Rehabilitation Project

Project Number:  
54659 / 0311(031)

### SCOPING MEETING #1

Wednesday, April 6  
11:30 am - 1:00 pm

Seward Sealife Center  
301 Railway Ave  
Seward, AK

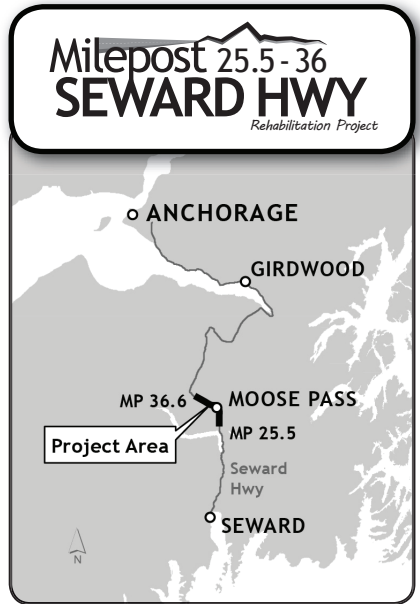
### SCOPING MEETING #2

Wednesday, April 6  
5:00 pm - 7:00 pm

Moose Pass Community Hall  
(located near MP 29)

You are invited to attend Public Scoping Meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. The scoping meetings will be held in an open house style format and participants may attend any time during the scheduled hours. Project team members will be present to explain the project and answer questions.

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will enhance safety, extend the life of the highway, and improve passing opportunities. The DOT&PF is currently beginning environmental review and the preliminary design phase. During National Environmental Policy Act (NEPA) scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration.



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## Easley Appleyard, Bonnie

---

**From:** Alaska Public Media <calendar.194120@trumba.com>  
**Sent:** Thursday, March 17, 2016 2:44 PM  
**To:** Easley Appleyard, Bonnie  
**Subject:** New event for Community Calendar : Seward Highway MP 25.5 to 36 Scoping Meeting



### Thank you for submitting the following event to the Community Calendar

---

#### Seward Highway MP 25.5 to 36 Scoping Meeting

**DATE** Wednesday, April 06, 2016

**TIME** 11:30 am ADT

**WHERE** Seward  
Seward Sea Life Center  
11:30am to 1:00pm

Moose Pass  
Moose Pass Community Hall  
5:00pm to 7:00pm

**DESCRIPTION** The Alaska Department of Transportation and Public Facilities will host public scoping meetings for the Seward Highway Rehabilitation Project beginning at the Trail River Bridge and ending at the Sterling Wye on Wednesday, April 6, at the Seward SeaLife Center from 11:30 am to 1:00 pm and at the Moose Pass Community Hall from 5:00 pm to 7:00 pm. The project will improve safety, extend the life of the highway, and improve passing opportunities. Visit the project website at: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com).

**MORE** [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

---

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Replies to this email will be forwarded to **the calendar publisher**.



VIEW Notice

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# Public Scoping Meeting: Seward Highway MP 25.5-36 Rehabilitation

Date: Wednesday, April 6, 2016  
Time: 11:30am - 1:00pm  
Place: Alaska SeaLife Center  
301 Railway Ave  
Seward, AK

Time: 5:00pm - 7:00pm  
Place: Moose Pass Community Hall  
(near MP 29 Seward Highway)  
Moose Pass, AK

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is proposing to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will enhance safety, extend the life of the highway, and improve passing opportunities. The DOT&PF is currently beginning environmental review and the preliminary design phase. During National Environmental Policy Act (NEPA) scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration.

You are invited to attend Public Scoping Meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. The scoping meetings will be held in an open house style format and participants may attend at any time during the scheduled hours. Project team members will be present to explain the project and answer questions. Please visit the project website and join our mailing list: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

For questions, please contact:

Katherine Wood  
Public Involvement Lead  
(907) 644-2153  
[info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

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Tools

- Print
- Short URL

Share

Attachments, History, Details

Attachments

Details



None

**Revision History**

Created 3/17/2016 5:04:58 PM by mlbyrd  
Modified 3/23/2016 2:49:43 PM by mlbyrd  
Modified 3/23/2016 2:50:08 PM by mlbyrd

**Department:** Transportation and Public Facilities  
**Category:** Public Notices  
**Sub-Category:**  
**Location(s):** Central Region  
**Project/Regulation #:** Project # 54659/0311(031)

**Publish Date:** 3/17/2016  
**Archive Date:** 4/20/2016

**Events/Deadlines:** **Public Scoping Meeting: Seward Highway MP 25.5-36**  
4/6/2016 11:30am - 1:00pm  
 [View on Map](#)  
**Public Scoping Meeting: Seward Highway MP 25.5-36**  
4/6/2016 5:00pm - 7:00pm  
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### SCOPING MEETING #1

**Wednesday, April 6  
 11:30 am - 1:00 pm**

**Seward SeaLife Center  
 301 Railway Ave  
 Seward, AK**

### SCOPING MEETING #2

**Wednesday, April 6  
 5:00 pm - 7:00 pm**

**Moose Pass Community Hall  
 (located near MP 29)  
 Moose Pass, AK**

You are invited to attend Public Scoping Meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. The scoping meetings will be held in an open house style format and participants may attend any time during the scheduled hours. Project team members will be present to explain the project and answer questions.

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Project Number: 54659 / 0311(031)



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Alaska DOT&PF @AlaskaDOTPF · Apr 6

TODAY April 6: #SewardHighway MP25.5-36 Project Open House April 6 in #Seward & #MoosePass.

**Milepost 25.5-36 SEWARD HWY Rehabilitation Project**

Alaska Department of Transportation & Public Facilities  
Seward Highway Mile Post 25.5 - 36 Rehabilitation Project

**Public Scoping Meetings**

11:30AM - 1PM  
Seward SeaLife Center  
301 Railway Ave Seward, AK

**&**

5PM - 7PM  
Moose Pass Community Hall  
Moose Pass, AK  
*on the corner of Seward Highway and Depot Rd - Near MP 25*

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



Alaska DOT&PF @AlaskaDOTPF · Apr 5

Coming up: #SewardHighway MP25.5-36 Project Open House April 6 in #Seward & #MoosePass. Put us on your schedule!

**Milepost 25.5-36 SEWARD HWY Rehabilitation Project**

**2 Public Scoping Meetings**

11:30AM - 1PM  
Seward SeaLife Center  
301 Railway Ave Seward, AK

**&**

5PM - 7PM  
Moose Pass Community Hall  
Moose Pass, AK  
*on the corner of Seward Highway and Depot Rd - Near MP 25*

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)





# Public Scoping Meetings

Seward Highway MP 25.5 - 36  
Rehabilitation Project

Project Number:  
54659 / 0311(031)

## SCOPING MEETING #1

Wednesday, April 6  
11:30 am - 1:00 pm

Seward SeaLife Center  
301 Railway Ave  
Seward, AK

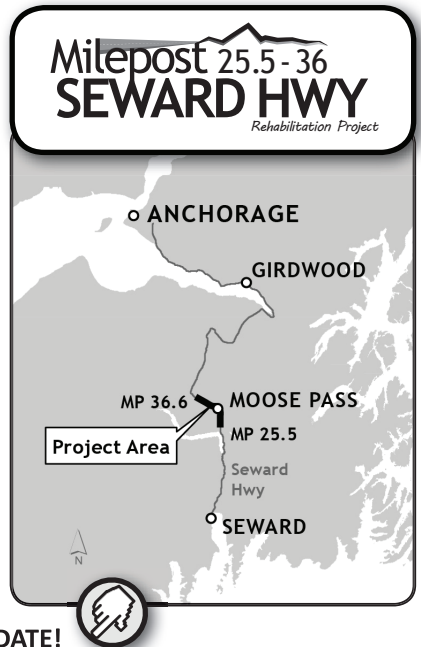
## SCOPING MEETING #2

Wednesday, April 6  
5:00 pm - 7:00 pm

Moose Pass Community Hall  
(located near MP 29)  
Moose Pass, AK

You are invited to attend Public Scoping Meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. The scoping meetings will be held in an open house style format and participants may attend any time during the scheduled hours. Project team members will be present to explain the project and answer questions.

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A-24



discussion of fall meeting schedule. For more information, contact [jehniifer.ehmann@gmail.com](mailto:jehniifer.ehmann@gmail.com).

**\*\*April 6**

**KODIAK** – An open house will be held from 5 to 7pm at the North Star Elementary School on the proposed **CHINIAK HIGHWAY EROSION RESPONSE PROJECT**. The project would reconstruct and pave Otmeloi Way and a portion of Mallard Way. This project would reduce air pollution from roadway dust; improve the safety and transport of the local residents as well as pedestrians and bicyclists using these facilities, including those accessing North Star Elementary School and the surrounding neighborhood, and improve maintenance efficiency. ). Possible affected resources may include historic properties, Waters of the U.S., essential fish habitat and bald eagles. There may also be temporary construction impacts including controlled blasting at select locations. Your comments would help evaluate the potential environmental, social and economic impacts of this project as well as its impacts to historic and cultural resources. Construction is projected to begin in 2017. For more information or to submit comments, contact John Barnett, Environmental Coordinator, at 907-465-3506 (Fax) or email [john.barnett@alaska.gov](mailto:john.barnett@alaska.gov). **Deadline for comments if April 21.**

**\*\*April 6**

**SEWARD & MOOSE PASS** - Public scoping meetings will be held from **11:30am to 1pm at the Alaska SeaLife Center** and from **5pm to 7pm at the Moose Pass Community Hall** to discuss the proposed **REHABILITATION OF THE SEWARD HIGHWAY BETWEEN the TRAIL RIVER BRIDGE and the STERLING WYE (MP 25.5 to 36)**. The project will improve safety, extend the life of the highway, and improve passing opportunities. The State Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is currently beginning environmental review and in the preliminary design phase. During scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration. The scoping meetings will be held in an open house style format and participants may attend at any time during the scheduled hours. Project team members will be present to explain the project and answer questions. For more information, go to [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com) or contact Katherine Wood, Public Involvement Lead at (907) 644-2153 or [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com).

**\*\*April 6**

**PALMER - DOCUMENTING DINNER: WHAT'S ON THE BROWN BEARS' MENU?** will be held from 7 to 8pm at the Mat-Su College, 8295 E. College Drive, enter the main "FSM" building by the flag pole, follow signs to room. Chris Brockman of ADF&G will give the presentation. We all know that brown bears are omnivores, but just how much do they hunt versus forage, and if fish aren't available, what is their preferred food? Alaska Department of Fish and Game Biologist, Chris Brockman, placed video-camera collars on seven brown bears in Unit 13 to find out the answer. Join us as Chris shares some of the amazing video footage and elaborates on the feeding behavior of these bears. Call 861-2104 for information.

**\*\*April 7**

**HOMER** – Public hearing will be held on the **DRAFT ENVIRONMENTAL ASSESSMENT** for the **HOMER BELUGA LAKE FLOATPLANE FACILITIES IMPROVEMENTS** from 5 to 7:30pm at the in



**Alaska Department of Transportation & Public Facilities**

March 29 at 8:00am · 🌐

Open House for the #SewardHighway MP 25.5 to 36 Rehabilitation Project on April 6 in #Seward & #MoosePass. We are beginning environmental review and are in the preliminary design phase. The project will improve safety, extend the life of the highway, and improve passing. Please consider joining us for one of these events to talk to the project team!

**Milepost 25.5-36 SEWARD HWY**  
Rehabilitation Project

### 2 Public Scoping Meetings

**11:30AM - 1PM**  
Alaska SeaLife Center  
301 Railway Ave  
Seward, AK

**&**

**5PM - 7PM**  
Moose Pass Community Hall  
Moose Pass, AK  
*on the corner of Seward Highway and Depot Rd - Near MP 20*

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

👍 Like    💬 Comment    ➦ Share

👍 2



Write a comment...





We hope to see you next Wednesday!

## Public Scoping Meetings

Wednesday, April 6



### SCOPING MEETING #1

Wednesday, April 6

11:30 AM - 1:00 PM

#### **Alaska SeaLife Center**

301 Railway Ave

Seward, AK



### SCOPING MEETING #2

Wednesday, April 6

5:00 PM - 7:00 PM

#### **Moose Pass Community Hall**

*on the corner of Seward Highway and*

*Depot Rd - Near MP 29*

Moose Pass, AK

## Meeting Purpose

You are invited to attend public scoping meetings on April 6, 2016 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project and to provide your feedback to the project team. Project team members will be present to explain the project and answer questions. The scoping meetings will be held in an open house style format and participants may attend at any time during the scheduled hours.

The public scoping meetings will be held in two locations:

- **11:30 AM to 1:00 PM**, Alaska SeaLife Center, 301 Railway Ave, Seward, AK
- **5:00 PM to 7:00 PM**, Moose Pass Community Hall, located near MP 29, Moose Pass, AK

## Project Purpose

The State of Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will enhance safety, extend the life of the highway, and improve passing opportunities. The DOT&PF is currently beginning environmental review and the preliminary design phase. During National Environmental Policy Act (NEPA) scoping, the DOT&PF is identifying concerns and ideas from the public and agencies for consideration.

## Additional Project Information and Contact

For more information, please visit our website or contact the project team!



web: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



Katherine Wood, Public Involvement Lead

p: 907.644.2153 | e: [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)



Submit a comment!

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**Project Number: 54659 / 0311(031)**



# Memo

Meeting Date: **April 6, 2016**

Project: **Seward Highway MP 25.5-36 Rehabilitation**  
**Project No:Z546590000, Federal Project No: 0311031**

To: **Cynthia Ferguson, DOT&PF**

From: **Katherine Wood, HDR**

---

Subject: **Summary: April 6 Scoping Meetings**

---

## ***Project Staff/Agency Attendees:***

Cynthia Ferguson, DOT&PF  
Joy McLaurin, DOT&PF  
Ricardo Policicchio, DOT&PF  
Alex Read, DOT&PF

Eric Fuglestad, DOT&PF  
Katherine Wood, HDR  
Bonnie Easley-Appleyard, HDR

## ***Stakeholder Attendees:***

Rick Smeriglio, Seward City News  
Area residents and landowners

## ***Event Summary:***

On April 6, 2016 the Seward Highway MP 25.5-36 Rehabilitation Project hosted Public Scoping Meetings from 11:30 AM to 1:00PM at the Alaska SeaLife Center in Seward, Alaska and from 5:00 PM to 7:00 PM at the Moose Pass Community Hall in Moose Pass, Alaska. The purpose of this event was to introduce the project and to share information about its design, scope, and schedule, and to solicit public feedback.

## ***Advertising***

The Scoping Meetings were advertised on the project's website ([www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)) and through the following outlets.

- Postcard mailed on 3/16/16 to 122 recipients within the Moose Pass Community.
- E-newsletters sent the 3/16 and 3/31/16 to 93 and 95 individuals, respectively.
- Advertisements were published in the following newspapers:
  - Seward Phoenix Log, 3/17/16
  - Peninsula Clarion, 3/20/16
  - Alaska Dispatch News, 3/20/16
- The Scoping Meetings were advertised on the following calendars
  - DOT&PF's Central Region Public Involvement Calendar
  - Seward Community Calendar
  - ADN Community Calendar
- What's Up listserv, 3/23/16
- A PSA was submitted to the KASA radio station
- State of Alaska Online Public Notice , 3/17/16
- GovDelivery, 4/5/16
- 10 flyers were posted in the Moose Pass Community



- Ben Ikerd posted the meetings on the Moose Pass Sportman's Club Website and sent an email to their distribution list, 3/11/16

### **Attendance**

A total of approximately 41 individuals attended the Scoping Meetings.

12 individuals signed in at the Scoping Meeting held at the Alaska SeaLife Center from 11:30 AM to 1:00 PM, plus one individual that did not sign in. During the Moose Pass Scoping Meeting, 25 community members signed-in with approximately 3 individuals that choose not to sign in.

### **Event Materials**

- Handouts (project fact sheet, comment sheets)
- Graphic posters (project purpose, project area map, cost/funding, environmental process, design, Right of Way (ROW), and schedule graphic)
- Standard ROW brochures
- Standard Title VI brochures
- E-newsletter sign up sheet
- Project fact sheet for Seward Hwy MP 17-22.5 project

### **Media**

Rick Smeriglio of the Seward City News interviewed Eric Fulgestad, Joy McLaurin, and Cynthia Ferguson about the project. He was mainly interested in project goals, design features, right-of-way acquisitions, and wetland and cultural resource impacts. Mr. Smeriglio had some questions about cultural resource impacts that the project team was unable to answer. The project team informed him that Erik Hilsinger from DOT&PF would be able to provide an answer and Mr. Smeriglio planned on following up with Mr. Hilsinger.

HDR will continue to monitor the outlet, and relay any additional published pieces on the project to DOT&PF.

### **Comments**

There were eight formal comment forms submitted during the Scoping Meetings (attached). The following is a summary of the comments provided. These are individual comments and do not necessarily represent the overall communities questions, concerns, and feedback.

- Extend the bike path to the north and south.
- If both projects (MP 17 to 22 and MP 25 to 36) occur in the same construction year, please coordinate closures times.
- The 35 speed limit area should be marked on the pavement with the red/white signage and the 45 speed limit area have the flashing light (warning of reduced speed).
- It would be nice if the bike path and highway could be plowed at the same time in the winter for year round usage of the pathway.
- Estes Brothers Grocery septic line that runs under the Seward Highway needs to be replaced when construction occurs at MP 29.5.
- Reestablish drainage structures at the Depot Rd/Trail Lake Lodge/Estes Store.
- Prefer a separate pedestrian pathway (MP 30 to MP 32.5).

- Don't understand the school zone on the Seward Highway because it is not next to the school and no buses stop in that area.
- Traffic calming ideas are great, but restructuring the whole town and highway just because people can't slow down is not the answer.
- Any widening of the road bed along mile 34.5 avalanche area should take place on the west side of the road as the east side has tree growth that buffers wind toward residences.
- Individuals commented on the different concepts/options presented.
  - Favored typical section alternative 3 with the bike path on the east side only and 6-foot wide shoulders
  - Keep highway the same just repave
  - Gutters would be nice and one individual requested the gutters be highlighted with a bright color.
  - Thought a combination of concepts 1 and 3 seemed most sensible. Lengthen the bike path, and where there is margin, widen shoulders. But leave residences along and incorporate traffic calming techniques.
  - Concept 2 is ridiculous, there is no need for a pathway on each side of the road.
  - Concept 1, mile 26 through town re-pave, don't widen, paint speed limit on pavement, no street lights. Widen road as speed goes up, keep path on east side.

In addition, the following informal comments and questions were noted by staff while engaging with open house attendees.

- Most people agreed that traffic calming was needed through the community.
- Several individuals were concerned if and how much ROW DOT&PF would take in Moose Pass. Many people were interested in where the existing ROW was located in relation to their property.
- In general, people were not interested in having a pathway on both sides of the highway.
- Some individuals would like passing lanes, while others did not want the increase in ROW acquisition associated with including passing lanes.
- Some did not think the safe school area was appropriate as it is not near the school and they don't ever see any children nearby when the lights are on and flashing.
- Many requested that the pathway be extended all the way to the Trail Lakes Hatchery.
- The USFS has several gravel pits in the area that could be used to source material, and a site where they would love to collect disposed material. However, whenever they ask DOT, DOT usually says that material sources and disposal will get determined by the contractor. The problem for the USFS is that they aren't able to develop the material as quickly as it is needed on short notice from a contractor—so it doesn't get used. However, if they had more lead time (2 years), they could certainly meet the material quantity needs and potentially provide the material at a much lower cost to the state. Steve Hohensee was interested to know if there could be a higher level discussion between DOT and the USFS that would allow for that kind of advance planning and cost savings.

**Photos**

Photos Deleted -  
Confidential

**Figure 1 Reporter Richard Smeriglio speaks with community member**

Photos Deleted -  
Confidential

**Figure 2 The community members discuss ROW and Design Concepts with DOT&PF staff**



**Figure 3 The flyer advertising the Scoping Meetings was found at the Estes Brother's Grocery store.**

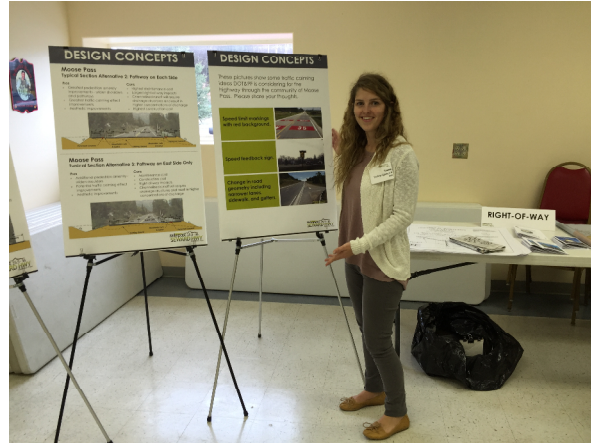


Figure 4 Posters advertised project purpose, project area, cost and funding, the environmental process, schedule, typical sections, and traffic calming ideas.

