



## STATE PROJECTS ENVIRONMENTAL FORM

Project Name: Chena Small Tracks Road Improvements  
Project Number: 60260  
Date: 3/29/2013  
List of Attachments:  
Appendix A-Figures  
Appendix B Cultural Resources  
Appendix C Comments and Coordination

### I. Project Description and Purpose

The proposed project would construct a separated path along the north side of Chena Small Tracts Road from the Chena Pump Road intersection to the Fairbanks North Star Borough (FNSB) Chena Kiwanis Park (Figure 1). The purpose of this project is to improve safety by providing a facility for pedestrians, and bicycles that is off the traveled roadway. In addition, this project would link residential neighborhoods to the bicycle and pedestrian facilities located on Chena Pump Road and the FNSB Chena Kiwanis Park.

### II. Preferred Alternative

The preferred alternative being considered is an 8-foot paved path along the north side of Chena Small Tracts Road, which would be separated from the roadway by a 2 foot shoulder and a 5 foot buffer. This project will terminate at the Chena Kiwanis Park entrance. Additional work would include drainage improvements and may include a retaining wall at Lark Pond and Cripple Creek Slough. The preferred alternative is the safest design. The grade change combined with the vegetated separation creates a physical and visual break between the road and path for motorists. The separated path is also the safest design considered for the majority of expected users (children, pedestrians and leisure bicyclists) because they are farther from vehicles.

### III. Other Alternatives Considered

Several alternatives were evaluated, including alternatives that widened the road to the south. All alternatives considered on the south side would create impacts to Right-of-Way (ROW), drainage and utilities.

The narrowest possible alternative that meets minimum American Association of State Highway and Transportation Officials (AASHTO) standards are 6-foot widened shoulders on each side of the road. This alternative created impacts on the south side of the road:

- ROW impacts at Cripple Creek Slough. Fill slopes would extend beyond the existing 33 foot from the centerline ROW
- Other ROW and drainage impacts:
  - Fill slopes at or just within the 33-foot ROW, including existing ditches. This creates drainage problems because the existing ditch would be filled in and would force water to drain onto private property
  - Re-establishing drainage ditches would impact private property because the ditches would extend outside of the existing 33-foot ROW
- Utility impacts are created east of Steelhead Road where the fill slope would cover an existing fire hydrant and its valve boxes
- This alternative was dismissed due to ROW and utility impacts

Other alternatives considered and dismissed on the north side of Chena Small Tracts Road:

1. 10-foot Widened shoulder:
  - a. Does not meet minimum AASHTO standards to provide a 5-foot separation from the edge of the road shoulder to the edge of the path
  - b. Violates the Alaska Bicycle Law for bicyclists to ride on the far right side of the roadway with the direction of traffic
  
2. 8-foot wide sidewalk with curb and gutter:
  - a. Meets minimum AASHTO standards
  - b. Creates drainage problems in the middle of the project. The road in this area is flat. The curb and gutter would trap water creating water puddles in front of the sidewalk:
    - i. Standing water on the road combined with vehicle traffic would quickly degrade the pavement structure creating potholes and break up the pavement
    - ii. Would require re-grading the road profile to drain and install drainage features to remove water from the roadway.
  - c. Alternative dismissed:
    - i. Drainage problems
    - ii. The increased cost to re-grade, repave and add drainage along the roadway
  
3. 15-foot widened shoulder:
  - a. This alternative meets minimum AASHTO standards but was dismissed over the safer preferred alternative which creates a separated path with a physical change in grade between the road and path elevations.

**IV. Environmental Consequences**

N/A    YES    NO

**A. Corps of Engineers Jurisdiction**

- |  |                          |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Project affects Waters of the U.S., as defined by the USACE.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Project affects navigable Waters of the U.S., as defined by the USACE.  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Project involves wetlands as defined by the USACE.  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. Wetlands delineation is attached.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5. Estimated acreage of fill in waters of the U.S. and/or wetlands: <u>0.33</u>  |                          |                                     |                                     |
| 6. Estimated fill quantities: <u>358</u> cubic yards   |                          |                                     |                                     |
| 7. Estimated dredge quantities: <u>233</u> cubic yards   |                          |                                     |                                     |
| 8. Corps authorization anticipated: <input type="checkbox"/> None <input checked="" type="checkbox"/> NWP <input type="checkbox"/> Individual <input type="checkbox"/> GP <input type="checkbox"/> Other |                          |                                     |                                     |
| 9. Describe wetlands impact in terms of functions and value.   |                          |                                     |                                     |

The proposed project would impact a moderate functioning Cripple Creek Slough (PUBH) and moderate functioning Lark Pond (PUBHx). The proposed project would impact 0.33 acres of Waters of the US and potentially have a secondary impact on 0.09 acre of Waters of the U.S

**B. Fish & Wildlife**

N/A      YES      NO

- 1. Anadromous or Resident Fish Present:
  - a. Project affects spawning habitat.
  - b. Project affects rearing habitat.
  - c. Project affects migration corridors.
  - d. Project affects subsistence species.
- 2. Wildlife Resources (game/subsistence species):
  - a. Project is in area of high wildlife/vehicle accidents.
  - b. Project would adversely affect migration corridors.
- 3. Bald Eagle and Golden Eagle Protection Act:
  - a. Project slope limits are within 330 feet of an eagle nesting tree.
  - b. Project would adversely affect eagles or their nests.
- 4. Describe adverse fish and wildlife effects.

No adverse impacts to fish and wildlife is anticipated.

**C. Right-of-Way:**

N/A      YES      NO

- 1. Additional right-of-way is required.
- 2. Business or residential relocations are required.
- 3. Number of relocations: \_\_\_\_\_
- 4. Type and numbers of relocations: Residential \_\_\_\_\_ Business \_\_\_\_\_
- 5. Minorities or disadvantaged groups would be disproportionately affected.
- 6. Summarize the impact.

No Right-of-Way impacts are associated with the project.

**D. Social:**

N/A      YES      NO

- 1. The project will disproportionately affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.
- 2. The social impacts resulting from the project could be significant (i.e. affects on neighborhoods, community cohesion, or disadvantaged social groups).
- 3. Describe the impacts, if any.

The proposed project would have a positive social impact by providing a facility for pedestrian and bicyclists, which provides access to Chena Pump Road pedestrian facilities and the Chena Kiwanis Park.

**E. Economic**

N/A      YES      NO

- 1. The project will have 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.
- 2. The project will affect established businesses or business districts.

**E. Economic**

N/A YES NO

3. Describe impacts, if any.

The proposed project would have a positive economic impact by providing a dedicated a facility for pedestrian and bicyclist, which provides access to Chena Pump Road pedestrian facilities.

**F. Local Land Use and Transportation Plans:**

N/A YES NO

1. The project is consistent with the local land use plan.

2. The project is consistent with the local transportation plan.

3. The project would induce adverse indirect or cumulative effects.

4. Describe any adverse effect to the local transportation and land use plans, including indirect and cumulative effects.

The proposed project is consistent with the FNSB Comprehensive Plan by making the FNSB more pedestrian friendly and to promote a comprehensive bicycle plan that links public facilities.

**G. Threatened and Endangered Species (T&E):**

N/A YES NO

1. Listed threatened or endangered species present in project area.

2. Threatened or endangered species migrate through the project area.

3. Proposed species present in the project area.

4. Candidate species present in the project area.

5. Project is likely to adversely affect a listed species or critical habitat.

6. Biological Assessment attached.

7. Describe adverse effects on a T&E species.

No T&E species would be impacted by the proposed project.

**H. Alaska Coastal Management Program (ACMP):**

N/A YES NO

1. Project is within the Alaska Coastal Management Program boundary.

2. Project is within a local coastal management district.

3. Project has been coordinated with local coastal district (if applicable) and state permitting agencies.

4. Discuss coordination.

**I. Floodplains:**

N/A YES NO

1. Project involves a regulatory floodway.

2. Project encroaches onto the 100-year floodplain.

3. Project would increase the backwater elevation of the 100-year floodplain by one foot or greater.

4. Project is located within an area protected by local flood hazard ordinance(s).

5. A flood hazard permit is required from local government.

6. The proposed project conforms to applicable federal, state, and local floodplain protection standards.

7. Project would be consistent with E.O. 11988 (i.e. Floodplain Protection).

8. Describe impacts.

A review of FEMA Flood Insurance Map shows Chena Small Tracts Road is within Zone A. This zone is within the special flood hazard areas inundated by the 100-year flood and no base flood elevations have been determined.

- |   | <u>N/A</u>               | <u>YES</u>                          | <u>NO</u>                           |
|---|--------------------------|-------------------------------------|-------------------------------------|
| <b>J. <u>Water Quality:</u></b>   |                          |                                     |                                     |
| 1. Project would involve a public or private drinking source. If "yes," explain in no. 6.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Project would result in a discharge of storm water into Waters of the U.S.   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Project would affect an ADEC designated impaired water body.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| List name(s) and location(s) of the impaired water body:  |                          |                                     |                                     |
| 4. How many acres of ground-disturbing activities will result from the project?   |                          |                                     |                                     |
| <u>2.0</u> acres  |                          |                                     |                                     |
| 5. Is there a municipal separate storm sewer system (MS4) NPDES permit or will runoff be mixed with discharges from an NPDES permitted industrial facility? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| If yes, NPDES permit # <u>AK 5053406</u>  |                          |                                     |                                     |
| 6. Discuss any yes marked in 1-5.   |                          |                                     |                                     |

The project anticipates minor fill beyond the toe of slope into Waters of the U.S. and a U.S. Army Corps of Engineers Nationwide Permit would be obtained prior to construction.

- |   | <u>N/A</u>               | <u>YES</u>                          | <u>NO</u>                           |
|---|--------------------------|-------------------------------------|-------------------------------------|
| <b>K. <u>Cultural Resources:</u></b>  |                          |                                     |                                     |
| 1. The project would have no potential to affect historic properties.                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. There is a National Register-listed or eligible cultural resource within or adjacent to the project. | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. The State Historic Preservation Officer (SHPO) requires a cultural resource survey of the project.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. SHPO consultation has been completed.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. Project could have an adverse effect on a cultural resource.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. Describe cultural resource impacts.  |                          |                                     |                                     |

There are no impacts to cultural resources. The State Historic Officer concurred with the project on January 10, 2013.

- |   | <u>N/A</u>                          | <u>YES</u>                          | <u>NO</u>                |
|---|-------------------------------------|-------------------------------------|--------------------------|
| <b>L. <u>Air Quality:</u></b>   |                                     |                                     |                          |
| <i>If the project is located in Juneau (Mendenhall Valley), Anchorage, Eagle River, Fairbanks, or North Pole, complete this air quality section. For all other projects, go to M.</i>                                   |                                     |                                     |                          |
| 1. The project is located in an air quality nonattainment area (i.e. CO or PM-10). If yes, indicate CO <input checked="" type="checkbox"/> or PM-10 <input type="checkbox"/> and continue. If no, go to M.              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. The project is regionally significant and requires a project level conformity analysis (if yes, go to 3).  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 3. A CO analysis was completed and found the CO concentrations were below the one-hour National Ambient Air Quality Standard (NAAQS) of 35 ppm and 8-hour NAAQS of 9.0 ppm that are necessary to protect public health. | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 4. The project will not cause or contribute to any new localized PM-10 violations or increase the frequency or severity of any PM-10 violations.  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

- |   | <u>N/A</u>               | <u>YES</u>                          | <u>NO</u>                |
|---|--------------------------|-------------------------------------|--------------------------|
| <b>M. <u>Construction Impacts:</u></b>                    |                          |                                     |                          |
| 1. There will be temporary degradation of water quality.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. There will be temporary stream diversion.              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. There will be temporary degradation of air quality.    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. There will be temporary delays and detours of traffic. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**L. Air Quality:**

N/A YES NO

If the project is located in Juneau (Mendenhall Valley), Anchorage, Eagle River, Fairbanks, or North Pole, complete this air quality section. For all other projects, go to M.

- 5. There will be temporary effects on businesses.
- 6. There will be other construction impacts, including noise.
- 7. Describe construction impacts.

- 1. A Storm Water Pollution Prevention Plan (SWPPP) would be developed by the contractor and approved by DOT&PF prior to construction.
- 2. The proposed project would temporary impact travel patterns due to construction.
- 3. The use of heavy equipment may cause temporary noise impacts.
- 4. The contractor would use temporary construction detours to construct the proposed project. As part of the contract the Contractor would provide traffic control plans.
- 5. Construction impacts are not expected to be substantial and are expected to be outweigh by the long-term benefits of increased pedestrian safety.

**N. Permits and Authorizations:**

N/A YES NO

- 1. USACE, Section 404/10
- 2. Alaska Department of Fish & Game (F&G), Title 16 (AS 16.05.841, 871)
- 3. F&G, Special Use Permit
- 4. Coast Guard, Section 9
- 5. Alaska Department of Environmental Conservation (ADEC) 401
- 6. ADEC Non-Domestic Storm Water Disposal Plan Approval
- 7. Alaska Coastal Management Program (ACMP) consistency review

**N. Permits and Authorizations:**

N/A YES NO

- 8. Other. If yes, list.     
Fairbanks, North Star Borough Title 15 Flood Plain Permit

**V. Section 6(f):**

N/A YES NO

- 1. The proposed action affects Section 6(f) properties.
- 2. Funds from the Land and Water Conservation Fund Act (LWCFA) were used for improvement to the 6(f) property.
- 3. Use of 6(f) property is a conversion of use for Section 6(f) of the LWCFA.
- 4. Describe the conversion of use.

The proposed project would not impact FNSB Chena Kwanis Park.

**VI. Comments and Coordination:**

N/A YES NO

- 1. There is public/agency involvement.   
  - a. Public Meeting(s)
  - b. Newspaper ad(s)
  - c. Newspaper name(s): Fairbanks Daily News Miner

**VI. Comments and Coordination:**

N/A      YES      NO

- c. Agency Scoping letters sent
  - d. Agency Scoping meeting held
  - e. Local planning authority approval required
2. Discuss pertinent issues raised during scoping or public meetings, and comments received from the public and government agencies. Attach applicable correspondence.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix C provides all of the scoping documentation and public comments received at the two open-house meetings.

**October 11, 2012** - Open house presented alternatives being considered

**January 24, 2013** - Open house presenting proposed alternative

**March 20, 2013**-FNSB Planning Commission Approval

**Comments received:**

In general the public agreed the project is good and needed. There was disagreement on what the proposed design should be. A group of vocal residents around Lark Pond were concerned about their liability, trespass onto their property, environmental impacts to the pond and objected to the removal of trees. Comments are located in Appendix C.

**VII. Environmental Commitments / Mitigation Measures:**

N/A      YES      NO

- 1. Environmental commitments or mitigative measures have been included in the project.
- 2. List environmental commitments or mitigative measures.
  - 1. All necessary state, federal and local permits would be acquired prior to construction.
  - 2. A SWPPP would be developed by the contractor and approved by the DOT&PF prior to construction to ensure that sediment and pollutants are minimized to the extent practicable.
  - 3. If archaeological or other cultural resources are unexpectedly discovered during construction, the contractor would cease work immediately and notify the Project Engineer. The Project Engineer would contact the DOT&PF Regional Environmental Coordinator, who would notify other appropriate parties.
  - 4. Temporary traffic delays would be minimized to the extent practicable.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------

**VIII. Signatures**

Prepared by: *Kevin Martens*  
Environmental Impact Analyst

Date: 3/29/2013

Reviewed by: *Russell J. Beer*  
Engineering Manager

Date: 3/29/2013

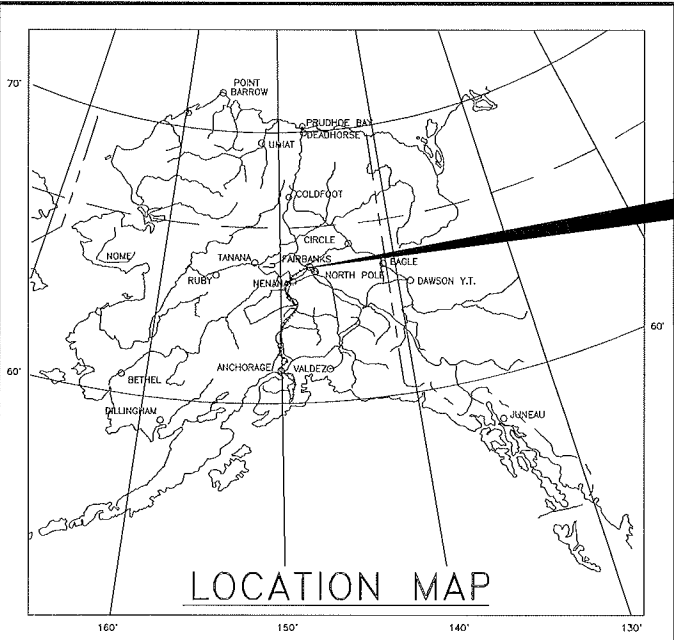
Approved by: *Brett D. Nelson*  
Regional Environmental Manager

Date: 3-29-13

**APPENDIX A**

**FIGURE**





CHENA SMALL TRACTS ROAD  
FAIRBANKS, ALASKA

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

DATA: DATA	CHENA SMALL TRACTS VICINITY MAP
DRAWN: EJM	
APPROVED: APP	PROJECT NO. 60260
DATE: 02-06-13	FIGURE: 1

Feb 06, 2013 4:13pm V:\Hwy\60260\9 Drafting Working files\AUGUST 2012\106 Drafting\60260 Vicinity Map-Vicinity Map

**APPENDIX B**  
**CULTURAL RESOURCES**



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

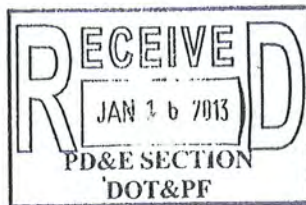
**Department of Natural Resources**

DIVISION OF PARKS AND OUTDOOR RECREATION  
Office of History and Archaeology

550 West 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, Alaska 99501-3565  
Web: <http://dnr.alaska.gov/parks/oha>  
Phone: 907.269.8721  
Fax: 907.269.8908

January 10, 2013

File No.: 3130-2R DOT&PF  
3330-6N FAI-2203



SUBJECT: Determination of Eligibility for 5177 Chena Small Tracts Road (FAI-2203) and evaluation of effect for the Chena Small Tracts Road Bicycle & Pedestrian Facility

Robert Effinger  
Acting Regional Environmental Manager  
Alaska Department of Transportation and Public Facilities  
Northern Region  
Design & Engineering Services  
Preliminary Design & Environmental  
2301 Peger Road  
Fairbanks, AK 99709-5399

Dear Mr. Effinger,

The Alaska Office of History and Archeology received the DOT&PF's letter and the attached project information on December 31, 2012. After reviewing the letter and additional information our office concurs that 5177 Chena Small Tracts Road (FAI-2203) is not eligible for listing in the National Register of Historic Places.

We reviewed the undertaking for potential impacts to historic and archaeological resources pursuant to the Alaska Historic Preservation Act, AS 41.35.070, Preservation of Historic, Prehistoric, and Archaeological Resources Threatened by Public Construction. We concur with your finding that no historic properties will be affected by the proposed Chena Small Tracts Road Bicycle & Pedestrian Facility project.

Please contact Summer Rickman at 269-8717 or at [summer.rickman@alaska.gov](mailto:summer.rickman@alaska.gov) if you have any questions or if we can be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Judith E. Bittner".

Judith E. Bittner  
State Historic Preservation Officer

JEB:slr



THE STATE  
of ALASKA

GOVERNOR SEAN PARNELL

Department of Transportation and  
Public Facilities

NORTHERN REGION  
Design & Engineering Services  
Preliminary Design & Environmental

2301 Peger Road  
Fairbanks, Alaska 99709-5399  
Main: 907-451-2237  
TDD: 907-451-2363  
Fax: 907-451-5126

December 27, 2012

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

In Reply Refer to:

Chena Small Tracts Road Bicycle & Pedestrian Facility  
Project No.: 60260  
ATTENTION: This finding contains 1 DOE

Dear Ms. Bittner,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct a bicycle/pedestrian facility adjacent to Chena Small Tracts Road located in Fairbanks Alaska. The proposed project is located in Township 1S, Range 2W, Sections 11 and 12; USGS Map Fairbanks D2; Fairbanks Meridian. The project begins at Lat. 64°50'23"N, Long. -147°51'17"W and ends at coordinates Lat. 64°50'05"N, Long. -147°52'56"W (Figure 1). Pursuant to AS 41.35.070, Preservation of Historic, Prehistoric, and Archaeological Resources Threatened by Public Construction, DOT&PF finds that no historic properties would be affected by the proposed project.

### Project Description

The project proposes to construct a bicycle/pedestrian facility along the north and/or south side of Chena Small Tracts Road within the existing road Right-of-Way (ROW). Alternatives being considered may include a combination of or be similar in nature to the three alternatives described below:

1. Widen shoulders (Alternative 1) -Construct a new path by widening the roadway embankment and restriping the pavement. On the north side provide an 8-foot wide bicycle and pedestrian path separated by a 5-foot buffer and 6-foot shoulder (Figures 2 & 3).
2. Sidewalk and roadway illumination (Alternative 2) -Construct an 8-foot paved sidewalk on the north side of Chena Small Tracts separated by 2-foot buffer and a 6-foot shoulder until Trinidad Drive and then moves to the South side until end of the project at Kiwanis Park (Figures 4 & 5).
3. Paved side path (Alternative 3) -Construct a new path by widening embankment on one side providing an 8-foot bicycle/pedestrian path separated by a 19-foot grass ditch (Figures 6 & 7).

All materials for this project would be contractor furnished

### Area of Potential Effect

The Area of Potential Affect (APE) has been identified to include the possible construction footprint and all equipment staging areas (Figures 8 & 9). The APE is comprised of the existing ROW, which is 50-feet north and 33 to 50 feet south of the existing road centerline. The DOT&PF considered potential indirect effects on the built environment and encompassed all properties that met or are near the 45-year old threshold and are near the vicinity of the APE.

### **Identification Efforts and Research Methods**

An October 26, 2012 search of the Alaska Heritage Resource Survey (AHRS) database identified three known cultural resources (FAI-202, FAI-434 and FAI-1988) in the vicinity of the APE. See attached AHRS Location Snapshot figure.

#### *FAI-202*

FAI-202 is the Chena Pump House National Historic Site (NHS). This site was given NHS status in 1982 and currently serves as The Pump House Restaurant and Saloon. This site is approximately 1,000 feet south of the westernmost portion on the APE. Proposed project actions are not anticipated to impact the historical integrity of FAI-202.

#### *FAI-434*

FAI-434 is the Chena Pump House to Ester pipe and ditch and is considered to be eligible for the NRHP under Criterion A for its association with large scale placer mining in the Fairbanks area in the early 1930s to the late 1950s. The AHRS card for FAI-434 notes the ditch "is now overgrown, in-filled or eroded, but portions have been modified and maintained to facilitate roadside drainage." A segment of the ditch is reported to be located to the west of Chena Pump Road which puts it outside of the westernmost segment of the APE. Proposed actions are not anticipated to impact the historical integrity of FAI-434.

#### *FAI-1988*

FAI-1988 consists of a segment of Chena Pump Road. A section of FAI-1988 is outside the westernmost section of the APE. There has been no formal determination of eligibility on this AHRS site. Proposed project actions are not anticipated to impact this segment of Chena Pump Road. The proposed bicycle/pedestrian facility would connect with the existing bicycle/pedestrian facility of the Chena Pump Road segment.

On November 6, 2012 a search of the Fairbanks North Star Borough (FNSB) tax assessment records found one building at or over 45 years old in the vicinity of the APE. The building has been given the AHRS number FAI-2203. The AHRS sites near and in the APE are listed in Table 1 below.

On November 9, 2012, DOT&PF staff members Jacob Woodcock (Cultural Resource Specialist/Architectural Historian) and Kerri Martin (Environmental Analyst) completed a reconnaissance level survey of FAI-2203. A follow up survey of the APE was executed on December 7, 2012. The purpose of the field visits were to aid in the identification efforts of the APE and to compile photographic documentation of the buildings at 5177 Chena Small Tracts Road (Appendix A). The site visits confirmed the property contained the 1959 building, a 1971 log constructed building and a garage.

#### *Additional Information*

The FNSB Assessors' Office was visited to review the file on the subject property not available through the FNSB website. Construction on the log building started in 1971 and was finished in 1972. The garage located on the northeast section on the property was built in 1980.

#### *Building Description*

The 1959 property is a one-story, compound plan building oriented north to south. The contemporary folk building is composed of an aluminum constructed Spartan brand motor home and a wood-frame building. A varied-pitched gable roof is formed from the wood-frame section enveloping the Spartan trailer. The building is accessed via a flat-roofed enclosed entry on the north, or primary elevation. View of the east, west and south elevation was obstructed.

The 1971 property is a one-story, rectangular plan, log constructed building oriented north to south. The gable-roofed building is situated on a concrete and concrete block foundation and is accessed from the north, or primary elevation. View of the east, west and south elevation was obstructed.

*Archaeological Potential*

The DOT&PF’s Northern Region staff archaeologist Ben Storey visited the APE on December 7, 2012. He categorized the APE as having low potential to contain subsurface archaeological resources due to the existing ground conditions. These conditions consist of residential development and previously constructed drainage ditches the length of the project. In small non-developed areas the general topography is broken, erratic, and/or disturbed which provides very low potential for archaeological resources.

**Table 1: AHRS Sites in the Vicinity of the APE**

AHRS #	Name	Resource	Built	In APE
FAI-202	Chena Pump House	Building	Circa 1930	No
FAI-434	Chena Pump House to Ester Pipe and Ditch	Pipe and Ditch	Circa 1930s	No
FAI-1988	Chena Pump Road Segment	Road	1966	No
FAI-2203	5177 Chena Small Tracts Road	Building	1959	Yes

**Brief Context and Determination of Eligibility**

*Small Tract Act of 1938*

A 2010 Northern Land Use Research (NLUR) report identified historical themes in the vicinity of Chena Small Tracts Road. The *Airport Way West Intersection Improvements Project Cultural Resource Assessment: DOT&PF Project No. 61872* report identified urban expansion and transportation as themes specific to the project area. “Following the early homesteads, The Small Tract Act of 1938, 52 Stat. 609, was enacted by Congress to deed out five-acre parcels of land for settlement. Broadmoor and the neighborhood across the river known as Chena Small Tracts (accessed via Small Tracts Road) were developed under this act. Most of the existing construction in these neighborhoods dates to the 1970s and 1980s.” (Neely 2010: 8).

*Post World War II Housing*

At the national level residential properties following World War II grew at a staggering rate. “As postwar residential construction continued, the number of new houses built in the period from 1946 to 1975 reached over 40 million.” (Mead & Hunt 2012: 1) The community of Fairbanks, Alaska grew in a way consistent with the national trend. “After World War II, Fairbanks’ economic base was diversified by the continued presence of the military and other sources, and became less dependent on mineral extraction for survival. The population had grown by 240% in the 1940s, and doubled between 1950 and 1953.” (Neely 2010: 7)

*Spartan Trailers*

The Assessors’ File indicates that the Spartan trailer incorporated into the 1959 building was produced in 1950. This 1950 model is either the “Royal Mansion” or “Imperial Mansion” type (Appendix A). The Spartan Aircraft Company produced the Spartan line of trailers on a large scale following World War II. The shift from military to housing production is a reflection of the changing needs of soldiers returning from overseas. Production of Spartan Trailers began in 1945 and ended in 1961 ([www.spartantrailer.com](http://www.spartantrailer.com)).

*FAI-2203*

Based on the results of the reconnaissance level survey and subsequent research, DOT&PF staff member Jacob Woodcock hereby recommends the 1959 building located at 5177 Chena Small Tracts to be not eligible for the National Register of Historic Places (NRHP).

Documentary and field research did not indicate that the building at 5177 Chena Small Tracts Road has any association with significant historic events or patterns (Criterion A). The building has an association with later residential development in Fairbanks, but this alone is not enough to raise it to be eligible at the local level. The Assessors’ file indicated the 1959 property was built by Tom Bullard and transferred to Daniel Dinwoodie (current owner) in 1968. There is no indication that this building is associated with

historically significant persons (Criterion B). This building is an example of contemporary folk housing utilized in Alaska. The building does not embody distinctive characteristics of a type, period or method of construction, or represent the work of a master (Criterion C). Further research is unlikely to yield additional information important to history or prehistory (Criterion D). The 1959 building at 5177 Chena Small Tracts Road does not meet any of the evaluation criteria and is therefore not eligible for the NRHP.

#### **Finding of Effect**

The DOT&PF finds that no historic properties would be affected by the proposed project. The following statement provides the basis for this finding (1) there are no known historic properties present in the APE and (2) there is low potential for subsurface cultural resources.

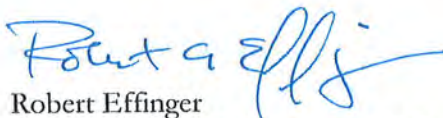
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#### **Consultation Efforts**


The DOT&PF is sending No Historic Properties Affected findings letters to the following parties: the State Historic Preservation Officer (SHPO), Doyon Limited, Tanana Chiefs Conference and the Fairbanks North Star Borough Commission on Historic Preservation.

Please direct your concurrence or comments to me at the address above, by telephone at (907) 451-5294 or by e-mail at [robert.effinger@alaska.gov](mailto:robert.effinger@alaska.gov).

Sincerely,



Robert Effinger  
Acting Regional Environmental Manager

km/smb  


- Enclosures:
- Figure 1: Location and Vicinity
  - Figures 2-3: Widen Shoulder (Alternative 1)
  - Figures 4-5: Sidewalk and Roadway Illumination (Alternative 2)
  - Figures 6-7: Paved Side Path (Alternative 3)
  - Figures 8-9: Area of Potential Effect
  - Figure 10: AHRS Location Snapshot
- Appendix A: Photographs  
Appendix B: References

cc w/ enclosures:

Laurie Mulcahy, Cultural Resources Manager, DOT&PF, Statewide  
Jacob Woodcock, Cultural Resource Specialist, DOT&PF, Northern Region

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Carl Heim, P.E., Engineering Manager, DOT&PF Northern Region  
Kerri Martin, Environmental Impact Analyst, DOT&PF Northern Region



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation and  
Public Facilities

NORTHERN REGION  
Design & Engineering Services  
Preliminary Design & Environmental

2301 Peger Road  
Fairbanks, Alaska 99709-5399  
Main: 907-451-2237  
TDD: 907-451-2363  
Fax: 907-451-5126

December 27, 2012

Mr. Aaron Schutt  
President and CEO  
Doyon Limited  
One Doyon Place, Suite 300  
Fairbanks, AK 99701

**In Reply Refer to:**

Chena Small Tracts Road Bicycle & Pedestrian Facility  
Project No.: 60260

Dear Mr. Schutt,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct a bicycle/pedestrian facility adjacent to Chena Small Tracts Road located in Fairbanks Alaska. The proposed project is located in Township 1S, Range 2W, Sections 11 and 12; USGS Map Fairbanks D2; Fairbanks Meridian. The project begins at Lat. 64°50'23"N, Long. -147°51'17"W and ends at coordinates Lat. 64°50'05"N, Long. -147°52'56"W (Figure 1). Pursuant to AS 41.35.070, Preservation of Historic, Prehistoric, and Archaeological Resources Threatened by Public Construction, DOT&PF finds that no historic properties would be affected by the proposed project.

**Project Description**

The project proposes to construct a bicycle/pedestrian facility along the north and/or south side of Chena Small Tracts Road within the existing road Right-of-Way (ROW). Alternatives being considered may include a combination of or be similar in nature to the three alternatives described below:

1. Widen shoulders (Alternative 1) -Construct a new path by widening the roadway embankment and restriping the pavement. On the north side provide an 8-foot wide bicycle and pedestrian path separated by a 5-foot buffer and 6-foot shoulder (Figures 2 & 3).
2. Sidewalk and roadway illumination (Alternative 2) -Construct an 8-foot paved sidewalk on the north side of Chena Small Tracts separated by 2-foot buffer and a 6-foot shoulder until Trinidad Drive and then moves to the South side until end of the project at Kiwanis Park (Figures 4 & 5).
3. Paved side path (Alternative 3) -Construct a new path by widening embankment on one side providing an 8-foot bicycle/pedestrian path separated by a 19-foot grass ditch (Figures 6 & 7).

All materials for this project would be contractor furnished.

**Area of Potential Effect**

The Area of Potential Affect (APE) has been identified to include the possible construction footprint and all equipment staging areas (Figures 8 & 9). The APE is comprised of the existing ROW, which is 50-foot north and 33 to 50 feet south of the existing road centerline. The DOT&PF considered potential indirect effects on the built environment and encompassed all properties that met or are near the 45-year old threshold and are near the vicinity of the APE.



### **Identification Efforts and Research Methods**

An October 26, 2012 search of the Alaska Heritage Resource Survey (AHRS) database identified three known cultural resources (FAI-202, FAI-434 and FAI-1988) in the vicinity of the APE

#### *FAI-202*

FAI-202 is the Chena Pump House National Historic Site (NHS). This site was given NHS status in 1982 and currently serves as The Pump House Restaurant and Saloon. This site is approximately 1,000 feet south of the westernmost portion on the APE. Proposed project actions are not anticipated to impact the historical integrity of FAI-202.

#### *FAI-434*

FAI-434 is the Chena Pump House to Ester pipe and ditch and is considered to be eligible for the NRHP under Criterion A for its association with large scale placer mining in the Fairbanks area in the early 1930s to the late 1950s. The AHRS card for FAI-434 notes the ditch "is now overgrown, in-filled or eroded, but portions have been modified and maintained to facilitate roadside drainage." A segment of the ditch is reported to be located to the west of Chena Pump Road which puts it outside of the westernmost segment of the APE. Proposed actions are not anticipated to impact the historical integrity of FAI-434.

#### *FAI-1988*

FAI-1988 consists of a segment of Chena Pump Road. A section of FAI-1988 is outside the westernmost section of the APE. There has been no formal determination of eligibility on this AHRS site. Proposed project actions are not anticipated to impact this segment of Chena Pump Road. The proposed bicycle/pedestrian facility would connect with the existing bicycle/pedestrian facility of the Chena Pump Road segment.

On November 6, 2012 a search of the Fairbanks North Star Borough (FNSB) tax assessment records found one building at or over 45 years old in the vicinity of the APE. The building has been given the AHRS number FAI-2203. The AHRS sites near and in the APE are listed in Table 1 below.

On November 9, 2012, DOT&PF staff members Jacob Woodcock (Cultural Resource Specialist/Architectural Historian) and Kerri Martin (Environmental Analyst) completed a reconnaissance level survey of FAI-2203. A follow up survey of the APE was executed on December 7, 2012. The purpose of the field visits were to aid in the identification efforts of the APE and to compile photographic documentation of the buildings at 5177 Chena Small Tracts Road (Appendix A). The site visits confirmed the property contained the 1959 building, a 1971 log constructed building and a garage.

#### *Additional Information*

The FNSB Assessors' Office was visited to review the file on the subject property not available through the FNSB website. Construction on the log building started in 1971 and was finished in 1972. The garage located on the northeast section on the property was built in 1980.

#### *Building Description*

The 1959 property is a one-story, compound plan building oriented north to south. The contemporary folk building is composed of an aluminum constructed Spartan brand motor home and a wood-frame building. A varied-pitched gable roof is formed from the wood-frame section enveloping the Spartan trailer. The building is accessed via a flat-roofed enclosed entry on the north, or primary elevation. View of the east, west and south elevation was obstructed.

The 1971 property is a one-story, rectangular plan, log constructed building oriented north to south. The gable-roofed building is situated on a concrete and concrete block foundation and is accessed from the north, or primary elevation. View of the east, west and south elevation was obstructed.

#### *Archaeological Potential*

The DOT&PF's Northern Region staff archaeologist Ben Storey visited the APE on December 7, 2012. He categorized the APE as having low potential to contain subsurface archaeological resources due to the existing ground conditions. These conditions consist of residential development and previously constructed drainage ditches the length of the project. In small non-developed areas the general topography is broken, erratic, and/or disturbed which provides very low potential for archaeological resources.

**Table 1: AHRS Sites in the Vicinity of the APE**

AHRS #	Name	Resource	Built	In APE
FAI-202	Chena Pump House	Building	Circa 1930	No
FAI-434	Chena Pump House to Ester Pipe and Ditch	Pipe and Ditch	Circa 1930s	No
FAI-1988	Chena Pump Road Segment	Road	1966	No
FAI-2203	5177 Chena Small Tracts Road	Building	1959	Yes

**Brief Context and Determination of Eligibility**

*Small Tract Act of 1938*

A 2010 Northern Land Use Research (NLUR) report identified historical themes in the vicinity of Chena Small Tracts Road. The *Airport Way West Intersection Improvements Project Cultural Resource Assessment: DOT&PF Project No. 61872* report identified urban expansion and transportation as themes specific to the project area. “Following the early homesteads, The Small Tract Act of 1938, 52 Stat. 609, was enacted by Congress to deed out five-acre parcels of land for settlement. Broadmoor and the neighborhood across the river known as Chena Small Tracts (accessed via Small Tracts Road) were developed under this act. Most of the existing construction in these neighborhoods dates to the 1970s and 1980s.” (Neely 2010: 8).

*Post World War II Housing*

At the national level residential properties following World War II grew at a staggering rate. “As postwar residential construction continued, the number of new houses built in the period from 1946 to 1975 reached over 40 million.” (Mead & Hunt 2012: 1) The community of Fairbanks, Alaska grew in a way consistent with the national trend. “After World War II, Fairbanks’ economic base was diversified by the continued presence of the military and other sources, and became less dependent on mineral extraction for survival. The population had grown by 240% in the 1940s, and doubled between 1950 and 1953.” (Neely 2010: 7)

*Spartan Trailers*

The Assessors’ File indicates that the Spartan trailer incorporated into the 1959 building was produced in 1950. This 1950 model is either the “Royal Mansion” or “Imperial Mansion” type (Appendix A). The Spartan Aircraft Company produced the Spartan line of trailers on a large scale following World War II. The shift from military to housing production is a reflection of the changing needs of soldiers returning from overseas. Production of Spartan Trailers began in 1945 and ended in 1961 ([www.spartantrailer.com](http://www.spartantrailer.com)).

*FAI-2203*

Based on the results of the reconnaissance level survey and subsequent research, DOT&PF staff member Jacob Woodcock hereby recommends the 1959 building located at 5177 Chena Small Tracts to be not eligible for the National Register of Historic Places (NRHP).

Documentary and field research did not indicate that the building at 5177 Chena Small Tracts Road has any association with significant historic events or patterns (Criterion A). The building has an association with later residential development in Fairbanks, but this alone is not enough to raise it to be eligible at the local level. The Assessors’ file indicated the 1959 property was built by Tom Bullard and transferred to Daniel Dinwoodie (current owner) in 1968. There is no indication that this building is associated with historically significant persons (Criterion B). This building is an example of contemporary folk housing utilized in Alaska. The building does not embody distinctive characteristics of a type, period or method of construction, or represent the work of a master (Criterion C). Further research is unlikely to yield additional information important to history or prehistory (Criterion D). The 1959 building at 5177 Chena Small Tracts Road does not meet any of the evaluation criteria and is therefore not eligible for the NRHP.

**Finding of Effect**

The DOT&PF finds that no historic properties would be affected by the proposed project. The following statement provides the basis for this finding (1) there are no known historic properties present in the APE and (2) there is low potential for subsurface cultural resources.

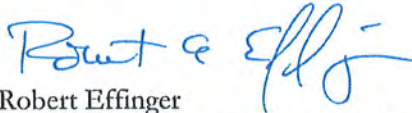
Under the Alaska Historic Roads Programmatic Agreement Interim Guidance which is currently under development by FHWA, DOT&PF, and the State Historic Preservation Officer (SHPO), has identified a core group of Alaska roads to be treated as eligible for the National Register of Historic Places (NRHP). This project does not affect any of these roads.

**Consultation Efforts**

The DOT&PF is sending No Historic Properties Affected findings letters to the following parties: the State Historic Preservation Officer (SHPO), Doyon Limited, Tanana Chiefs Conference and the Fairbanks North Star Borough Commission on Historic Preservation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at (907) 451-5294 or by e-mail at [robert.effinger@alaska.gov](mailto:robert.effinger@alaska.gov). However, please note that to receive consideration, your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,



Robert Effinger  
Acting Regional Environmental Manager

km/smb

- Enclosures:
- Figure 1: Location and Vicinity
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TDD: 907-451-2363  
Fax: 907-451-5126

December 27, 2012

Mr. Claus Naske  
Chairman  
Fairbanks North Star Borough  
Commission on Historic Preservation  
P.O. Box 80721  
Fairbanks, AK 99708

In Reply Refer to:  
Chena Small Tracts Road Bicycle & Pedestrian Facility  
Project No.: 60260

Dear Mr. Naske,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct a bicycle/pedestrian facility adjacent to Chena Small Tracts Road located in Fairbanks Alaska. The proposed project is located in Township 1S, Range 2W, Sections 11 and 12; USGS Map Fairbanks D2; Fairbanks Meridian. The project begins at Lat. 64°50'23"N, Long. -147°51'17"W and ends at coordinates Lat. 64°50'05"N, Long. -147°52'56"W (Figure 1). Pursuant to AS 41.35.070, Preservation of Historic, Prehistoric, and Archaeological Resources Threatened by Public Construction, DOT&PF finds that no historic properties would be affected by the proposed project.

#### Project Description

The project proposes to construct a bicycle/pedestrian facility along the north and/or south side of Chena Small Tracts Road within the existing road Right-of-Way (ROW). Alternatives being considered may include a combination of or be similar in nature to the three alternatives described below:

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All materials for this project would be contractor furnished.

#### Area of Potential Effect

The Area of Potential Affect (APE) has been identified to include the possible construction footprint and all equipment staging areas (Figures 8 & 9). The APE is comprised of the existing ROW, which is 50-foot north and 33 to 50 feet south of the existing road centerline. The DOT&PF considered potential indirect effects on the built environment and encompassed all properties that met or are near the 45-year old threshold and are near the vicinity of the APE.

### **Identification Efforts and Research Methods**

An October 26, 2012 search of the Alaska Heritage Resource Survey (AHRS) database identified three known cultural resources (FAI-202, FAI-434 and FAI-1988) in the vicinity of the APE

#### *FAI-202*

FAI-202 is the Chena Pump House National Historic Site (NHS). This site was given NHS status in 1982 and currently serves as The Pump House Restaurant and Saloon. This site is approximately 1,000 feet south of the westernmost portion on the APE. Proposed project actions are not anticipated to impact the historical integrity of FAI-202.

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FAI-434 is the Chena Pump House to Ester pipe and ditch and is considered to be eligible for the NRHP under Criterion A for its association with large scale placer mining in the Fairbanks area in the early 1930s to the late 1950s. The AHRS card for FAI-434 notes the ditch "is now overgrown, in-filled or eroded, but portions have been modified and maintained to facilitate roadside drainage." A segment of the ditch is reported to be located to the west of Chena Pump Road which puts it outside of the westernmost segment of the APE. Proposed actions are not anticipated to impact the historical integrity of FAI-434.

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FAI-1988 consists of a segment of Chena Pump Road. A section of FAI-1988 is outside the westernmost section of the APE. There has been no formal determination of eligibility on this AHRS site. Proposed project actions are not anticipated to impact this segment of Chena Pump Road. The proposed bicycle/pedestrian facility would connect with the existing bicycle/pedestrian facility of the Chena Pump Road segment.

On November 6, 2012 a search of the Fairbanks North Star Borough (FNSB) tax assessment records found one building at or over 45 years old in the vicinity of the APE. The building has been given the AHRS number FAI-2203. The AHRS sites near and in the APE are listed in Table 1 below.

On November 9, 2012, DOT&PF staff members Jacob Woodcock (Cultural Resource Specialist/Architectural Historian) and Kerri Martin (Environmental Analyst) completed a reconnaissance level survey of FAI-2203. A follow up survey of the APE was executed on December 7, 2012. The purpose of the field visits were to aid in the identification efforts of the APE and to compile photographic documentation of the buildings at 5177 Chena Small Tracts Road (Appendix A). The site visits confirmed the property contained the 1959 building, a 1971 log constructed building and a garage.

#### *Additional Information*

The FNSB Assessors' Office was visited to review the file on the subject property not available through the FNSB website. Construction on the log building started in 1971 and was finished in 1972. The garage located on the northeast section on the property was built in 1980.

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FAI-2203	5177 Chena Small Tracts Road	Building	1959	Yes

**Brief Context and Determination of Eligibility**

*Small Tract Act of 1938*

A 2010 Northern Land Use Research (NLUR) report identified historical themes in the vicinity of Chena Small Tracts Road. The *Airport Way West Intersection Improvements Project Cultural Resource Assessment: DOT&PF Project No. 61872* report identified urban expansion and transportation as themes specific to the project area. “Following the early homesteads, The Small Tract Act of 1938, 52 Stat. 609, was enacted by Congress to deed out five-acre parcels of land for settlement. Broadmoor and the neighborhood across the river known as Chena Small Tracts (accessed via Small Tracts Road) were developed under this act. Most of the existing construction in these neighborhoods dates to the 1970s and 1980s.” (Neely 2010: 8).

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*FAI-2203*

Based on the results of the reconnaissance level survey and subsequent research, DOT&PF staff member Jacob Woodcock hereby recommends the 1959 building located at 5177 Chena Small Tracts to be not eligible for the National Register of Historic Places (NRHP).

Documentary and field research did not indicate that the building at 5177 Chena Small Tracts Road has any association with significant historic events or patterns (Criterion A). The building has an association with later residential development in Fairbanks, but this alone is not enough to raise it to be eligible at the local level. The Assessors’ file indicated the 1959 property was built by Tom Bullard and transferred to Daniel Dinwoodie (current owner) in 1968. There is no indication that this building is associated with historically significant persons (Criterion B). This building is an example of contemporary folk housing utilized in Alaska. The building does not embody distinctive characteristics of a type, period or method of construction, or represent the work of a master (Criterion C). Further research is unlikely to yield additional information important to history or prehistory (Criterion D). The 1959 building at 5177 Chena Small Tracts Road does not meet any of the evaluation criteria and is therefore not eligible for the NRHP.

**Finding of Effect**

The DOT&PF finds that no historic properties would be affected by the proposed project. The following statement provides the basis for this finding (1) there are no known historic properties present in the APE and (2) there is low potential for subsurface cultural resources.

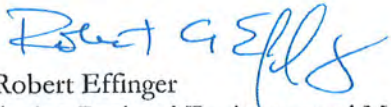
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### Consultation Efforts

The DOT&PF is sending No Historic Properties Affected findings letters to the following parties: the State Historic Preservation Officer (SHPO), Doyon Limited, Tanana Chiefs Conference and the Fairbanks North Star Borough Commission on Historic Preservation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at (907) 451-5294 or by e-mail at [robert.effinger@alaska.gov](mailto:robert.effinger@alaska.gov). However, please note that to receive consideration; your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,



Robert Effinger  
Acting Regional Environmental Manager

km/smb 

Enclosures: Figure 1: Location and Vicinity  
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Fax: 907-451-5126

December 27, 2012

Mr. Tom Gillispie  
Archaeologist  
Tanana Chiefs Conference  
122 First Ave, Suite 600  
Fairbanks, AK 99701

**In Reply Refer to:**

Chena Small Tracts Road Bicycle & Pedestrian Facility  
Project No.: 60260

Dear Mr. Gillispie,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct a bicycle/pedestrian facility adjacent to Chena Small Tracts Road located in Fairbanks Alaska. The proposed project is located in Township 1S, Range 2W, Sections 11 and 12; USGS Map Fairbanks D2; Fairbanks Meridian. The project begins at Lat. 64°50'23"N, Long. -147°51'17"W and ends at coordinates Lat. 64°50'05"N, Long. -147°52'56"W (Figure 1). Pursuant to AS 41.35.070, Preservation of Historic, Prehistoric, and Archaeological Resources Threatened by Public Construction, DOT&PF finds that no historic properties would be affected by the proposed project.