### ***Follow Up***

All attendees who provided contact information will be added to the mailing list. Several individuals requested copies of ROW designs; Eric Fuglestad informed them that the files were very large but would be happy to share them if they stop by the DOT&PF office with a thumb drive.





**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

**TITLE VI REPORT**

**Section:** Roads and Highways      **Region:** Central

**Prepared/Facilitated by:** HDR

**Meeting Location:** Alaska SeaLife Center      **Date:** 4/6/16      **Time:** Seward 11:30am-1:00 pm  
Moose Pass Community Hall      Moose Pass 5:00- 7:00 pm

**Project No. (Federal/State):** AKSAS Project No: 54659 Federal Project No: 0311031

**Project Name:** Seward Highway Milepost 25.5 to 36 Rehabilitation Project

**Purpose (check all that apply):**

Public Meeting       EIS       \*CAG (Citizen's Advisory Group)

Project Scope       EA       Other: \_\_\_\_\_

**Method of advertisement:** E-newsletters, postcard, print ad in ADN, Seward Phoenix, Peninsula Clarion, DOT Facebook page, Project Website, DOT Public Involvement Calender, State Online Public Notice, GovDelivery, What's Up List serv, Community Calendars

**Attach meeting announcement/advertisement(s)**

Number of people present at the public meeting: 41 (attach copy of sign-in sheet)

Number of Minority present: 0      Number of Women present: 9

Was an interpreter required? YES  NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

Based on available data, the project team has not identified specific Title VI

\_\_\_\_\_ issues. We will monitor our activities and respond to Title VI issues as they  
 \_\_\_\_\_ arise.  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

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- If applicable, were Title VI issues resolved? If not, please explain.

N/A

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- Other Comments:

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**\*Total number of citizens on CAG Board:** \_\_\_\_\_

**\*CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

Please Sign In.

Seward Highway MP 25.5-36  
Public Scoping Meeting  
11:30 PM - 1:30 PM | April 6, 2016



Name (Please print)	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Join the mailing list! Y or N	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Louis BENCARDINO				Y	M	W
Margaret Anderson		✓			F	
WILLARD DUNHAM		✓		Y	M	
BILL HEARN				Y	M	W
Teri Arnold		✓			F	W
Darryl Schaeffermeyer				Y	M	W
Victor Appolloni		✓		Y		
Richard Hocking						
Joycelaurin		X			F	W

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



Please Sign In.

# Seward Highway MP 25.5-36 Public Scoping Meeting

~~9:00 PM - 7:00 PM~~ | April 6, 2016  
11:30 - 1:00



Name <i>(Please print)</i>	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Join the mailing list! Y or N	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Mark Groeschel		Y		X	M	W
MAGGIE KELLY		Y			F	W
Tom Tougas		Y			M	W
Tim Morrow		Y		N	N	W

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



Please Sign In.

Seward Highway MP 25.5-36  
Public Scoping Meeting  
5:00 PM - 7:00 PM | April 6, 2016



Name <i>(Please print)</i>	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Join the mailing list! Y or N	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Jeff Estes		Y		Y	M	W
ROLAND DICKASON		Y		Y	M	W
Dave Fulton		Y		Y	M	W
PAUL WIEST		Y		Y	M	W
Robert + Jennifer Trudeau		Y		Y	M+F	W
Nancy Erickson		Y		Y	F	W
Mark & Wendy Milligan		Y		Y	M&F	W

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



Please Sign In.

# Seward Highway MP 25.5-36

## Public Scoping Meeting

~~11:30 AM - 1:30 PM~~ 1:30 PM - 4:30 PM | April 6, 2016  
5:00 - 7:00



Name (Please print)	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Join the mailing list! Y or N	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
FRANK JASPER					M	W
Mitch Michael		Y		Y	M	W
Greg Higginbotham						
Bob Condit					M	
Steve Hohensee					M	W
KEVIN KNOTEK				Y	M	W
BEN IKERO						
Melissa Guernsey				yes	—	—
MARK KROMREY		Y			m	w

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



Please Sign In.

# Seward Highway MP 25.5-36

## Public Scoping Meeting

~~11:30 AM - 1:30 PM~~ | April 6, 2016  
5:00 - 7:00



Name <i>(Please print)</i>	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Join the mailing list! Y or N	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Mike Johnson		Y		N	M	W
GARY BAKER		Y		Y	M	W
Mark Stauble <sup>Kathy</sup> Tath-Stauble		Y		Y	M	W
Molly Birnbaum		Y		Y	F	W
LEORA M ESTES		Y		Y	F	W
JAN ODHNER		L Y		Y	M	W

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



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# SEWARD CITY NEWS

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Wednesday, April 13, 2016

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FEATURED, MOOSE PASS NEWS

## DOT Seeks 300-foot-wide Easement Across State Lands for Highway Upgrade Near Moose Pass

April 10, 2016 6:38 am

by [Rick Smeriglio](#)

Views: 278

By Rick Smeriglio for SCN — As part of its milepost 25.5 to 36 project, Alaska Department of Transportation & Public Facilities has applied to Department of Natural Resources for a 300-foot-wide easement across state lands. In effect, the state would document that it has granted itself permission to cross its own land and in doing so, would grant DOT&PF management authority to maintain the Seward Highway within a corridor north and south of Moose Pass.

According to Christopher Minguez, natural resource specialist with DNR, which has authority to grant the easement or not, even though certain old maps and documents may show a public right of way across state lands on DOT&PF's highway easement, no such easement exists. He characterized DOT&PF's action as a clean up application to come into compliance with old easement laws. Minguez cited poor documentation in the way former federal land (Chugach National Forest) transferred to state ownership with the Seward Highway already in place. Original pre-statehood documentation shows an easement width of 300 feet. Unless otherwise surveyed, that means 150 feet on either side of the centerline. For the highway as built and across other ownerships, DOT&PF often uses a 200-foot-wide right of way.

Normally, an action of this nature would have more public involvement Minguez explained. He said that because



Seward Highway milepost 25.5 to 36 project area map. Image courtesy Alaska DOT&PF.

granting the easement would merely bring DOT&PF into compliance with what many regard as the legal status quo, DNR could accept less public involvement. The public can appeal DNR’s decision. Minguez said that he has received no complaints or appeals to date, but has gotten a couple of telephone calls about procedure. He said that DNR wanted to ensure through good administrative procedure, that the public continued to have full use of the highway as managed by DOT&PF. Minguez said that DNR does not provide timelines and could not say when it might grant the easement.

At an informational meeting in Moose Pass on April 6, DOT&PF surveyor and right of way engineer Eric Fuglestad explained his agency’s intent in seeking the 300-foot-wide easement across state lands. The state owns the Seward Highway itself. The highway existed before statehood.

“What we are looking for is management authority of a 300-foot corridor along the Seward Highway. That’s in conformance with the original public land order designation for highways widths from territorial days that the state of Alaska inherited or

was quit claimed by the federal government. I believe it’s also in conformance with the Kenai Peninsula DNR Management Plan ... where they recognize that it is a through road. That’s the reason for a 300-foot corridor through state lands ... We want rights. And we want rights that are specifically located,” Fuglestad said.

Fuglestad emphasized that the 300-foot corridor would not include current federal land, borough land, private land or Mental Health Lands Trust land, all of which exist in the project area. He said that DOT&PF did not seek 300 feet across MHLT lands at this time. He called it premature to consider that option absent a specific design for the upgraded highway. DOT&PF would have to buy private land including MHLT lands if it needed more space to upgrade the highway. Fuglestad said that DOT&PF did not seek a 300-foot-wide corridor on National Forest land that the highway crosses between Upper Trail and Tern lakes.

DOT&PF has completed its preliminary mapping and surveying for the boundary of the highway project from milepost 25.5 to 36.

When specifically asked if any developed private property in the heart of Moose Pass encroached on the highway, Fuglestad answered, “Nothing that has jumped out at me right now ... There are things that are getting close, that may not be in conformance with code ... Within the townsite of Moose Pass, within the US Survey [US Survey 2676, plat approved 1947], there is a 66-foot-wide strip along a centerline. It is not the same centerline today [as it was



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US government brass survey marker dated 1923 and set into a small boulder along the Seward Highway near Moose Pass. Photo by R. Smeriglio.

when originally surveyed] so what you do is look for property lines within the townsite of Moose Pass.”

Fuglestad said that he would not call the 66-foot-wide strip a right of way. He preferred to call it a parcel of un-subdivided land. The original surveyed townsite extends for about one-half mile from the Stafford subdivision on the south to the Wesley subdivision on the north. It encompasses downtown Moose Pass. Greater Moose Pass extends farther. Fuglestad said that US surveys did not grant easements or rights of way. The un-subdivided land in the 66-foot-wide strip remained National Forest until the USDA Forest Service granted an easement to the Federal Highway Administration in 1978.

At milepost 30 of the Seward Highway, on the outside of a broad curve, there exists a parcel of land on the shore of Upper Trail Lake, much beloved by Moose Passers, referred to as “the ball diamond”. USDA Forest Service conveyed the parcel to state of Alaska, but while so doing, retained certain rights. The 300-foot corridor sought by DOT&PF would apply to the ball diamond as state land. Kenai Peninsula Borough has selected the ball diamond for conveyance to itself from state of Alaska. As well, DNR planners from the same agency that may grant DOT&PF its corridor, have proposed adding the ball diamond to the Kenai River Special Management Area, essentially a state park.

When asked how all these parties might work together or not, Fuglestad said, “These are not necessarily incompatible; you can have layered interests. It happens all the time ... What we’re asking for [management authority in the 300-foot corridor] does not impact the use that the federal government identified that it wanted to keep.”

Project manager Cynthia Ferguson characterized the project as in its “early days” for design. DOT&PF still seeks public input. It has just started contacting other state and federal agencies to assess their concerns. About two dozen people attended the informational meeting in Moose Pass. Half that many reportedly attended a similar event at the SeaLife Center in Seward earlier in the day. For additional information go to

## Public Meeting Recap

If you attend the public scoping meetings on April 6, thank you for coming! About 40 people attended the two meetings in Seward and Moose Pass.

If you missed the meetings, you can catch up on what you missed online. Review the meeting posters: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

We shared several typical section ideas for the highway in the community of Moose Pass, and some design concepts for traffic calming. We also shared the project goals, schedule, and details on the environmental process that is currently underway.

### DESIGN CONCEPTS

These pictures show some traffic calming ideas DOT&PF is considering for the highway through the community of Moose Pass. Please share your thoughts.

Speed limit markings with red background.



Speed feedback sign.



Change in road geometry including narrower lanes, sidewalk, and gutters.



## Comment Highlights





Community members discuss ROW and Design Concepts with DOT&PF staff

Here are some general highlights of what we heard from the public:

- Most people agreed that traffic calming was needed through the community.
- Most people felt that a single pathway to the east of the road was sufficient.
- Several individuals were concerned if and how much Right-Of-Way (ROW) DOT&PF would acquire in Moose Pass. Many people were interested in where the existing ROW was located in relation to their property.
- Traffic calming ideas are great, but restructuring the whole town and highway just because people can't slow down is not the answer.
- If both projects (MP 17 to 22 and MP 25 to 36) occur in the same construction year, please coordinate closures times.
- It would be nice if the pathway and highway could be plowed at the same time in the winter for year round usage of the pathway.
- Individuals commented on the different concepts/options presented.
  - I favor the typical section alternative 3 with the bike path on the east side only and 6-foot wide shoulders.
  - Keep highway the same just repave.
  - Gutters would be nice and one individual requested the gutters be highlighted with a bright color. Thought a combination of concepts 1 and 3 seemed most sensible. Lengthen the bike path, and where there is margin, widen

shoulders;. But leave residences alone and incorporate traffic calming techniques.

- o I don't like concept 2; there is no need for a pathway on each side of the road.
- o Concept 1, mile 26 through town re-pave, don't widen, paint speed limit on pavement, no street lights. Widen road as speed goes up, keep path on east side.

## DESIGN CONCEPTS

### Moose Pass

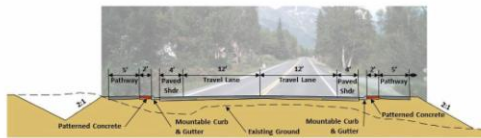
#### Typical Section Alternative 2: Pathway on Each Side

##### Pros

- » Greatest pedestrian amenity improvements - widen shoulders and pathways
- » Greatest traffic calming effect improvements
- » Aesthetic improvements

##### Cons

- » Highest maintenance cost
- » Largest right-of-way impacts
- » Channelized runoff will require drainage structures and result in higher concentrations of discharge
- » Highest construction cost



### Moose Pass

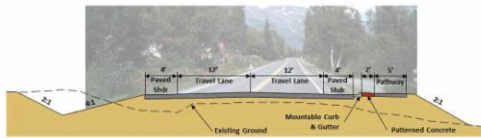
#### Typical Section Alternative 3: Pathway on East Side Only

##### Pros

- » Additional pedestrian amenity - widen shoulders
- » Potential traffic calming effect improvements
- » Aesthetic improvements

##### Cons

- » Maintenance cost
- » Construction cost
- » Right-of-way impacts
- » Channelized runoff will require drainage structures and result in higher concentrations of discharge

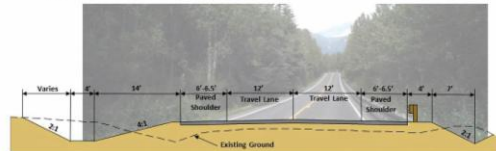


Milepost 25.5-36  
SEWARD HWY  
Moose Pass

## DESIGN CONCEPTS

These typical sections show some proposed design features for different parts of the highway.

### Typical Rural Highway Section



### Moose Pass

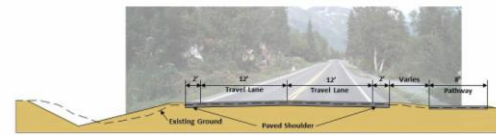
#### Typical Section Alternative 1: Repave Existing Road and Pathway

##### Pros

- » Smallest right-of-way impacts
- » Lowest maintenance cost
- » Lowest construction cost

##### Cons

- » No traffic calming effect improvements
- » No additional pedestrian amenities



Milepost 25.5-36  
SEWARD HWY  
Moose Pass

## FAQs and Answers

Based on the public feedback received, we have developed new FAQs.

### Q. Will you be changing the speed limit through Moose Pass?

A. No. The 45 mph and 35 mph speed limits will remain in place. However, the Department will evaluate the length of the speed zones with the goal of improving driver compliance with the posted speed limits.

### Q. Why isn't the pathway being extended to the Johnson Pass Trailhead as part of this project?

A. where the pathway currently ends and the Johnson Pass Trailhead, shoulders at least 6 feet wide will be provided. The roadway shoulders will function as a shared use thoroughfare for bicyclists and pedestrians. The existing separated pathway is not proposed to be extended with this project as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional ROW impacts, increased environmental impacts, and



increased project costs. The current project was prioritized and included in the State Transportation Improvement Plan (STIP) without a pathway extension. However, if the community feels strongly that a pathway should be developed, you can nominate the pathway as a separate project for future [STIP consideration](#).

**Q. Why do we have a school zone right in Moose Pass? It is not next to the school and there are no bus stops in that area.**

A. The DOT&PF implements a Safe Routes to School program to enable and encourage children to safely walk or bicycle to school. The school zone and crosswalk in Moose Pass were provided and located to serve approximately 13 homes across the highway from Moose Pass Elementary School, providing a route to school for children at those residences. The times that the flashing beacons are turned on and off are set to match each half hour time window that students would walk to school at the start and the end of the school day.

**Q. How can I find out where the DOT&PF's Right-Of-Way (ROW) is located in relation to my property?**

A. This information will be contained in the ROW basemap, which is currently undergoing agency review. As soon as the ROW basemap is recorded, or finalized, it will be made publicly available and accessible via DOT&PF's and DNR's websites. In the interim, [Draft Preliminary ROW base mapping](#) is available. If you have difficulty downloading the maps or if you have a question, please contact

Dorothy Stickman  
Right of Way Assistant  
(907)269-0680  
[dorothy.stickman@alaska.gov](mailto:dorothy.stickman@alaska.gov)

**Q. Can we afford this project in our current fiscal climate?**

A. This project is funded with a combination of state and federal funds. The State of Alaska provides about 7% of the funding and the Federal Highway Administration provides about 93% of the funding. Currently, the funding for project design and ROW acquisition are included in the federal spending plan which covers 2016-2019. The funds needed for utility relocation and construction are beyond the planning horizon of the current federal spending plan.

A PDF of these FAQs and answers can be found on the [project website](#).

## Make a Comment

Please send us your additional thoughts and comments. We'd like to keep communication open as the project develops. Ways to comment ([http://sewardhighway25to36.com/SHW2536\\_Comments.html](http://sewardhighway25to36.com/SHW2536_Comments.html))

For more information, please visit our website or contact the project team!



web: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



**Katherine Wood, Public Involvement Lead**

p: 907.644.2153 | e: [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.*

*The ADOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml).*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood, (907) 644-2153 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.*


**Project Number: 54659 / 0311(031)**

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# Submission Complete

Thank you for your submission.

## Event Details

<b>Title</b>	Seward Highway MP 25.5 to 36 and 17 to 22.5 Joint Listening Post
<b>Detail Url</b>	<a href="http://www.sewardhighway17to22.com">http://www.sewardhighway17to22.com</a>
<b>Ticket Url</b>	(No URL Specified)
<b>Image</b>	
<b>Media</b>	(not provided)
<b>Date(s)</b>	Fri, 12/2/16 5:00pm to 9:00pm
<b>Location</b>	Alaska Railroad Cruise Ship Terminal 802 Port Avenue Seward, AK
<b>Description</b>	The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding a Listening Post from 5:00 to 9:00 pm, at the Seward Holiday Arts and Crafts Fair located in the Alaska Railroad Cruise Ship Terminal for both the <b>SEWARD HIGHWAY MP 17 to 22.5</b> and the <b>SEWARD HIGHWAY MP 25.5 to 36</b> . The public is invited to come learn more about the projects' preliminary design, scope, and schedule as well as provide feedback to each project team. For more information, please visit the projects' websites ( <a href="http://www.sewardhighway25to36.com">www.sewardhighway25to36.com</a> and <a href="http://www.sewardhighway17to22.com">www.sewardhighway17to22.com</a> ).
<b>Price Description</b>	
<b>Price</b>	Free
<b>Contact Info</b>	Alaska Department of Transportation and Public Facilities Katherine Wood <a href="mailto:info@sewardhighway25to36.com">info@sewardhighway25to36.com</a>

### Notice

Please allow for up to **24 hours** for your submission to be approved



Alaska  
Department of  
Transportation &  
Public Facilities

@AlaskaDOTPF

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**Lois Paige Simenson** Thank you! Please don't forget lower Eagle River road next time at the curve by the VFW. After the first snowfall we had, it was horrific, no one had traction, studs were useless.

Like · Reply · November 17, 2016 at 10:10pm



**Alaska Department of Transportation & Public Facilities**

added an event.

November 15, 2016 ·

Milepost 17-22.5 SEWARD HWY Rehabilitation Project

Milepost 25.5-36 SEWARD HWY Rehabilitation Project

## Listening Post

December 2, 2016 from 5-9pm

Seward Holiday Arts and Crafts Fair at the Alaska Railroad Cruise Ship Terminal 913 Port Avenue Seward, AK 99664

Join us! Come learn more about the projects' preliminary design, scope, and schedule!

17to22.com www.sewardhighway25to36.com

DEC  
2

**Listening Post: Seward Hwy MP 17-22....**  
Fri 5 PM

★ Interested

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1



Write a comment...





adotcalendar@gmail.com

Today | December 2016

Print Week Month Agenda

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	Dec 1	2 5pm KPB: Seward	3
4	5	6				
11	12	13				
18	19	20				
25	26	27	28	29	30	31

**KPB: Seward Hwy: MP 17-22.5 Rehab & MP 25.5 to 36 Rehab Listening Post**

**When** Fri, December 2, 5pm – 9pm  
**Where** Alaska Railroad Cruise Ship Terminal, 913 Port Avenue, Seward Alaska ([map](#))  
**Description** The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding a Listening Post from 5:00 to 9:00 pm, at the Seward Holiday Arts and Crafts Fair located in the Alaska Railroad Cruise Ship Terminal for both the SEWARD HIGHWAY MP 17 to 22.5 and the SEWARD HIGHWAY MP 25.5 to 36 projects. The public is invited to come learn more about the projects' proposed design, scope, and schedule as well as provide feedback to each project team.  
 For more information, please visit the projects' websites ([www.sewardhighway25to36.com](http://www.sewardhighway25to36.com) and [www.sewardhighway17to22.com](http://www.sewardhighway17to22.com)).  
[more details](#) [copy to my calendar](#)

Events shown in time zone: Alaska Time

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- » [Commercial Vehicle Enforcement / Permits](#)
- » [Highway Data](#)
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- » [Central Region Planning](#)

### Related Links

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- » [Anchorage Metropolitan Area Transportation Solutions \(AMATS\)](#)
- » [Rural Airports](#)
- » [Airport Stormwater Pollution Prevention \(SWPP\) Plans](#)
- » [Procurement & Public Notices](#)
- » [DOT&PF Homepage](#)
- » [Northern Region Home](#)
- » [Southeast Region Home](#)

Contact James Starzec at: [james.starzec@alaska.gov](mailto:james.starzec@alaska.gov) or (907) 269-0507 for questions or help.