**Project Description**

The project proposes to construct a bicycle/pedestrian facility along the north and/or south side of Chena Small Tracts Road within the existing road Right-of-Way (ROW). Alternatives being considered may include a combination of or be similar in nature to the three alternatives described below:

1. Widen shoulders (Alternative 1) -Construct a new path by widening the roadway embankment and restriping the pavement. On the north side provide an 8-foot wide bicycle and pedestrian path separated by a 5-foot buffer and 6-foot shoulder (Figures 2 & 3).
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3. Paved side path (Alternative 3) -Construct a new path by widening embankment on one side providing an 8-foot bicycle/pedestrian path separated by a 19-foot grass ditch (Figures 6 & 7).

All materials for this project would be contractor furnished.

**Area of Potential Effect**

The Area of Potential Affect (APE) has been identified to include the possible construction footprint and all equipment staging areas (Figures 8 & 9). The APE is comprised of the existing ROW, which is 50-foot north and 33 to 50 feet south of the existing road centerline. The DOT&PF considered potential indirect effects on the built environment and encompassed all properties that met or are near the 45-year old threshold and are near the vicinity of the APE.



### **Identification Efforts and Research Methods**

An October 26, 2012 search of the Alaska Heritage Resource Survey (AHRS) database identified three known cultural resources (FAI-202, FAI-434 and FAI-1988) in the vicinity of the APE

#### *FAI-202*

FAI-202 is the Chena Pump House National Historic Site (NHS). This site was given NHS status in 1982 and currently serves as The Pump House Restaurant and Saloon. This site is approximately 1,000 feet south of the westernmost portion on the APE. Proposed project actions are not anticipated to impact the historical integrity of FAI-202.

#### *FAI-434*

FAI-434 is the Chena Pump House to Ester pipe and ditch and is considered to be eligible for the NRHP under Criterion A for its association with large scale placer mining in the Fairbanks area in the early 1930s to the late 1950s. The AHRS card for FAI-434 notes the ditch "is now overgrown, in-filled or eroded, but portions have been modified and maintained to facilitate roadside drainage." A segment of the ditch is reported to be located to the west of Chena Pump Road which puts it outside of the westernmost segment of the APE. Proposed actions are not anticipated to impact the historical integrity of FAI-434.

#### *FAI-1988*

FAI-1988 consists of a segment of Chena Pump Road. A section of FAI-1988 is outside the westernmost section of the APE. There has been no formal determination of eligibility on this AHRS site. Proposed project actions are not anticipated to impact this segment of Chena Pump Road. The proposed bicycle/pedestrian facility would connect with the existing bicycle/pedestrian facility of the Chena Pump Road segment.

On November 6, 2012 a search of the Fairbanks North Star Borough (FNSB) tax assessment records found one building at or over 45 years old in the vicinity of the APE. The building has been given the AHRS number FAI-2203. The AHRS sites near and in the APE are listed in Table 1 below.

On November 9, 2012, DOT&PF staff members Jacob Woodcock (Cultural Resource Specialist/Architectural Historian) and Kerri Martin (Environmental Analyst) completed a reconnaissance level survey of FAI-2203. A follow up survey of the APE was executed on December 7, 2012. The purpose of the field visits were to aid in the identification efforts of the APE and to compile photographic documentation of the buildings at 5177 Chena Small Tracts Road (Appendix A). The site visits confirmed the property contained the 1959 building, a 1971 log constructed building and a garage.

#### *Additional Information*

The FNSB Assessors' Office was visited to review the file on the subject property not available through the FNSB website. Construction on the log building started in 1971 and was finished in 1972. The garage located on the northeast section on the property was built in 1980.

#### *Building Description*

The 1959 property is a one-story, compound plan building oriented north to south. The contemporary folk building is composed of an aluminum constructed Spartan brand motor home and a wood-frame building. A varied-pitched gable roof is formed from the wood-frame section enveloping the Spartan trailer. The building is accessed via a flat-roofed enclosed entry on the north, or primary elevation. View of the east, west and south elevation was obstructed.

The 1971 property is a one-story, rectangular plan, log constructed building oriented north to south. The gable-roofed building is situated on a concrete and concrete block foundation and is accessed from the north, or primary elevation. View of the east, west and south elevation was obstructed.

#### *Archaeological Potential*

The DOT&PF's Northern Region staff archaeologist Ben Storey visited the APE on December 7, 2012. He categorized the APE as having low potential to contain subsurface archaeological resources due to the existing ground conditions. These conditions consist of residential development and previously constructed drainage ditches the length of the project. In small non-developed areas the general topography is broken, erratic, and/or disturbed which provides very low potential for archaeological resources.

**Table 1: AHRS Sites in the Vicinity of the APE**

AHRS #	Name	Resource	Built	In APE
FAI-202	Chena Pump House	Building	Circa 1930	No
FAI-434	Chena Pump House to Ester Pipe and Ditch	Pipe and Ditch	Circa 1930s	No
FAI-1988	Chena Pump Road Segment	Road	1966	No
FAI-2203	5177 Chena Small Tracts Road	Building	1959	Yes

**Brief Context and Determination of Eligibility**

*Small Tract Act of 1938*

A 2010 Northern Land Use Research (NLUR) report identified historical themes in the vicinity of Chena Small Tracts Road. The *Airport Way West Intersection Improvements Project Cultural Resource Assessment: DOT&PF Project No. 61872* report identified urban expansion and transportation as themes specific to the project area. “Following the early homesteads, The Small Tract Act of 1938, 52 Stat. 609, was enacted by Congress to deed out five-acre parcels of land for settlement. Broadmoor and the neighborhood across the river known as Chena Small Tracts (accessed via Small Tracts Road) were developed under this act. Most of the existing construction in these neighborhoods dates to the 1970s and 1980s.” (Neely 2010: 8).

*Post World War II Housing*

At the national level residential properties following World War II grew at a staggering rate. “As postwar residential construction continued, the number of new houses built in the period from 1946 to 1975 reached over 40 million.” (Mead & Hunt 2012: 1) The community of Fairbanks, Alaska grew in a way consistent with the national trend. “After World War II, Fairbanks’ economic base was diversified by the continued presence of the military and other sources, and became less dependent on mineral extraction for survival. The population had grown by 240% in the 1940s, and doubled between 1950 and 1953.” (Neely 2010: 7)

*Spartan Trailers*

The Assessors’ File indicates that the Spartan trailer incorporated into the 1959 building was produced in 1950. This 1950 model is either the “Royal Mansion” or “Imperial Mansion” type (Appendix A). The Spartan Aircraft Company produced the Spartan line of trailers on a large scale following World War II. The shift from military to housing production is a reflection of the changing needs of soldiers returning from overseas. Production of Spartan Trailers began in 1945 and ended in 1961 ([www.spartantrailer.com](http://www.spartantrailer.com)).

*FAI-2203*

Based on the results of the reconnaissance level survey and subsequent research, DOT&PF staff member Jacob Woodcock hereby recommends the 1959 building located at 5177 Chena Small Tracts to be not eligible for the National Register of Historic Places (NRHP).

Documentary and field research did not indicate that the building at 5177 Chena Small Tracts Road has any association with significant historic events or patterns (Criterion A). The building has an association with later residential development in Fairbanks, but this alone is not enough to raise it to be eligible at the local level. The Assessors’ file indicated the 1959 property was built by Tom Bullard and transferred to Daniel Dinwoodie (current owner) in 1968. There is no indication that this building is associated with historically significant persons (Criterion B). This building is an example of contemporary folk housing utilized in Alaska. The building does not embody distinctive characteristics of a type, period or method of construction, or represent the work of a master (Criterion C). Further research is unlikely to yield additional information important to history or prehistory (Criterion D). The 1959 building at 5177 Chena Small Tracts Road does not meet any of the evaluation criteria and is therefore not eligible for the NRHP.

**Finding of Effect**

The DOT&PF finds that no historic properties would be affected by the proposed project. The following statement provides the basis for this finding (1) there are no known historic properties present in the APE and (2) there is low potential for subsurface cultural resources.

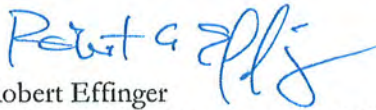
Under the Alaska Historic Roads Programmatic Agreement Interim Guidance which is currently under development by FHWA, DOT&PF, and the State Historic Preservation Officer (SHPO), has identified a core group of Alaska roads to be treated as eligible for the National Register of Historic Places (NRHP). This project does not affect any of these roads.

**Consultation Efforts**


The DOT&PF is sending No Historic Properties Affected findings letters to the following parties: the State Historic Preservation Officer (SHPO), Doyon Limited, Tanana Chiefs Conference and the Fairbanks North Star Borough Commission on Historic Preservation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at (907) 451-5294 or by e-mail at [robert.effinger@alaska.gov](mailto:robert.effinger@alaska.gov). However, please note that to receive consideration; your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,



Robert Effinger  
Acting Regional Environmental Manager

km/smb 

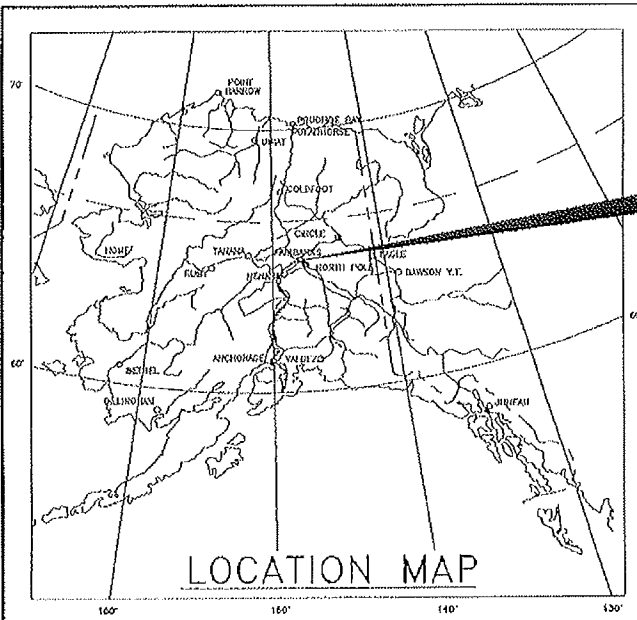
Enclosures: Figure 1: Location and Vicinity  
Figures 2-3: Widen Shoulder (Alternative 1)  
Figures 4-5: Sidewalk and Roadway Illumination (Alternative 2)  
Figures 6-7: Paved Side Path (Alternative 3)  
Figures 8-9: Area of Potential Effect  
  
Appendix A: Photographs  
Appendix B: References

cc w/ enclosures:

Laurie Mulcahy, Cultural Resources Manager, DOT&PF, Statewide  
Jacob Woodcock, Cultural Resource Specialist, DOT&PF, Northern Region

cc w/o enclosures:

Carl Heim, P.E., Engineering Manager, DOT&PF Northern Region  
Kerri Martin, Environmental Impact Analyst, DOT&PF Northern Region



PROJECT LOCATION

LOCATION MAP



CHENA SMALL TRACKS ROAD  
FAIRBANKS, ALASKA

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

DATA: DATA	CHENA SMALL TRACKS VICINITY MAP
DRAWN: EJM	PROJECT NO. 60260
APPROVED: APP	FIGURE: 1
DATE: 11-26-12	

Nov 27, 2012 - 9:45am \\conting\proj\2012\106 Drafting\60260 Vicinity Map-Fairbanks.dwg



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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATA: DATA	CHENA SMALL TRACTS RD. ALTERNATIVE 1
DRAWN: EJM	PROJECT NO. 60260
APPROVED: APP	DATE: 12-18-12
	FIGURE: 2

PROPOSED PEDESTRIAN PATH

PROPOSED PEDESTRIAN PATH

TYPICAL LOT LEB

PROSPECT DRIVE

EXISTING RIGHT OF WAY

CHENA SMALL TRACTS

CHENA PUMP ROAD

BOP

OLD TIMER CT

MC FARLAND ST.

PROPOSED PEDESTRIAN PATH

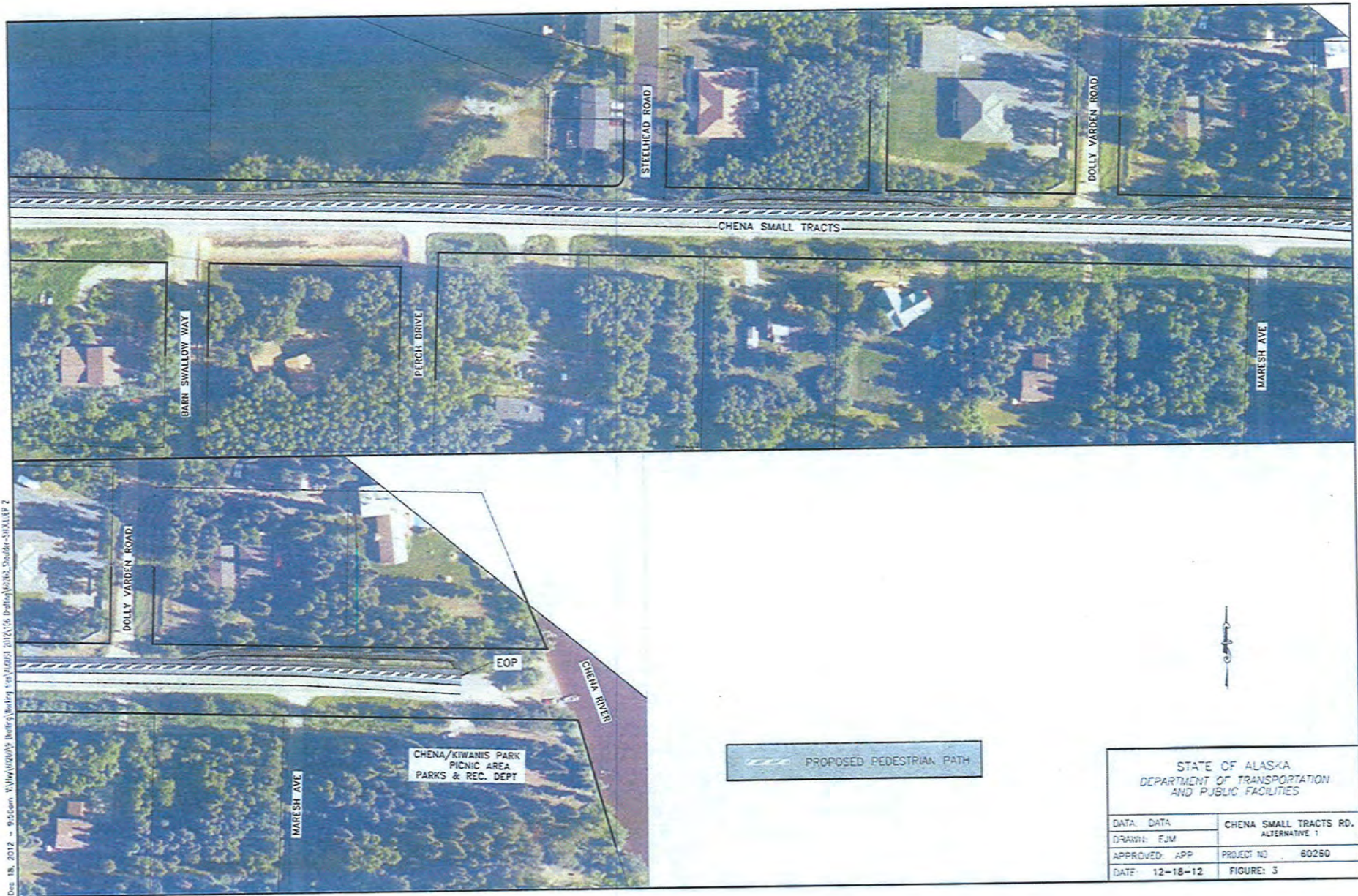
TRINIDAD DRIVE

FAI-2703

COSGRAVE DRIVE

LAZY LOOK WAY

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CHENA/KIWANIS PARK  
PICNIC AREA  
PARKS & REC. DEPT

PROPOSED PEDESTRIAN PATH

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATE: DATA	CHENA SMALL TRACTS RD. ALTERNATIVE 1
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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

DATA: DATA	CHENA SMALL TRACTS RD. ALTERNATIVE 2
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	LIGHTS
	PROPOSED PEDESTRIAN PATH

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATA: DATA	CHENA SMALL TRACTS RD. ALTERNATIVE 2
DRAWN: EJM	PROJECT NO. 60260
APPROVED: APP	FIGURE: 5
DATE: 12-18-12	

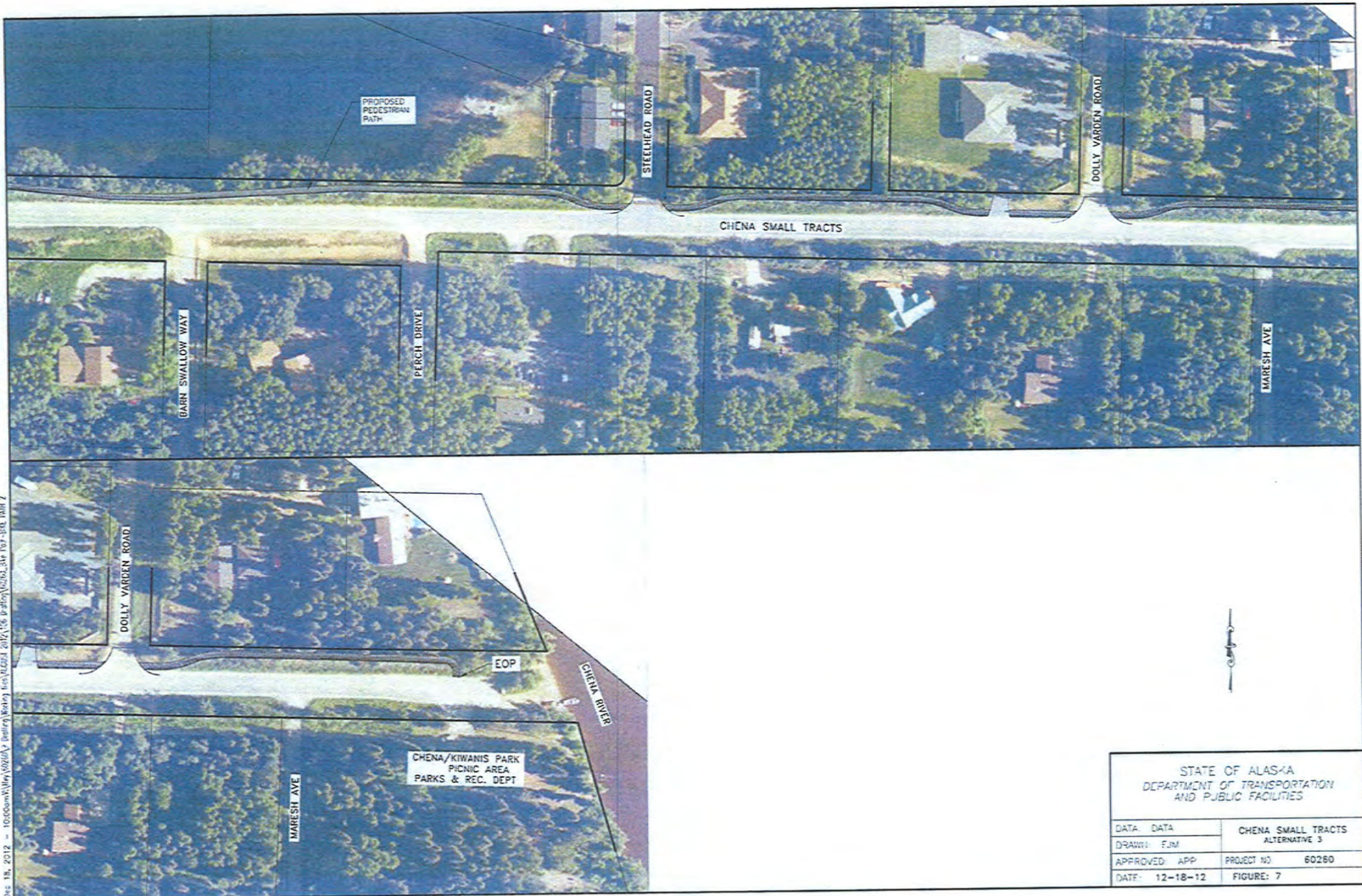




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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATA: DATA	CHENA SMALL TRACTS ALTERNATIVE 3
DRAWN: EJM	PROJECT NO: 60260
APPROVED: APP	FIGURE: 6
DATE: 12-18-12	

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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

DATE: DATA	CHENA SMALL TRACTS ALTERNATIVE 3
DRAWN: FJM	PROJECT NO: 60260
APPROVED: APP	FIGURE: 7
DATE: 12-18-12	

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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATE: DATA	CHEENA SMALL TRACTS RD. AREA OF POTENTIAL EFFECT
DRAWN: FJM	
APPROVED: APP	PROJECT NO 60260
DATE: 11-29-12	FIGURE: 8

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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATA: DATA	CHENA SMALL TRACTS RD. AREA OF POTENTIAL EFFECT
DRAWN: FJM	PROJECT NO: 60260
APPROVED: APP	FIGURE: 9
DATE: 11-29-12	

**Appendix A: Photographs of 5177 Chena Small Tracts Road and a 1950 Spartan Trailer**



**Figure 1: FAI-2203 (Built 1959), viewing south, 12/7/2012**



**Figure 2: 1972 photo of FAI-2203 (Courtesy of Assessors' Office)**



Figure 3: 5177 Chena Small Tracts Road (Built 1972), viewing southwest, 11/9/2012



Figure 4: 1972 photo of building at 5177 Chena Small Tracts Road during construction (Courtesy of Assessors' Office)



Figure 5: 5177 Chena Small Tracts Road, viewing southwest, 11/9/2012



Figure 6: Example of 1950 "Royal Mansion" Spartan Trailer (Courtesy of [www.spartantrailer.com](http://www.spartantrailer.com))

## Appendix B: References

Advisory Council on Historic Preservation

Meeting the “Reasonable and Good Faith” Identification Standard in Section 106 Review.

Alaska Heritage Resources Survey (AHRs). Anchorage: Alaska Department of Natural Resources, Office of History and Archaeology.

Fairbanks North Star Borough

Assessors Department

Assessing Property Database website,

<http://www.co.fairbanks.ak.us/assessing/propsearch.aspx>

McAlester, Virginia & Lee

1984 *A Field Guide to American Houses*. New York: Alfred A. Knopf.

Mead & Hunt

2012 *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing*. NCHRP Report 723. National Cooperative Highway Research Program, July 2012.

National Register of Historic Places

How to Apply the National Register Criteria for Evaluation,

<http://www.cr.nps.gov/nr/publications/bulletins/nrb15/>

Neely, Burr

2010 *Airport Way West Intersection Improvements Project Cultural Resource Assessment*. Northern Land Use Research, Inc. Report prepared for Alaska Department of Transportation and Public Facilities.

Phillips, Steven

1994 *Old House Dictionary: An Illustrative Guide to American Domestic Architecture 1600 to 1940*. Jon Wiley & Sons.

Pump House

2012 [www.pumphouse.com](http://www.pumphouse.com). Last Visited 11 December, 2012.

Spartan Aircraft All-Aluminum Trailercoaches

2011 [www.spartantrailer.com](http://www.spartantrailer.com). Last visited 10 December, 2012.

State of Alaska, Office of History and Archaeology

2012 Draft *Alaska Architectural Style Guide*. April 2012.



## Appendix B: References

2012 Draft *Alaska Resource Survey Manual*. July, 2012.

**APPENDIX C**  
**AGENCY AND PUBLIC SCOPING**



State of Alaska Department of Transportation & Public Facilities  
Statewide Design & Engineering Services

**AGENCY SCOPING  
REQUEST FOR EARLY COORDINATION**

Project Name: **Chena Small Tracts Road Bicycle/Pedestrian Facility**  
Project Number: **60260**  
Comments Due Date: **January 31, 2013**  
Anticipated Level of Documentation: **State Funded Categorical  
Exclusion**

Dear Agency Staff:

We are soliciting your comments on a proposed project. Instead of the scoping letter format we have used in the past, we are providing the following information to facilitate your review. Please comment on the project including your knowledge of resources in the project under the jurisdiction of your agency or organization and the potential need for permits and approvals from your agency or organization. To ensure that your comments are addressed in the project's design and environmental documentation, please refer to the project by the above name or number, and send or e-mail your comments to:

**Robert Effinger/Acting Northern Region Environmental Coordinator**  
**Attention: Kerri Martin/Environmental Impact Analyst**  
**Alaska Department of Transportation and Public Facilities**  
**2301 Peger Road**  
**Fairbanks, AK 99709**  
**Email: analyst.kerri.martin@alaska.gov      Phone: 907-451-5289**

A paper copy of this document can be requested from the above address.