DOT&PF Employee Login - Log-in to Add a meeting to the Calendar



Tickets are \$10 and can be bought at the door. For more information, call 586-5843. The Alaska Climate Action Network is a local grassroots group focused on climate change solutions including reducing Juneau's carbon footprint by encouraging renewable energy development.

**\*\*November 21 (TELECONFERENCE AVAILABLE)**

**KODIAK** - The **KODIAK FISH & GAME ADVISORY COMMITTEE** will meet at 3pm in the Kodiak ADF&G Chiniak Conference Room. Teleconference [1-800-504-8071](tel:1-800-504-8071), Access Code 8425142#. Items on the agenda include: Finfish Proposals and AC Representation on the Joint City/Borough Fisheries Committee. For more information, contact Taryn O'Connor-Brito at 907-842-5142 or email [taryn.oconnor-brito@alaska.gov](mailto:taryn.oconnor-brito@alaska.gov).

**November 22**

**FAIRBANKS** – Open House meeting will be held from 4:30 to 6:30 in the Fairbanks City Hall Council Chamber to discuss the **Fairbanks Metropolitan Area Transportation System (FMATS) 2017-2020 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

(TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, go to <http://fmats.us/2016/11/09/2017-2020-tip-comment/>. The public is welcome to attend. For more information, contact Ms. Donna Gardino, MPO Coordinator, at (907) 459-6786, email [web@fmats.us](mailto:web@fmats.us) or go to [www.fmats.us](http://www.fmats.us).

**\*\*November 30 - December 3**

**HOMER** – The **BOARD of FISHERIES** will meet to at the Alaska Islands and Oceans Visitor Center. During this four-day public meeting, the board will meet to **CONSIDER 47 PROPOSALS REGARDING LOWER COOK INLET FINFISH** submitted by the general public, fishing organizations, local Fish and Game Advisory Committees, and the Alaska Department of Fish and Game. In addition to submitting written public comments, the board invites the public to give oral public testimony during the meeting beginning November 30. Any person intending to testify must sign up at the meeting site. The tentative deadline for signing up is 2pm on November 30. All portions of the meeting are open to the public and a live audio stream is intended to be available on the board's website at [www.boardoffisheries.adfg.alaska.gov](http://www.boardoffisheries.adfg.alaska.gov). Documents submitted to the board are intended to be posted online throughout the meeting. Copies of advanced meeting materials, including the agenda and roadmap, are at <http://www.adfg.alaska.gov/index.cfm?adfg=fisheriesboard.meetinginfo>. **SPECIAL MEETING:** The board's **COMMITTEES ON HABITAT and LEGISLATION** are meeting jointly starting at 6pm on November 29, at the Alaska Islands and Oceans Visitor Center, to review a non-regulatory proposal seeking the board recommend the Legislature enact portions of the board's **SUSTAINABLE SALMON FISHERIES POLICY** for use in issuing habitat permits. The joint committee is providing a limited testimony opportunity at the beginning of the meeting. Those wishing to provide testimony must sign up by 6:15pm the evening of the meeting. The committees would like to hear: What elements of the Sustainable Salmon Fisheries Policies should be put into Title 16 to guide habitat permitting? What situations have arisen in the past through the state's permitting system that harmed salmon habitat? Short of seeking legislative change, what other changes could be made to remedy this request?

**\*\*November 30**

**HEALY - MIDDLE NENANA RIVER FISH & GAME ADVISORY COMMITTEE** will meet at 6pm in the Tri Valley School. Agenda items include: Elections for Expired/Vacant seats; Officer Elections; ADFG Staff Updates; and Comment on BOG INT Proposals continued.

For further information contact Nissa Pilcher at 907-459- of email [nissa.pilcher@alaska.gov](mailto:nissa.pilcher@alaska.gov).

**\*\*December 2**

**SEWARD** - The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding a **LISTENING POST** from 5:00 to 9:00 pm, at the Seward Holiday Arts and Crafts Fair located in the Alaska Railroad Cruise Ship Terminal for both the **SEWARD HIGHWAY MP 17 to 22.5** and the **SEWARD HIGHWAY MP 25.5 to 36 PROJECTS**. The public is



invited to come learn more about the projects' proposed design, scope, and schedule as well as provide feedback to each project team. For more information, go to [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com) and [www.sewardhighway17to22.com](http://www.sewardhighway17to22.com).

## **\*\*December 3**

**WASILLA- ALASKANS for PALMER HAY FLATS WINTER BANQUET & AUCTION** will be held at 6pm at Settlers Bay Lodge, Mile 8, Goose Bay Road. Enjoy a delicious buffet meal and hear a guest speaker and APH Board of Directors will give a summary of recent accomplishments and future goals. Door prizes and auction items and will be available. Tickets: \$60 for an individual and \$110 for two. For tickets or more information, contact (907) 357-8711 or email [alaskans@palmerhayflats.org](mailto:alaskans@palmerhayflats.org).

## **ITEMS of INTEREST**

**\*\*To see information on the January 6 to 9 ARCTIC/WESTERN REGION BOARD OF GAME MEETING and the PROPOSAL BOOK FOR THE 2016-2017 CYCLE**, go to <http://www.adfg.alaska.gov/index.cfm?adfg=gameboard.meetinginfo&date=01-06-2017&meeting=bethel>. For more information, contact Kristy Tibbles, ADF&G Boards Support Section, at 907-465-6098 or email [Kristy.tibbles@alaska.gov](mailto:Kristy.tibbles@alaska.gov).

The **ALASKA SEALIFE CENTER** invites Alaska residents to take advantage of **FREEZING WINTER WEDNESDAYS** when planning their winter excursions. Every Wednesday from November 2 through February 22 Alaska residents receive free general admission to the Alaska SeaLife Center upon presentation of a valid ID. Visitors 12 years of age and under must be accompanied by an adult.

The **FEDERAL SUBSISTENCE BOARD is ACCEPTING APPLICATIONS** through February 3, 2017 to **FILL SEATS on the 10 SUBSISTENCE REGIONAL ADVISORY COUNCILS**. Council membership appointments are typically for 3-year terms. There are approximately 35 seats open for appointment among all Councils. The Councils meet at least twice a year and provide critical advice to the Federal Subsistence Board on subsistence management issues. Council meetings serve as a forum for regional public involvement in Federal subsistence management. Council members must be knowledgeable about the uses of fish and wildlife resources in their region. Individuals may apply for membership themselves, or an individual or organization may nominate someone for Council membership. The application form and information about the application process and the Subsistence Regional Advisory Councils is available on the Federal Subsistence Program's website at [www.doi.gov/subsistence/statewide](http://www.doi.gov/subsistence/statewide). For more information, contact Carl Johnson at the Office of Subsistence Management at (800) 478-1456 or (907) 786-3676. Additional information on the Federal Subsistence Management Program is available at [www.doi.gov/subsistence](http://www.doi.gov/subsistence) or by visiting [www.facebook.com/subsistencealaska](https://www.facebook.com/subsistencealaska).

To see the **RESPONSES TO QUESTIONS on PROPOSED REGULATIONS ON REFORESTATION STANDARDS and REFORESTATION DOCUMENTATION** in Southcentral and Interior Alaska and on documentation for reforestation exemptions statewide, go to <https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=183343>.

**ALASKA MARINE CONSERVATION COUNCIL'S CATCH OF THE SEASON** community supported fishery is now offering fall seafood shares featuring **DELICIOUS NORTON SOUND RED KING CRAB and KODIAK JIG-CAUGHT ROCKFISH**. Taku River coho salmon and Kodiak jig-caught Pacific cod will be available to add on to shares at pickup. The program is a social enterprise of AMCC's and serves the Anchorage, Fairbanks, Seward and Homer areas. Order deadline is Friday, October 28th. Learn more and purchase your share at [www.akmarine.org](http://www.akmarine.org) or call 907-277-5368.

**GARDENS of IRELAND WITH THE ALASKA BOTANICAL GARDEN APRIL 30 - MAY 10, 2017**. The **ALASKA BOTANICAL GARDEN** is partnering with **EARTHBOUND EXPEDITIONS** to offer a tour of Ireland and its beautiful gardens. Earthbound Expeditions specializes in tours for non-profits that also serve as fundraisers for the sponsoring organization. Journey Highlights: 3 Nights Dublin, Ireland's Capital; 2 Nights Kilkenny, Land of Castles and Monasteries; 3 Nights Killarney, Gateway to Dingle; 2 Nights Galway and the Cliffs of Moher and Optional Edinburgh Extension. Enter

Hope to see you this Friday December 2, 2016  
at our Listening Post!

Come join us again at the Seward Holiday Arts and Crafts Fair and enter to win Alaska Railroad posters or a movie night at home with the Elf DVD and popcorn!



5:00 to 9:00 pm

Location: Seward Holiday Arts and Crafts Fair,  
Alaska Railroad Cruise Ship Terminal  
913 Port Avenue, Seward, AK 99664

The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding a Listening Post, at the Seward Holiday Arts and Crafts Fair for the Seward Highway Milepost 25.5 to 36 project. This listening post is held in conjunction with the Seward Highway Milepost 17 to 22.5 Rehabilitation Project. The public is invited to come learn more about the projects' proposed design, scope, and schedule as well as provide feedback to each project team.

## If you can't make it...

Stay up to date on the project and join our mailing list, please visit [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com).

## We want to hear from you!

Please send us your additional thoughts and comments. We'd like to keep communication open as the project develops. Ways to comment ([http://sewardhighway25to36.com/SHW2536\\_Comments.html](http://sewardhighway25to36.com/SHW2536_Comments.html))

For more information, please visit our website or contact the project team!



web: [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)



Katherine Wood, Public Involvement Lead

p: 907.644.2153 | e: [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

*If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.*

*The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml).*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood, (907) 644-2153 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.*

**Project Number: 54659 / 0311(031)**



# Memo

Meeting Date: **Friday, December 2, 2016**

Project: **Seward Highway MP 25.5-36 Rehabilitation**  
**AKSAS Project No:54659, Federal Project No: 0311031**

To: **Cynthia Ferguson, DOT&PF**

From: **Katherine Wood, HDR**

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Subject: **Summary: Listening Post at the 2016 Holiday Craft Fair in Seward**

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### ***Project Staff/Agency Attendees:***

Ricardo Policicchio, DOT&PF  
Katherine Wood, HDR  
Bonnie Easley-Appleyard, HDR

### ***Stakeholder Attendees:***

Area residents and landowners

### ***Event Summary:***

On Friday, December 2, 2016 the Seward Highway MP 25.5-36 Rehabilitation Project hosted a listening post from 5:00PM to 9:00PM at the Annual Holiday Craft Fair in Seward, AK. The purpose of this event was to share information about its design, scope, and schedule, and to solicit public feedback. This local event features a high level of participation from the community, and earned the project good visibility. The Seward Highway MP 25.5-36 Rehabilitation Project shared a table with a team from the Seward Highway MP 17-22.5 project, which is further along in the design process.

### ***Advertising***

E-newsletters were sent out informing and reminding individuals of the event. In addition, our participation was noted in the listserv "What's Up" and via free online community calendars in Seward and the ADN. The event was also advertised on the project website, DOT&PF public involvement calendar, and DOT&PF Facebook page.

### ***Attendance***

About 23 people stopped by the listening post table; most of the individuals we engaged with discussed both highway projects. Six individuals signed up for the Seward Hwy MP 25.5-36 e-mail list. This is lower than previous years (65 in 2014; 75 in 2015) and could have been the result of undesirable weather conditions (cold and extremely windy). Some other vendors commented that overall fair attendance was lower than in past years.

### ***Event Materials***

- Handouts (project fact sheet, FAQs, comment sheets)
- Graphic posters (project purpose, project area map, typical sections, and schedule graphic)
- ROW brochures
- E-newsletter sign up sheet
- Selfie poster

- Holiday raffle give-away (ARRC posters and HDR donated movie and popcorn)

### **Media Coverage**

Unlike the previous early, there was no media coverage at the event.

### **Comments**

Listening post attendees were supportive of the project. The numerous general comments of support are not specifically outlined below.

The following informal comments and questions were noted by staff while engaging with open house attendees. All questions were responded to using approved messaging.

- Why spend the money to expand MP 30 to 36 only from 6 feet to 6.5 feet?
- Jeff Estes of Moose Pass (Estes Bros. Grocery) provided drawings (he also sent by email) outlining where he thought an extended pathway could go. He stated he had worked with his own civil engineer to develop the drawings, to show that it is feasible to build a pathway. Jeff did note that some of the sections would be underwater during high water events, and some of the routing traversed DNR land. We agreed to share the drawings with the design team. Jeff expressed frustration with the project's history re: the pathway; he says he got an \$10K appropriation for a pathway years ago, but he couldn't find an agency willing to undertake the project. He stated the \$10K was just the first step, and he had plans to acquire follow-on funding for four to five years.
- Talked with Kevin Knotek (M&O) about the pathway; he requested the pathway be brought up to grade with the roadway to make maintenance easier. Right now there are sections of the pathway he can't access or maintain in winter time.

There were no formal written comments received during the meeting.

### **Photos**





### ***Follow Up***

- Consider continuing to attend the Holiday Craft Fair in future years, but reserve a booth further back in the room, away from the doors to encourage better engagement.



Please Sign In.



# Seward Highway MP 17-22.5 & 25.5-36 Joint Listening Post

5:00 PM - 9:00 PM | December 2, 2016



Name <i>(Please print)</i>	E-mail	Join the E-mail list! <i>(Choose Project)</i>		Street Address, City, State, Zip	Gender* <i>(M/F)</i>	Race* <i>(W, AN, N, B, A, P, O)</i>
		17-22.5	25.5-36			
Mary A. Bryan		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		F	W
Heather Johnston		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
RICHARD JACKSON		<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Adam Bauer		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Willow Hetrick		<input type="checkbox"/>	<input checked="" type="checkbox"/>		F	W
Mica Van Burskirk		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>			

\*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.  
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Date	Comment Type	Commenter	Organization	Comment	Date Response Sent	DOT Response	Response Method	Commenters Response
11/9/2015	Phone Call	Dave or Jack Fulton	Trail Lakes Lodge	Carla Smith (PM or Seward Highway 17 to 22.5) spoke with commenter on phone. He was wondering when ground will be breaking for both projects in order to schedule his lodge bookings for next summer. He said he likes to leave rooms open for Construction support folks if he knows work will be heading that way.	11/9/2015	Carla Smith- I told him our schedule is to start construction 2018 due to time needed to appraise and acquire right of way. I looked at Seward Hwy 25-36 schedule and told him most likely 2020 will be the year for this one to break ground due to ROW needs. I told him in our schedules, we allocate 1 ½-2 years for ROW appraisals and acquisitions, but it depends on how quickly we can reach the property owners and how receptive they are to us.	Phone	
12/4/2015	Listening Post	Wendy Bryden	-	More bike paths- extend the existing one- increase shoulder size anywhere possible within the project area. I live just off Hwy at Mp 34 and use the shoulders for running and biking- more paths please!				
12/6/015	Email	Rick Smeriglio	Seward City News	<p>1. In the developed core of Moose Pass (roughly mile 27 to 29) how wide a ROW does DOT&amp;PF currently have?</p> <p>2. In this same core area, has any adjoining, private property owner ever contested the legal width of the ROW?</p> <p>3. Given the pre-statehood history of the overall project area and the presence of Forest Service, Railroad, Borough, Mental Health Trust, and Kenai River Special Management Area lands, does DOT&amp;PF have unencumbered and legally-settled right of way along the existing alignment? If not, could you outline some of the outstanding issues in this regard?</p> <p>4. Have any of your surveys or reviews thus far, identified a need to straighten the curve at mile 29? Asked another way, does the curve at mile 29 (the ball diamond area in local parlance) meet current standards for sight distance, safety at speed and anything else that DOT&amp;PF might see as a justification for straightening?</p> <p>5. Can you give me the contact information for Scott Thomas the engineer who has the data about speed compliance in the area?</p> <p>6. Where might DOT&amp;PF install retaining walls? What minimum and maximum heights might DOT&amp;PF design them?</p> <p>7. Can you give me the contact information for the person in ADF&amp;G who will advise DOT&amp;PF on habitat matters for this project?</p>	12/28/2015	<p>Questions 5 and 7 were answered by sources outside the project team. Questions 1, 2, and 6 were not answered.</p> <p>3. Given the pre-statehood history of the overall project area and the presence of Forest Service, Railroad, Borough, Mental Health Trust, and Kenai River Special Management Area lands, does DOT&amp;PF have unencumbered and legally-settled right of way along the existing alignment? If not, could you outline some of the outstanding issues in this regard?</p> <p><i>DOT&amp;PF does have an unencumbered and legally settled right-of-way (ROW) along the existing highway alignment. However, there may be some discussion as to the exact width of that ROW in some locations.</i></p> <p>4. Have any of your surveys or reviews thus far, identified a need to straighten the curve at mile 29? Asked another way, does the curve at mile 29 (the ball diamond area in local parlance) meet current standards for sight distance, safety at speed and anything else that DOT&amp;PF might see as a justification for straightening?</p> <p><i>I believe you are referring to the curve near milepost 30 (see picture from Google Earth below) – correct? Although the posted speed in the area of this curve is 45 mph, the curve meets current design standards for a curve with a posted speed of 55 mph. The design team is continuing to evaluate this curve, as well as others along the corridor, but does not have any specific proposals for alignment changes or other cost effective improvements at this time.</i></p>	Email	
12/28/2015	Email	Rick Smeriglio	Seward City News	<p>Follow Up Comment:</p> <p>I thank you for your attention to the details of this project. In regard to number 3 below, may I ask what locations, what sort of discussion, and who with?</p>	12/28/2015	DOT&PF is continuing to work through the ROW mapping process, and has not yet completed all the boundary evaluation necessary to locate the existing ROW on the ground. DOT&PF expects to have the ROW mapping process completed in the next 3 to 6 months.	Email	
11/25/2015	Email	Nancy Erickson	Major Marines (Purchasing Manaher)	<p>PLEASE no street lights in Moose Pass. I live right on the highway and value my night views of the stars and northern lights and don't want it blown away by bright lights. Also concerned how much property I will lose. I live at 35083 Swd Hwy.</p> <p>--  Nancy E. Erickson  Purchasing Manager  Major Marine Tours  PO Box 1571  Seward, AK 99664  907-491-1639 Phone  907-224-2406 Fax  nancy@majormarine.com</p>		<p>Thank you for your interest in the Seward Highway MP 25.5 to 36 Rehabilitation Project. You have been added to our project mailing list to keep you updated as the project progresses.</p> <p>Currently, the project is just beginning the preliminary design and environmental phase. We are striving to improve the highway within the existing right-of-way (ROW). Once we get farther into the design phase we will know if additional ROW is necessary. If that is the case, the ROW acquisition phase is expected to start at the end of 2017, and at that point we will be proactively contacting affected property owners.</p> <p>It's too early in the design process to know if additional lighting will be merited, but I understand your concern.</p> <p>I hope you are able to join the project team at our public scoping meetings on April 6th, in Seward at the Alaska SeaLife Center (11:30 am to 1:00 pm) and at the Moose Pass Community Hall (5:00 pm to 7:00 pm). If you are not able to attend please continue to let us know if you have any more questions by email or through the project website (<a href="http://www.sewardhighway25to36.com">www.sewardhighway25to36.com</a>).</p>	Email	Thank you for responding. I truly hope you listen carefully to those of us who live along the road going through Moose Pass. There is definitely a problem with speeders but there are ways to slow that down with a simple sign that shows what speed the driver is going. They slow me down through Girdwood.

4/1/2016	Email	Marcus & Meg Mueller	Owner, Lot 25 USS 2528	<p>Seward Highway 25-36 Project Planners,</p> <p>We are property owners at approximately MP 28.4 of the Seward Highway. Thank you for your work on developing this project. We are not able to attend the meetings on April 6th and seek to provide input in this early phase.</p> <p>1) Walkways along the road are used and are important. We currently walk to downtown Moose Pass and the ball field along the shoulder and pedestrian path. The pedestrian path is available from approx 28.6 to mp 30.4. We request the project account for pedestrian uses coincident with motor vehicle uses.</p> <p>2) We request the project to include an aproned approach at the unnamed right-of-way which is described as Lot 37 by USS 2528 Supplemental Plat. The tax records show DNR as the owner of this right-of-way tract. As a property owner relying on this right-of-way for access, we have successfully worked with the DNR Easement Unit in attaining authorizations for improvements within the ROW.</p> <p>3) We would be interested in receiving excess fill materials generated from the project that would provide suitable base materials for the development of the "Lot 37 Right-of-way tract" and possibly additional fill materials beyond the access. We would be willing to work with the project to prepare areas that could receive useful excess materials.</p> <p>Thank you again to DOT and HDR for your focus on this transportation route.</p> <p>Regards Marcus &amp; Meg Mueller</p>	10/5/2016	<p>Thank you for your interest in the Seward Highway MP 25.5 to 36 Rehabilitation Project and providing comments through our project email. The Alaska Department of Transportation and Public Facilities (DOT&amp;PF) understands the importance of the pathway to the community, therefore the pathway will be included and maintained within the scope of the project. However, during construction time limited closures may be required for activities such as paving of the pathway. DOT&amp;PF is currently at the beginning of the environmental review and preliminary design phase therefore it is too early to determine if the project can include an aproned approach at the unnamed right-of-way you mentioned. It is also too early to know if and how much excess fill will be available as fill maybe used in other areas of the Seward Highway MP 25.5 to 36 Rehabilitation Project. We will take these requests into consideration as we begin to move forward into the preliminary design phase. We will continue to provide project updates on the website (<a href="http://www.sewardhighway25to36.com">www.sewardhighway25to36.com</a>).</p>	Email	
3/22/2016	Email & Voicemail	Ken Perry	Property Buyer	<p>My name is Ken Perry. I recently submitted a bid proposal to purchase land from Alaska Mental Health Trust. When I reviewed the property months prior, the easement set back from Seward Highway was 50 feet. The survey marks with caps confirms a 50 foot setback. I am hearing now that there may be a 150 foot setback. If this is true, this will effect a little over 1 acre of land. Has this been funded and approved by the state? If so, what date was it funded, or what date will it be approved and funded? Will I receive a kick back from the state for the easement rights, and what are the calculations for this? I also heard that there is a meeting on April the 24th, which I am sorry that I won't be able to attend as I live &amp; work in Hawaii during the winter. I really appreciate your time &amp; effort on this matter. I am supposed to close on this property soon, and your information will help me decide whether to continue with the purchase, or whether to cancel it.</p> <p>Sincerely Ken Perry The property is Lot 18 of the Trail Lake Group MH parcels S20153 &amp; S20161</p>	3/29/2016	Per your request, here is the preliminary mapping for the Seward Highway at the location you indicated.	Email	
				<p>Good Morning Cynthia Ferguson &amp; Katherine Wood,</p> <p>My name is Ken Perry and I am an Alaska Resident. I am interested in possibly buying a lot south of Moose Pass. I have not been able to find any drawings of the new proposed road project. My concern is the road easement (right-of-way) for DOT for each property after the new road placement. I have been told conflicting information through realtors that the new easement after the new construction will vary from 50ft to 150ft due to a passing lane or turning lane installation plus widening the shoulders of the road. Please send me a summary of the proposed/approved construction project that shows the DOT right-of-way for the properties bordering Seward Highway between mile posts 27.5 – 28.5.</p>	3/29/2016	Per your request, here is the preliminary mapping for the Seward Highway at the location you indicated.	Email	
				<p>I can not find Erik Hillsinger in the state employee white pages and the operators at the phone-in directory have busied themselves helping other customers for the last half hour. Can you please give me his phone number so I can ask him about cultural resources in the project area. I thank you.</p>	4/7/2017	<p>Here is Erik's Contact information please let us know if you have any other questions.</p> <p>Erik Hillsinger (907)269-0534 <a href="mailto:erik.hilsinger@alaska.gov">erik.hilsinger@alaska.gov</a></p>		

4/7/2016	Email	Rick Smeriglio	Seward City News			Erik Hilsinger sent Cindy Ferguson this message.  Hi Cynthia,  I took a call from Mr Smeriglio of Seward just now with questions about cultural resources in the project corridor. I tried to give him vague process oriented answers but he was pressing on agency and public outreach and notification topics and whether we had sufficient information to make determinations about whether historic and archaeological sites were in our project area, what the implications of the ROW size were for historic/prehistoric resources, and whether we were contacting several named groups (Kenai Mountains-Turnagain Arm National Heritage Area). I told him we weren't quite there yet, I hadn't had time to dig deeply into that project, we have not started a findings process yet, and that we would make every effort to contact interested parties. I told him we had a report from qualified contractors who met the Secretary of Interior's standards and that we have their report in review as well as access to all previous reports. I told him that we would use all of that data to make a finding for 30 day review by the SHPO, agencies, interested parties and local governments. He didn't sound happy about the 106 process in general but there was nothing to say about it because we are following the federal process.  E.  Erik D. Hilsinger		
4/7/2016	Email	Nancy Erickson		I tried using the comment form, but it's not available, so hope going this route is OK. I had an additional comment following last night's meeting in Moose Pass re: taking the ROW on the west and widening the road. I'm in favor of leaving the width as it is (left a comment form last night) but forgot to mention another reason for this: The plow trucks going through in the winter throw snow/rocks etc to the middle of my front yard when going by. Move that highway 10 feet closer to my house and that snow/rocks etc are going to hit my front windows. (I'm at 35083 Swd Hwy) Thanks for listening once again.	4/13/2016	Hi Nancy, Thanks for letting us know about the website error. We've fixed it right away. Also, thank for your additional comments. We are sharing them with the designers.	Email	
4/8/2016	Email	Steve Hohensee	Foreste Service-Chugach National Forest	We spoke at a couple Seward Highway project meetings including the meeting in Moose Pass this week. Would love to coordinate with the State ahead of projects on materials.	4/8/2016	Thanks for the follow up. I have forwarded your request on the DOT project team and asked them to share with the right decision-makers at DOT. Thank you,	Email	
3/22/2016	Email	Rachel Maddy	Alaska Railroad	I heard that the DOT will be holding public scoping meetings for a project down near the trail river bridge on April 6th. I wanted to see if you had any additional information on this project; it seems that the railroad would only be impacted by a small portion of the project but that area is definitely one that needs to be reviewed and discussed.	3/24/2016	At this point the project is still in the process of getting the environmental document approved, which has to happen before we receive authority to proceed with Preliminary Engineering from FHWA (which is why you haven't seen anything from us yet ☹). The April 6th meeting is an outreach to the communities of Seward and Moose Pass to help refine the scope of the project in support of the environmental document.  Here's a link to the project website <a href="http://www.sewardhighway25to36.com/">http://www.sewardhighway25to36.com/</a>	Email	Thanks Judi! I think a few folks are a little nervous about making sure the environmental docs include whatever requirements are involved with the Railroad, if you know what I mean
4/6/2016	Comment Form	Margaret Anderson	-	Moose Pass Area Favor- Design Concept 3 - Bike path on East side only - 6' wide shoulders Recommend- Extension of Bike Path to the North & South of Moose Pass to accommodate residences to the North and south of moose pass  Speed Limit-safety- 34 speed limit area to be marked on pavement - "white on red background" In 45 mile an hour area place flashing light (warning of reduced speed)  Gutters- Highlighted with colored bright signage	NA			
4/6/2016	Comment Form	Teri Arnold	-	Comment for MP 17-22 and Project 25-36 Please consider coordinating the closure times for these projects to minimize # of times a driver must wait for a closure once they arrive at MP 17 and until they are through completion of construction at MP 36 a= 50 - one wait for 20 minutes for example instead of multiple 20 min waits.	NA	NA		
4/6/2016	Comment Form	Leora M Estes	-	Estes Brothers Grocery Need to replace its septic line that runs under the seward highway when the project come through at mile 29.5  Keep highway the same just repave highway & bike path with gutters would be nice but will be covered up during winter.  Having the highway & bike path all even and connected you could plow the bike path and highway at the same time and we could use the bike path year round.	NA	NA		
4/6/2016	Comment Form	Jeff Estes	-	Need to reestablish drainage structures at Depot Road/Trail Lake Lodge/Estes Store. Preferred separated pedestrian Pathway Mile 30 + 400' to Mile 32.5	NA	NA		

4/6/2016	Comment Form	Wendy Milligan	-	Really, a combination of alternative 1 & 3 seems the most sensible. Lengthen the bike path & where there is margin, widen shoulders. But leave residences along & incorporate all traffic calming techniques.  Why the school zone with yellow flashing lights & 20 mph? Its not even next to the school, and no buses even need to stop there- no children live there!	NA	NA		
4/6/2016	Comment Form	Wendy Milligan	-	Alternative 2 is ridiculous...there is no need for a pathway on each side of the road. To make that possible, 1/2 the town would need to give up their property, & there would be very few people around to even use the pathways!  Outside of town, where there aren't residences to be bought out, extending the bike path would be great.  "Traffic calming" ideas are great- I live right on the highway with 4 kids...anything that can be done to slow people would be great- red marking, speed sign notice, etc. But restructuring the whole town and highway just because people can't slow down is not the answer.	NA	NA		
4/6/2016	Comment Form	Nancy Erickson	-	Concept 1- mile 26 through town- repave don't widen- paint speed limit on pavement, keep my trees, no street lights. Widen road as speed goes up. Keep bike path on east side	NA	NA		
4/6/2016	Comment Form	Unknown	-	Any widening of the road bed along mile 34.5 avalanche area should take place on the west side of the road as the east side has tree growth that buffers wind toward residences.	NA	NA		
8/16/2016	Email	Michael Johnson	-	I am considering purchasing a house near Mile 29 of the Seward Hwy. I was wondering if you know what type of work is proposed for that stretch of road yet? Widening or vegetation clearing? There is already a bike path on the east side of the highway which this property is on.  The house is already close to the highway and I'm concerned about any vegetation clearing or widening. On the KPB parcel viewer the current owner is Bobette Rowe. Parcel IDs are: 12536032 and 12536033.  Thanks, Mike Johnson	10/5/2016	Thank you for your interest in the Seward Highway MP 25.5 to 36 Rehabilitation Project and providing comments through our project email. Unfortunately the project is currently in the preliminary design phase, therefore final design of the highway near Mile 29 isn't available. However, rehabilitation efforts for the project corridor may include rehabilitating the roadway along the existing alignment, widening shoulders (as needed), straighten curves (as needed), improving drainage, vegetation clearing, and utility relocations. The existing pathway will be included and maintained with the scope of the project.  In addition to other helpful information, on the project website at <a href="http://www.sewardhighway25to36.com/Documents/Sew%20Hwy%2025-36%20ROW%20prelim%205_12_2016.pdf">http://www.sewardhighway25to36.com/Documents/Sew%20Hwy%2025-36%20ROW%20prelim%205_12_2016.pdf</a> , you can also find the preliminary right-of-way (ROW) base mapping which shows what the Department of Transportation & Public Facilities (DOT&PF) currently understands to be the limits of the existing Seward Highway ROW. I believe the property you are interested in is shown on Sheet 19. While any additional ROW needs for the proposed project are not yet known, since you are concerned about vegetation clearing, it may be helpful for you to also consider the location of the existing ROW. As part of regular roadway maintenance, DOT&PF does sometimes clear the vegetation within the highway ROW. Please let us know if you have any additional questions.	Email	
7/29/2016	Email to Danika Simpson	Ken Perry	-	Would you please pass this on to the right party for review. My survey shows the Seward Highway crossing through my property. I would like to talk to someone over the phone regarding this issue & also the new Seward Highway project that is happening in the near future. Thanks Ken	8/9/2016 and 10/10/2016	Email 1: It was noted at the time of initial inspection construction has and is occurring. Please cease and desist all activity within the 50 foot right of way until the proper permits and approvals are in place. We look forward to working with you on your access issue.  Please note your as-built incorrectly lists Lot 39 as ROW (the road access). Quit Claim Deed No. 8000061 recorded at Book 83, page 263 removed this parcel from the Right of Way (ROW). Document 2010-001699 transferred this interest to the Department of Natural Resources as Lot 39. You MUST get approval from the Department of Natural Resources to utilize this lot for access.  In the below email you provided us with a copy of your as-built survey and stated the Seward Highway runs through your property and you wish to receive a "reimbursement".  This lot was patented to the State of Alaska in 1992. At the time of Patent the lot was within the Chugach National Forest at the time the Seward-Anchorage Highway was constructed and therefore subject to a 50 foot from centerline Bureau of Public Roads Highway Easement which attached to the public road (Seward Hwy). Your deed is "subject to valid and existing rights, including reservations, easements, and exceptions in the U.S. Patent or other state or federal conveyance, and its acts authorizing the issue thereof; easements, right of way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and encumbrances or interests of record noted on the records maintained by the Department of Natural Resources, or otherwise existing on or before the date the land was designated as Mental Health Trust Land pursuant to Section 40, Chapter 5 FSSLA 1994, as amended by Chapter 1, SSSLA 1994. As such there is no reimbursement due or owed as the right of way easement adjacent to your lot was granted prior to your purchase and ownership. However you may be able to apply to the Borough for a	Email from Danika and Email from Project email	

10/7/2016	Email	Michael Johnson	-	<p>Thank you for the reply.</p> <p>One more question. I believe it is, but is the current ROW at that location indeed 100' on each side of the center line? Sheet 19 isn't totally clear if it is.</p>	10/13/2016	<p>The existing highway centerline is within about a foot of the ROW centerline through the Stafford Subdivision – the ROW mapping in this area matched the existing found property corners for the ROW (please see "Special Note, Stafford Sub.", Sheet 19, <a href="http://www.sewardhighway25to36.com/Documents/Sew_Hyw_25-36_ROW_prelim_5_12_2016.pdf">http://www.sewardhighway25to36.com/Documents/Sew_Hyw_25-36_ROW_prelim_5_12_2016.pdf</a>). So while the ROW is 100 feet wide it is not exactly centered on the highway centerline with 50 feet to each side of the highway centerline – but that would be a close approximation. Please let us know if you have any other questions.</p>	Email	
11/28/2016	Email	Karin Sturdy	City of Seward	<p>This is a good idea. Great visibility! Congrats!</p> <p>Response to E-newsletter (Reminder of Seward Holiday Arts and Crafts Fair LP)</p>	12/5/2016	<p>Thanks Karin for the feedback!</p> <p>We enjoyed being there again this year.</p>	Email	
12/1/2016	Email	Jeff Estes	-	<p>Moose pass community has long pursued an extension of the existing pathway in town to the north. This includes a \$10,000 state appropriation for ROW and permitting work for this route concept. However, this could not be given to the unincorporated community or the borough and DOT "did not know what to do with it or want it". Therefore it was reallocated.</p> <p>In any case I believe that this would be a valued asset to the community for its attraction of visitors and residents alike.</p> <p>(3 plan sheets included in email)</p>	12/14/2016	<p>Thank you for sending us this email and stopping by our Listening Post booth at the Seward Holiday Bazaar. The design team has received the drawings that you had prepared to show a potential location for a pathway extension. Unfortunately, at this point in time, extending the existing separated pathway is not proposed to be included within the scope of the Seward Highway MP 25.5 to 36 Rehabilitation project.</p> <p>There are several challenges to extending the pathway, as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional right-of-way impacts, increased environmental impacts, and increased project costs.</p> <p>However, if the community feels strongly that a pathway extension should be developed, I would encourage you to contact Joselyn Biloan, DOT&amp;PF Kenai Peninsula Area Planner, via telephone at 269-0508 or email at <a href="mailto:joselyn.biloan@alaska.gov">joselyn.biloan@alaska.gov</a>, to discuss options for nominating a separate pathway extension project for funding.</p>	Email	



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**From:** Ferguson, Cynthia (DOT) [<mailto:cynthia.ferguson@alaska.gov>]  
**Sent:** Monday, November 09, 2015 4:49 PM  
**To:** Smith, Carla J (DOT); Larson, Carol M (DOT)  
**Cc:** Biastock, Allison  
**Subject:** RE: Seward 17-22.5 and Seward 25-36

Hi Carla-

I think 2020 is a good estimate – we are currently saying ‘could begin as soon as 2019’ in our PI but that date is assuming we get through ROW in a 1 ½ years.

---

**From:** Smith, Carla J (DOT)  
**Sent:** Monday, November 09, 2015 4:41 PM  
**To:** Larson, Carol M (DOT); Ferguson, Cynthia (DOT)  
**Cc:** Allison Biastock ([allison.biastock@hdrinc.com](mailto:allison.biastock@hdrinc.com))  
**Subject:** RE: Seward 17-22.5 and Seward 25-36

Carol,

I just got off the phone with Dave “Steamer” Fulton, owner of Trail Lakes Lodge. He was wondering when ground will be breaking for both projects in order to schedule his lodge bookings for next summer. He said he likes to leave rooms open for Construction support folks if he knows work will be heading that way.

I told him our schedule is to start construction 2018 due to time needed to appraise and acquire right of way.

I looked at Seward Hwy 25-36 schedule and told him most likely 2020 will be the year for this one to break ground due to ROW needs.

I told him in our schedules, we allocate 1 ½-2 years for ROW appraisals and acquisitions, but it depends on how quickly we can reach the property owners and how receptive they are to us.

Cindy, if I’m incorrect, please let me know.

Carla

**Carla J. Smith, P.E., Project Manager**

State of Alaska DOT&PF, Central Region Highway Design Section  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0544 | Fax 907.269.0654  
[Carla.smith@alaska.gov](mailto:Carla.smith@alaska.gov)

*“Keep Alaska Moving through service and infrastructure.”*

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**From:** Larson, Carol M (DOT)  
**Sent:** Monday, November 09, 2015 2:06 PM  
**To:** Smith, Carla J (DOT)  
**Cc:** Allison Biastock ([allison.biastock@hdrinc.com](mailto:allison.biastock@hdrinc.com))  
**Subject:** Seward 17-22.5 and Seward 25-36

Sean got a call from Jack Fulton, Trail Lake Lodge. He wants info about project status and schedules for both projects for the 2016 and 2017 seasons. Phone numbers Direct 288-3101 and Cell 491-0272.

Carol

# Milepost 25.5 - 36 SEWARD HWY

Rehabilitation Project

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Please share your comments.

Comments can also be e-mailed to [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

More bike paths - extend the existing one - increase shoulder size anywhere possible within the project area.  
I live just off Hwy at MP 34 & use the shoulders for running & biking - More paths please!

Name:

Address:

City: Mouse Pass

State: AK

Zip: 99631

Please add me to the project e-mail list.

**From:** Wood, Katherine  
**Sent:** Tuesday, December 29, 2015 4:30 PM  
**To:** Easley Appleyard, Bonnie  
**Subject:** FW: again, questions about 25.5 to 36 rehab. project

For the file

**Katherine Wood**  
D 907.644.2153

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

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**From:** Ferguson, Cynthia (DOT) [<mailto:cynthia.ferguson@alaska.gov>]  
**Sent:** Tuesday, December 29, 2015 11:53 AM  
**To:** Rick Smeriglio or Ellen O'Brien  
**Cc:** Post, Christopher L (DOT); Wood, Katherine; McLaurin, Joy E (DOT)  
**Subject:** RE: again, questions about 25.5 to 36 rehab. project

Hi Rick-

I've responded to your most recent question in *italics* below.

---

**From:** Rick Smeriglio or Ellen O'Brien [<mailto:foth@arctic.net>]  
**Sent:** Monday, December 28, 2015 7:06 PM  
**To:** Ferguson, Cynthia (DOT)  
**Subject:** again, questions about 25.5 to 36 rehab. project

Greetings Cynthia:

I thank you for your attention to the details of this project. In regard to number 3 below, may I ask what locations, what sort of discussion, and who with?

*DOT&PF is continuing to work through the ROW mapping process, and has not yet completed all the boundary evaluation necessary to locate the existing ROW on the ground. DOT&PF expects to have the ROW mapping process completed in the next 3 to 6 months.*

Rick Smeriglio  
Reporter, Seward City News  
[foth@arctic.net](mailto:foth@arctic.net)  
907 288-3614

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**From:** [Ferguson, Cynthia \(DOT\)](#)  
**Sent:** Monday, December 28, 2015 2:46 PM  
**To:** [Rick Smeriglio or Ellen O'Brien \(foth@arctic.net\)](#)  
**Cc:** [Post, Christopher L \(DOT\)](#) ; [McLaurin, Joy E \(DOT\)](#) ; [Wood, Katherine \(Katherine.Wood@hdrinc.com\)](#)  
**Subject:** FW: questions about 25.5 to 36 rehab. project

Hi Rick-

Below are responses to questions #3 and #4 in *italics* below. I understand you had a good conversation with Scott Thomas as well. Please let me know if we've missed anything.

Happy New Year!

3. Given the pre-statehood history of the overall project area and the presence of Forest Service, Railroad, Borough, Mental Health Trust, and Kenai River Special Management Area lands, does DOT&PF have unencumbered and legally-settled right of way along the existing alignment? If not, could you outline some of the outstanding issues in this regard?

*DOT&PF does have an unencumbered and legally settled right-of-way (ROW) along the existing highway alignment. However, there may be some discussion as to the exact width of that ROW in some locations.*

4. Have any of your surveys or reviews thus far, identified a need to straighten the curve at mile 29? Asked another way, does the curve at mile 29 (the ball diamond area in local parlance) meet current standards for sight distance, safety at speed and anything else that DOT&PF might see as a justification for straightening?