  
\_\_\_\_\_  
**Robert Effinger/Acting Northern Region Environmental Coordinator**      **12/27/12**  
**Date**

Figures:      **Figure 1- Location and Vicinity.**

Project Name: Chena Small Tracts Road Bicycle and Pedestrian Facility  
Project Number: 60260

## **I. Purpose and Need of Project:**

The purpose of the project would enhance safety for pedestrian, bicycle, and recreational users, to improve a route that would link residential neighborhoods to the other bicycle and pedestrian route located on Chena Pump Road.

### **Project Description**

The proposed project proposes to construct a bicycle/pedestrian facility (sidewalk) with curb and gutter adjacent to Chena Small Tracts Road in Fairbanks, Alaska. Additional work may include roadway embankment and shoulder widening, paving, striping illumination, signing, drainage structures, ditching, guardrail, approach improvements, adding and/or replacing culverts.

Three alternatives are currently under consideration:

1. Construct sidewalk on the north side of the road.
2. Construct sidewalk on the north side of the road from Chena Pump Road to Trinidad Drive. Then construct the sidewalk on the south side of the road from Trinidad Drive to the Chena Kiwanis Park.

No Right-of-Way (ROW) acquisitions are required for the proposed project.

## **II. Location**

The project is located within T1S, R2W, Sections 11 and 12; USGS Map Fairbanks D2; Fairbanks Meridian. The project begins at WGS 84 coordinates Lat. 64°50'23"N, Long. -147°51'17"W and ends at coordinates Lat. 64°50'05"N, Long. -147°52'56"W. Figure 1 shows the project location and vicinity.

## **III. Agency Review (TO BE COMPLETED BY THE RESOURCE OR REGULATORY AGENCY ONLY): Please respond to the following questions**

1. Responding Agency:
2. Is the information provided herein consistent with agency knowledge?
3. Does this scoping request adequately identify resources and permit needs under your agency's jurisdiction?
4. Will the project result in only minor affects that can be addressed through the use of appropriate BMPs or mitigation measures, as needed?

Please provide any additional project-related comments, recommendations, or resource information below:

## **IV. Environmental Consequences**

### **A. Right-of-Way (ROW) Impacts**

Project Name: Chena Small Tracts Road Bicycle and Pedestrian Facility  
Project Number: 60260

1. ROW required: None
  - a. Property required from a state or federal agency.
    - (1) State Park? Name: None
    - (2) State Refuge or Critical Habitat Area? Name: None
    - (3) Federal Park? Name: None
  - b. Property required from local government entity? None  
Type Property? None
  - c. Business or residential: None
    - (1) Residential : (indicate number) None
    - (2) Business: (indicate number) None
  - d. Property required from a Tribe or ANSCA corporation. (name): None
2. Describe:  
The proposed project would not acquire ROW for the proposed project.

**B. Socio-Economic Impacts**

1. Project could affect community cohesion, neighborhoods, or other community facilities. No
2. Project could affect economic development, such as established area businesses. No
3. Project could affect travel patterns and accessibility. No
4. Project could disproportionately affect minorities or disadvantaged persons (E.O. 12898) No
5. Describe:  
There would be a positive affect by providing a dedicated pedestrian/bicycle facility off the vehicle travel way.

**C. Impacts to Historic Properties**

1. National Register listed eligible/potentially eligible historic properties in project area/area of potential effect (APE). No
2. Places of traditional religious or cultural importance to Tribes are present in the project area. No
3. Historic Properties survey may be required to identify if sites are present. No
4. Possible adverse effect on historic properties. No
5. Describe:  
The proposed project would not impact any historic properties.

**D. Fish & Wildlife Impacts**

1. Project could affect anadromous or resident fishes. No
2. Problem fish pass culverts within the project area. No
3. Essential Fish Habitat (EFH) present in the project area. No
4. Wildlife Resources:
  - a. Project in area of high wildlife/vehicle accidents. No
  - b. Project could bisect migration corridors. No
  - c. Project could segment habitat. No
  - d. Species of concern to OHMP/ADF&G in the project area No
5. Bald Eagle and Golden Eagle Protection Act:
  - a. Eagle nesting tree(s) in the project area. None

6. **Describe:** The proposed project would replace the failing 48 inch culvert at the beginning of the project. Bill Morris (ADFG) has informed us the drainage associated with this culvert does not support anadromous or resident fish.

**E. Threatened and Endangered (T&E) Species Impacts**

1. **Listed T&E species present.** No
2. **T&E species migrate through the project area.** No
3. **Proposed species present in project area.** No
4. **Candidate species present in the project area.** No
5. **Critical habitat in the project area.** No
6. **Describe:**  
No federally recognized threatened, endangered, proposed, or candidate species or critical habitat are known to exist in the vicinity of the project.

**F. Waters of the U.S and Water Bodies**

1. **Project affects Waters of the U.S. (as defined by USACE), Section 404/10/103.** Yes
2. **Project affects Navigable Waters of the U.S. (as defined by USACE), Sec. 10.** No
3. **Project affects a Cataloged Anadromous Fish Stream (i.e., 41.14.870).** No
4. **Proposed river or stream involvement**
  - a. **Temporary**   
Bridge  Culvert  Embankment Fill  Relocation  Diversion
  - b. **Permanent**   
Bridge  Culvert  Embankment Fill  Relocation  Diversion
5. **Describe:**  
The proposed project would replace the 48 inch culvert located the beginning of the project.

**G. Wetlands Impacts:**

1. **USACE authorization required:** Yes
2. **Project involves wetlands as defined by USACE.** Yes
3. **Wetlands delineated in accordance with DOT&PF/FHWA/USACE** Yes
4. **F Acres:** Need
5. **C Fill:** Need
6. **Dredge:** Not yet determined
7. **USACE authorization required:** Yes
8. **Describe:**  
The proposed project would impact wetlands

**H. Hazardous Waste:**

1. Known or potentially contaminated sites along the corridor. No
2. ROW required from, or extensive excavation adjacent to, a known hazardous waste site. No
3. The existing and/or proposed ROW is contaminated. No
4. Potential for encountering hazardous waste during construction is high. No
5. Describe:  
An 12/18/2012 search of the Alaska Department of Environmental Conservation (ADEC) contaminated sites database.

**I. Air Quality Impacts (NEPA and Conformity):**

**1. NEPA (all projects):**

- a. The project is located in an air quality nonattainment or maintenance area (i.e. CO or PM-2.5) Yes

2. Describe: The proposed project is a bike/pedestrian facility which is determined exempt from conformity in accordance with the Clean Air Act and the Transportation Conformity Regulations.

**J. Floodplains Impacts (23 CFR Part 650, Subpart A):**

1. Project encroaches onto a 100-year floodplain. Yes
2. Project involves a regulatory floodway. No
3. Project is located within an area protected by local flood hazard ordinances. Yes
4. Flood hazard permit is required from local government. Yes
5. Describe: The proposed project is located within Zone A and a Fairbanks North Star Borough Floodplain permit is required.

**K. Noise Impact (23 CFR Part 772):**

1. There are noise-sensitive receivers/land uses adjacent to the proposed project? Yes, residential and church located on Chena Small Tracts Road.
2. The project is located on new location, would result in substantial changes in vertical or horizontal alignment, or would increase the number of through lanes? No
3. Describe:  
Minor and temporary increases of noise are expected to occur during construction activities. The proposed work would not increase traffic in the area and would not result in an increase in long-term traffic noise.

**L. Water Quality Impact:**

1. Project could involve a public or private drinking source. No
2. Project could result in a discharge of storm water to Waters of the U.S. Yes
3. Project could affect a designated impaired water body. No
4. Is there a municipal separate storm sewer system (MS4) NPDES permit or will runoff be mixed with discharges from an NPDES permitted industrial facility? Yes
5. If extensive dewatering (>250,000 gallons) is anticipated, is the area to be dewatered within 1 mile of a contaminated site? No
6. Describe: The proposed project would impact an unknown slough by replacing the existing culvert and by widening the embankment.

This project would require a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require the use of Best Management Practices (BMPs) for control of storm water sediment transport. We will comply with MS4 permit AKS053406.

**M. Permits and Authorizations**

1. **USACE, Section 404/10/103:** Yes
2. **USCG, Section 9:** No
3. **ADF&G, Title 16:** No
4. **Flood Hazard:** Yes
5. **ADEC 401:** Yes
6. **ADEC Storm Non-domestic Storm Water Disposal Plan Approval:** Yes
7. **APDES GP:** Yes
8. **ADNR, OPMP (ACMP Consistency):** No
9. **ADEC Dewatering:** No
10. **ADF&G Special Area:** No
11. **Other. If "yes," list. SWPPP**

**V. Section 4(f)/6(f):**

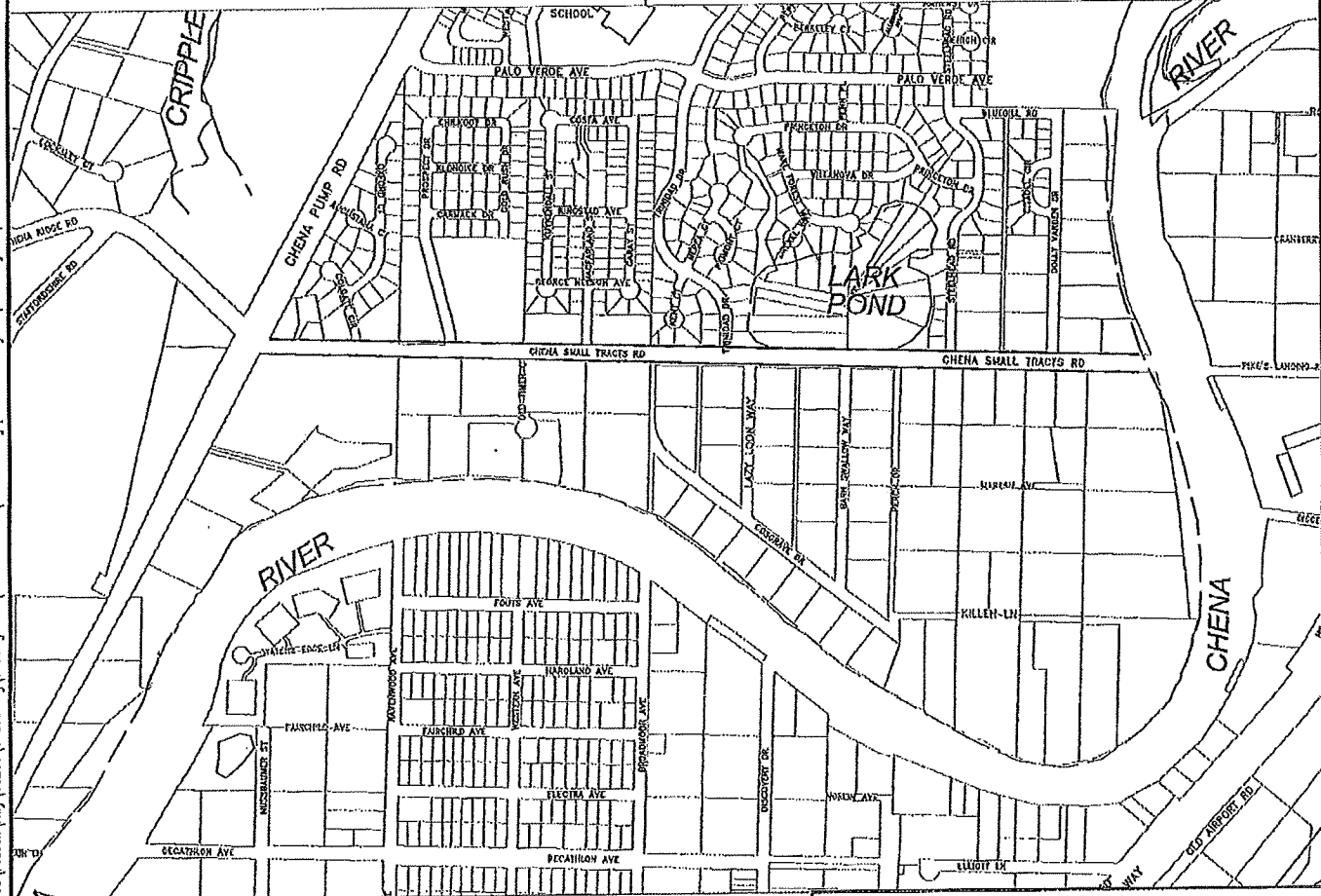
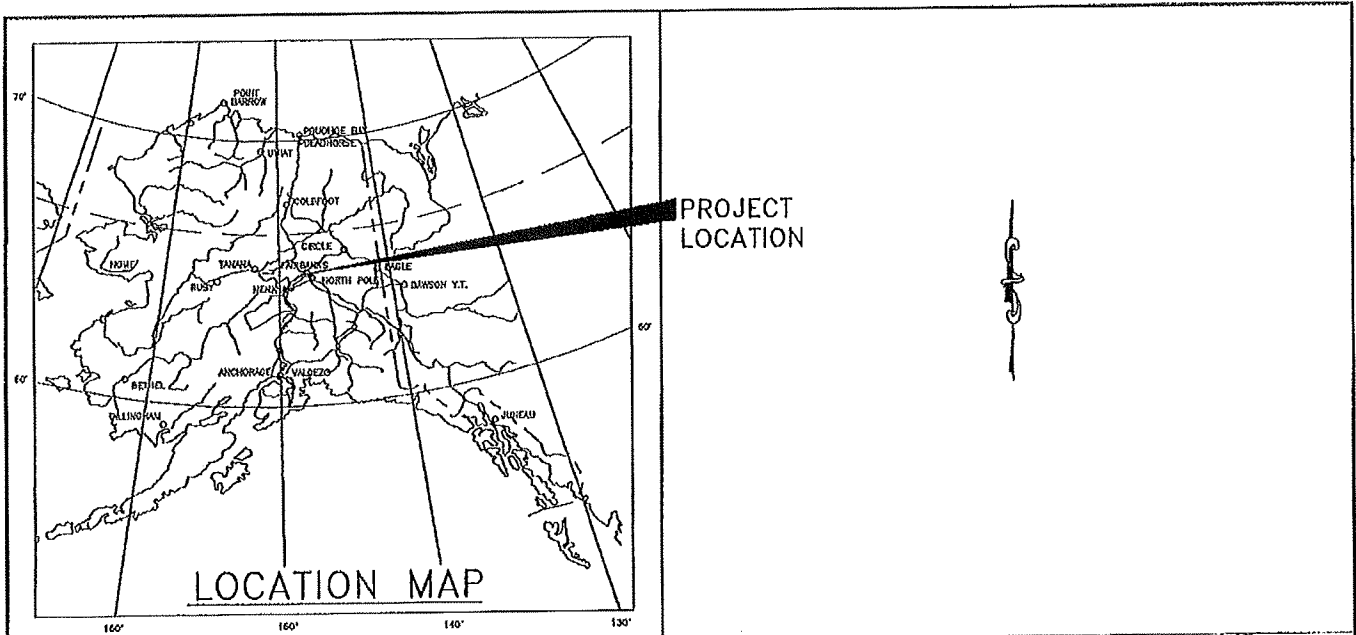
1. **There would be a "use" of land from 4(f) properties.** No
2. **Section 6(f) properties affected by the proposed action.** No
3. **List agency(s) with jurisdiction**

**Describe:**

No use of Section 4(f) of 6(f) properties is proposed



Nov 27, 2012 - 9:45am \\driftpgs03\pcon\Hwy\60260\9 Drafting\Working files\AUGUST 2012\105 Drafting\60260 Vicinity Map-Vicinity Map



CHENA SMALL TRACTS ROAD  
FAIRBANKS, ALASKA

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

DATA: DATA	CHENA SMALL TRACTS VICINITY MAP
DRAWN: EJM	
APPROVED: APP	PROJECT NO. 60260
DATE: 11-26-12	FIGURE: 1

**From:** [Henszey, Bob](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Cc:** [Charleen Veach](#)  
**Subject:** Re: Chena Small Tracts Rd Bike/Ped Facility  
**Date:** Monday, January 14, 2013 11:17:01 AM  
**Attachments:** [image001.png](#)

---

Hi Kerri,

The Service does not have any specific information regarding birds nesting in the proposed project area, however, the ROW appears to provide the only large block of potential nesting cover around the perimeter of the pond. Likely bird species include waterfowl and other waterbirds, as well as songbirds attracted to nesting near open water. Our recommendation would be to avoid construction disturbance during the nesting season. Since this is a fairly heavily used road, the construction disturbance of concern would likely be direct impacts (e.g., veg clearing) rather than traffic (except perhaps parking running equipment alongside the pond).

Here's a link to our general guidelines for veg clearing:  
[http://alaska.fws.gov/fisheries/fieldoffice/anchorage/pdf/vegetation\\_clearing.pdf](http://alaska.fws.gov/fisheries/fieldoffice/anchorage/pdf/vegetation_clearing.pdf)

I'm not aware of any Bald Eagles nesting nearby, but they may nest in the larger trees (especially cottonwoods) near the Chena River. Bald Eagles have their own guidelines, so if DOT becomes aware of any nearby nests please contact us.

I'm hoping to provide more "official" comments on this proposed project after I return from annual leave - nothing substantial I believe. If you have any questions between 17-30 January, please contact Charleen Veach (copied with my response).

Thanks for asking,  
Bob

---

Robert J. Henszey, Ph.D.  
Fish & Wildlife Biologist  
Conservation Planning Assistance  
US Fish & Wildlife Service  
101 12th Avenue, Room 110  
Fairbanks, AK 99701  
Phone: 907-456-0323, Fax: 907-456-0208  
[Bob\\_Henszey@fws.gov](mailto:Bob_Henszey@fws.gov)

On Mon, Jan 14, 2013 at 10:39 AM, Martin, Kerri L (DOT)  
<[kerri.martin@alaska.gov](mailto:kerri.martin@alaska.gov)> wrote:

Bob,

DOT& PF is proposing to construct a bike/pedestrian path along the north side of Chena Small Tracts Rd. During a previous public meeting I received comments regarding nesting birds in the area of the Pond and was wondering if you would have any information on these nesting birds. I have attached graphics of the proposed project.

Thank you,

Kerri

**Kerri Martin | SOA, Dept. of Transportation & PF | NR Environmental Impact Analyst ,**  
2301 Peger Road Fairbanks, AK 99709 | ☎: 907.451.5289 | 📠: 907.451.5126 | ✉:  
[kerri.martin@alaska.gov](mailto:kerri.martin@alaska.gov)



**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Kellen Spillman](#); [Jensen, Melissa L \(DOT\)](#)  
**Cc:** [Heim, Carl F \(DOT\)](#); [Bernardo Hernandez](#); [Jeff Jacobson](#); [John Haas](#); [Doug Sims](#); [Bergstrom, Thorwald J \(DOT\)](#); [Martin, Kerri L \(DOT\)](#)  
**Subject:** RE: Chena Small Tracts Road Bicycle/Pedestrian Facility Scoping Project #60260  
**Date:** Tuesday, January 22, 2013 10:29:53 AM

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Hi Kellen,

Thanks for the review and comments:

- The current scope and funding will prohibit us from constructing a viewpoint near Chena River. Please have Parks & Recreation contact me if they would like to discuss further
- We plan on and will file a Title 15 flood permit
- We will minimize clearing limits as much as practical

Thanks,

Russ Johnson  
AK DOT&PF  
451-5059

---

**From:** Kellen Spillman [mailto:KSpillman@fnsb.us]  
**Sent:** Friday, January 18, 2013 4:25 PM  
**To:** Jensen, Melissa L (DOT)  
**Cc:** Heim, Carl F (DOT); Johnson, Russell M (DOT); Bernardo Hernandez; Jeff Jacobson; John Haas; Doug Sims  
**Subject:** Chena Small Tracts Road Bicycle/Pedestrian Facility Scoping Project #60260

Good afternoon Melissa,

Thank you for providing an opportunity for the Fairbanks North Star Borough (FNSB) to comment on the Chena Small Tracts Bicycle and Pedestrian Facility project, during the agency scoping period. I forwarded a request for comments to the relevant FNSB Departments and below is a summary of FNSB Comments.

**Parks and Recreation** – The path will end at or near the entrance to Chena Kiwanis Park. FNSB Parks and Recreation would appreciate an opportunity to discuss the end point and how it is planned to tie into the existing FNSB facility. It would be great if AKDOT would be willing to consider some type of viewpoint with a bench near the Chena River. At low water you can walk or ride to the edge of the Chena River from Chena Small Tracts Road.

The area where Chena Small Tracts Road meets the Chena River is a very popular take out/parking area for recreation activities on the Chena River. The DOT&PF Northern Region should take summer on-street parking accommodation into account when designing the bicycle and pedestrian facility. Please see attached aerial photo of vehicles utilizing Chena Small Tracts for on-street parking, taken in Summer of 2012.

**Land Management** – FNSB owns two parcels of land in the designated area, both are parks, one is basically open space but was dedicated by plat for a park (it is wooded, not cleared) and the other, by the river, is the Kiwanis Park.

**Planning** – A FNSB Title 15 flood permit will be required prior to construction, at which time better typical sections, path locations, and fill amounts will be necessary.

At this point it appears that the Chena Small Tract Bicycle and Pedestrian Facility project is consistent with the FNSB Comprehensive Plan and relevant ordinances. A more detailed proposal of the project will be needed to initiate the local planning authority approval process. The area of the project is all within the “Urban Area” of the FNSB Comprehensive Plan and, given the very general information provided, it appears this project will support Goal 1, Strategy 3, Action A (Make the Borough more pedestrian-friendly in urban and suburban areas and safer in rural and remote areas.) and Goal 1, Strategy 3, Action C (Promote a comprehensive Borough bicycle plan that links public facilities, including schools and parks) of the Transportation and Infrastructure of the FNSB Comprehensive Plan.

At a public open house held on October 11, 2012 for the Chena Small Tracts Road Bicycle and Pedestrian Facility citizen concern was expressed by the potential of vegetation clearing at the Lark Pond. If DOT&PF could minimize the vegetation clearing and/or provide some type of mitigation for the vegetation clearing around Lark Pond it would help support Goal 4, Strategy 12, Action B, (Encourage retention of vegetation and landscaping within highway and railroad rights-of-way as safety allows) of the Environment section in the FNSB Comprehensive Plan.

If there is no right-of-way acquisition required for this project, it appears that no zoning ordinances, associated with setbacks and/or lot sizes, will be violated.

**Platting** – A re-plat will not be required if there is no right-of-way acquisition.

Thanks and please contact me with any additional questions,

Kellen Spillman  
Planner IV – Transportation  
FNSB Community Planning  
[kspillman@fnsb.us](mailto:kspillman@fnsb.us)  
(907) 459-1266

---

**From:** Jensen, Melissa L (DOT) [<mailto:melissa.jensen@alaska.gov>]  
**Sent:** Thursday, December 27, 2012 11:01 AM  
**To:** Kellen Spillman; [jewel\\_bennett@fws.gov](mailto:jewel_bennett@fws.gov)  
**Subject:** FW: Chena Small Tracts Road Bicycle/Pedestrian Facility Scoping Project #60260

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**From:** Jensen, Melissa L (DOT)  
**Sent:** Thursday, December 27, 2012 10:48 AM  
**To:** Schacher, Daniel L (DOT); Potter, Steve B (DOT); Johnson, Russell M (DOT); Heim, Carl F (DOT); Martin, Kerri L (DOT); Policicchio, Ricardo J (DOT); Morris, William A (DFG); 'curtis.jennifer@epa.gov'; 'jewel.bennett@fws.gov'; Effinger, Robert A (DOT); Milles, Christopher C (DNR); Wait, Alexander J

(DNR); Edwards, Alice L S (DEC); 'dsims@co.fairbanks.ak.us'; Sonafrank, Nancy B (DEC); Milne, Clark R (DOT); Ott, Alvin G (DFG); Bailey, Meadow P (DOT); 'djgardino@ci.fairbanks.ak.us'  
**Subject:** Chena Small Tracts Road Bicycle/Pedestrian Facility Scoping Project #60260

Alaska Department of Transportation and Public Facilities is scoping an upcoming project to construct a bicycle/pedestrian facility (sidewalk) with curb and gutter adjacent to Chena Small Tracts Road in Fairbanks, Alaska as described in attached scoping letter. Additional work may include roadway embankment and shoulder widening, paving, striping illumination, signing, drainage structures, ditching, guardrail, approach improvements, adding and/or replacing culverts. Please review attached information, and respond as appropriate.

If you feel that someone else in your organization should receive this rather than yourself, please respond to us so that we may update our list, and forward to them so that the proper review of this project moves forward.

Thank you for comments on the proposed project.

Melissa Jensen



DOLLY VARDEN LN

CHENA SMALL TRACTS RD

0 35 70 140 Feet



**From:** [Joni Scharfenberg](#)  
**To:** [Heim, Carl F \(DOT\)](#)  
**Subject:** project 60260  
**Date:** Thursday, October 11, 2012 7:14:21 PM

---

The Fairbanks Soil and Water Conservation District supports the Chena Small Tracts Road, Bicycle and Pedestrian Facility Design project. FSWCD encourages all residents and especially children to get outside and appreciate and learn about Alaska's natural resources. This project will enable a safe passage that will encourage users to experience outdoors and visit the Chena River.  
Joni Scharfenberg FSWCD coordinator



**From:** [Stutzke, Jeff P \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Cc:** [Maniaci, Caroline S \(DOT\)](#)  
**Subject:** FW: RE: Fish Determination  
**Date:** Thursday, February 07, 2013 10:57:04 AM  
**Attachments:** [Chena Small Tracts Crossing.pdf](#)

---

**From:** Morris, William A (DFG)  
**Sent:** Tuesday, December 18, 2012 4:32 PM  
**To:** Stutzke, Jeff P (DOT)  
**Subject:** RE: RE: Fish Determination

Hi Jeff,

No fish issues with this one. I have seen flow in it once when Cripple Creek shot Chena Pump at the transfer station a number of break-ups ago. No permit needed.

\*\*\*\*\*

Bill Morris  
Region III Regional Supervisor  
Division of Habitat  
Alaska Dept. of Fish and Game  
1300 College Road  
Fairbanks, AK 99701  
Phone: (907) 459-7282  
FAX: (907) 459-7303  
<http://www.adfg.alaska.gov/>

\*\*\*\*\*

**From:** Stutzke, Jeff P (DOT)  
**Sent:** Monday, December 17, 2012 12:30 PM  
**To:** Morris, William A (DFG)  
**Subject:** RE: Fish Determination

Hi Bill,

I have another culvert crossing that we will replace with a new culvert on Chena Small Tracts on an upcoming project. I have attached location information from Google. There is also an email from 2005 that mentions this crossing that included Mac at the time but I did not see any concurrence from him sent to Don Carlson. If you could take a gander and let me know what you think that would be great. Thanks Bill.

-Jeff

## Stutzke, Jeff P (DOT)

---

**From:** Bennett, John D (DOT)  
**Sent:** Friday, December 14, 2012 2:42 PM  
**To:** Stutzke, Jeff P (DOT); Luke Boles  
**Subject:** FW: [Fwd: Chena Small Tracks Road BP]

---

**From:** Don Carlson [mailto:don\_carlson@dot.state.ak.us]  
**Sent:** Thursday, September 22, 2005 1:26 PM  
**To:** joseph\_kemp@dot.state.ak.us  
**Cc:** leo\_woster@dot.state.ak.us; Joe Keeney; John D Bennett; Mac McLean  
**Subject:** Re: [Fwd: Chena Small Tracks Road BP]

Joe,

The channel that crosses Chena Small Tracts Rd between the Chena R and Chena Pump Rd is the remnant channel of Cripple Ck after it was realigned during the gold rush days to return water to the Chena Pump House just down the road. That channel only gets water during the occasional spring when the channel block upstream of Chena Pump Rd gets overtopped (see tipped truck pic by Jake Allens cubicle). The only habitat, if any, is between the Small Tracts Rd and the river. So, no fish passage should be required. Fish go up Cripple creek through the bridge just down the road by the Pump House restaurant then through a culvert on the extension of Chena Small Tracts that is westerly of the Chena Pump Rd that was installed when the new subdivision was opened some years ago. Extending the existing culverts with some outlet protection would be all that is needed. Mac is free to differ and I have cc'd him just in case. But there is no water in that channel unless it is back up from the Chena or runoff from the surrounding area.

Later, Don

[leo\\_woster@dot.state.ak.us](mailto:leo_woster@dot.state.ak.us) wrote:

Don,

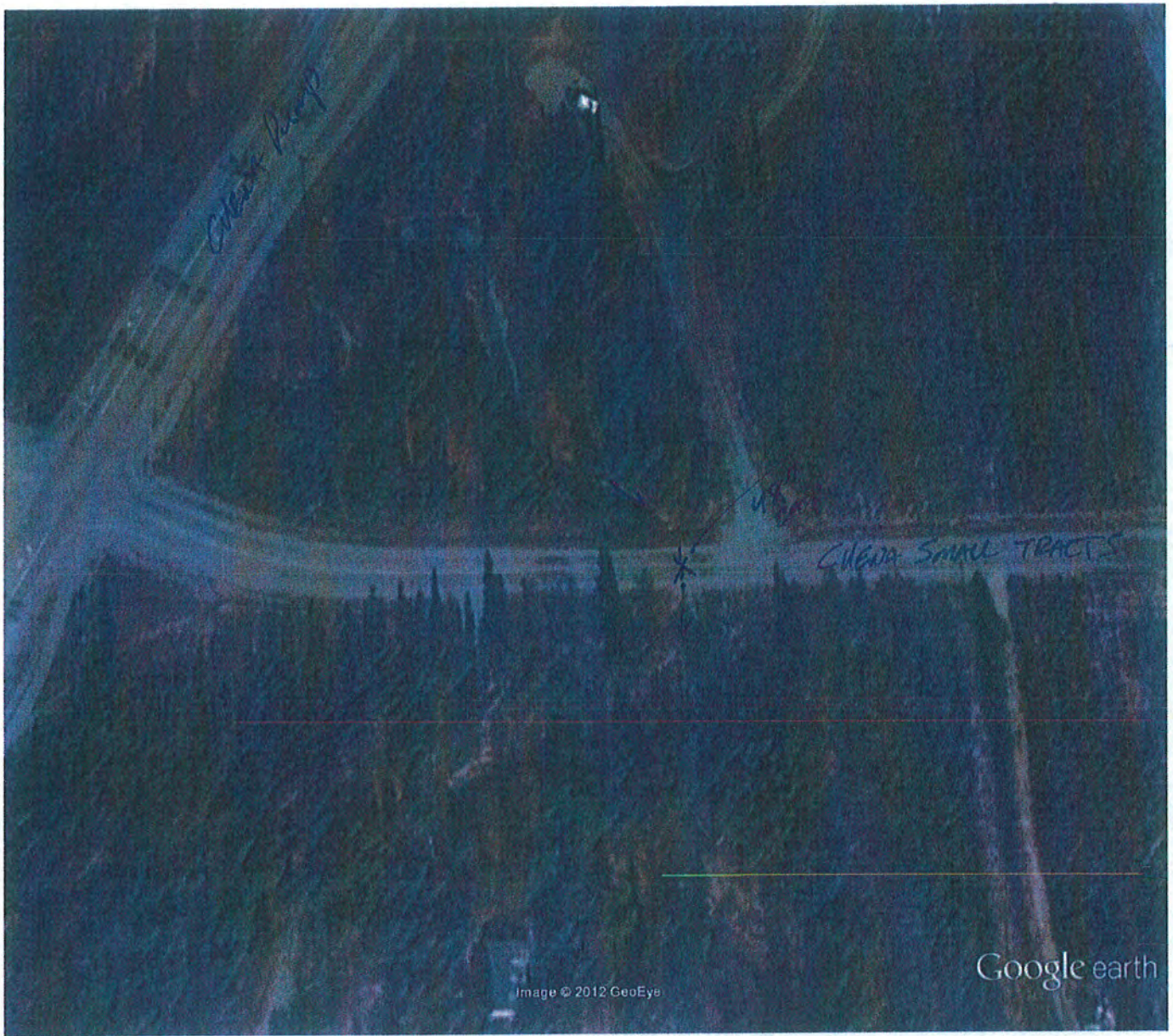
I think I know the answer to this one but Joe would probably want to hear it from you. Could you send him a quick email ?

Leo

----- Original Message -----

**Subject:**Chena Small Tracks Road BP  
**Date:**Thu, 22 Sep 2005 09:01:45 -0800  
**From:**Joe Kemp <[joseph\\_kemp@dot.state.ak.us](mailto:joseph_kemp@dot.state.ak.us)>  
**To:**[leo\\_woster@dot.state.ak.us](mailto:leo_woster@dot.state.ak.us)  
**CC:**Joe Keeney <[joe\\_keeney@dot.state.ak.us](mailto:joe_keeney@dot.state.ak.us)>

Leo, can you ask Don if the slough the runs under the Chena Small Tracks Road requires fish passage pipes if we were to add a bikepath next to the road? Doesn't have to be anything really detailed just a quick



Google earth

feet  
meters



48" CMP REPLACEMENT

N 64° - 50' - 04.6"

W 147 - 52' - 47.3"



Google earth





## FAIRBANKS NORTH STAR BOROUGH

809 Pioneer Road ☆ P.O. Box 71267 ☆ Fairbanks, Alaska 99707-1267

(907) 459-1260 ☆ FAX (907) 459-1255

March 20, 2013

State of Alaska DOT/PF  
Attn: Russell Johnson  
2301 Peger Road  
Fairbanks, AK 99701

RE: **HP 2013-004** Chena Small Tracts Improvements

Dear Mr. Johnson:

At its meeting of March 19, 2013, the Fairbanks North Star Borough Planning Commission **approved** of the above referenced highway project.

For the purposes of the local review process, this project was classified as a non-significant, public hearing item. Since the project was approved without conditions, the local review process has been completed.

Thank you for your cooperation and assistance during the review process. If you have any questions, please feel free to contact me at 459-1260.

Sincerely,

Kellen Spillman, Planner IV - Transportation  
Department of Community Planning

KS/meb

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts Planning Commission approval  
**Date:** Tuesday, March 26, 2013 10:20:20 AM

---

Russ Johnson  
AK DOT&PF  
451-5059

---

**From:** Johnson, Russell M (DOT)  
**Sent:** Wednesday, March 13, 2013 9:54 AM  
**To:** 'Kellen Spillman'  
**Cc:** Krol, Longin (DOT); Woster, Timothy J (DOT); Hooper, Barry L (DOT); Bailey, Meadow P (DOT); Titus, James Stephen (DOT)  
**Subject:** Chena Small Tracts Planning Commission approval

Kellen,

After further internal review and discussion, AK DOT&PF has no plans to alter the proposed design or add additional design features. The current design is and 8-foot wide separated path on the north side of Chena Small Tracts Road.

We have heard the neighborhood concerns, considered and analyzed other alternatives and believe the current design is a "best fit" in trying to balance the project's impacts, constraints, and needs.

We question the perceived benefits and arguments of adding a fence to the north side of the road in-between Lark Pond and Chena Small Tracts Road. Adding a fence along Lark Pond creates negative impacts. It requires the removal of more trees, increases maintenance requirements (time & \$\$) and increase the project construction cost. As we have indicated before we are proposing to re-vegetate this area with fast growing trees such as aspens and willows.

This project does not have dedicated future construction funding. This project will have to compete against other statewide projects and funding priorities in this coming legislative session. To give this project the best chance to receive funding we are trying to minimize construction costs. Proposed design features are limited to ones that are needed to address the project's scope, purpose and need, which is to construct a bicycle/pedestrian facility so pedestrians and bicyclists are not in vehicle travel lanes.

We recommend the Planning Commission approve this project with no changes.

Russ Johnson  
AK DOT&PF  
451-5059



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION



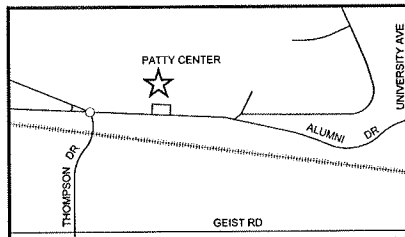
## OPEN HOUSE

### Chena Small Tracts Road Bicycle and Pedestrian Facility Project 60260

The Alaska Department of Transportation & Public Facilities (DOT&PF) invites you to attend an Open House to discuss the design of a Bicycle and Pedestrian Facility at Chena Small Tracts Road. We are requesting public comments. You are welcome to come in at any time between 5:00 p.m. and 7:30 p.m. **At 5:30 there will be an informal presentation about the project.**

UAF Patty Center  
410 Tanana Loop  
Fairbanks, Alaska

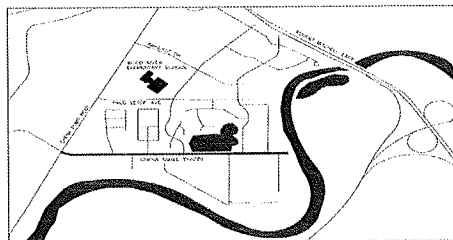
Thursday, October 11, 2012  
5:00 p.m. to 7:30 p.m.



DOT&PF also requests information and comments on resources in the study area that may be affected, including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species. For more information or if you would like to submit comments outside the public meeting please contact:

Carl F. Heim, P.E.

2301 Peger Road, Fairbanks, AK 99709-5316  
Telephone: (907) 451-5371; Fax: (907) 451-5103  
Text Telephone (TDD): (907) 451-2363  
Email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov)



Please submit your comments  
by **October 25, 2012.**

If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

[Home](#)[Go Back](#)[Edit](#)

[Public]

## Online Public Notice

State of Alaska

### Public Notices

#### Open House- Chena Small Tracts Road Bicycle And Pedestrian Facility

Submitted by: smburnett/25

Date Submitted: 10/05/2012 01:10 PM

Date Modified: 10/05/2012 01:12:48 PM

Submission Mode: direct

Approve Prior To Post: n/a

Approved By: n/a

Approval Date: n/a

**Attachments:**

60260 Chena Small Tracts FDNM AD-FINAL.pdf

### Open House- Chena Small Tracts Road Bicycle And Pedestrian Facility

**Category:** Public Notices**Publish Date:** 10/05/2012**Archive Date:** 10/12/2012**Event/Deadline Date:** 10/11/2012 05:00 PM**Department:** Transportation & Public Facilities**Location:** Fairbanks, Northern Region**Coastal District:** N/A**Body of Notice:**

State of Alaska Department of Transportation &amp; Public Facilities

Open House  
Chena Small Tracts Road Bicycle and Pedestrian Facility  
Project 60260

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Carl F. Heim, P.E.  
2301 Peger Road  
Fairbanks, AK 99709-5316  
Telephone: (907) 451-5371; Fax: (907) 451-5103  
Text Telephone (TDD): (907) 451-2363  
Email: carl.heim@alaska.gov



Please submit your comments by October 25, 2012. If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

**Revision History:**

10/05/2012 01:10:18 PM by smburnett/25/State/Alaska/US  
10/05/2012 01:12:17 PM by smburnett/25/State/Alaska/US  
10/05/2012 01:12:26 PM by smburnett/25/State/Alaska/US  
10/05/2012 01:12:48 PM by smburnett/25/State/Alaska/US  
\$\$WebClient [Submitter] [Anon] [DOTPF]

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[Home Page](#)   **Notices by:** [Department](#) | [Category](#) | [Publish Date](#)

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60260 Chena Small Tracts FDNM AD-FINAL.pdf

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES—NORTHERN REGION

OPEN HOUSE

Chena Small Tracts Bicycle/Pedestrian Facility

Project: 60260

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration, invites you to attend an open house to discuss the design of a bicycle/pedestrian path on Chena Small Tracts Road. We are requesting public comments. You are welcome to come in at any time between 5:00 p.m. and 7:30 p.m. A formal presentation will be given at 5:30 p.m.

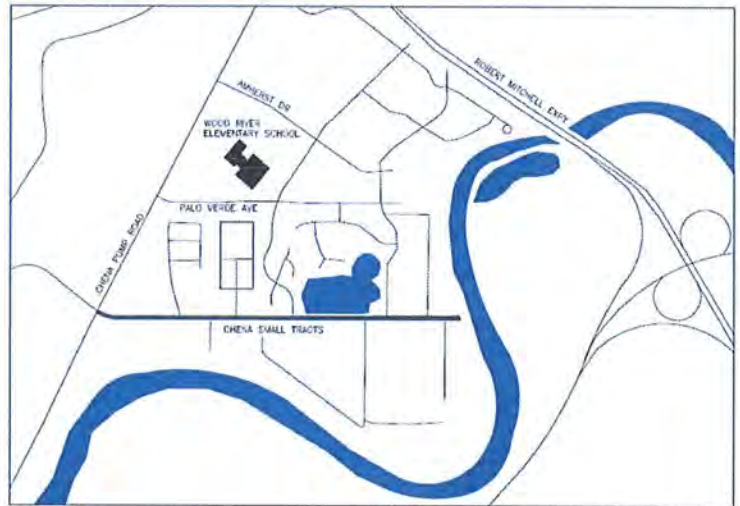
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**This meeting will be held on:**  
**UAF Patty Center Commons**  
**413 Tanana Loop East**  
**Fairbanks, Alaska**  
**Thursday, October 11, 2012**  
**5:00 p.m. to 7:30 p.m.**

**A formal presentation will be given at 5:30 p.m.**

For further information regarding the project, or if you would like to submit comments outside the public meeting, you can contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or send an e-mail to [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov). You may also fax your comments to (907) 451-5103. To correspond by text telephone (TDD), call (907) 451-2363.

**Please submit your comments by October 25, 2012.** If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES—NORTHERN REGION

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Project: 60260

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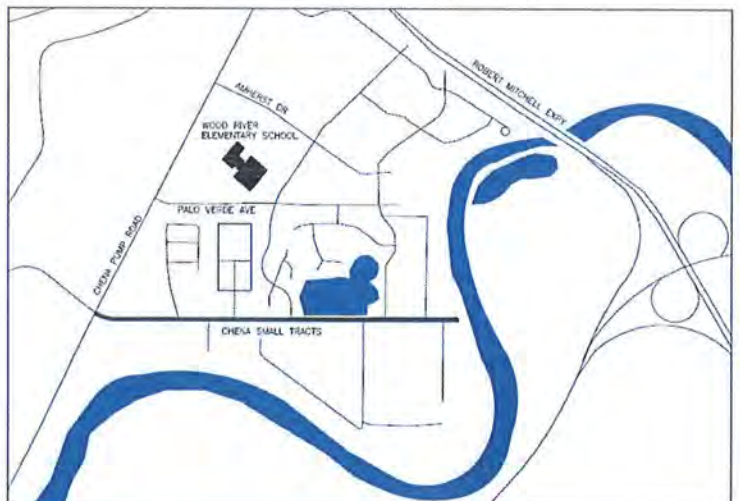
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**Please submit your comments by October 25, 2012.** If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.



CHENA PUMP SOLID, LOT: 01&  
Acs Of The Northland Inc  
600 Telephone Ave Ms 8  
Anchorage, AK 99503

UNIVERSITY WES12, LOT: 31  
Alaska State Of Transportation And Public  
Facilities  
2301 Peger Rd Ms 2553  
Fairbanks, AK 99709

UNIVERSITY WES10, BLOCK: U, LOT: 17  
Allers Marlowe E, Allers Norma, Sagastume  
Elena Allers, Howard Marla Allers  
40 Steelhead Rd  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: C, LOT: 01  
Alvarez Francisco, Herrera Gloria  
1419 Kuykendall St  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: B, LOT: 03  
Aslam Diane K, Aslam Zafar M  
1369 Macfarland St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 06, LOT: 06  
Austin Paul A, Austin Beth C  
1821 Barn Swallow Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 03  
Baker Marce Edward, Knott Sandra  
PO BOX 81816  
Fairbanks, AK 99708

1S 2W, SEC: 13, TAXLOT: 30A  
Banks James B, Banks Flor M  
PO BOX 81488  
Fairbanks, AK 99708

1S 2W, SEC: 13, TAXLOT: 23B  
Barboza Kay Kenyon, Barboza Peregrine S  
PO BOX 83870  
Fairbanks, AK 99708

1S 2W, SEC: 13, TAXLOT: 23A  
Barboza Peregrine S, Barboza Kay Kenyon  
PO BOX 83870  
Fairbanks, AK 99708

UNIVERSITY WES11, BLOCK: X, LOT: 17  
Barnes Mark, Barnes Heather  
2 Trinidad Dr  
Fairbanks, AK 99709

TRIGGER, LOT: 02A  
Barney Jeffery S, Barney Regena S  
PO BOX 82026  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: A, LOT: 02  
Barth Adam Michael, Barth Shannon R  
1416 Macfarland St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 09A  
Bartling Cindy A, Bartling Victor K  
4705 Cosgrave Dr  
Fairbanks, AK 99709

UNIVERSITY WES10, BLOCK: U, LOT: 20B  
Bates Catherine M  
PO BOX 70216  
Fairbanks, AK 99707

CHENA ACRES, BLOCK: 09, LOT: 04  
Beaux Wiley F, Beaux L Marie  
PO BOX 1337  
Sagle, ID 83860

UNIVERSITY GARDE, BLOCK: C, LOT: 04  
Benavides Juan Roberto, Benavides Gina Yvette  
1343 Kuykendall St  
Fairbanks, AK 99709

OLD TIMER, LOT: 18A  
Binkley James M  
5325 Chena Small Tracts Rd  
Fairbanks, AK 99709

PUMPHOUSE ESTATE, LOT: 04  
Binkley Judy  
5325 Chena Small Tracts Rd  
Fairbanks, AK 99709

PUMPHOUSE ESTATE, LOT: 01  
Binkley Mary E Trust  
1975 Discovery Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 02  
Binkley Skip & Karen Joint Revocable Trust  
1152 Crown Rd  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 20  
Binkley Wade Madison  
5325 Chena Small Tracts Rd  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 08A  
Boswood Benjamin M  
1334 Drexel Way  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: B, LOT: 11  
Brainerd Scott M, Brainerd Julia  
1380 Garay St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 01  
Bratcher Lewis M Iii  
1650 Cosgrave Dr  
Fairbanks, AK 99709

UNIVERSITY WES8A, BLOCK: Z, LOT: 07  
Burke Frank P, Burke Uisuk  
1334 Drexel Way  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 08B  
Bush Boyce D  
25 Trinidad Dr Apt B  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: B, LOT: 10  
Camp Alexander  
1368 Garay St  
Fairbanks, AK 99709

TRIGGER, LOT: 01  
Campbell Jeffery Alan, Campbell Margo L  
503 14th Ave  
Fairbanks, AK 99701

CHENA ACRES, BLOCK: 08, LOT: 02  
Campbell Diana, Campbell Mack  
1550 Lazy Loon Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 04, LOT: 08D  
Carrington Kyle S, Carrington Patricia A  
25 Steelhead Rd  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 04, LOT: 11  
Cevasco Eugene Jr, Cevasco Natalie L  
1490 Dolly Varden Ln  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 06, LOT: 03  
Chavez Jacob, Chavez Christa J  
1725 Barn Swallow Way  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 14  
Chena Small Tracts Church Of Christ  
PO BOX 80592  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: C, LOT: 09  
Chittenden Lyell C  
1352 Macfarland St  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 21W&  
Ciampa David N, Ciampa Heather J  
1661 Perch Dr  
Fairbanks, AK 99709