*I believe you are referring to the curve near milepost 30 (see picture from Google Earth below) – correct? Although the posted speed in the area of this curve is 45 mph, the curve meets current design standards for a curve with a posted speed of 55 mph. The design team is continuing to evaluate this curve, as well as others along the corridor, but does not have any specific proposals for alignment changes or other cost effective improvements at this time.*



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**From:** Ferguson, Cynthia (DOT)  
**Sent:** Monday, December 28, 2015 12:52 PM  
**To:** 'Rick Smeriglio or Ellen O'Brien'  
**Subject:** RE: questions about 25.5 to 36 rehab. project

Greetings Rick-

Yes – I am working on those, back from my 10 days (two weekends and holiday included!). As I stated when we spoke, with the holidays it will take time to gather these responses. Since we had spoken on the phone and you had run your story, I was unaware you were in such a time crunch – will try to hurry things along. I understand Scott Thomas has contacted you as well?

---

**From:** Rick Smeriglio or Ellen O'Brien [<mailto:foth@arctic.net>]  
**Sent:** Monday, December 28, 2015 12:47 PM  
**To:** Ferguson, Cynthia (DOT)  
**Subject:** Fw: questions about 25.5 to 36 rehab. project

Greetings Cynthia:

I forwarded these questions to Katherine Wood at HDRINC and also to Chris Post. Post returned my call, and gave me Scott Thomas contact information (question number 5). I have contacted the River Center to get answers to question number 7. I still would like to know about numbers 3 and 4 below, and since no one has tackled these, I re-ask them of you.

Rick Smeriglio  
Reporter, Seward City News  
[foth@arctic.net](mailto:foth@arctic.net)  
907 288-3614

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**From:** [Ferguson, Cynthia \(DOT\)](#)  
**Sent:** Friday, December 18, 2015 9:47 AM  
**To:** [Rick Smeriglio or Ellen O'Brien](#)  
**Cc:** [Wood, Katherine \(Katherine.Wood@hdrinc.com\)](#) ; [McLaurin, Joy E \(DOT\)](#)  
**Subject:** RE: questions about 25.5 to 36 rehab. project

Hello Mr. Smeriglio-

I apologize that we were not able to get you responses to all of your questions below before you had to run your story. Were you still interested in responses to the highlighted questions below?

Sincerely,  
Cynthia Ferguson

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**From:** Rick Smeriglio or Ellen O'Brien [<mailto:foth@arctic.net>]  
**Sent:** Thursday, December 10, 2015 1:57 PM  
**To:** Ferguson, Cynthia (DOT)  
**Subject:** Fw: questions about 25.5 to 36 rehab. project

Greetings Cynthia:

In addition to answering the following questions, could you also send me a jpeg. image of the project area map? I thank you.

Rick Smeriglio  
Reporter, Seward City News



[foth@arctic.net](mailto:foth@arctic.net)

907 288-3614

**From:** [Rick Smeriglio or Ellen O'Brien](#)

**Sent:** Sunday, December 06, 2015 12:35 PM

**To:** [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

**Subject:** questions about 25.5 to 36 rehab. project

Greetings Cynthia:

I forgot to ask you last Friday at the listening post in Seward. For attribution in the Seward City News, could you answer the following questions?

1. In the developed core of Moose Pass (roughly mile 27 to 29) how wide a ROW does DOT&PF currently have?
2. In this same core area, has any adjoining, private property owner ever contested the legal width of the ROW?
3. Given the pre-statehood history of the overall project area and the presence of Forest Service, Railroad, Borough, Mental Health Trust, and Kenai River Special Management Area lands, does DOT&PF have unencumbered and legally-settled right of way along the existing alignment? If not, could you outline some of the outstanding issues in this regard?
4. Have any of your surveys or reviews thus far, identified a need to straighten the curve at mile 29? Asked another way, does the curve at mile 29 (the ball diamond area in local parlance) meet current standards for sight distance, safety at speed and anything else that DOT&PF might see as a justification for straightening?
5. Can you give me the contact information for Scott Thomas the engineer who has the data about speed compliance in the area?
6. Where might DOT&PF install retaining walls? What minimum and maximum heights might DOT&PF design them?
7. Can you give me the contact information for the person in ADF&G who will advise DOT&PF on habitat matters for this project?

I thank you for your time and for putting in the extra effort to attend the listening post at the Seward Craft Fair.

Rick Smeriglio  
Reporter, Seward City News  
[foth@arctic.net](mailto:foth@arctic.net)  
907 288-3614



**From:** Nancy Erickson [mailto:nancy@majormarine.com]

**Sent:** Wednesday, April 06, 2016 7:54 AM

**To:** Ferguson, Cynthia (DOT)

**Cc:** Wood, Katherine; McLaurin, Joy E (DOT); Campo-Allen, Kim D (DOT); Policicchio, Ricardo J (DOT); Read, Alex L (DOT); Fuglestad, Eric P (DOT)

**Subject:** Re: Seward Highway MP 25.5 to 36 Rehabilitation Project

Thank you for responding. I truly hope you listen carefully to those of us who live along the road going through Moose Pass. There is definitely a problem with speeders but there are ways to slow that down with a simple sign that shows what speed the driver is going. They slow me down through Girdwood.

Nancy

On 4/5/2016 5:02 PM, Ferguson, Cynthia (DOT) wrote:

Dear Ms. Erickson-

Thank you for your interest in the Seward Highway MP 25.5 to 36 Rehabilitation Project. You have been added to our project mailing list to keep you updated as the project progresses.

Currently, the project is just beginning the preliminary design and environmental phase. We are striving to improve the highway within the existing right-of-way (ROW). Once we get farther into the design phase we will know if additional ROW is necessary. If that is the case, the ROW acquisition phase is expected to start at the end of 2017, and at that point we will be proactively contacting affected property owners.

It's too early in the design process to know if additional lighting will be merited, but I understand your concern.

I hope you are able to join the project team at our public scoping meetings on April 6<sup>th</sup>, in Seward at the Alaska SeaLife Center (11:30 am to 1:00 pm) and at the Moose Pass Community Hall (5:00 pm to 7:00 pm). If you are not able to attend please continue to let us know if you have any more questions by email or through the project website ([www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)).

Sincerely,

Cynthia Ferguson  
DOT&PF Project Manager

PLEASE no street lights in Moose Pass. I live right on the highway and value my night views of the stars and northern lights and don't want it blown away by bright lights. Also concerned how much property I will lose. I live at 35083 Swd Hwy.

--

Nancy E. Erickson  
Purchasing Manager  
Major Marine Tours  
PO Box 1571  
Seward, AK 99664  
907-491-1639 Phone  
907-224-2406 Fax  
[nancy@majormarine.com](mailto:nancy@majormarine.com)

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Nancy E. Erickson  
Purchasing Manager  
Major Marine Tours  
PO Box 1571  
Seward, AK 99664  
907-491-1639 Phone  
907-224-2406 Fax  
[nancy@majormarine.com](mailto:nancy@majormarine.com)

Subject: Re: Project Comment- Approach & Fill Materials  
From: <info@sewardhighway25to36.com>  
Date: Wed, October 5, 2016 4:17 pm  
To: "Marcus Mueller" <nangoonberry@gmail.com>  
Priority: Normal

Hello Marcus and Meg,

Thank you for your interest in the Seward Highway MP 25.5 to 36 Rehabilitation Project and providing comments through our project email. The Alaska Department of Transportation and Public Facilities (DOT&PF) understands the importance of the pathway to the community, therefore the pathway will be included and maintained within the scope of the project. However, during construction time limited closures may be required for activities such as paving of the pathway. DOT&PF is currently at the beginning of the environmental review and preliminary design phase therefore it is too early to determine if the project can include an aproned approach at the unnamed right-of-way you mentioned. It is also too early to know if and how much excess fill will be available as fill maybe used in other areas of the Seward Highway MP 25.5 to 36 Rehabilitation Project. We will take these requests into consideration as we begin to move forward into the preliminary design phase. We will continue to provide project updates on the website ([www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)).

Sincerely,

Cindy Ferguson  
DOT&PF Project Manager

On Fri, April 1, 2016 11:24 am, Marcus Mueller wrote:

> Seward Highway 25-36 Project Planners,  
>  
>  
> We are property owners at approximately MP 28.4 of the Seward Highway.  
> Thank you for your work on developing this project. We are not able to  
> attend the meetings on April 6th and seek to provide input in this early  
> phase.  
>  
> 1) Walkways along the road are used and are important. We currently walk  
> to downtown Moose Pass and the ball field along the shoulder and  
> pedestrian path. The pedestrian path is available from approx 28.6 to mp  
> 30.4. We  
> request the project account for pedestrian uses coincident with motor  
> vehicle uses.  
>  
> 2) We request the project to include an aproned approach at the unnamed  
> right-of-way which is described as Lot 37 by USS 2528 Supplemental Plat.  
> The tax records show DNR as the owner of this right-of-way tract. As a  
> property owner relying on this right-of-way for access, we have  
> successfully worked with the DNR Easement Unit in attaining  
> authorizations for improvements within the ROW.  
>  
> 3) We would be interested in receiving excess fill materials generated  
> from the project that would provide suitable base materials for the

> development of the "Lot 37 Right-of-way tract" and possibly additional  
> fill materials beyond the access. We would be willing to work with the  
> project to prepare areas that could receive useful excess materials.  
>  
> Thank you again to DOT and HDR for your focus on this transportation  
> route.  
>  
> Regards  
> Marcus & Meg Mueller  
> Owner, Lot 25 USS 2528  
> 907-398-1122  
> [nangoonberry@gmail.com](mailto:nangoonberry@gmail.com)  
>

---

**From:** Ferguson, Cynthia (DOT) [mailto:cynthia.ferguson@alaska.gov]  
**Sent:** Tuesday, April 05, 2016 5:12 PM  
**To:** Wood, Katherine  
**Subject:** FW: Lot 18 USS 2528

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**From:** Fuglestad, Eric P (DOT)  
**Sent:** Tuesday, March 29, 2016 2:55 PM  
**To:** 'kenperrywan@gmail.com'  
**Cc:** Ferguson, Cynthia (DOT); Hooyer, Patricia (DOT)  
**Subject:** Lot 18 USS 2528

Ken,

Per your request, here is the preliminary mapping for the Seward Highway at the location you indicated.

*Eric P. Fuglestad*

Central Region Right of Way  
Right of Way Engineering  
4111 Aviation Ave.  
Anchorage, AK 99502  
907-269-0601

**Date:** 04/07/2016 [10:42:20 PM]  
**From:** info@sewardhighway25to36.com  
**To:** Rick Smeriglio or Ellen O'Brien <foth@arctic.net>  
**Cc:** cynthia.ferguson@alaska.gov, katherine.wood@hdrinc.com  
**Subject:** Re: contacting Erik Hillsinger

Hi Rick,

Here is Erik's Contact information please let us know if you have any other questions.

Erik Hilsinger  
(907)269-0534  
erik.hilsinger@alaska.gov

Sincerely,

Bonnie Easley-Appleyard

Quoting Rick Smeriglio or Ellen O'Brien <foth@arctic.net>:

Greetings Katherine:

I can not find Erik Hillsinger in the state employee white pages and the operators at the phone-in directory have busied themselves helping other customers for the last half hour. Can you please give me his phone number so I can ask him about cultural resources in the project area. I thank you.

Rick Smeriglio  
Reporter, Seward City News  
foth@arctic.net  
907 288-3614



## Easley Appleyard, Bonnie

---

**From:** Wood, Katherine  
**Sent:** Friday, April 8, 2016 8:07 AM  
**To:** Easley Appleyard, Bonnie  
**Subject:** FW: 54659 Seward Highway 25.5-36 Moose Pass to Trail Lake Media Encounter

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Katherine Wood

D 907.644.2153

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Ferguson, Cynthia (DOT) [<mailto:cynthia.ferguson@alaska.gov>]  
**Sent:** Thursday, April 07, 2016 3:37 PM  
**To:** Hilsinger, Erik D (DOT)  
**Cc:** Elliott, Brian A (DOT); McLaurin, Joy E (DOT); Campo-Allen, Kim D (DOT); Policicchio, Ricardo J (DOT); Read, Alex L (DOT); Wood, Katherine  
**Subject:** RE: 54659 Seward Highway 25.5-36 Moose Pass to Trail Lake Media Encounter

Hi Erik-

[Thank you for talking with Mr. Smeriglio!](#)

---

**From:** Hilsinger, Erik D (DOT)  
**Sent:** Thursday, April 07, 2016 3:34 PM  
**To:** Ferguson, Cynthia (DOT)  
**Cc:** Elliott, Brian A (DOT); McLaurin, Joy E (DOT); Campo-Allen, Kim D (DOT)  
**Subject:** 54659 Seward Highway 25.5-36 Moose Pass to Trail Lake Media Encounter

Hi Cynthia,

I took a call from Mr Smeriglio of Seward just now with questions about cultural resources in the project corridor. I tried to give him vague process oriented answers but he was pressing on agency and public outreach and notification topics and whether we had sufficient information to make determinations about whether historic and archaeological sites were in our project area, what the implications of the ROW size were for historic/prehistoric resources, and whether we were contacting several named groups (Kenai Mountains-Turnagain Arm National Heritage Area).

I told him we weren't quite there yet, I hadn't had time to dig deeply into that project, we have not started a findings process yet, and that we would make every effort to contact interested parties. I told him we had a report from qualified contractors who met the Secretary of Interior's standards and that we have their report in review as well as access to all previous reports. I told him that we would use all of that data to make a finding for 30 day review by the SHPO, agencies, interested parties and local governments.

He didn't sound happy about the 106 process in general but there was nothing to say about it because we are following the federal process.

E.

Erik D. Hilsinger

Cultural Resources Specialist  
Alaska Department of Transportation and Public Facilities  
Central Region Preliminary Design and Environmental  
[erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov)  
Phone: (907) 269-0534  
Fax: (907) 243-6927

Subject: Re: additional comment  
From: info@sewardhighway25to36.com  
Date: Wed, April 13, 2016 4:31 pm  
To: "Nancy Erickson" <nancy@majormarine.com>  
Priority: Normal  
Status: flagged

Hi Nancy,

Thanks for letting us know about the website error. We've fixed it right away. Also, thank for your additional comments. We are sharing them with the designers.

Quoting Nancy Erickson <[nancy@majormarine.com](mailto:nancy@majormarine.com)>:

> I tried using the comment form, but it's not available, so hope  
> going this route is OK.  
> I had an additional comment following last night's meeting in Moose  
> Pass re: taking the ROW on the west and widening the road. I'm in  
> favor of leaving the width as it is (left a comment form last night)  
> but forgot to mention another reason for this: The plow trucks going  
> through in the winter throw snow/rocks etc to the middle of my front  
> yard when going by. Move that highway 10 feet closer to my house and  
> that snow/rocks etc are going to hit my front windows. (I'm at 35083  
> Swd Hwy)  
> Thanks for listening once again.  
> Nancy  
>  
> --  
> Nancy E. Erickson  
> Purchasing Manager  
> Major Marine Tours  
> PO Box 1571  
> Seward, AK 99664  
> 907-491-1639 Phone  
> 907-224-2406 Fax  
> [nancy@majormarine.com](mailto:nancy@majormarine.com)

## Easley Appleyard, Bonnie

---

**From:** Wood, Katherine  
**Sent:** Friday, April 8, 2016 10:09 AM  
**To:** Hohensee, Steve -FS  
**Subject:** RE: Chugach Materials Coordination

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Steve,

Thanks for the follow up. I have forwarded your request on the DOT project team and asked them to share with the right decision-makers at DOT. Thank you,

**Katherine Wood**

D 907.644.2153

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Hohensee, Steve -FS [mailto:[shohensee@fs.fed.us](mailto:shohensee@fs.fed.us)]  
**Sent:** Friday, April 08, 2016 9:01 AM  
**To:** Wood, Katherine  
**Cc:** Hohensee, Steve -FS  
**Subject:** Chugach Materials Coordination

Hi Katherine:

We spoke at a couple Seward Highway project meetings including the meeting in Moose Pass this week. Would love to coordinate with the State ahead of projects on materials.



**Steve Hohensee**  
**Forest Geologist**

**Forest Service**  
**Chugach National Forest**

p: 907-288-7723  
[shohensee@fs.fed.us](mailto:shohensee@fs.fed.us)

Kenai Lake Office  
29847 Seward Highway  
Seward, AK 99664

[www.fs.fed.us](http://www.fs.fed.us)



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## Easley Appleyard, Bonnie

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**From:** Wood, Katherine  
**Sent:** Thursday, April 7, 2016 1:49 PM  
**To:** Easley Appleyard, Bonnie  
**Subject:** FW: Seward Hwy MP 25.5 - 36

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

For the comment log.

### Katherine Wood

D 907.644.2153

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Ferguson, Cynthia (DOT) [<mailto:cynthia.ferguson@alaska.gov>]  
**Sent:** Thursday, April 07, 2016 12:37 PM  
**To:** Policicchio, Ricardo J (DOT); Read, Alex L (DOT)  
**Cc:** Wood, Katherine; McLaurin, Joy E (DOT)  
**Subject:** FW: Seward Hwy MP 25.5 - 36

We are on the Railroad's radar!

---

**From:** Rachel Maddy [<mailto:MaddyR@akrr.com>]  
**Sent:** Thursday, March 24, 2016 12:31 PM  
**To:** Shapiro, Judi L (DOT)  
**Cc:** Rachel Maddy  
**Subject:** RE: Seward Hwy MP 25.5 - 36

Thanks Judi! I think a few folks are a little nervous about making sure the environmental docs include whatever requirements are involved with the Railroad, if you know what I mean 😊

### Rachel Maddy

*Project Manager, Highway Authority Coordinator*  
907.265.2237 office | 907.350.8442 mobile

---

**From:** Shapiro, Judi L (DOT) [<mailto:judi.shapiro@alaska.gov>]  
**Sent:** Thursday, March 24, 2016 12:26 PM  
**To:** Rachel Maddy  
**Cc:** Blake Adolfae; Turley, John W (DOT)  
**Subject:** RE: Seward Hwy MP 25.5 - 36

Hi Rachel-

At this point the project is still in the process of getting the environmental document approved, which has to happen before we receive authority to proceed with Preliminary Engineering from FHWA (which is why you haven't seen anything from us yet 😊). The April 6<sup>th</sup> meeting is an outreach to the communities of Seward and Moose Pass to help refine the scope of the project in support of the environmental document.

Here's a link to the project website <http://www.sewardhighway25to36.com/>

Judi

---

**From:** Rachel Maddy [<mailto:MaddyR@akrr.com>]  
**Sent:** Tuesday, March 22, 2016 11:33 AM  
**To:** Shapiro, Judi L (DOT)  
**Cc:** Blake Adolfae; Rachel Maddy  
**Subject:** Seward Hwy MP 25.5 - 36

Hi Judi!

I heard that the DOT will be holding public scoping meetings for a project down near the trail river bridge on April 6<sup>th</sup>. I wanted to see if you had any additional information on this project; it seems that the railroad would only be impacted by a small portion of the project but that area is definitely one that needs to be reviewed and discussed.

Thanks!

**Rachel Maddy**

*Project Manager, Highway Authority Coordinator*

907.265.2237 office | 907.350.8442 mobile  
mailing: PO Box 107500, Anchorage, AK 99510-7500  
physical: 327 W. Ship Creek Ave, Anchorage, AK 99501  
web: [www.AlaskaRailroad.com](http://www.AlaskaRailroad.com)





## Easley Appleyard, Bonnie

---

**From:** Wood, Katherine  
**Sent:** Thursday, April 7, 2016 1:49 PM  
**To:** Easley Appleyard, Bonnie  
**Subject:** FW: Seward Hwy MP 25.5 - 36

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**Flag Status:** Completed

For the comment log.

### Katherine Wood

D 907.644.2153

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

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**Cc:** Wood, Katherine; McLaurin, Joy E (DOT)  
**Subject:** FW: Seward Hwy MP 25.5 - 36

We are on the Railroad's radar!

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**To:** Shapiro, Judi L (DOT)  
**Cc:** Rachel Maddy  
**Subject:** RE: Seward Hwy MP 25.5 - 36

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### Rachel Maddy

*Project Manager, Highway Authority Coordinator*  
907.265.2237 office | 907.350.8442 mobile

---

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**Sent:** Thursday, March 24, 2016 12:26 PM  
**To:** Rachel Maddy  
**Cc:** Blake Adolfae; Turley, John W (DOT)  
**Subject:** RE: Seward Hwy MP 25.5 - 36

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Judi

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**Sent:** Tuesday, March 22, 2016 11:33 AM  
**To:** Shapiro, Judi L (DOT)  
**Cc:** Blake Adolfae; Rachel Maddy  
**Subject:** Seward Hwy MP 25.5 - 36

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I heard that the DOT will be holding public scoping meetings for a project down near the trail river bridge on April 6<sup>th</sup>. I wanted to see if you had any additional information on this project; it seems that the railroad would only be impacted by a small portion of the project but that area is definitely one that needs to be reviewed and discussed.

Thanks!

**Rachel Maddy**

*Project Manager, Highway Authority Coordinator*

907.265.2237 office | 907.350.8442 mobile  
mailing: PO Box 107500, Anchorage, AK 99510-7500  
physical: 327 W. Ship Creek Ave, Anchorage, AK 99501  
web: [www.AlaskaRailroad.com](http://www.AlaskaRailroad.com)



# Milepost 25.5 - 36 SEWARD HWY Rehabilitation Project

www.sewardhighway25to36.com

Please share your comments.