UNIVERSITY WES8A, BLOCK: Z, LOT: 15A  
Clark Darrell L, Clark Dionna L  
1335 Wake Forest Way  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 59A  
Coffman Christine E  
1419 Macfarland St  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: X, LOT: 10B  
College Utilities Corporation Inc  
PO BOX 80370  
Fairbanks, AK 99708

UNIVERSITY WES10, BLOCK: U, LOT: 21B  
Creamer Roxanne M  
22 Steelhead Rd  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 08, LOT: 03  
Dallaire Reginald A Iii  
1736 Lazy Loon Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 08, LOT: 05  
Dallaire Catherine L, Dallaire Reginald A Iii  
1736 Lazy Loon Way  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 24  
Davis Ronald A, Davis Mary Lou  
PO BOX 80868  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: C, LOT: 02  
Debbaut Jacob J  
1391 Kuykendall St  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 22  
Deems Laura L, Deems Michael K  
1323 Berea Ct  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 07, LOT: 02  
Demoski Evelyn Joyce  
PO BOX 81076  
Fairbanks, AK 99708

1S 2W, SEC: 13, TAXLOT: 13  
Dinwoodie Daniel H Revocable Trust  
2736 Diligence Cir  
Anchorage, AK 99515

UNIVERSITY GARDE, BLOCK: A, LOT: 58A  
Dodge Margaret A  
1417 Macfarland St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 06  
Dow Timothy Lee, Dow Cheryl Lynn  
1714 Cosgrove Dr  
Fairbanks, AK 99709

UNIVERSITY WES8A, BLOCK: Z, LOT: 15B  
Duncan Thomas H  
1337 Wake Forest Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 07, LOT: 07  
Duszynski Jamelle L, Whitney James  
1750 Barn Swallow Way  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 21  
Eberlein Renner J  
1709 Fort Bragg Rd  
Fayetteville, NC 28303

CHENA ACRES, BLOCK: 04, LOT: 08C  
English Linda J  
PO BOX 82275  
Fairbanks, AK 99708

UNIVERSITY WES11, BLOCK: Y, LOT: 17  
Escalante Adolfo F, Escalante Sasha L  
1337 Piedmont Ct  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 22  
Evans David L, Kalloch Gina L  
PO BOX 72548  
Fairbanks, AK 99707

UNIVERSITY WES10, BLOCK: U, LOT: 18A  
Ferree Denise M, Ferree George S  
30 Steelhead Rd  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 25A  
Firor Robert P, Firor Teresa J  
9 Trinidad Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 07, LOT: 05  
Galley Patricia R, Galley James W  
PO BOX 84715  
Fairbanks, AK 99708

CHENA ACRES, BLOCK: 04, LOT: 09  
Garza Bich Thuy N, Garza Gilberto  
805 Sage St  
Fernley, NV 89408

UNIVERSITY WES10, BLOCK: U, LOT: 20A  
Garza Bich Thuy N, Garza Gilberto  
805 Sage St  
Fernley, NV 89408

UNIVERSITY WES10, BLOCK: U, LOT: 16  
Gibbs Albert C, Gibbs Toni M  
4647 Princeton Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 07, LOT: 06  
Gott Michael C  
1724 Barn Swallow Way  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 12W&  
Greeley Dale  
4697 Chena Small Tracts Rd  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 07  
Griffith Scott W, Griffith Nancy E  
29 Trinidad Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 05, LOT: 07  
Gross Teresa A  
1491 Dolly Varden Ln  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 06, LOT: 04  
Gudschinsky Mark Edward  
PO BOX 72007  
Fairbanks, AK 99707

UNIVERSITY WES11, BLOCK: X, LOT: 14A  
Hall Toby A, Hall Bernice K  
10 Trinidad Dr  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 17W&  
Hein Ursula E, Hein Gary Dean  
PO BOX 84546  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: C, LOT: 12  
Herrera Robert J  
1412 Macfarland St  
Fairbanks, AK 99708

CHENA ACRES, BLOCK: 07, LOT: 01  
Hildebrand Darrell, Hildebrand Edith J  
PO BOX 82905  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: A, LOT: 51  
Hill Esther, Rohe John Jr  
1395 Garay St  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 21E&  
Hoffman Delbert W, Bank Of America National  
Trust & Savings Assoc  
PO BOX 85122  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: C, LOT: 10  
Horner Amy  
1370 Macfarland St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 04, LOT: 08A  
Houston Mimi, Houston Shawn A  
35 Steelhead Rd  
Fairbanks, AK 99709

SHERWOOD FOREST3, LOT: A  
Interior Alaska Land Trust Inc  
PO BOX 84169  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: B, LOT: 02  
Jackson Benjamin R, Jackson Lauren M  
7543 Tara Blvd S  
Spanish Fort, AL 36527

1S 2W, SEC: 13, TAXLOT: 26  
Jacobson Steven, Jacobson Anna  
PO BOX 82849  
Fairbanks, AK 99708

UNIVERSITY WES11, BLOCK: Y, LOT: 24A  
Jaeger Ronald Alan, Jaeger Elisabeth P  
PO BOX 72095  
Fairbanks, AK 99707

UNIVERSITY WES11, BLOCK: Y, LOT: 09  
Jakes Duncan C  
1324 Berea Ct Apt A  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: X, LOT: 07  
Jalasko North Llc  
800 E Dimond Blvd Ste 3-500  
Anchorage, AK 99515

CHENA ACRES, BLOCK: 04, LOT: 12  
John L Turner House Foundation  
805 Airport Way  
Fairbanks, AK 99701

CHENA ACRES, BLOCK: 05, LOT: UMB01  
Johnson Clara, Johnson Delwin  
1427 Dolly Varden Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 06, LOT: 02  
Johnson Holli J  
PO BOX 82386  
Fairbanks, AK 99708

1S 2W, SEC: 13, TAXLOT: 28  
Johnson Michelle J, Johnson Randy M  
1781 Perch Dr  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 12A  
Jordan Angelheart Serenah  
1348 Kuykendall St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 07, LOT: 04  
Joseph Stewart J  
PO BOX 83651  
Fairbanks, AK 99708

UNIVERSITY WES8A, BLOCK: Z, LOT: 14  
Kaihoi Kendal L  
PO BOX 84888  
Fairbanks, AK 99708

UNIVERSITY WES8A, BLOCK: Z, LOT: 10  
Kent Denise A, Kent Thomas F  
1324 Wake Forest Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 08, LOT: 04  
Keyuravong Pisonth  
13201 Westwind Dr  
Anchorage, AK 99516

1S 2W, SEC: 13, TAXLOT: 35  
Killen Warren C, Killen Nellie  
4663 Killen Ln  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 57  
Kryston Young Nyo, Kryston Joseph James Jr  
5047 George Nelson Ave  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 11B  
Larson Marijo E, Larson Wayne F  
PO BOX 61201  
Fairbanks, AK 99706

CHENA ACRES, BLOCK: 06, LOT: 05  
Lien Garrett J, Lien Nicole N  
1815 Barn Swallow Way  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 06, LOT: 01  
Loeser Kenneth J, Loeser Elizabeth J  
PO BOX 61153  
Fairbanks, AK 99706

UNIVERSITY WES11, BLOCK: Y, LOT: 08A  
Long Amanda N, Long Jesse D  
25a Trinidad Dr  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 49  
Macfarlane Scott David  
1365 Garay St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 04, LOT: 08B  
Mailloux Patrick, Mailloux Suzette  
27 Steelhead Rd  
Fairbanks, AK 99709

UNIVERSITY WES8A, BLOCK: Z, LOT: 09  
Mccarthy Paul J  
1354 Drexel Way  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 26  
Mcghie Myrna L  
5 Trinidad Dr  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 09A  
Mcginty Jolene M  
1390 Kuykendall St  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 36A1  
Miller David J, Miller Joy A  
PO BOX 81149  
Fairbanks, AK 99708

CHENA ACRES, BLOCK: 07, LOT: 03  
Miller Mitchel J, Miller Jaime M  
PO BOX 81149  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: C, LOT: 11  
Miller Robert L  
1353 Sharpe Pl  
Longmont, CO 80501

UNIVERSITY WES12, LOT: 01  
Mountain Investment Company  
84680 Kili Dr # 703  
Waianae, HI 96792

CHENA ACRES, BLOCK: 09, LOT: 07  
Nance Kara L  
PO BOX 81225  
Fairbanks, AK 99708

UNIVERSITY WES8A, BLOCK: Z, LOT: 08  
Nance Timothy S, Nance Lori D  
1346 Drexel Way  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 19A  
Nash Elaine M  
5191 Chena Small Tracts Rd  
Fairbanks, AK 99709

OLD TIMER, LOT: 15A  
Nash Joseph R  
1030 Aurora Dr  
Fairbanks, AK 99709

CHENA GOLD, LOT: B  
Nelson Marshall B  
PO BOX 60402  
Fairbanks, AK 99706

UNIVERSITY WES11, BLOCK: Y, LOT: 27  
Osborne Terry G, Osborne Marie L  
1 Trinidad Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 04, LOT: 10  
Pair Janet C  
1410 Dolly Varden Ln  
Fairbanks, AK 99709

UNIVERSITY WES10, BLOCK: U, LOT: 14  
Petersen Leroy C  
4671 Princeton Dr  
Fairbanks, AK 99709

DREAMLAND, LOT: 02  
Pikes Waterfront Lodge Llc  
1850 Hoselton Rd  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: B, LOT: 01  
Plutt John W  
1415 Macfarland St  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 05, LOT: 05  
Possenti Wynola J  
1399 Dolly Varden Ln  
Fairbanks, AK 99709

UNIVERSITY WES11, BLOCK: Y, LOT: 19  
Prechtel Anton S, Prechtel Herta  
PO BOX 84962  
Fairbanks, AK 99708

CHENA ACRES, BLOCK: 07, LOT: 08  
Reinheller Andrea A, Reinheller Ryan J  
1735 Lazy Loon Way  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 03  
Rice Guadalupe C  
PO BOX 83340  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: B, LOT: 09  
Rio Pamela Irene  
1350 Garay St  
Fairbanks, AK 99709

UNIVERSITY WES10, BLOCK: U, LOT: 21A  
Ruedrich Lillian  
PO BOX 80746  
Fairbanks, AK 99708

GHENT, LOT: 01  
Russell Darrell L, Russell Margaret R  
4694 Killen Ln  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 50  
Salisbury Margaret J  
1375 Garay St  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 05  
Schnekenburger Laycie N  
5107 George Nelson Ave  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 27  
Seekins Benjamin Alan, Seekins Tami Lynn  
4633 Maresh Ave  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 32  
Seekins Ralph C, Seekins Constance C  
4611 Maresh Ave  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: C, LOT: 03  
Sherwood Partners  
1501 Queens Way Ste 209  
Fairbanks, AK 99701

UNIVERSITY WES8A, BLOCK: Z, LOT: 12  
Shier Lawrence D, Shier Kathleen M  
1328 Wake Forest Way  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 52  
Skrip Nicholas M, Sparks Rebecca K  
1415 Garay St  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: B, LOT: 04  
Smith Elizabeth Veenstra  
1353 Macfarland St  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 01  
Snyder Pennie Lee  
1420 Macfarland St  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 53  
Sparks Rebecca K, Skrip Nicholas M  
1415 Garay St  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 12E&  
Stone Toni J, Stone Elmer Jr  
PO BOX 80489  
Fairbanks, AK 99708

CHENA ACRES, BLOCK: 09, LOT: 05  
Stone Elmer Jr, Stone Toni J  
PO BOX 80489  
Fairbanks, AK 99708

UNIVERSITY GARDE, BLOCK: B, LOT: 12  
Strawther Pam J  
1410 Garay St  
Fairbanks, AK 99709

OLD TIMER, LOT: 17A  
Strong Elaine Revocable Trust  
780 W Camino Del Rosal  
Sahuarita, AZ 85629

UNIVERSITY GARDE, BLOCK: A, LOT: 11A  
Sullivan Timothy J  
3058 Tyler Way  
Costa Mesa, CA 92626

UNIVERSITY GARDE, BLOCK: A, LOT: 04  
Taguam Jean M  
15811 Deer Ridge Dr  
Morrison, CO 80465

UNIVERSITY WES11, BLOCK: Y, LOT: 02&  
Teal Development Co Inc  
PO BOX 70021  
Fairbanks, AK 99707

UNIVERSITY GARDE, BLOCK: A, LOT: 55  
Tesla Properties Llc  
427 Crestmont Dr  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 11A  
Thompson James Scott  
4683 Chena Small Tracts Rd  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 56  
Torres Donald R, Torres Bonnie D  
PO BOX 81601  
Fairbanks, AK 99708

UNIVERSITY WES11, BLOCK: X, LOT: 16  
Towler Ronald T  
6 Trinidad Dr  
Fairbanks, AK 99709

UNIVERSITY WES10, BLOCK: U, LOT: 15  
Townshend Frieda W, Townshend John B  
4649 Princeton Dr  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 36B  
Walker Isabelle Jean  
10031 Perry St  
Overland Park, KS 66212

UNIVERSITY WES10, BLOCK: U, LOT: 12A  
Want Matthew, Want Tammy  
4725 Villanova Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 09, LOT: 08  
Warwick Andrew S, Warwick Judith E  
3190 Riverview Dr  
Fairbanks, AK 99709

1S 2W, SEC: 13, TAXLOT: 10E&  
Weeks Megan K, Weeks Melvin L  
4595 Chena Small Tracts Rd  
Fairbanks, AK 99709

UNIVERSITY GARDE, BLOCK: A, LOT: 06A  
Whippoowill Llc  
427 Crestmont Dr  
Fairbanks, AK 99709

CHENA ACRES, BLOCK: 08, LOT: 01  
Wiehl Kimberly J  
PO BOX 84358  
Fairbanks, AK 99708

UNIVERSITY WES11, BLOCK: Y, LOT: 20  
Zhang Mingchu, Gao Janice  
17 Trinidad Dr  
Fairbanks, AK 99709

\*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:



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**ALASKA DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES**



**OPEN HOUSE**

**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility PROJECT NUMBER: 60260 DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Randy Johnson	1781 Perch Drive randy2@qhemn.com	474-8974	M	W
Donna Gardino	800 Cushman St dvgardino@ci.fairbanks.ak.us	459-6786	F	W
SHERI ROACH	403 Henderson Rd sroach65@gmail.com	458-7501	F	W
Dale Greeley	4697 Chena Small Tracts	479-8013		
Susan Warner	Po Box 80746, Fairbanks 99708 24 STEELHEAD Rd	465-3837	F	W
Kellen Spillman	976 Duckhunk Dr. Fbx	459-6805	M	W
Tom Kent	1324 WAKE Forest WAY		M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Effective December 2004



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**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility PROJECT NUMBER: 60260 DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
WAYNE F. & MARISSA LARSON	PO BOX 61201 FAIRBANKS, AK 99706	479-6370	M/F	W
ROXANNE CREAMER	22 Steelhead Rd	479-7224	F	W
JUDY BINKLEY	5325 CHENA SMALL TRACTS	479-6006	F	W
Jayne Bennett	1276 Gold Rush	479-2281	F	W
Tami Seekins	4633 Maresh Ave FAIRBANKS, AK 99709	455-7433	F	W
Adam Bath	1416 Meckland St	457-6677	M	W
Annie Brann Armstrong	3273 Rosie Creek Rd FAIRBANKS 99709	479-2560	F	W

**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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**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility    PROJECT NUMBER: 60260    DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Scott Thompson	4683 Chena Small Tracts	499-8250	M	
Jeff Roach	403 Henderson Rd Fairbanks, AK	458-7501	M	W
Brenda Greeley	4697 Chena Small Tracts	479-8013	F	W
Cynthia & Tim Bauer	1344 Prospect Dr,	479-5562	F/ M	W
DARRELL RUSSELL	4694 KILLEN LANE	388-2130	M	W
George Fenree	30 Steelhead Rd. Fairbanks 99709 gdfenree@alaska.net	452-2680 750-0836	M	W
Jeff Creamer	1873 Bridgewater Dr Fairbanks 99709	378-9061	M	W

**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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**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility PROJECT NUMBER: 60260 DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Kay Barboza	PO Box 3870 KKBC@ptialaska.net	907- 474-0785	F	W
Michelle Miller	1136 Ivy Dr.	479-7530 92	F	W
Perry Barboza	PO Box 83870	907 474-0785 M		
Lillian Ruedrich	PO Box 80746 99708	456-3837	F	W
Linda Mahlen	DOT & PF	512385	F	W
Grant Guy	1211 Tummy Terrace 99712	455-122	M	W
Martha Reynolds	1636 Wolverine 99709	479-3724	F	

**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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**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility**    **PROJECT NUMBER: 60260**    **DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DENISE FERREE	30 STEELHEAD RD FAI, AK 99709    gdferree@alaska.net	452-2688	F	W
Kerri Martin	2301 Reor Rd. DOT & PF	451-5289	F	W
Sarah Burnett	DOT & PF	451-2237	F	W
Michael Golub	POB 35096 Fort Wainwright, AK 99703	3474363	F	W
Marlys + James Schneider	PO Box 80863 Fairbanks, AK 99708	477-3466	M F	W W
Ricardo Policicchio	DOT & PF	451-5211	M	

**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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**PROJECT NAME: Chena Small Tracts Road Bicycle & Pedestrian Facility    PROJECT NUMBER: 60260    DATE: October 11, 2012**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
CALL F. HERRM	2301 PEBBLE RD	451-5371	M	W
Robyne	4624 Stanford Dr.	479-3990	F	W

**RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

Effective December 2004



# COMMENT SHEET

Chena Small Tracts Road Bicycle & Pedestrian Facility

Project No.: 60260

October 11, 2012 5:00 p.m. - 7:30 p.m.

UAF Patty Center



We welcome written input and ideas from the public. Thank you for taking the time to be involved.  
(If you need more space please use back side of sheet.)

## COMMENTS:

- Chena small tracts has a lot of speeding cars any measures to keep traffic under the posted limit would increase safety for the path. Radar sign, bumps etc.
- Many of the drawings refer to chena small "tracks" rather than small "trails" - I support this name change
- definitely don't want lighting! NO
- If you fill into the pond - perhaps plant trees with the fence
- I have talked to several people that don't live in the area but who bike through they strongly like the bike path (separated) alternative. Since I am on the south side I am not impacted as much but I understand the objections of →

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E-MAIL ADDRESS: \_\_\_\_\_

NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

Please submit your comments by October 25, 2012.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
To correspond by text telephone (TDD), please call (907) 451-2363.

my northern neighbors.

● I support the extend shoulder option because I believe it will hold up better over the years.

● Oh and I believe what you label Maresk is really a drive way to Maresk which is parallel to small tracts.



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## COMMENTS:

I would like to dispell the myth of children using the path to walk/bike to school. I have lived on chena small tracts for 20 yrs and children do not walk to school and if they do - how by walking the entire length of the road out to chena pump then down to the school? also if we are so concerned about "the children" what about four wheelers and snow machines that will run them down especially in the winter. I am all for the concept of bike paths but reality in Alaska is the biggest users will be snow machines + four wheelers. I have dealt with both users on a constant basis, also, if children walk to the park they will be dealing with drug sellers, users and buyers

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E-MAIL ADDRESS: dgreeley@ptialaska.net

NAME: Brenda Greeley

MAILING ADDRESS: 4697 chena small tracts Rd. Fbks 99709

Please submit your comments by October 25, 2012.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
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If the community wanted this path then ~~they~~  
why so many dissenters I agree with them  
I never heard of this project before and  
I live in Chenazma tracks. Seems like the  
people who live on the road should have been  
involved. I will never agree to a pathway  
until the speeding, four wheelers and  
snow machines are addressed.

I do not want a pathway as I said above  
but if the project does go through I guess  
I would go with separated bike path on  
north side with no lights. ~~also~~ very  
gradually. also add speed bumps +  
speed signs.



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## COMMENTS:

I travel Chena Small Tracts Road often during all seasons for recreation access and to visit friends. There are often families and children walking along the road. I support a full separated bike path along Chena Small Tracts Road from Chena Pump Road to the River. The south side would make the most sense due to fewer residential impacts, lake (pit) proximity on the North side and the utility easement on the South side. A widened shoulder would be a poor substitute for a separated path due to pedestrian safety from vehicular traffic. Build more bike/ped paths and make non-motorized transportation system connections.

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E-MAIL ADDRESS: jaroach19@gmail.com

NAME: Jeff Roach

MAILING ADDRESS: 403 Henderson Rd, Fairbanks, AK 99709

Please submit your comments by October 25, 2012.  
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(2)

Tie the Chena Small Tracts Bikedel path into the Chena Pump Road Bikedel path. Also consider pedestrian access to connect the Chena Pump Road Bikedel path to the Airport Way Facilities by building a non-motorized Chena River ~~the~~ crossing (Bridge) at the end of the Chena Small Tracts Road to the Hazelton Road area. (like what is available between the Carlson Center and Alaska Land.



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## COMMENTS:

Although I live in another neighborhood, I travel the length of Chena ST daily in the summer and at least 2x/week all winter. It is rare for there not to be families, bikers, people walking dogs, or other pedestrians on the road. It is very busy. It is also a fast road (40mph), so, if, for any reason, a driver doesn't see a pedestrian, it can be tricky for them to avoid each other. The side ditches are also very deep in places, giving peds + cars nowhere to go to avoid each other. A wide sidewalk at least, one which allows people w/ dogs, strollers, & bicycles, would make this safer for everyone.

See over side →

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E-MAIL ADDRESS: SROACH65@GMAIL.COM

NAME: Sheri Road

MAILING ADDRESS: 403 Henderson Rd, Fbx 99709

Please submit your comments by October 25, 2012.  
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Why can't the path be in the utility corridor area on the South side? There seems to be more room on the South side, especially near the "Lake." Then there would be more room for a separated path, which is much safer, and is the safest alternative.



**COMMENT SHEET**  
**Chena Small Tracts Road Bicycle & Pedestrian Facility**  
**Project No.: 60260**  
**October 11, 2012**

UAF Pa

Post-It® Fax Note	7671	Date	10-16-12	# of pages	1
To	CARL F. HEIM, P.E.	From	WAYNE/MARIJO		
Co./Dept.	ENGINEERING MGR	Co.	LARSON		
Phone #	DOTPF	Phone #	479-6370		
Fax #	451-5103	Fax #	479-2270		

We welcome written input and ideas from the public  
 (If you need more space pl

**COMMENTS:**

Thank you for your October 11, 2012 presentation of the proposed Bicycle and pedestrian facility along Chena Small Tracts Road. We live on the south side of Chena Small Tracts Road at 4633. We have no objections to the three proposals, assuming that the bike path will be built on the north side of the road as indicated at the presentation.

If we had to choose one proposal, our preference would probably be for the widening of both sides of Chena Small Tracts Road. It affords walking/biking opportunities down both sides of the road and appears to be the least expensive to build. The only reservation we have to this plan is that we have worked very hard the last 28 years since building our home down this rural country road to create and cultivate a tree screen between our house and the road since the house sits so close to the road. We would definitely not want to lose that screening. Our concern is that the drainage area required between the shoulder and our visual buffer may be compromised. If that were the case then we would definitely vote for one of the other two proposals. If you are seriously considering this option, please let us know what would happen in the front area of our lot. Maybe you have enough survey data to provide a cross section for us to see what may happen to our buffer.

The other concern we have is for access to Lark Pond on Chena Small Tracts Road. No matter which option is selected, we very much support seeing a fence constructed that is capable of preventing easy access to the pond. That pond is private property and the residents are responsible for any mishap on that pond and have already had trouble keeping people out with the proximity to the road that is there now.

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**E-MAIL ADDRESS:** \_\_\_\_\_

**NAME:** WAYNE F. & MARIJO LARSON

**MAILING ADDRESS:** 4633 CHENA SMALL TRACTS RD., FAIRBANKS AK 99709

Please submit your comments by October 25, 2012.

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### COMMENTS:

Do NOT support designs that will remove vegetative buffer, green belt on North side of Rd. adjacent to Lark Pond.

Recommend considerations to designing widened shoulder on North side along Lark Pond, possibly 6'-8' wide, leaving trees in place.

Other possibilities: Utilizing available ROW on S. side of Rdwy., Reconstructing/shifting Q to South to allow room on North side for pathway that will not remove green belt adjacent to Lark Pond.

Recommend follow-up Public Meeting.

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E-MAIL ADDRESS: TDKent@GCI.net

NAME: Tom & Denise Kent

MAILING ADDRESS: 1324 Wake Forest Way, FBKs. AK 99709

Please submit your comments by October 25, 2012.

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## COMMENTS:

I'm wondering if there's some way to provide better access for dog walkers, bicyclists & walkers THAT wouldn't encourage speeding snowmachines. ~~to be better.~~

This access for walkers/joggers is needed. So many are on the road, ~~as~~ as there's no other alternative.

I walk my dogs in this area about twice a month.

Thanks for providing this meeting!

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E-MAIL ADDRESS: abarmstrong@alaska.edu

NAME: Jane Brenner Armstrong

MAILING ADDRESS: 3273 Rosie Creek Road, FBKS, 99709

Please submit your comments by **October 25, 2012**.  
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## COMMENTS:

North side along the pond is a recipe
for disaster.
How long will it take someone to cut through
a chain link fence? I predict less than a month.
How many times will DOT pay to repair the
fence as it is vandalized time after time?
I predict fewer times than it is cut -
I will not vote for any of your alternatives
until I see one for the south side of
the road.

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E-MAIL ADDRESS: \_\_\_\_\_

NAME: Lillian Ruedrich

MAILING ADDRESS: PO Box 80746 Fairbanks 99708

Please submit your comments by October 25, 2012.  
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## COMMENTS:

1) THIS IS A REALLY BAD IDEA -  
WITHOUT FIRST ADDRESSING THE RECURRING USE OF KIWANIS  
PARK AS A DRUG SALES SITE AND THE OUT OF CONTROL, EXCESSIVE  
SPENDING THAT PRESENTLY OCCURS ALONG CHENA SMALL TRACTS  
ROAD. THERE WILL BE A FATALITY IF YOU INCREASE ACCESS  
WITHOUT SOLVING THESE ISSUES FIRST.

2) TO NOT OFFER A SOUTH SIDE ALTERNATIVE IS GROSSLY  
UNFAIR TO RESIDENTS OF THE NORTH SIDE OF CHENA SMALL  
TRACTS ROAD. THIS REPRESENTS A SIGNIFICANT LOSS OF PROPERTY  
VALUE (AND PRIVACY VALUE) FOR RESIDENTS AROUND LARK POND.

3) THE ELEVATIONS OF THE 3 ALTERNATIVES IS NOT AN ACCURATE  
REFLECTION OF THE ACTUAL ROAD TOPOLOGY. I OPPOSE ALL  
3 ALTERNATIVES OFFERED <sup>TODAY</sup> AND WOULD SUPPORT A FOLLOW UP  
MEETING TO CONSIDER ADDITIONAL ALTERNATIVES, SUCH AS  
WIDENING THE ROAD AND EXTENDING THE SHOULDER ON THE  
SOUTH SIDE.

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E-MAIL ADDRESS: susanwinalaska@gmail.com

NAME: Susan Warner

MAILING ADDRESS: PO Box 80746, Fairbanks, AK 99708

Please submit your comments by October 25, 2012.

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## COMMENTS:

I VERY MUCH SUPPORT THIS PROJECT. I
WOULD BE HAPPY TO HAVE ANY ALTERNATIVE -
I WOULD LIKE TO SUGGEST LIGHTING FOR
ALL ALTERNATIVES TO HELP WITH SAFETY ISSUES.
IF NEEDED, I'D ALSO BE OK WITH A
HYBRID VERSION TO APPEASE THOSE WHO
ARE WORRIED ABOUT THE POND.
PLEASE KEEP ME UP TO DATE ON THE
PROJECT. I'D LOVE TO HEAR MORE
AS IT DEVELOPS.

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E-MAIL ADDRESS: tamiseekins@hotmail.com

NAME: Tami Seekins

MAILING ADDRESS: 4033 Maresh Ave, Fbks AK 99709

Please submit your comments by October 25, 2012.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
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## COMMENTS:

Considerations: safety, also on N side for kids & pedestrians as well as nesting birds on the lake. It appears from the maps that the separated path offers more nesting area & safety for all.

A hybrid design could also be considered w/ sidewalk & sep. path.

Lighting is important, since kids walk to the bus & to school on this road. Lighting should be considered in all alternatives.

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E-MAIL ADDRESS: Sroach65@gmail.com

NAME: Sherilyn Siegmund-Roach

MAILING ADDRESS: 403 Henderson Rd 99709

Please submit your comments by October 25, 2012.  
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## COMMENTS:

My wife & I own one of the homes on Lark Pond (at 30 Steelhead Road). We very much appreciate ADOT's effort to improve traffic, pedestrian & bicycle safety on Chena Small Tracts Rd.; however, we would really be disappointed (very disappointed) to lose any of the trees between CST Rd. and Lark Pond.

That being said, as a minimum we would like to see privacy slats installed for the entire length of the chain link fence. Better still, we would like to see a real privacy fence; something with no sight lines through the fence - and more attractive than a chain link fence.

Our first choice is the option that will remove the least amount of trees - the Sidewalk & Roadway with Illumination.

(Hello to Steve Titus!!)

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E-MAIL ADDRESS: gferree@alaska.net

NAME: George & Denise Ferree

MAILING ADDRESS: 30 Steelhead Rd., Fairbanks, Ak 99709-3201

Please submit your comments by October 25, 2012.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
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## COMMENTS:

I prefer the separated side path. My opinion is this will minimize pedestrian & vehicle conflicts for the most economical cost.
I would suggest adding street lights to the project especially for school children who wait for the bus along Chena Small Tracts. Lighting would aide drivers in being able to see children
Great project. Thanks for your efforts

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E-MAIL ADDRESS: randy@jghemm.com

NAME: Randy Johnson

MAILING ADDRESS: 1781 Perch Drive Fairbanks AK 99709

Please submit your comments by **October 25, 2012**.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
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## COMMENTS:

The best and least invasive option would be the lighted sidewalk. I am concerned about losing tree line on the southside, although I have been fairly well assured that would not happen. With this project you must consider there is very little police presence on this road. Cars routinely do 60-70 miles/hr going to and coming from the park. I would like to see some speed bumps included in this project. A pedestrian path is also going to open up quite a bit more traffic to the park which already has a lot of drug activity in it during the summer months. I watch deals in this park several times a week and have picked up used syringes/needles on many occasions. I would urge you to look into more than just construction considerations on this project. <sup>mainly how will</sup> ~~increased traffic~~ ~~increase traffic~~

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E-MAIL ADDRESS: coptermech79@yahoo.com

NAME: Scott Thompson

MAILING ADDRESS: 4683 Chena Small Tracts Rd

Please submit your comments by October 25, 2012.

For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).

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→ mainly, how will increased traffic affect the current home owners in the area











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## COMMENTS:

The separate path is great, but maintenance is important. Many of our separate bike paths are no longer useable because they are so frost-heaved.

The separate path is the friendliest alternative for the neighborhood, but ~~keeping it~~ is more expensive to maintain. And maintenance is ~~needed~~ necessary if it's going to be used.

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E-MAIL ADDRESS: MarthaRaynolds@gmail.com

NAME: Martha Raynolds

MAILING ADDRESS: 1636 Welcome Ln Elm AK 99709

Please submit your comments by October 25, 2012.  
For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov).  
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## COMMENTS:

We I prefer the seperated paved path alternative. I would to see lighting added to the plan.

Jim + Marlys Schneider

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E-MAIL ADDRESS: jim@sourdoughjim.com

NAME: Jim + Marlys Schneider

MAILING ADDRESS: PO Box 80863, Fairbanks, AK 99708

Please submit your comments by **October 25, 2012**.  
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(If you need more space please use back side of sheet.)

## COMMENTS:

I think the best option for safety and non-urban feel is the off-set <sup>separated</sup> bike/ped path w/ green buffer.

High speed bicyclists prefer a bike way on the road w/ motorists. However, for this short distance, an off-set (separated) path is ok.

It is the best for walking children, even though they have to share the path w/ bicyclists who might be traveling 12+ mph. Because the entire distance is flat, visibility is good for bicyclists & for motorists entering and leaving neighborhood on North side & driveways on the South side.

\*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment -including your personal identifying information -may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: robayne@alaska.edu

NAME: Robyne (only one name)

MAILING ADDRESS: 4624 Stanford Dr. 99709

Please submit your comments by October 25, 2012.

For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.



# COMMENT SHEET

Chena Small Tracts Road Bicycle & Pedestrian Facility

Project No.: 60260

October 11, 2012 5:00 p.m. - 7:30 p.m.

UAF Patty Center

We welcome written input and ideas from the public. Thank you for taking the time to be involved.  
(If you need more space please use back side of sheet.)

## COMMENTS:

First off-I love to bicycle and think the concept of bike paths is great. In reality, here in AK snowmachines, fourwheelers, dirt bikes get more use of them than walkers/bikers. This is very dangerous, I know from experience from getting a rock in the face when a four wheeler passed b

\*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: \_\_\_\_\_

NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

Please submit your comments by October 25, 2012.

For further information, please contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: please support the Chena Small Tracts pedestrian path  
**Date:** Monday, October 15, 2012 8:58:26 AM

---

FYI.

-----Original Message-----

From: Kayla Clark [<mailto:kaylaclark@alaska.com>]  
Sent: Sunday, October 14, 2012 7:03 PM  
To: Heim, Carl F (DOT)  
Subject: please support the Chena Small Tracts pedestrian path

Hi Carl,

I got my Thursdays mixed up and thought the Chena Small Tracts bicycle and pedestrian path proposal meeting was this upcoming Thursday. Now I see that public meeting was this past Thursday. I apologize for having missed the opportunity to be there.

I am the physical educator at Woodriver Elementary School and I also live 3 blocks from Chena Small Tracts. We have a large population of our students who do walk and bike to school, so I can see the great potential of the creation of this path. Chena Small Tracts does not have a safe shoulder, I run on this road sometimes, and find that cars pass you quite closely.

I also coach the Woodriver running team, and we occasionally run the bike path from the school to the Pumphouse restaurant. Having a pedestrian path along Chena Small Tracts would make a great running loop for our school team, and I wouldn't have to worry so much about kids crossing Chena Small Tracts road to continue on to the Pumphouse if this other route were available.

I hope there were many people who have come out in support of this project. We needs some great safe routes in University West for everyone to use!

Thanks,  
Kayla Clark  
Physical Education Teacher  
Woodriver Elementary School



**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Support for path on Chena Small Tracts Road  
**Date:** Monday, November 05, 2012 8:24:26 AM

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fyi

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**From:** Candace Crews [mailto:[crewscs@yahoo.com](mailto:crewscs@yahoo.com)]  
**Sent:** Saturday, November 03, 2012 8:55 AM  
**To:** Heim, Carl F (DOT)  
**Subject:** Support for path on Chena Small Tracts Road

Dear Mr. Heim,

I reside at 158 Berkeley Ct, Fairbanks, 99709. I have children who attend Woodriver Elementary school. I wanted to write to let you know that I am strongly in support of the pathway along Chena Small Tracts Road. I use the road for walking in the summer and I know safety for our school children all year long is a major concern.

I would particularly support a separated pathway, especially one that could be lighted for our early school mornings and dark afternoons. I have no objections to the other two ideas presented recently at your public discussion on this road, and in fact would be in support of any efforts.

If I can be of any more service to you in this project or if you would like more information from me, please contact me by email at the address here or by home phone at 907-374-0504.

Thank you for your attention to this issue.

Candace S. Crews

**From:** [ludavis@acsalaska.net](mailto:ludavis@acsalaska.net)  
**To:** [Heim, Carl F \(DOT\)](#)  
**Subject:** Chena Small Tracts bike path  
**Date:** Thursday, October 11, 2012 2:59:52 PM  
**Attachments:** [Lou.vcf](#)

---

Comments from Ron and Lou Davis, 4606 Maresh, Fairbanks, AK 99709:

Subject: Project 60260 Chena Small Tracts Road Bicycle and Pedestrian Facility

We live at the end of Chena Small Tracts Road one parcel to the south of the small park located at the end of the road. To reach our location we travel Chena Small Tracts Road frequently. We have lived at that location for over 20 years. Over the years we have seen the increase in use of Chena Small Tract Road by walkers, joggers, people on bicycles, families with children in strollers, families with youngsters learning to ride bicycles, people of all ages. The area serves as a great running area with runners circling through University West housing area and using Chena Small Tracts and Chena Pump Road bike path as a part of their running loop.

Whenever we approach someone walking/biking on the side of this 2 lane road we slow our speed (posted for 40) and try to move into the other lane, if possible with no oncoming traffic, in order to make a safe passing. With traffic coming toward us this is not always possible. The shoulder space on either side of the road is limited with ditches on either side of the road. In winter, with snow berms, the space for pedestrians is even more limited.

We are very supportive of the development of a Bicycle/Pedestrian path along Chena Small Tracts Road. We are in favor of people getting out-of-doors and getting good exercise. There are many young families living in the area who use this area. With the destination of the small park at the end of Chena Small Tracts Road, there is another incentive to walk a dog, stroll with young children, to arrive to picnic, or just enjoy the river's edge. Providing a safe bike/walk path is a very desirable project for this area.

**Ron Davis**  
**P O Box 80868**  
**Fairbanks, AK**  
**H 907 479-3083**  
**C 907 378-5359**

Lou Davis  
Box 80868  
Fairbanks, AK 99708  
h.907 479-3083  
c.907 388-6558

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Dawn Dinwoodie](#)  
**Subject:** RE: chena small tracts  
**Date:** Tuesday, October 09, 2012 8:51:00 AM

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Dawn,

There are three alternatives:

1. Widen the shoulder of the road on the north side. (pond side)
2. Sidewalk on the North side. (pond side)
3. Separated path on the north side. (pond side)

We are going to present these to the public on Thursday and get feedback on what people like.

We would like to construct the path next summer.

Carl Heim

---

**From:** Dawn Dinwoodie [mailto:dawnd@gci.net]  
**Sent:** Monday, October 08, 2012 5:48 PM  
**To:** Heim, Carl F (DOT)  
**Subject:** chena small tracts

Hello, I own property on Chena Small Tracts and live in Anchorage. I have a few questions.

What side of the road is the bike trail going to be on?

When is the trail going to be started and completed?

Thank you,

Dawn Dinwoodie

**From:** [George Ferree](#)  
**To:** [Heim, Carl F \(DOT\)](#)  
**Cc:** [Titus, James Stephen \(DOT\)](#); [Denise Ferree \(home\)](#)  
**Subject:** Chena Small Tracts Road Project  
**Date:** Friday, October 12, 2012 9:31:23 AM

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**Carl:**

My wife, Denise, and I want to thank you, and the other ADOT staff members that participated, again for the presentation on the Chena Small Tracts Road Project yesterday evening at UAF Patty Center.

As I mentioned, we live on Lark Pond and, like most everyone else in the neighborhood, are opposed to losing any of the trees between Chena Small Tracts Road and the pond. However, we realize that based on the location of roadway, the easement and the pond, many of the trees will have to go if a bike path or sidewalk is constructed on the north side of the road.

We advocate strongly for the option that will allow the most trees to remain in place. It's my understanding that this is the Sidewalk & Roadway Illumination Option. We advocate even more strongly that whichever option (or variation/combination) is selected that a privacy fence be erected along the entire length of the pond that borders Chena Small Tracts Road (from Trinidad Road to Steelhead Road). At a minimum this would be a chain link fence with "privacy slats". A true privacy fence, with no sight lines, with more visual appeal than a chain link fence, would be preferred.

Thanks again for taking time after hours to keep us informed. I know that it can be a thankless task and in situations like this it's never possible to make everyone happy.

George Ferree, PE  
Aurora Energy (for Doyon Utilities)

Work:  
[gferree@doyonutilities.com](mailto:gferree@doyonutilities.com)  
(907) 455-1522

Home:  
[gdferrree@alaska.net](mailto:gdferrree@alaska.net)  
30 Steelhead Road  
Fairbanks, AK 99709-3201  
(907) 452-2680

Cell:  
(907) 750-0836

**From:** [J. Miller](#)  
**To:** [Heim, Carl F \(DOT\)](#)  
**Subject:** Small Tracts Bike Path  
**Date:** Sunday, October 07, 2012 2:35:48 PM

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Hello,

We are very excited to have a bike path on Small Tracts Rd.!

It would also be nice to lower the speed limit to 30 mph, even with the bike path. 40 mph seems way too fast with all the cross streets and all of the pedestrian traffic on Small Tracts Rd.

Thank you,

Joy Miller  
1890 Perch Dr.  
Fairbanks, AK 99709

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts Bike Path  
**Date:** Wednesday, October 24, 2012 1:08:02 PM

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fyi

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**From:** Roxanne Creamer [mailto:roxalaska@yahoo.com]  
**Sent:** Wednesday, October 24, 2012 12:22 PM  
**To:** Heim, Carl F (DOT)  
**Subject:** Chena Small Tracts Bike Path

Hello Carl,  
Thank you for your presentation, cookies and patience at the October 11 open house.

I have lived on the corner of Chena Small Tracts and Steelhead Road for 22 years. In the past 5 years there has been a significant increase of traffic using that road and has become very hazardous.

I am all for a bike/walking path as long as it is located on the side opposite Lark Pond. After the October meeting I walked Chena Small Tracts again and can see no reason why the bike path cannot be located on the other side. There is already a right of way cleared. There would be less or none infringement on peoples property or privacy. You mentioned a utilidor on the right away but there seems to be plenty of room for a bike path. The side streets on that side are much quieter with less traffic turning on to Small Tracts. Having the bike path on the south side would cross several very busy side streets and from my years of observation drivers do not stop at the stop signs and would be a risk for bikes, walkers etc crossing the roads.

I have never seen elementary students walking to school on Chena Small Tracts. There are older students waiting at intersections for the buses. They are not walking the street. The school bus stops at every street on Small Tracts. I know, I have been stuck behind the buses frequently!

There are a couple of deep ditches on the North side but filling those in has got to be cheaper than adding fill to the pond, and filling those ditches and would solve hazardous areas of cars slipping down them. (Which I have witness several times)

Creating a bike path along the pond would affect so many residents privacy. No doubt all the trees would come down, which we would rather view than a chain link fence.

I was one of the first residents to live on the pond. As more homes were built the pond community has taken a great amount of time cleaning up the garbage from years of public trespassing and landscaping their properties for a beautiful, quiet place to live.

As the pond has become privately owned we have had an increase of waterfowl that nest around the pond every year. There are several birds that have nests under the trees along Chena Small Tracts. You would be severely impacting these nesting areas and ruining one of the best things about summer on the pond.

I cannot help but feel that your so called chain fence would keep out trespassers. We have a horrible time with snow machines accessing the pond and trespassing on our lawns and yards. The over growth of trees and bushes currently growing have deterred snow machines.

We have an incredible amount of snowmachine traffic on Chena Small Tracts, usually at high speed heading for the river rec areas. Im sure the bike path would be quite attractive for them to use and disturbing winter walkers.

If you cannot come up with a plan for the path opposite Lark Pond I will lobby for no funding for this project. Its not acceptable for the infringement it will cause.

Thank you  
Roxanne Creamer  
22 Steelhead Rd

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracks Road Bicycle Pedestrian Facility  
**Date:** Friday, October 26, 2012 8:15:27 AM

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**From:** Melissa Sikes [mailto:[melsikes5@gmail.com](mailto:melsikes5@gmail.com)]  
**Sent:** Thursday, October 25, 2012 4:13 PM  
**To:** Heim, Carl F (DOT)  
**Subject:** Chena Small Tracks Road Bicycle Pedestrian Facility

To Whomever it Concerns,

I am writing to express my support for the proposed project to make Chena Small Tracks Road safer for all. I believe a safe walkway is absolutely needed for this road as there is not enough of a shoulder to the road for safe travel. Students who live in that area must walk to school. Children need safe routes to school. The sad fact is that people do speed on that road, often, creating hazardous conditions for anyone walking on that road. During the cold dark winter months this can be an increased hazard as there currently is no lighting available on the road. A walkway would encourage more physical activity by children and adults, as evident on the pathway that exists on Chena Pump Road. This walkway would also provide safe access for students from Woodriver School to walk down to the Chena River for hands-on educational activities.

Please support this project with all the funding it requires.  
Thank you.  
Melissa Sikes

--

Melissa Sikes  
[melsikes5@gmail.com](mailto:melsikes5@gmail.com)  
Fairbanks Soil and Water Conservation District  
590 University Ave Suite 2  
Fairbanks, AK 99709  
907-479-1213 x 105  
907-347-1802 cell





DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

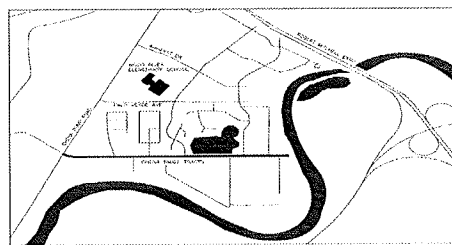


## OPEN HOUSE

### Chena Small Tracts Road Bicycle and Pedestrian Facility Project 60260

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an open house to discuss the design of a bicycle/pedestrian path on Chena Small Tracts Road. We are welcoming public comments and presenting the proposed design. You are welcome to come in at any time between 5:00 p.m. and 7:00 p.m.

**Wood River Elementary School  
Gymnasium  
5000 Palo Verde Avenue  
Fairbanks, Alaska**



**Tuesday, January 15, 2013  
5:00 p.m. to 7:00 p.m.**

DOT&PF is also requesting information and comments on resources in the study area that may be affected including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species. For further information regarding the project or if you would like to submit comments outside the public meeting please contact:

Carl F. Heim, P.E., Engineering Manager  
2301 Peger Road, Fairbanks, AK 99709-5316  
Telephone: (907) 451-5371, Fax: (907) 451-5103  
Text Telephone (TDD): (907) 451-2363  
Email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov)

**Please submit your comments by January 29, 2013.** If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

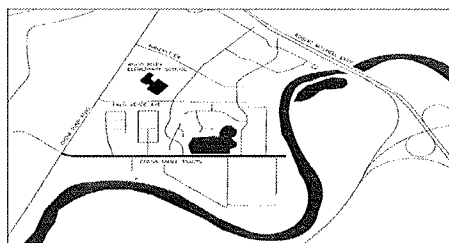


## RESCHEDULED OPEN HOUSE

### Chena Small Tracts Bicycle/Pedestrian Facility Project 60260

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an open house to discuss the design of a bicycle/pedestrian path on Chena Small Tracts Road. We are welcoming public comments and presenting the proposed design. You are welcome to come in at any time between 5:00 p.m. and 7:00 p.m.

**Wood River Elementary School  
Gymnasium  
5000 Palo Verde Avenue  
Fairbanks, Alaska**



**Thursday, January 24, 2013  
5:00 p.m. to 7:00 p.m.**

DOT&PF is also requesting information and comments on resources in the study area that may be affected including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species. For further information regarding the project or if you would like to submit comments outside the public meeting please contact:

Russell Johnson, P.E., Engineering Manager  
2301 Peger Road, Fairbanks, AK 99709-5316  
Telephone: (907) 451-5059, Fax: (907) 451-5126  
Text Telephone (TDD): (907) 451-2363  
Email: [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov)

**Please submit your comments by February 8, 2013.** If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

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# Online Public Notice

State of Alaska

## Public Notices Open House Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260

Submitted by: smburnett/25

Date Submitted: 01/14/2013 02:25 PM

Date Modified:

Submission Mode: direct

Approve Prior To Post: n/a

Approved By: n/a

Approval Date: n/a

Attachments:

- FDNM Proof.pdf

### Open House Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260

Category: Public Notices

Publish Date: 01/14/2013

Archive Date: 01/16/2013

Event/Deadline Date: 01/15/2013 05:00 PM

Department: Transportation & Public Facilities

Location: Fairbanks, Northern Region

Coastal District: N/A

#### Body of Notice:

State of Alaska Department of Transportation & Public Facilities

Open House  
Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an open house to discuss the design of a bicycle/pedestrian path on Chena Small Tracts Road. We are welcoming public comments and presenting the proposed design. You are welcome to come in at any time between 5:00 p.m. and 7:00 p.m.