Comments can also be e-mailed to  
info@sewardhighway25to36.com

- Moose Pass Area -

Favor Design Concept 3 - Bike Path on East  
Side Only - (6' Wide Shoulders -)

Recommend - Extension of Bike Path to the  
North & South of Moose Pass to  
accommodate Residences to the North  
& South of Moose Pass -

Speed Limit - Safety - 33 speed limit Area to  
Be Marked on Pavement - "White on  
Red Background" - In 43 Mile an Hour area  
Place Flashing light (warning of  
reduced speed)

Gutters - Highlighted with Colored <sup>Bright</sup> Signage -

Name:

Address:

City: Seward -

State: AK

Zip: 99664

Please add me to the project e-mail list.



# Milepost 25.5 - 36 SEWARD HWY Rehabilitation Project

www.sewardhighway25to36.com

Please share your comments.

Comments can also be e-mailed to  
info@sewardhighway25to36.com

Comment for project mp 17-22 and project 25.5-36

Please consider coordinating the closure times for these projects to minimize # of times a driver must wait for a closure once they arrive at mp 17 & until they are through completion <sup>of construction</sup> at mp 36 = so = one wait for 20 min for example instead of multiple 20 min waits,

Name:

Address:

City: Seward State: AK Zip: 99664

Please add me to the project e-mail list.



Please share your comments.

Comments can also be e-mailed to  
info@sewardhighway25to36.com

ESTES BROTHERS GROCERY NEED TO REPLACE ITS SEPTIC LINE  
THAT RUNS UNDER THE SEWARD HIGHWAY WHEN THE PROJECT  
COMES THROUGH AT MILE 29.5

KEEP HIGHWAY THE SAME JUST REPAVE HIGHWAY + BIKE PATH  
WITH GUTTERS WOULD BE NICE BUT WILL BE COVERED UP DURING  
WINTER.

HAVING THE HIGHWAY + BIKE PATH ALL EVEN + CONNECTED YOU  
COULD PLOW THE BIKE PATH + HIGHWAY AT THE SAME TIME  
AND WE COULD USE THE BIKE PATH YEAR ROUND.

Name:

Email:

Address:

City: MOOSE PASS State: AK Zip: 99681

Please add me to the project e-mail list.



# Milepost 25.5 - 36 SEWARD HWY Rehabilitation Project

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Please share your comments.

Comments can also be e-mailed to  
[info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

Need to reestablish drainage structures  
at Depot Rd./Trail Lake Lodge/Estes  
Store.  
Preferred seperated pedestrian Pathway Mile  
30+400' to Mile 32.5

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: Moose Pass State: AK Zip: 99631

Please add me to the project e-mail list.



Please share your comments.

Comments can also be e-mailed to  
[info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

Really, a combination of Alternative 1 & 3 seems the most sensible. Lengthen the bike path, ~~it~~ & where there is margin, widen shoulders. But ~~leave~~ leave residences alone, & ~~incorp~~ incorporate all traffic calming techniques.

Why the school zone w/ yellow flashing lights @ 20 mph? Its not even next to the school, and no buses even need to stop there - no children live there!

Name:

Email:

Address:

City:

State:

Zip:

Please add me to the project e-mail list.



# Milepost 25.5 - 36

## SEWARD HWY

Rehabilitation Project

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Please share your comments.

Comments can also be e-mailed to [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

Alternative #2 is ridiculous... there is no need for a pathway on each side of the road. ~~#1~~ To make that possible, 1/2 the town would need to give up their property, & there would be very few people around to even use the pathways!

Outside of town, where there aren't residences to be bought out, extending the bike path would be great. ~~#1~~

"Traffic calming" ideas are great - I live right on the highway w/ 4 kids... anything that can be done to slow people would be great - red marking, speed sign notice, etc. But restructuring the whole town and highway just because people can't slow down is not the answer.

Name:

Address:

City: Moose Pass State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please add me to the project e-mail list.

# Milepost 25.5 - 36 SEWARD HWY

Rehabilitation Project

[www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)

Please share your comments. Comments can also be e-mailed to [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

CONCEPT 1 - RE-PAVE  
MILE 26 THROUGH TOWN  
DON'T WIDEN - PAINT SPEED LIMIT  
KEEP MY TREES ON PAVEMENT  
NO STREET LIGHTS

WIDEN ROAD AS SPEED GOES UP  
KEEP BIKE PATH ON EAST SIDE

Name:

Address:

City: SEWARD State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please add me to the project e-mail list.



Please share your comments.

Comments can also be e-mailed to  
[info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)

ANY WIDENING OF THE ROAD BED ALONG MILE 34.5 AVALANCH AREA SHOULD TAKE PLACE ON THE WEST SIDE OF THE ROAD AS THE EAST SIDE HAS TREE GROWTH THAT BUFFERS WIND TOWARD RESIDENCES.

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please add me to the project e-mail list.

Subject: RE: proposed work near Mile 29  
From: "Cynthia Ferguson" <info@sewardhighway25to36.com>  
Date: Thu, October 13, 2016 12:07 pm  
To: "Johnson, Michael W -FS" <mwjohnson@fs.fed.us>  
Priority: Normal

Hi Mike,

Sean Holland listed as in the from field in the last email was a mistake, it should say Cynthia Ferguson now. I apology for the confusion.

The existing highway centerline is within about a foot of the ROW centerline through the Stafford Subdivision - the ROW mapping in this area matched the existing found property corners for the ROW (please see "Special Note, Stafford Sub.", Sheet 19, [http://www.sewardhighway25to36.com/Documents/Sew\\_Hyw\\_25-36\\_ROW\\_prelim\\_5\\_12\\_2016.pdf](http://www.sewardhighway25to36.com/Documents/Sew_Hyw_25-36_ROW_prelim_5_12_2016.pdf)). So while the ROW is 100 feet wide it is not exactly centered on the highway centerline with 50 feet to each side of the highway centerline - but that would be a close approximation. Please let us know if you have any other questions.

Thank you,

Cynthia Ferguson, P.E.  
DOT&PF Project Manager

On Fri, October 7, 2016 11:46 am, Johnson, Michael W -FS wrote:

> Hey Sean or Cynthia,

>

>

> Thank you for the reply.

>

>

> One more question. I believe it is, but is the current ROW at that  
> location indeed 100' on each side of the center line? Sheet 19 isn't  
> totally clear if it is.

>

> Thanks,

> Mike

>

>

> -----Original Message-----

> From: Sean Holland [<mailto:info@sewardhighway25to36.com>]

> Sent: Wednesday, October 05, 2016 2:21 PM

> To: Johnson, Michael W -FS <[mwjohnson@fs.fed.us](mailto:mwjohnson@fs.fed.us)>

> Subject: Re: proposed work near Mile 29

>

>

> Hello Michael,

>

>

> Thank you for your interest in the Seward Highway MP 25.5 to 36  
> Rehabilitation Project and providing comments through our project email.  
> Unfortunately the project is currently in the preliminary design phase,  
> therefore final design of the highway near Mile 29 isn't available.  
> However, rehabilitation efforts for the project corridor may include

> rehabilitating the roadway along the existing alignment, widening  
> shoulders (as needed), straighten curves (as needed), improving drainage,  
> vegetation clearing, and utility relocations. The existing pathway will  
> be included and maintained with the scope of the project.  
>  
> In addition to other helpful information, on the project website at  
> [http://www.sewardhighway25to36.com/Documents/Sew%20Hyw%2025-36%20ROW%20pr  
elim%205\\_12\\_2016.pdf](http://www.sewardhighway25to36.com/Documents/Sew%20Hyw%2025-36%20ROW%20pr<br/>elim%205_12_2016.pdf), you can also find the preliminary right-of-way (ROW)  
> base mapping which shows what the Department of Transportation & Public  
> Facilities (DOT&PF) currently understands to be the limits of the  
> existing Seward Highway ROW. I believe the property you are interested in  
> is shown on Sheet 19. While any additional ROW needs for the proposed  
> project are not yet known, since you are concerned about vegetation  
> clearing, it may be helpful for you to also consider the location of the  
> existing ROW. As part of regular roadway maintenance, DOT&PF does  
> sometimes clear the vegetation within the highway ROW. Please let us know  
> if you have any additional questions.

> Sincerely,

> Cynthia Ferguson, P.E.  
> DOT&PF Project Manager

> On Tue, August 16, 2016 12:30 pm, Johnson, Michael W -FS wrote:

>> Hello,

>> I am considering purchasing a house near Mile 29 of the Seward Hwy. I  
>> was wondering if you know what type of work is proposed for that stretch  
>> of road yet? Widening or vegetation clearing? There is already a bike  
>> path on the east side of the highway which this property is on.

>> The house is already close to the highway and I'm concerned about any  
>> vegetation clearing or widening. On the KPB parcel viewer the current  
>> owner is Bobette Rowe. Parcel IDs are: 12536032 and 12536033.

>> Thanks,  
>> Mike Johnson

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>> penalties. If you believe you have received this message in error,

**From:** Simpson, Danika L (DOT) <danika.simpson@alaska.gov>  
**Sent:** Tuesday, August 9, 2016 11:20 AM  
**To:** 'kenperrywan'  
**Cc:** Gabriel, Brian G (DOT); Knotek, Kevin J (DOT)  
**Subject:** RE: Survey lot 18

Mr. Perry

It was noted at the time of initial inspection construction has and is occurring. Please cease and desist all activity within the 50 foot right of way until the proper permits and approvals are in place. We look forward to working with you on your access issue.

Please note your as-built incorrectly lists Lot 39 as ROW (the road access). Quit Claim Deed No. 8000061 recorded at Book 83, page 263 removed this parcel from the Right of Way (ROW). Document 2010-001699-0 transferred this interest to the Department of Natural Resources as Lot 39. You MUST get approval from the Department of Natural Resources to utilize this lot for access.

In the below email you provided us with a copy of your as-built survey and stated the Seward Highway runs through your property and you wish to receive a "reimbursement".

This lot was patented to the State of Alaska in 1992. At the time of Patent the lot was within the Chugach National Forest at the time the Seward-Anchorage Highway was constructed and therefor subject to a 50 foot from centerline Bureau of Public Roads Highway Easement which attached to the public road (Seward Hwy).

Your deed is "subject to valid and existing rights, including reservations, easements, and exceptions in the U.S. Patent or other state or federal conveyance, and its acts authorizing the issue thereof; easements, right of way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any; and encumbrances or interests of record noted on the records maintained by the Department of Natural Resources, or otherwise existing on or before the date the land was designated as Mental health Trust Land pursuant to Section 40, Chapter 5 FSSLA 1994, as amended by Chapter 1, SSSLA 1994.

As such there is no reimbursement due or owed as the right of way easement adjacent to your lot was granted prior to your purchase and ownership. However you may be able to apply to the Borough for a tax exemption across the easement area.

Let me know if you have further questions.

**Cordially,**  
**Danika Simpson**  
**Right of Way Agent**  
**(907) 269-0687**

---

**From:** kenperrywan [mailto:kenperrywan@gmail.com]  
**Sent:** Friday, July 29, 2016 8:13 PM  
**To:** Simpson, Danika L (DOT)  
**Subject:** Fwd: Survey lot 18

Hi Danika.



Would you please pass this on to the right party for review. My survey sh I ws the Seward Highway crossing through my property. I would like to talk to someone over the phone regarding this issue & also the new seward highway project that is happening in the near future. Thanks Ken

Sent from my Sprint Samsung Galaxy® Note 4.

----- Original message -----

From: John Segesser <[seggy@ptialaska.net](mailto:seggy@ptialaska.net)>

Date: 7/28/16 9:35 AM (GMT-09:00)

To: [kenperrywan@gmail.com](mailto:kenperrywan@gmail.com)

Subject: Survey

Ken,

Here is a PDF of the survey.

John Segesser

**From:** <info@sewardhighway25to36.com>  
**Sent:** Monday, October 10, 2016 11:04 AM  
**To:** Ken Perry  
**Cc:** info@sewardhighway25to36.com  
**Subject:** Re: Ken ( please provide info mp27.5 to 28.5)

Hello Mr. Perry,

We understand that you are still wondering how the project design might affect your property. Currently, the project is just beginning the preliminary design and environmental phase. We are striving to improve the highway within the existing right-of-way (ROW). Once we get farther into the design phase we will know if additional ROW is necessary. If that is the case, the ROW acquisition phase is expected to start at the end of 2017, and at that point we will be proactively contacting affected property owners. You have been added to our project mailing list to keep you updated as the project progresses.

Sincerely,

Cynthia Ferguson, P.E.  
DOT&PF Project Manager

Subject: RE: Reminder: See you soon at the Seward Holiday Arts and Crafts Fair - December 2nd  
From: "Cynthia Ferguson" <info@sewardhighway25to36.com>  
Date: Mon, December 5, 2016 11:59 am  
To: "Karin Sturdy" <ksturdy@cityofseward.net>  
Priority: Normal

Thanks Karin for the feedback!

We enjoyed being there again this year.

On Mon, November 28, 2016 5:58 pm, Karin Sturdy wrote:

> This is a good idea. Great visibility! Congrats!  
>  
>  
> From: DOT&PF Seward Highway MP 25.5 to 36 Rehabilitation Project  
> [<mailto:info@sewardhighway25to36.com>]  
> Sent: Monday, November 28, 2016 3:49 PM  
> To: Karin Sturdy <[ksturdy@cityofseward.net](mailto:ksturdy@cityofseward.net)>  
> Subject: Reminder: See you soon at the Seward Holiday Arts and Crafts Fair  
> - December 2nd

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>  
>  
> [Image removed by  
> sender.]<[http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E\\_0zfb10peCRyuK](http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E_0zfb10peCRyuK)  
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>  
>  
>  
> Hope to see you this Friday December 2, 2016  
> at our Listening Post!

>  
>  
> Come join us again at the Seward Holiday Arts and Crafts Fair and enter  
> to win Alaska Railroad posters or a movie night at home with the Elf DVD  
> and popcorn!

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>  
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>  
> 5:00 to 9:00 pm  
> Location: Seward Holiday Arts and Crafts Fair,  
> Alaska Railroad Cruise Ship Terminal  
> 913 Port Avenue, Seward, AK 99664  
>

>  
> The Alaska Department of Transportation and Public Facilities (DOT&PF) is  
> holding a Listening Post, at the Seward Holiday Arts and Crafts Fair for  
> the Seward Highway Milepost 25.5 to 36 project. This listening post is  
> held in conjunction with the Seward Highway Milepost 17 to 22.5  
> Rehabilitation Project. The public is invited to come learn more about  
> the projects' proposed design, scope, and schedule as well as provide  
> feedback to each project team.  
>  
>  
>  
> If you can't make it...  
> Stay up to date on the project and join our mailing list, please visit  
> [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)<[http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E\\_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0VolssJPzOBhjwmtRXtXHfllaUulveTCe3G-6N8oWhgR-9AOhWelf43ViqDhM3LeNSbjeIXiWlZWirSpjsM-gt283S4PblkVOCbhH1H9AZcT4MzPRPMYG7SGRw-RMfMCxg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q\\_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>](http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0VolssJPzOBhjwmtRXtXHfllaUulveTCe3G-6N8oWhgR-9AOhWelf43ViqDhM3LeNSbjeIXiWlZWirSpjsM-gt283S4PblkVOCbhH1H9AZcT4MzPRPMYG7SGRw-RMfMCxg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>).  
>  
>  
> We want to hear from you!  
> Please send us your additional thoughts and comments. We'd like to keep  
> communication open as the project develops. Ways to comment  
> (<http://sewardhighway25to36.com/SHW2536Comments.html><[http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E\\_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0dGnv2YTMtYGjQILLWw2OcQVGZccPgIBDQxt0nWJpNmAb8bnMY640ZHMUxBWtrTMTWQIZp3zpGQp8wtJy8ZtpM-7TNmlHlpUmVj459MyjlpIZQGwkRJ5B\\_qqUeD\\_kTW5I0P\\_CeV1qvJDP-sX\\_ir3RUSFA6cPqR0lg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q\\_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>](http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0dGnv2YTMtYGjQILLWw2OcQVGZccPgIBDQxt0nWJpNmAb8bnMY640ZHMUxBWtrTMTWQIZp3zpGQp8wtJy8ZtpM-7TNmlHlpUmVj459MyjlpIZQGwkRJ5B_qqUeD_kTW5I0P_CeV1qvJDP-sX_ir3RUSFA6cPqR0lg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>))  
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> For more information, please visit our website or contact the project  
> team!  
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> [www.sewardhighway25to36.com](http://www.sewardhighway25to36.com)<[http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E\\_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0VolssJPzOBhjwmtRXtXHfllaUulveTCe3G-6N8oWhgR-9AOhWelf43ViqDhM3LeNSbjeIXiWlZWirSpjsM-gt283S4PblkVOCbhH1H9AZcT4MzPRPMYG7SGRw-RMfMCxg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q\\_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>](http://r20.rs6.net/tn.jsp?f=001xemX8eAFblMED1lfs8E_0zfb10peCRyuKC1Vuy7D7I6gAXRrwh9m0VolssJPzOBhjwmtRXtXHfllaUulveTCe3G-6N8oWhgR-9AOhWelf43ViqDhM3LeNSbjeIXiWlZWirSpjsM-gt283S4PblkVOCbhH1H9AZcT4MzPRPMYG7SGRw-RMfMCxg==&c=qw-S-zy5IMWZItlcfq4RkIj480Q_8ZncI2sq6-vCJeoHtUdVy82cRw==&ch=MKFhfcmyFDwU5FYuQjhCamoPWFzNbTTEgCA77APo8UZ0NAe0Ww1EQ==>)  
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>  
> Katherine Wood, Public Involvement Lead  
> p: 907.644.2153 | e:  
> [info@sewardhighway25to36.com](mailto:info@sewardhighway25to36.com)<<mailto:info@sewardhighway25to36.com>>  
>  
>  
>  
> If you have any questions or require additional information, please  
> contact Katherine Wood, Public Involvement Lead, at 907-644-2153.  
>  
>  
> The DOT&PF operates Federal Programs without regard to race, color,







**From:** Cynthia Ferguson <info@sewardhighway25to36.com>  
**Sent:** Wednesday, December 14, 2016 3:18 PM  
**To:** Jeff Estes  
**Cc:** info@sewardhighway25to36.com; Bruce Jaffa (Bruce Jaffa (jaffa@eagle.ptialaska.net))  
**Subject:** Re: Seperated Pedestrian Pathway mile 30-33

Mr. Estes,

Thank you for sending us this email and stopping by our Listening Post booth at the Seward Holiday Bazaar. The design team has received the drawings that you had prepared to show a potential location for a pathway extension. Unfortunately, at this point in time, extending the existing separated pathway is not proposed to be included within the scope of the Seward Highway MP 25.5 to 36 Rehabilitation project.

There are several challenges to extending the pathway, as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional right-of-way impacts, increased environmental impacts, and increased project costs.

However, if the community feels strongly that a pathway extension should be developed, I would encourage you to contact Joselyn Biloon, DOT&PF Kenai Peninsula Area Planner, via telephone at 269-0508 or email at [joselyn.biloon@alaska.gov](mailto:joselyn.biloon@alaska.gov), to discuss options for nominating a separate pathway extension project for funding.

Sincerely,

Cynthia Ferguson, P.E.  
DOT&PF Project Manager

On Thu, December 1, 2016 12:43 pm, Jeff Estes wrote:

> Moose pass community has long pursued an extension of the existing  
> pathway in town to the north. This includes a \$10,000 state  
> appropriation for ROW and permitting work for this route concept.  
> However, this could not be given to the unincorporated community or  
> the borough and DOT "did not know what to do with it or want it".  
> Therefore it was reallocated.  
>  
> In any case I believe that this would be a valued asset to the  
> community for its attraction of visitors and residents alike.  
>  
>  
> Jeff Estes  
> Wk Ph 224-4072  
> Cell 362-3003  
>  
>  
>

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## Campo-Allen, Kim D (DOT)

---

**From:** Campo-Allen, Kim D (DOT)  
**Sent:** Monday, June 27, 2016 3:56 PM  
**To:** DEC-Webmaster (DEC sponsored); Lidren, Grant M (DEC); Rypkema, James (DEC); 'brenda.krauss@alaska.gov'; Magee, Gregory L (DEC); Ashton, William S (DEC); Heil, Cynthia L (DEC); 'vlitchfield@kpb.us'; Selinger, Jeff S (DFG); Blackwell, Jack D (DNR); Russell, Pamela J (DNR); Ayers, Jean M (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); Bittner, Judith E (DNR); 'stuart.hartford@bia.gov'; 'AK\_Anchorage\_FO@blm.gov'; 'arabuck@blm.gov'; 'Hcd.Anchorage@noaa.gov'; 'kaja.brix@noaa.gov'; 'brad.smith@noaa.gov'; 'cepoa-rd-kenai@usace.army.mil'; 'james.n.helfinstine@uscg.mil'; 'tmalecek@fs.fed.us'; 'rstovall@fs.fed.us'; 'amico@fs.fed.us'; 'ak\_fisheries@fws.gov'; 'R7\_Kenai\_Fish\_Comment@fws.gov'; 'ak\_kenaifish@fws.gov'; 'tdearlove@kpb.us'; 'MBest@borough.kenai.ak.us'; 'bharris@kpb.us'; 'ncarver@kpb.us'; 'knoyes@kpb.us'; 'regpagemaster@usace.army.mil'; Walton, Michael L (DNR); Burger, Raymond (DNR sponsored); 'chenega@chenegacorp.com'; 'jbrune@ciri.com'; Gary Oskolkoff; 'snainc@alaska.com'; 'info@salamatof.com'; 'bperatrovich@tyonek.com'; 'exec@kenaitze.org'; 'alindgren@kenaitze.org'; 'nanwalek@yahoo.com'; 'pnorman@starband.net'; 'tyonek@aitc.org'; 'ntc@niniichiktribe-nsn.gov'; 'ccollier@tribalnet.org'; 'chenegaira@aol.com'; 'taunnie.boothby@alaska.gov'  
**Cc:** Ferguson, Cynthia (DOT); Mahoney, Breanna M (DOT); Read, Alex L (DOT)  
**Subject:** Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 to MP 36.6, near Moose Pass, Alaska. The project's scoping materials can be accessed from the link below:

[Seward Highway MP 25.5-36 Rehabilitation](#)

After reviewing the scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by August 1, 2016. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,  
Kim Campo-Allen



**Kim Campo-Allen, Environmental Analyst**  
Alaska Dept. of Transportation and Public Facilities  
Preliminary Design and Environmental Section  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0533 | Fax 907.243.6927



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900  
Anchorage, Alaska 99519-6900  
Main: 907.269.0542  
Toll Free: 800.770.5263  
TDD: 907.269.0473  
TTY: 800.770.8973  
Fax: 907.243.6927

June 27, 2016

Project: Seward Highway: MP 25.5-36, Trail River to Sterling Wye - Rehabilitation  
Project No.: 0311031/Z546590000

**Re: Request for scoping comments**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposed project to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 to MP 36.6, near Moose Pass, Alaska.

The proposed project is located within Section 12, T. 5N, R. 2W; Sections 7, 17, 18, 20-22, 24, 27, T. 5N, R. 1W; Sections 25, 26, 36, T. 5N, R. 1W; Sections 1, 12, 13, T. 4N, R. 1W; on USGS Quad Maps Seward C-7, Seward B-7 NE, Seward Meridian (Figure 1). Approximate GPS coordinates for the beginning of project are Latitude 60.3203 °N, Longitude 149.3232 °W; and for the end of project are Latitude 60.2602°N, Longitude 149.2223°W.

**Purpose and Need**

The purpose of the proposed project is to improve travel efficiency, enhance safety, and preserve and extend the service life of the Seward Highway. The Seward Highway is the primary land surface transportation connection between the eastern Kenai Peninsula and the rest of the Alaska Highway system and provides a critical economic, cultural, and recreational link to Resurrection Bay and the Chugach National Forest. The roadway currently exhibits rutted pavement, drainage issues, narrow shoulders, and faded pavement markings.

**Proposed Action**

The proposed work would include the following (Figure 2):

- Rehabilitate the roadway and widen roadway shoulders from MP 25.5-36.6
- Improve passing opportunities with techniques such as improving sight distances to allow for longer passing zones and constructing slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts and straightening of curves (vertical and horizontal) to bring the roadway to current highway design standards in accordance with the DOT&PF Preconstruction Manual and the American Association of State Highway and Transportation Officials (AASHTO) requirements
- Improve pedestrian amenities and traffic calming measures (such as pavement markings, signs, and/or changes in roadway geometry) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improvements to storm water drainage facilities, including culverts
- Improve and construct avalanche mitigation

- Retaining wall installations
- Acquire right-of-way (ROW)
- Utility relocations
- Vegetation clearing

### **Existing Site Conditions and Facilities**

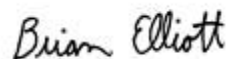
The current configuration of the Seward Highway within the project area is two, twelve-foot driving lanes with two-foot paved shoulders from MP 25.5 to MP 30. From MP 30 to the intersection with the Sterling Wye, the driving lane width remains the same and the shoulder width increases to six-feet. Intermittent passing lanes are located throughout the project corridor. Speeds throughout the project corridor are posted at 55 miles-per-hour except through the community of Moose Pass, where the speed decreases to 35 miles-per-hour. The highway crosses a number of small streams and wetlands, including a double culvert at Moose Creek (MP 32.3). Much of the project area is undeveloped with the exception of the community of Moose Pass and the Trail Lakes Hatchery. Moose Pass is a small 200-person town located at MP 30 with adjacent residences, businesses, schools, and local roads. Additionally, two U.S. Forest Service trailheads (Johnson Pass South and Carter Lake) are adjacent to the project area. Johnson Pass South trailhead is located at MP 32.5 and provides access to the 23 mile long Johnson Pass Trail. The Carter Lake trailhead is located at MP 34 and provides access to Carter and Crescent lakes.

### **Preliminary Environmental Research**

The proposed project is not expected to involve any significant environmental impacts and a Categorical Exclusion document will be prepared (23 CFR 771.117). DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached). To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than **August 1, 2016**.

If you have any questions on the environmental effects, please contact Kim Campo-Allen, Environmental Impact Analyst, at (907) 269-0533, or via email at [kim.campo-allen@alaska.gov](mailto:kim.campo-allen@alaska.gov). Questions concerning the engineering aspects of the proposed project can be directed to Cynthia Ferguson, P.E., Project Manager, at (907) 269-0589 or [cynthia.ferguson@alaska.gov](mailto:cynthia.ferguson@alaska.gov).

Sincerely,



Brian Elliott  
Regional Environmental Manager

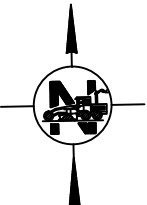
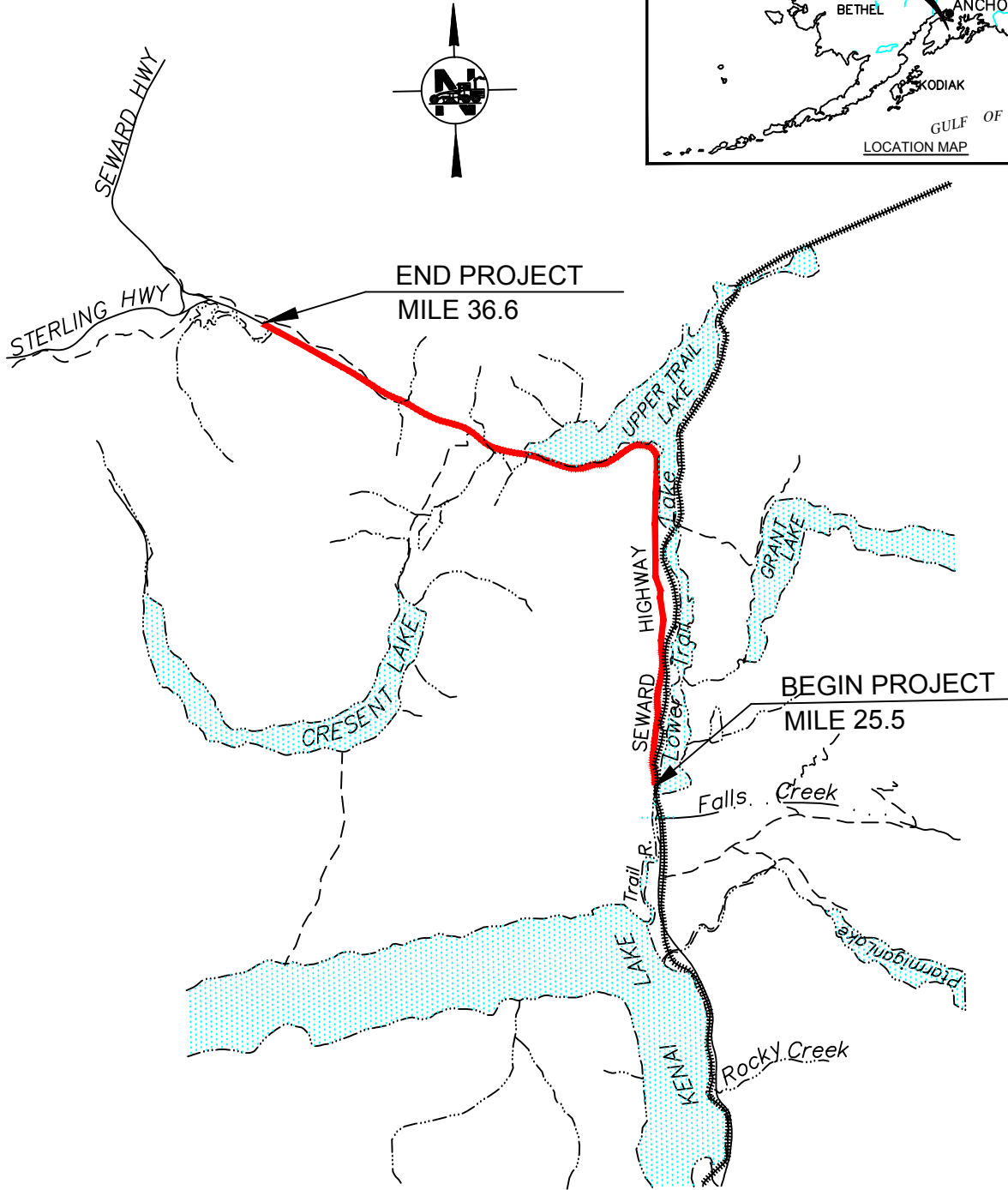
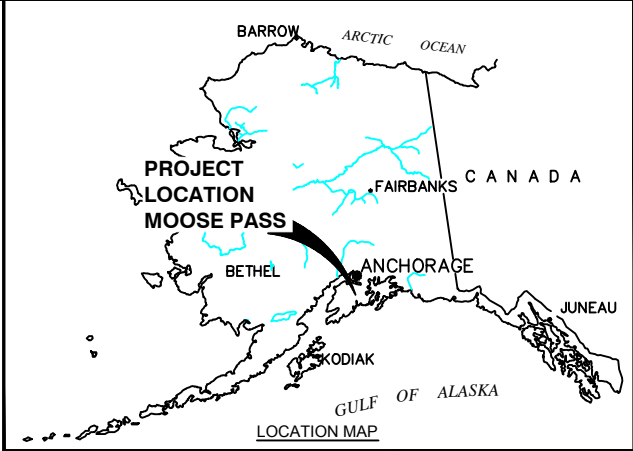
#### Attachments:

- Figure 1: Location and Vicinity Map
- Figure 2: Preliminary Draft Typical Section
- Preliminary Environmental Research

cc: Kim Campo-Allen, Environmental Impact Analyst, PD&E  
Cynthia Ferguson, P.E., Project Manager, Design Section  
Breanna Mahoney, Team Leader, PD&E

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**LEGEND**

 PROJECT AREA

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

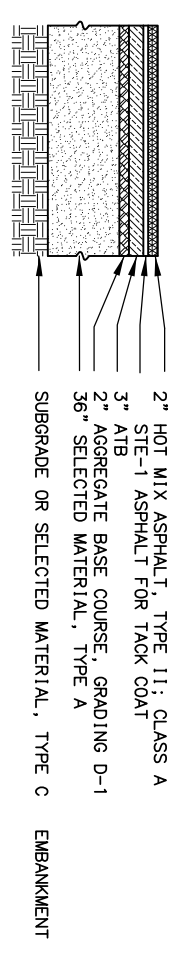
SCALE: NTS  
 DATE: 9/1/2015  
 BY: J McLAURIN

SEWARD HWY: MP 25.5-36, TRAIL RV.  
 TO STERLING WYE REHABILITATION  
 PROJECT NO. Z54659000  
 LOCATION AND VICINITY MAP  
 MOOSE PASS, AK

FIGURE 1

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP

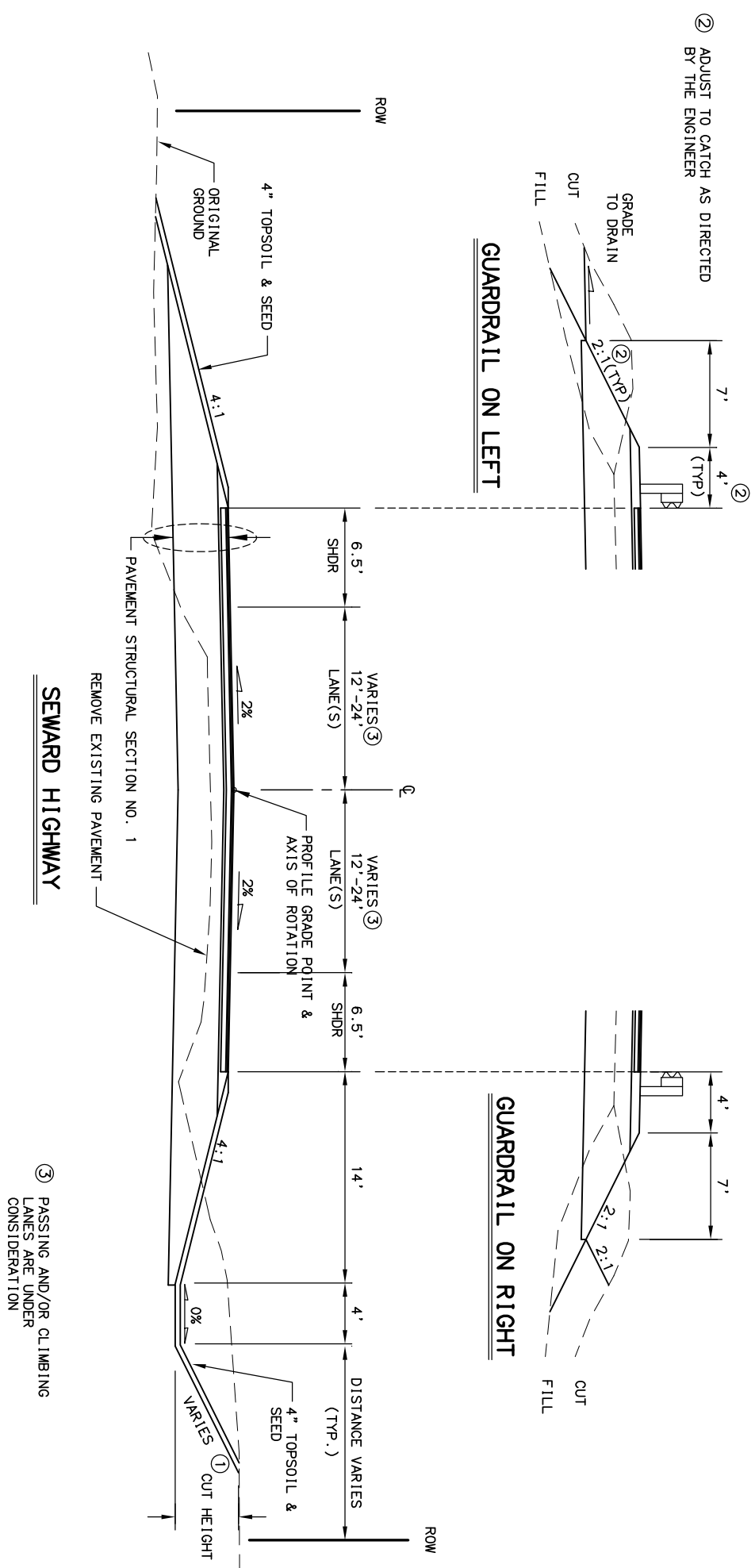
REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	ALASKA	031(031)/54659	2016	B1	



PAVEMENT STRUCTURAL SECTION NO. 1  
N.T.S.

① BACKSLOPE EXCEPTION TABLE

CUT HEIGHT	SLOPE
<10	2:1
>10	1.5:1



PRELIMINARY

DRAFT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

SEWARD HIGHWAY MP 25.5-36  
TRAIL RIVER TO STERLING WYE  
REHABILITATION

FIGURE 2  
TYPICAL SECTIONS

## Preliminary Environmental Research

### Air Quality

A review of the U.S. Environmental Protection Agency's List of Non-attainment Areas for Criteria Pollutants on March 8, 2016, indicated the proposed project is not within an air quality non-attainment or maintenance area for National Ambient Air Quality Standards.

### Contaminated Sites, Spills, and Underground Storage Tanks

A search of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites mapper on March 8, 2016, did not show any active contaminated releases, spills, or leaking underground storage tanks within the project limits; however, ten clean up complete sites are located along the project corridor. No contact with contaminated soil or water is anticipated as a result of the proposed project as extensive excavation adjacent to a documented hazardous waste site is not expected to occur.

### Estimated Ground Disturbance and Clearing Activities

Total ground disturbance is estimated to be 190 acres to accommodate minor roadway alignment shifts, shoulder widening, and drainage improvements. Ground disturbance would result from ditch grading, drainage improvements, pavement removal, embankment re-construction, and vegetative clearing to accommodate shoulder widening.

### Fish and Wildlife

#### *Fish*

A review of the Alaska Department of Fish and Game (ADF&G) *Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* on March 9, 2016, identified multiple anadromous water bodies located adjacent to or flowing underneath the project corridor (Table 1). These water bodies are also considered essential fish habitat (EFH) by the National Marine Fisheries Service (NMFS).

**Table 1 - Anadromous and Resident Fish Water Bodies in the Project Area**

<i>Water Body</i>	<i>Anadromous Waters Catalog (AWC) Number</i>	<i>Milepoint Seward Highway</i>	<i>Anadromous Species and Use</i>
Tern Lake	244-30-10010-2177-3020-0090	36	Coho salmon (sr), sockeye salmon (sr), whitefish (p)
Daves Creek	244-30-10010-2177-3020	35	Coho salmon (sr), Chinook salmon (sr), sockeye salmon (p), whitefish (p)
Unnamed Creek #1	244-30-10010-2177-3020-4315	35	Coho salmon (s), sockeye salmon (s)
Moose Creek	244-30-10010-2225-3013	31.5-33.5	Sockeye salmon (s)
Unnamed Creek #2	244-30-10010-2225-3013-4011	33.5	Sockeye salmon (s)
Carter Creek	244-30-10010-2225-3013-4009	32.5	Sockeye salmon (s)
Upper Trail Lake	244-30-10010-2225-0020	26.5-31.5	Coho salmon (p), Chinook salmon (p), sockeye salmon (p)
Unnamed Creek #3	244-30-10010-2225-3007	27.75	Sockeye salmon (p)
Lower Trail Lake	244-30-10010-2225-0010	25.5-26.6	Coho salmon (p), Chinook salmon (p), pink salmon (p), sockeye salmon (p)
Trail Creek	244-30-10010-2225	25.5-29.5	Coho salmon (p), Chinook salmon (p), pink salmon (p), sockeye salmon (p)

*Note: The following are abbreviations for different life stages of anadromous species present along the project corridor: s=spawning, r=rearing, p=present*

The proposed project would require work below ordinary high water (OHW) of several anadromous waterbodies to replace culverts which are nearing the end of their design life, and to accommodate shoulder widening. Temporary adverse impacts from construction may occur, such as increased turbidity and sedimentation; however, these impacts would be minimized through the implementation of stormwater Best Management Practices (BMPs).

Design and construction of all culverts in fish bearing waters will follow the *Memorandum of Agreement between ADF&G and DOT&PF for the Design, Permitting and Construction of Culverts for Fish Passage*. The proposed project is anticipated to result in an overall long term benefit to anadromous and resident fish, as replacing the existing culverts would improve fish passage for culverts which have been rated by ADF&G as likely inadequate for fish passage. DOT&PF will coordinate with and obtain appropriate authorization from ADF&G prior to work below OHW of any anadromous or resident fish streams. Permanent adverse impacts to fish or fish habitat are not anticipated as a result of the proposed project.

#### *Wildlife*

The area provides habitat for moose and bear. A review of the Statewide DOT&PF Moose-Vehicle Collisions (MVCs) Rankings (2006 to 2010) indicated the proposed project area is not within an area of disproportionately high incidents of MVCs. Adverse impacts to wildlife are not anticipated because the project will not further segment or disrupt habitat or wildlife migration corridors, as none are known to exist in the project area. Although wildlife may temporarily avoid the project area during project construction, the proposed project is not likely to result in permanent adverse impacts to wildlife.

#### **Flood Plain and Regulatory Floodway**

On March 9, 2016, a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels #0200122150A, 0200122175A, and 0200122525A, indicated that the proposed project is located in flood zones C and D. Zone C designates areas of minimal flooding and Zone D designates areas of undetermined, but possible flood hazards. As the proposed project is not located within a 100-year floodplain or within a regulatory floodway, no adverse impacts to floodplains are anticipated.

#### **Historic Properties, Archeological and Cultural Resources**

A search of the Alaska Heritage Resource Survey (AHRS) database in September 2015, identified several historic resources adjacent to the project corridor. In October 2015, a cultural resources survey of the proposed project corridor was conducted. Results of the survey found multiple sites within the project area that are likely eligible for listing on the National Register of Historic Places (NRHP), however, design information at this time is not sufficient to determine potential impacts to these sites. Project development will proceed in accordance with Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act.

#### **Invasive Species**

A March 9, 2016, search of the University of Alaska Anchorage Alaska Exotic Plants Information Clearinghouse (EPIC) Invasive Plants Mapper indicated that several invasive plant species are located in the vicinity of the proposed project. DOT&PF will comply with Executive Order 13112 by ensuring that ground disturbing activities are minimized and disturbed areas are re-vegetated with native soil and seed to minimize potential importation of new weed propagules from outside Alaska.

#### **Land Use and Transportation Plans**

Land use within the project area is predominantly undeveloped with the exception of the community of Moose Pass and scattered rural housing along the Seward Highway.

The proposed project is consistent with the following area land use and transportation plans: 2016-2019 Statewide Transportation Improvement Program, Need ID 2620

Kenai Peninsula Borough (KPB) Comprehensive Plan (2005)  
 Moose Pass Comprehensive Plan (1993)  
 Chugach National Forest Revised Land and Resource Management Plan (2002)  
 KPB Transportation Plan (2003)  
 Alaska Statewide Long-Range Transportation Plan (2008)  
 Alaska Department of Natural Resources (DNR) Kenai Area Plan (June 2001)

### **Material and Disposal Sites**

The Contractor would supply material for the road, subgrade structure and surfacing. Similarly, the Contractor would obtain disposal sites. If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

### **Migratory Birds and Eagles' Nest**

Several species of migratory birds may travel through the proposed project area and may be disturbed by clearing operations; however, vegetation clearing would follow U.S. Fish and Wildlife Service (USFWS) recommended time periods to avoid vegetation clearing in southcentral Alaska (May 1 – July 15). If clearing during this time period becomes necessary, the DOT&PF will proceed in accordance with federal, state, and local laws and as approved by the Project Engineer.

Suitable eagle nesting habitat, such as mature trees, exists adjacent to the proposed project corridor. A review of the Wetland Ecosystems Services Protocol for Southeast Alaska (WESPAK-SE) GIS Module on March 9, 2016, indicated that several bald eagle nests are located in the vicinity of the proposed project area. Prior to construction, DOT&PF may conduct a survey of the project area to determine if active eagle nests are located within the primary (330 feet) or secondary (660 feet) zones. If active eagle nests are sighted within 660 feet of the project area prior to or during construction, DOT&PF will seek guidance from the USFWS on how to proceed.

### **Navigable Waters**

A review of the U.S. Army Corps of Engineers (USACE) Alaska District's List of Navigable Waters and the U.S. Coast Guard (USCG) State of Alaska List of Navigable Waters on March 9, 2016, did not find any navigable waterbodies in the project area.

### **Noise**

The proposed project would not result in a permanent change in traffic patterns, volume, or any other factor that would cause a substantial change or increase in traffic noise along the project corridor. The proposed vertical and horizontal realignments of the roadway do not meet the criteria of a Type 1 project as stated in the 2011 DOT&PF Noise Policy. For these reasons, permanent noise impacts associated with the proposed project are not expected to occur.

### **Permits**

The project will likely require the following permits:

- Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP) for storm water discharge
- Alaska Department of Fish and Game (ADF&G) Title 16 Fish Habitat permit for work in anadromous fish streams
- Kenai Peninsula Borough Conditional Use permit (Kenai River Center)
- Kenai River Center Multi-Agency Permit
- U.S. Army Corps of Engineers (USACE) Section 404/10 permit

**Right-of-Way (ROW)**

Land ownership adjacent to the project corridor is a mixture of U.S. Forest Service (USFS) Chugach National Forest, State of Alaska, Alaska Mental Health Trust Authority, private residential and commercial. Final project designs are not yet available; however, ROW acquisition may be necessary at multiple locations along the project corridor in order to accommodate minor roadway realignments, shoulder widening, and drainage improvements. All ROW acquisitions would comply with the Uniform Relocation Assistance and Real Property Acquisition Act (42 U.S.C. 61).

**Recreational Facilities**

Three USFS recreational facilities are located within the proposed project area including two USFS trailheads —Carter Lake Trail (MP 34) and Johnson Pass Trail (MP 32.5)—and a parcel at MP 30.5 that serves as lake and boat launch access to Upper Trail Lake. Impacts to these resources are not anticipated as access will be maintained during construction and no permanent incorporation of these resources is currently planned.

**Social and Economic***Social*

Social resources located adjacent to the proposed project area include a volunteer fire department, school, library, two churches (Moose Pass United Methodist Church and Moose Pass Community Church), and several rural neighborhoods. Travel patterns and access will not be affected by the project, but accessibility along the corridor for all users is expected to improve as a result of the proposed project. Adverse social impacts are not currently anticipated.

*Economic*

Economic resources in the proposed project area include a lodge with a restaurant, numerous bed and breakfast establishments, campgrounds, guide services and flight-seeing businesses. The proposed project would not permanently change access patterns to businesses and is not expected to adversely affect the local economy, established businesses, or business districts. Improved pedestrian facilities and traffic calming measures through Moose Pass may encourage more foot traffic and provide a slight increase in economic activity.

**State Parks, National Parks, National Forests, and Wild and Scenic Rivers**

A review of the DNR Division of Parks and Outdoor Recreation mapper, National Park Service (NPS) website, and the NPS National Wild and Scenic Rivers System list on March 9, 2016, indicated there are no State Parks, National Parks, monuments, preserves, or Wild and Scenic Rivers within or adjacent to the proposed project area.

A review of the USFS website on March 9, 2016, found the Chugach National Forest adjacent to the proposed project corridor. Proposed project activities are not anticipated to negatively affect the Chugach National Forest. Access will be maintained during construction and no permanent incorporation of Chugach National Forest land is anticipated at this time.

**State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries**

A review of the ADF&G listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on March 9, 2016, indicated no State Refuges, Critical Habitat Areas, or Sanctuaries are within or adjacent to the proposed project area.

A review of the USFWS National Wildlife Refuge website on March 9, 2016, indicated that no national wildlife refuges exist within the proposed project corridor.

**Threatened and Endangered Species**

A review of the USFWS Information for Planning and Conservation (IPaC) and ADF&G endangered



species websites on March 9, 2016, did not identify any threatened or endangered species within the project area. As such, no impacts to threatened, endangered, or proposed species or their habitats are anticipated as a result of the proposed project.

### **Water Quality**

According to the ADEC Interactive Map of Alaska Water Bodies accessed on March 9, 2016, there are no impaired water bodies in the proposed project area. Storm water within the project area flows off the roadway into drainage ditches, where it is conveyed into adjacent wetlands, lakes, and streams, ultimately draining into Kenai Lake. Potential receiving waters include: Trail Creek, Moose Creek, Daves Creek, and their tributaries, as well as Upper and Lower Trail Lakes, Tern Lake, and Kenai Lake. The proposed project would not change drainage patterns. Although the amount of impervious surface area will increase, improvements to stormwater facilities will accommodate the increase in runoff and permanent water quality impacts are not anticipated.

Ground disturbing activities and storm water runoff may result in temporary sedimentation of adjacent streams, wetlands, and other water bodies. Implementation of a Storm Water Pollution Prevention Plan (SWPPP) and utilization of Best Management Practices (BMPs) would minimize adverse impacts to water quality during project construction.

### **Wetlands and Other Waters of the U.S.**

A Wetland and Waterbody Determination and Functional Assessment Report was completed by HDR, Inc., in January 2016, based on field work completed in September and October 2015. Approximately 33 acres of wetlands were identified within the 562-acre study area. Wetland types include forested, scrub-shrub, and emergent wetlands. An additional 40 acres were identified as waterbodies. Waterbody types included lakes, ponds, and streams. The remaining 490 acres of the study area were determined to be upland. Impacts to wetlands and waterbodies are anticipated in order to accommodate minor roadway realignments, shoulder widening, slow vehicle turnouts, and drainage improvements. However, the current amount of dredge and fill required for this project is not currently known. DOT&PF will design the project such that wetland impacts are avoided or minimized to the maximum extent practicable. DOT&PF will comply with USACE permit stipulations and mitigation guidelines for any impacts that cannot otherwise be avoided.

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**From:** [Litchfield, Virginia P. \(DFG\)](#)  
**To:** [Campo-Allen, Kim D. \(DOT\)](#)  
**Subject:** RE: Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments  
**Date:** Tuesday, July 05, 2016 11:08:06 AM  
**Attachments:** [image001.jpg](#)

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No additional comments, all fish bearing waters will need to be identified and replacement culverts/bridges will be required to meet fish pass criteria as stated in the scoping documents.

## *Ginny Litchfield*

(907) 714-2477

### **Kenai Peninsula Area Manager**

ADF&G – Division of Habitat

514 Funny River Road

Soldotna, AK 99669

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**From:** Campo-Allen, Kim D (DOT) [mailto:kim.campo-allen@alaska.gov]  
**Sent:** Monday, June 27, 2016 3:56 PM  
**To:** DEC-Webmaster (DEC sponsored); Lidren, Grant M (DEC); Rypkema, James (DEC); 'brenda.krauss@alaska.gov'; Magee, Gregory L (DEC); Ashton, William S (DEC); Heil, Cynthia L (DEC); 'vlitchfield@kpb.us'; Selinger, Jeff S (DFG); Blackwell, Jack D (DNR); Russell, Pamela J (DNR); Ayers, Jean M (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); Bittner, Judith E (DNR); 'stuart.hartford@bia.gov'; 'AK\_Anchorage\_FO@blm.gov'; 'arabuck@blm.gov'; 'Hcd.Anchorage@noaa.gov'; 'kaja.brix@noaa.gov'; 'brad.smith@noaa.gov'; 'cepoa-rd-kenai@usace.army.mil'; 'james.n.helfinstine@uscg.mil'; 'tmalecek@fs.fed.us'; 'rstovall@fs.fed.us'; 'amico@fs.fed.us'; 'ak\_fisheries@fws.gov'; 'R7\_Kenai\_Fish\_Comment@fws.gov'; 'ak\_kenaifish@fws.gov'; 'tdearlove@kpb.us'; 'MBest@borough.kenai.ak.us'; 'bharris@kpb.us'; 'ncarver@kpb.us'; 'knoyes@kpb.us'; 'regpagemaster@usace.army.mil'; Walton, Michael L (DNR); Burger, Raymond (DNR sponsored); 'chenega@chenegacorp.com'; 'jbrune@ciri.com'; Gary Oskolkoff; 'snainc@alaska.com'; 'info@salamatof.com'; 'bperatrovich@tyonek.com'; 'exec@kenaitze.org'; 'alindgren@kenaitze.org'; 'nanwalek@yahoo.com'; 'pnorman@starband.net'; 'tyonek@aitc.org'; 'ntc@niniichiktribe-nsn.gov'; 'ccollier@tribalnet.org'; 'chenegaira@aol.com'; 'taunnie.boothby@alaska.gov'  
**Cc:** Ferguson, Cynthia (DOT); Mahoney, Breanna M (DOT); Read, Alex L (DOT)  
**Subject:** Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on a proposal to restore, resurface, and rehabilitate (3R) the Seward Highway from milepost (MP) 25.5 to MP 36.6, near Moose Pass, Alaska. The project's scoping materials can be accessed from the link below:

[Seward Highway MP 25.5-36 Rehabilitation](#)

After reviewing the scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.

3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by August 1, 2016. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,  
Kim Campo-Allen



**Kim Campo-Allen, Environmental Analyst**  
**Alaska Dept. of Transportation and Public Facilities**  
**Preliminary Design and Environmental Section**  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0533 | Fax 907.243.6927

## Campo-Allen, Kim D (DOT)

---

**From:** Russell, Pamela J (DNR)  
**Sent:** Thursday, July 14, 2016 9:23 AM  
**To:** Campo-Allen, Kim D (DOT)  
**Subject:** RE: Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments

Good Morning Kim,

This project is adjacent to proposed Kenai River Special Management Area. Permits may be required. Please submit a Multi Agency permit application to the Kenai River Center for consideration.

Thanks

Pamela Russell

Div. of Parks and Outdoor Recreation  
Natural Resource Specialist III

514 Funny River Road

Soldotna, AK 99669

907-714-2471

The Division of Parks and Outdoor Recreation provides outdoor recreation opportunities and conserves and interprets natural, cultural, and historic resources for the use, enjoyment, and welfare of the people

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**From:** Campo-Allen, Kim D (DOT)  
**Sent:** Monday, June 27, 2016 3:55 PM  
**To:** DEC-Webmaster (DEC sponsored); Lidren, Grant M (DEC); Rypkema, James (DEC); 'brenda.krauss@alaska.gov'; Magee, Gregory L (DEC); Ashton, William S (DEC); Heil, Cynthia L (DEC); 'Vlitchfield@kpb.us'; Selinger, Jeff S (DFG); Blackwell, Jack D (DNR); Russell, Pamela J (DNR); Ayers, Jean M (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); Bittner, Judith E (DNR); 'stuart.hartford@bia.gov'; 'AK\_Anchorage\_FO@blm.gov'; 'arabuck@blm.gov'; 'Hcd.Anchorage@noaa.gov'; 'kaja.brix@noaa.gov'; 'brad.smith@noaa.gov'; 'cepoa-rd-kenai@usace.army.mil'; 'james.n.helfinstine@uscg.mil'; 'tmalecek@fs.fed.us'; 'rstovall@fs.fed.us'; 'amico@fs.fed.us'; 'ak\_fisheries@fws.gov'; 'R7\_Kenai\_Fish\_Comment@fws.gov'; 'ak\_kenaifish@fws.gov'; 'tdearlove@kpb.us'; 'MBest@borough.kenai.ak.us'; 'bharris@kpb.us'; 'ncarver@kpb.us'; 'knoyes@kpb.us'; 'regpagemaster@usace.army.mil'; Walton, Michael L (DNR); Burger, Raymond (DNR sponsored); 'chenega@chenegacorp.com'; 'jbrune@ciri.com'; Gary Oskolkoff; 'snainc@alaska.com'; 'info@salamatof.com'; 'bperatrovich@tyonek.com'; 'exec@kenaitze.org'; 'alindgren@kenaitze.org'; 'nanwalek@yahoo.com'; 'pnorman@starband.net'; 'tyonek@aitc.org'; 'ntc@niniichiktribe-nsn.gov'; 'ccollier@tribalnet.org'; 'chenegaira@aol.com'; 'taunnie.boothby@alaska.gov'  
**Cc:** Ferguson, Cynthia (DOT); Mahoney, Breanna M (DOT); Read, Alex L (DOT)

**Subject:** Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments

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Thank you,  
Kim Campo-Allen



**Kim Campo-Allen, Environmental Analyst**  
Alaska Dept. of Transportation and Public Facilities  
Preliminary Design and Environmental Section  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0533 | Fax 907.243.6927



**From:** [Rabuck, April](#)  
**To:** [Campo-Allen, Kim D \(DOT\)](#)  
**Subject:** Re: Z546590000 - Seward Highway MP 25.5-36, Trail River to Sterling Wye - Rehabilitation - Request for Agency Comments  
**Date:** Friday, July 15, 2016 9:56:16 AM  
**Attachments:** [image001.jpg](#)

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Ms.Campo-Allen,

The Bureau of Land Management, Anchorage Field Office (BLM-AFO) has reviewed the project and does not manage any land in the area nor has any comment on the proposed project.

Regards,

~~~~~

***April Rabuck***

Assistant Field Manager - Lands  
Anchorage Field Office | Bureau of Land Management  
4700 BLM Road | Anchorage, AK 99507  
Phone: (907) 267-1252 | Email: [arabuck@blm.gov](mailto:arabuck@blm.gov)

Out of Office Alert: August 26-30, 2016 | Returning: Tuesday, August 31, 2016

On Mon, Jun 27, 2016 at 3:55 PM, Campo-Allen, Kim D (DOT) <[kim.campo-allen@alaska.gov](mailto:kim.campo-allen@alaska.gov)> wrote:

Dear Agency Staff:

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project.

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Thank you,

Kim Campo-Allen



**Kim Campo-Allen, Environmental Analyst**

**Alaska Dept. of Transportation and Public Facilities**

**Preliminary Design and Environmental Section**

P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone 907.269.0533 | Fax 907.243.6927



Forest  
Service

Chugach  
National  
Forest

161 E 1<sup>st</sup> Avenue  
Door 8  
Anchorage, AK 99501-1639

File Code: 7710

Date: August 27, 2015

Route To:

Subject: DOT&PF 2016-2019 Draft STIP Comments

To: State of Alaska, Department of Transportation and Public Facilities Program  
Development

This memo responds to your request for public comment on the DOT&PF 2016-2019 Draft Statewide Transportation Improvement Program (STIP). We appreciate the opportunity to provide comment on behalf of the Forest Service, U.S. Department of Agriculture.

In reviewing the STIP, we identified the following projects we wish to engage in further:

- Seward Highway Milepost 17-22.5: Continued coordination between the Forest Service and DOT&PF as the project moves forward.
- Seward Highway Milepost 25-36: The Forest Service requests a meeting to discuss the project scope, scale, and Forest Service involvement.
- Seward Highway Milepost 75-90: Further coordination is needed between the Forest Service and DOT&PF, particularly with respect to Section 4(f), Easements, right-of-way, and maintenance agreements.
- Sterling Highway Milepost 45-60: Continued coordination between the Forest Service and DOT&PF as the project moves forward.
- Copper River Highway: The Forest Service requests a meeting to discuss DOT&PF's plan for Bridge 339 and the proposed plan for maintenance of the highway beyond Bridge 339.

If you have any questions, please contact me by phone at (907) 743-9442 or via e-mail [gqberg@fs.fed.us](mailto:gqberg@fs.fed.us).

Griff Berg  
Forest Engineer

cc: Sam Carlson  
Tom Lockhart  
Terri Marceron  
Peter Keller  
Tim Charnon  
Robert Skorkowsky  
Chris Lampshire  
Heather Gott



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THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

Program Development

3132 Channel, Suite 200  
PO Box 112500  
Juneau, Alaska 99811-2500  
Main: 907.465.4070  
Fax: 907.465.6984  
TTY/TTD: 907.465.3657  
dot.state.ak.us

October 15, 2015

Griffith Berg  
Forest Engineer  
Chugach National Forest Service  
161 E 1<sup>st</sup> Avenue, Door 8  
Anchorage, Alaska 99501-1639

RE: Draft 2016-2019 STIP Comments Dated 8/27/15

Dear Mr. Berg,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). Public engagement and participation are important components to the success of the DOT&PF mission.

Continuous coordination with our agency partners is vital to the success of the Department's projects. For this reason, the contact information for each project's respective manager is provided below and each of these managers has been cc'd on this correspondence.

| Project Manager                                                        | Telephone      | Email                       |
|------------------------------------------------------------------------|----------------|-----------------------------|
| Seward Highway MP 17-22.5 Rehabilitation                               |                |                             |
| Carla Smith                                                            | (907) 269-0544 | carla.smith@alaska.gov      |
| Seward Highway MP 25-36 Rehabilitation                                 |                |                             |
| Cynthia Ferguson                                                       | (907) 269-0589 | cynthia.ferguson@alaska.gov |
| Seward Highway MP 75-90 Road and Bridge Rehabilitation                 |                |                             |
| Eric Miyashiro                                                         | (907) 269-0610 | eric.miyashiro@alaska.gov   |
| Sterling Highway MP 45-60 Sunrise Inn to Skilak Lake Road Construction |                |                             |
| Kelly Petersen                                                         | (907) 269-0546 | kelly.petersen@alaska.gov   |

The Copper River Highway Bridge 339 project was closed earlier this calendar year, but the Department is committed to working cooperatively to find an agreeable solution for the maintenance of the highway beyond MP 36. You may contact the Northern Region Maintenance Chief, Steve Potter, at (907) 451-2295 or [steve.potter@alaska.gov](mailto:steve.potter@alaska.gov) about efforts to maintain the Copper River Highway beyond Bridge 339.

*"Keep Alaska Moving through service and infrastructure."*

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Kenai Area Planner for Central Region, Joselyn Biloan at 907-269-0508 or [joselyn.biloan@alaska.gov](mailto:joselyn.biloan@alaska.gov).

Sincerely,

Sara Mason

Chief of Statewide Surface Transportation Programs  
Division of Program Development

cc: Chris Lampshire, USFS  
Heather Gott, USFS  
Peter Keller, USFS  
Robert Skorkowsky, USFS  
Sam Carlson, USFS  
Terri Marceron, USFS  
Tim Charnon, USFS  
Tom Lockhart, USFS  
Carla Smith, Project Engineer, Central Region, DOT&PF  
Cynthia Ferguson, Project Engineer, Central Region, DOT&PF  
Eric Miyashiro, Project Engineer, Central Region, DOT&PF  
Kelly Peterson, Project Engineer, Central Region, DOT&PF  
Steve Potter, Maintenance Chief, Northern Region, DOT&PF