Wood River Elementary School Gymnasium  
5000 Palo Verde Avenue  
Fairbanks, Alaska  
Tuesday, January 15, 2013  
5:00 p.m. to 7:00 p.m.

DOT&PF is also requesting information and comments on resources in the study area that may be affected including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species. For further information regarding the project or if you would like to submit comments outside the public meeting please contact:

Carl F. Heim, P.E., Engineering Manager

2301 Peger Road, Fairbanks, AK 99709-5316  
Telephone: (907) 451-5371, Fax: (907) 451-5103  
Text Telephone (TDD): (907) 451-2363  
Email: carl.heim@alaska.gov.

Please submit your comments by January 29, 2013. If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

**Revision History:**

01/14/2013 02:26:00 PM by smburnett/25/State/Alaska/US  
\$\$WebClient [Submitter] [Anon] [DOTPF]

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[Home Page](#)   **Notices by:** [Department](#) | [Category](#) | [Publish Date](#)

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FDNM Proof.pdf

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tract Road  
**Date:** Wednesday, February 06, 2013 11:09:06 AM

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FYI

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**From:** Bailey, Meadow P (DOT)  
**Sent:** Monday, January 14, 2013 1:58 PM  
**To:** 'sen.click.bishop@akleg.gov'; 'rep.pete.higgins@akleg.gov'  
**Cc:** Titus, James Stephen (DOT); McKenzie, Constance M (DOT)  
**Subject:** Chena Small Tract Road

Dear Sen. Bishop and Rep. Higgins,

On Tuesday, Jan. 15, from 5-7 p.m. DOT&PF is hosting an open house for the Chena Small Tracts Bicycle & Pedestrian Facility at Woodriver Elementary School in Fairbanks.

This project is currently in design, with a design completion date of July 1, 2013. The scope of the project is to "Build a multi-use path along Chena Small Tract Road from the Chena Pump Road intersection to the FNSB Chena Kiwanis Park". The project has strong public support and had a lot of interest from former legislators.

This fall we held a public open house. At that public open house we heard from residents that they would like to add elements, such as a repave of the road and lighting, to the project. We reviewed those requests. Adding elements to the project will extend the time necessary for design of the project and will increase construction and operation costs. This is a state funded project and at this time there currently is no funding identified for construction. Adding lighting and repaving the road will make project costs increase so much that we are concerned it will not get funded.

I'm sharing this all with you because we are going to take this minimal plan back to the public on Tuesday and we expect that they will continue to advocate for lighting and repaving. We are going to explain that the goal is to construction this project as quickly as possible within a minimal budget, and at this time there is no funding identified for construction. One of the ways they can advocate for construction is to contact their legislators and voice support for the project.

The project website is here: <http://dot.alaska.gov/nreg/chenasmalltracts/>

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

Best,  
Meadow

**Meadow Bailey, APR**  
Information Officer  
Alaska Department of Transportation & Public Facilities  
office (907) 451.2240

cell (907) 378.2340

<http://dot.alaska.gov/>

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DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES—NORTHERN REGION

**OPEN HOUSE**

**Chena Small Tracts Bicycle/Pedestrian Facility**

**Project No.: 60260**

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House to discuss the design of the proposed bicycle/pedestrian facility along Chena Small Tracts Road. We are welcoming public comments, and presenting alternative(s) based on comments received from the previous Open House. You are welcome to come in at any time between 5:00 p.m. and 7:00 p.m.

DOT&PF is also requesting information and comments on resources in the study area that may be affected including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species.

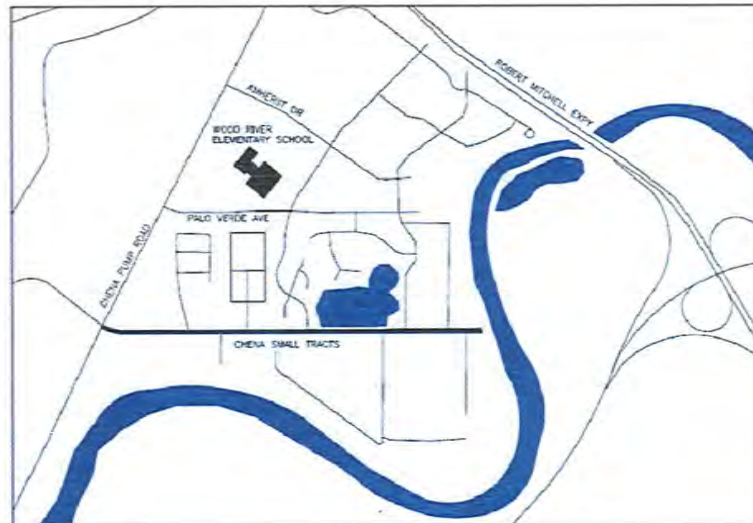
**This meeting will be held on:  
Tuesday, January 15, 2013  
5:00 p.m. to 7:00 p.m.**

**Wood River Elementary School  
5000 Palo Verde Avenue  
Fairbanks, Alaska**

For further information regarding the project, or if you would like to submit comments outside the public meeting, you can contact Carl F. Heim, P.E., Engineering Manager, at (907) 451-5371 or send an e-mail to [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov). You may also fax your comments to (907) 451-5103. To correspond by text telephone (TDD), call (907) 451-2363.

If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

**Please submit your comments by January 29, 2013.**



**DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES—NORTHERN REGION**  
**RESCHEDULED OPEN HOUSE**  
**Chena Small Tracts Bicycle/Pedestrian Facility**  
**Project No.: 60260**

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an open house to discuss the design of a bicycle/pedestrian path on Chena Small Tracts Road. We are welcoming public comments and presenting the proposed design. You are welcome to come in at any time between 5:00 p.m. and 7:00 p.m.

DOT&PF is also requesting information and comments on resources in the study area that may be affected including historic properties, archaeological sites, and wetlands. The following executive orders apply: Executive Order 11990, Notice of Wetland Involvement; Executive Order 12898, Environmental Justice; Executive Order 11593, Protection and Enhancement of the Cultural Environment; Executive Order 13112, Invasive Species.

**This meeting will be held on:**  
**Thursday, January 24, 2013**  
**5:00 p.m. to 7:00 p.m.**

**Wood River Elementary School**  
**5000 Palo Verde Avenue**  
**Fairbanks, Alaska**

For further information regarding the project, or if you would like to submit comments outside the public meeting, you can contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or send an e-mail to [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). You may also fax your comments to (907) 451-5126. To correspond by text telephone (TDD), call (907) 451-2363.

If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

**Please submit your comments by February 8, 2013.**







Alaska Department of  
Transportation and  
Public Facilities

# Chena Small Tracts Bicycle/Pedestrian Facility

Project # 60620

## What's the purpose of this public meeting?

The purpose of this meeting is to present the proposed design, update the public on project progress, and follow up on comments from the last public meeting.

## How did this project get started?

In 2010 residents voiced concerns to elected officials about pedestrian safety, especially for children, who utilize the road for walking, riding bikes and catching school busses.

In 2011 the legislature appropriated state funds for the design of a pedestrian/bicycle path along Chena Small Tracts.

## Project Website

<http://dot.alaska.gov/nreg/chenasmalltracts/>

## What is the scope of this project?

The scope of the project is to "Build a multi-use path along Chena Small Tract Road from the Chena Pump Road intersection to the FNSB Chena Kiwanis Park". This scope is to address safety concerns raised by the residents.

## It appears that previous suggestions and features have not been incorporated into the proposed design? Why?

This project cannot be built unless construction funds are approved in the coming legislative session. This constrains the project's scope and budget because it must compete with other statewide projects and funding priorities.

We re-assessed all improvements shown and requested at the October public meeting. We focused on features related to the safety concern of pedestrians on the roadway. To give this project the best chance to receive funding we deliberately minimized the scope to save time and reduce construction costs. Adding more features to the project will delay the design schedule, increase construction costs and reduce the chance that the project will be funded.

## What is the current proposed design?

The current design is an 8-foot wide path with curb and gutter adjacent to the north side of Chena Small Tracts Road.

## Will trees be cut?

Yes, unfortunately we cannot avoid cutting trees. Cutting of trees will be limited to the area needed to allow room for construction of the new path.

## Will the project include lighting?

No, the addition of lighting would raise construction and maintenance costs. ADOT&PF does not have excess funding available for lighting maintenance or operational costs.

## Will the road be re-paved?

No, repaving the roadway is not essential to address the safety concerns, and it raises construction costs.

## Will the new path be routinely maintained?

Sweeping and plowing snow will be based on the Department's available resources and priority of work. All ADOT&PF roads and paths are maintained according to their priority based on essential community access and traffic volumes.

## Why is the sidewalk on the north side of the road?

Placing the path on the south side of the road creates right-of-way and utility impacts. There is not enough room to construct the path within the existing right-of-way. We would need to acquire private property from residents and/or acquire temporary construction easements, adding time and cost to the project.

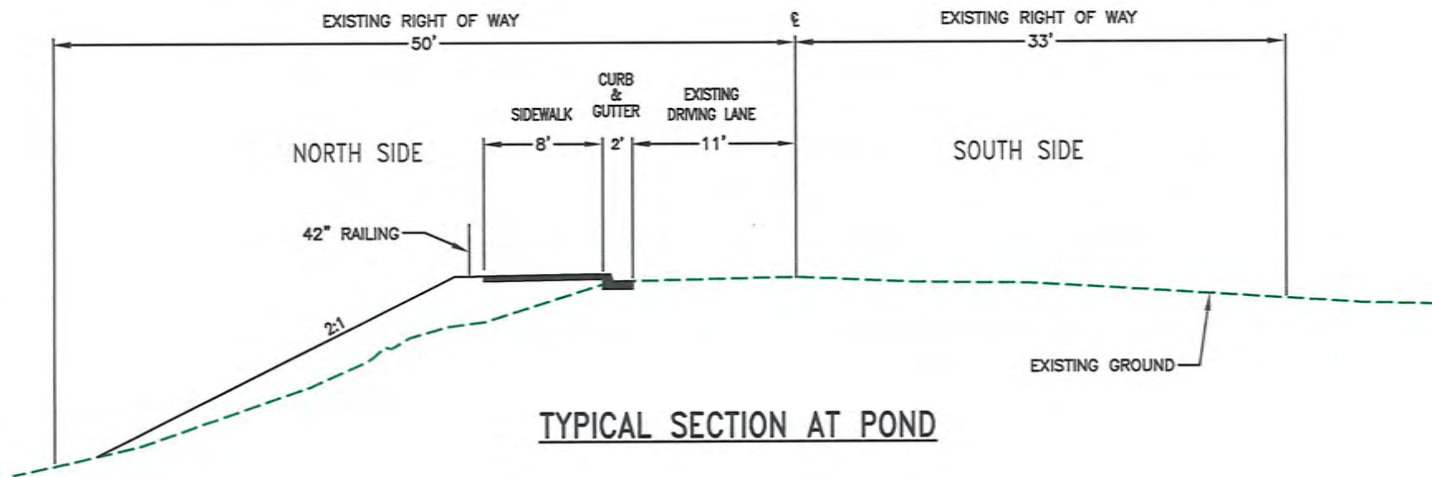
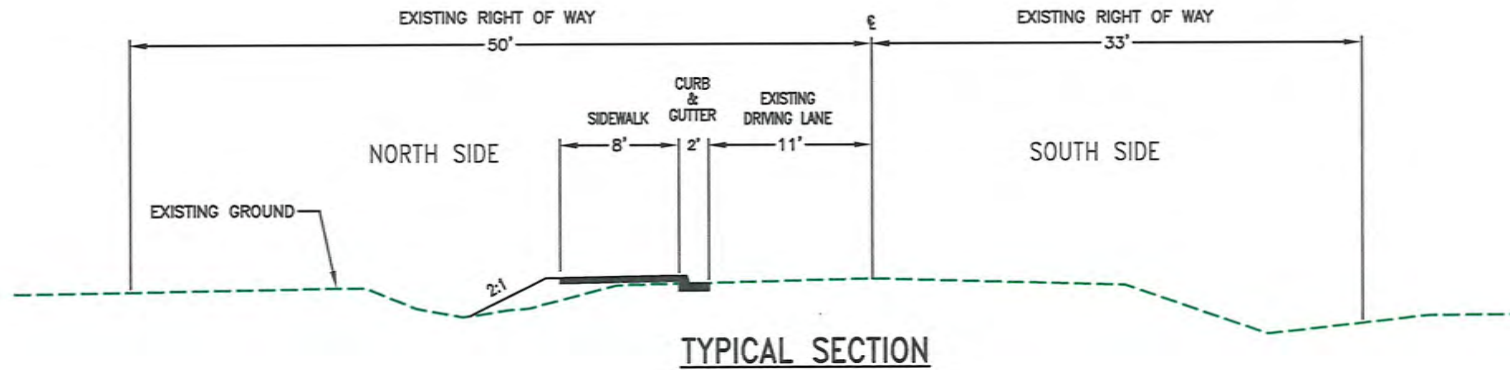
## Is there funding to construct the project?

Currently there is no dedicated funding to construct the project. The design will be completed by July 1, 2013 and ready for construction when funding becomes available.

## What can I do to incorporate my ideas into this project or advocate for construction funding?

1. Fill out a comment sheet.
2. Contact your legislator and share your ideas, encourage them to fund what you would like, or don't want, to see in this project.

# CHENA SMALL TRACTS BICYCLE/PEDESTRIAN FACILITY



\*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.



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



**OPEN HOUSE**

**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260 DATE: January 24, 2013 5:00-7:00 pm**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Robert L. CARLSON	P.O. Box 58113 Fairbanks AK 99711	907-750 0174	M	WHITE
Jess Smith	FMATS 800 CUSHMAN ST	459-6805	F	W
Tim Woster	DOT SIDE	457-2271	M	W
Kristin Osborne	1 Trinidad Drive FBKS AK 99709 sarkmerlin37@lavabit.com	460-8649	F	W
Jim TROPPMANN	1278 KUYKENDALL ST	378-7716	M	W
Heather Barnes	2 Trinidad Dr.	457-0205	F	W
Thor Bergstrom	160 Humboldt way FBKS, AK	457-1077	M	W

**RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

Effective December 2004

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+

**ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**



**OPEN HOUSE**

**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260 DATE: January 24, 2013 5:00-7:00 pm**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Grant Guy	grant.guy@kl2northstar.org	479-4211	M	W
Keri Martin	Keri.Martin@alaska.gov	451-5289	F	W
Sarah Burnett	DOT & PF	451-2257	F	W
JANET C PAIR	1410 DOLLY VARDEN	458-9370	F	W
Susan Warren	24 STEELHEAD ROAD	456.3837	F	W
Tami Seekins	4633 Maresh Ave tamiseekins@hotmail.com	455-7433	F	W
Donna Gardino	FmATS	459 6786	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Effective December 2004

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**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260 DATE: January 24, 2013 5:00-7:00 pm**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
STEVEN OSBORNE	1 TRINIDAD DRIVE FAIRBANKS, AK <sup>346 M edley</sup> <sub>@lavabit.com</sub>	460-8649	M	AN
Marie Osborne	#1 Trinidad Fairbanks AK	451-7266	F	AN
Mikaela Osborne	#1 Trinidad Fairbanks, AK	451-7266	F	AN
Kellen Spillman	FVSB	459-1266	M	W
Mary Binkley	1975 DISCOVERY DR 29709	479-0050	F	W
MEL WEEKS	4595 CHENA SMALL TRACTS	347-7533	M	W
Adam Bath	1416 Macfarlane St.	457-6677	M	W

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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 AND PUBLIC FACILITIES**



**OPEN HOUSE**

**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260 DATE: January 24, 2013 5:00-7:00 pm**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
REN LOEYER	P.O. BOX 41153	388242	M	O
Tom Kent	1324 WAKE FOREST WAY FBKS. AK	479-7508	M	
George Fennel	30 Steelhead Rd. FBKS., AK 99709	452- 2680	M	W
Linda Mahlen	DOT&PF	451- 2385	F	W
Rexanne Creamer	22 Steelhead Rd 99709		F	W
Carl F. Heron	2301 PEBEL <del>1727 BIRCH</del>	451-5371	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Effective December 2004

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**ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**



**OPEN HOUSE**

**SIGN IN SHEET**

**PROJECT NAME: Chena Small Tracts Bicycle/Pedestrian Facility Project No.: 60260 DATE: January 24, 2013 5:00-7:00 pm**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Charleen Veach	Charleen_veach@afws.gov	456 0276	F	w

**RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

Effective December 2004



# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



We welcome written input and ideas from the public. Thank you for taking the time to be involved.  
(If you need more space please use back side of sheet.)

## COMMENTS:

① Thank you for ALL the work thus far. It really is appreciated.

②. The current design is O.K with me. I would suggest adding the cost of a fence & re-vegging the gravel pit area into the project to minimize impact on those residents affected.

③ As an alternative, I would be O.K with a widened shoulder design. The main goal is to make this a safe place to walk regardless of SPECIFIC DESIGN.

4. FMATS should be contacted for additional funds <sup>in addition</sup> to any legislative appropriation.

⑤. MOVING CENTER LINE OF C.S.T ROAD MAY BE AN OPTION

\*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

E-MAIL ADDRESS: \_\_\_\_\_

NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

Please submit your comments by February 8, 2013.

You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)

For further information, please contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or email: [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.







# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



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## COMMENTS:

Will be happy the proposed design.  
Any path or safer Pedestrian facility  
will be used. I've got young kids and  
will be happy with a safer pedestrian path

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E-MAIL ADDRESS: \_\_\_\_\_

NAME: Thor Bergstrom

MAILING ADDRESS: 160 Humboldt Way

Please submit your comments by February 8, 2013.

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# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



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(If you need more space please use back side of sheet.)

## COMMENTS:

my concerns

1. Leaving as many trees as possible
2. Cut as minimally as possible into the yards of people whose houses are on Chena Small tracts

Suggestion

Put in speed bumps to slow the traffic down and increase the safety of walkers and bikers.

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E-MAIL ADDRESS: altmedchick@yahoo.com

NAME: Heather Barnes

MAILING ADDRESS: 2 Trinidad Fairbanks 99709

Please submit your comments by February 8, 2013.

You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)  
For further information, please contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or email: [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.



# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



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(If you need more space please use back side of sheet.)

## COMMENTS:

- 1.) OBJECT TO Removing Tree-line along segment adjacent to LARK POND.
- 2.) Increase of Trespassing from adjacent Facility if built on North side into LARK POND, swimming to private ~~part~~ Property → confrontations with trespassers, has finally slowed down. Suspect it will increase if built on N. side.
- 3.) Recommend Contract Language Limiting contractor work to DAY TIME 8:00AM-5:30 PM, No Night or SUNDAY work. Noise Restriction Language.
- 4.) Money better spent on RE-SURFACING C.S.T. Rd

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E-MAIL ADDRESS: TDKent@gei.net

NAME: Tom Kent

MAILING ADDRESS: 1324 WAKE FOREST WAY, FAIRBANKS, AK 99709

Please submit your comments by January 29, 2013.  
You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)  
For further information, please contact Carl Heim, P.E., Engineering Manager, at (907) 451-5371 or email: [carl.heim@alaska.gov](mailto:carl.heim@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.

with reconstructing wider lanes (12')  
& adding 4-ft paved shoulder on  
N. & S. sides. The paved  
shoulders would suffice for local  
foot traffic. The chip surface is  
deteriorating now on C. S. T. Rd.

5.) SNOW machine increase on Lark Pond

~~Both Sides~~

6.) Shift Rdy 2 North to utilize ROW  
& Lessen impacts to Lark Pond

7.) Do Nothing?



# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



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(If you need more space please use back side of sheet.)

## COMMENTS:

We live @ 30 Steelhead Rd, on the east shore of Lark Pond, in the house with the big lawn that extends as a peninsula into the pond. A very large part of our view is the south shore of the pond along Chena Small Tracts Rd.

We would very much like to see the visual privacy of the pond maintained to the greatest degree possible. We ~~are a fan of~~ strongly support a solid fence between the bike path & the pond for the entire length of the south shore. A 6-ft. high chain link fence with privacy slats ~~would be~~ should be the minimum.

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E-MAIL ADDRESS: gdfernee@alaska.net

NAME: George & Denise Fernee

MAILING ADDRESS: 30 Steelhead Rd, Fairbanks, AK 99709-3201

Please submit your comments by February 8, 2013.  
You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)  
For further information, please contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or email: [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.





# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility  
Project No.: 60260  
Thursday, January 24, 2013 5:00-7:00pm  
Woodriver Elementary School Gymnasium



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(If you need more space please use back side of sheet.)

## COMMENTS:

Although the proposed curb & gutter plan seems like it would work, though I would rather have a separated path, like Chena Pump. It helps keep the kids from running in the street. I understand the current project is less expensive, so that would be my choice to improve the pedestrian facility in this area, as there is nothing now. I access Chena Small Tracts from Macfarland St, and always dread having to walk along Small Tracts to go for a walk/run. I think the expressed concerns over increased vandalism and loitering do not outweigh the need for this project.

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E-MAIL ADDRESS: adambarth1@gmail.com

NAME: Adam Barth

MAILING ADDRESS: 1416 Macfarland St Fairbanks, Ak 99707

Please submit your comments by February 8, 2013.

You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)

For further information, please contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or email: [russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.





# COMMENT SHEET

Chena Small Tracts Bicycle/Pedestrian Facility

Project No.: 60260

Thursday, January 24, 2013 5:00-7:00pm

Woodriver Elementary School Gymnasium



We welcome written input and ideas from the public. Thank you for taking the time to be involved.  
(If you need more space please use back side of sheet.)

## COMMENTS:

Speeding cars is already a problem the bike path may actually open the road up to even more speeders. Recommend speed control devices.
In the winter - the path will be a snow machine track

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E-MAIL ADDRESS: \_\_\_\_\_

NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

Please submit your comments by February 8, 2013.

You can access the project website at: [www.dot.alaska.gov/nreg/chenasmalltracts/](http://www.dot.alaska.gov/nreg/chenasmalltracts/)

For further information, please contact Russell Johnson, P.E., Engineering Manager, at (907) 451-5059 or email:

[russell.johnson@alaska.gov](mailto:russell.johnson@alaska.gov). To correspond by text telephone (TDD), please call (907) 451-2363.

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** Fwd: Chena Small Tracts Project  
**Date:** Thursday, January 24, 2013 12:52:10 PM

---

Sent from my iPhone

Begin forwarded message:

**From:** Dawn Brashear <[dawn.brashear@k12northstar.org](mailto:dawn.brashear@k12northstar.org)>  
**Date:** January 24, 2013, 12:24:25 PM AKST  
**To:** <[carl.heim@alaska.gov](mailto:carl.heim@alaska.gov)>  
**Subject: Chena Small Tracts Project**  
**Reply-To:** Dawn Brashear <[dawn.brashear@k12northstar.org](mailto:dawn.brashear@k12northstar.org)>

Hi,

I am in support of creating a pedestrian/bike path along Chena Small Tracts Road in Fairbanks.

I have been the School Counselor at Woodriver Elementary for 13 years. The Chena Small Tracts Road is in our district. Creating a pedestrian path would provide a safe route for our students to walk to school.

Thank you.

Dawn Brashear  
School Counselor  
Woodriver Elementary School  
907-479-4211 ext 148



February 20, 2013

Russ Johnson, P.E.  
ADOT & PF  
2301 Peger Road  
Fairbanks, AK 99709

Re: Chena Small Tracts Improvements

Dear Russ,

One of the most frequent requests that we hear in public comment before the Joint Fairbanks North Star Borough / City of Fairbanks Chena Riverfront Commission is the desire for more public access points to the Chena River for recreational purposes. Even more specifically, the language in our adopted plan calls for public trails perpendicular to the river to provide direct access from points that do not lie directly within the river corridor.

The pathway proposed by DOT&PF in the Chena Small Tracts corridor meets both of these needs very well. In addition, it improves public safety for pedestrians and cyclists along this roadway that is often used by these non-motorized users as currently configured.

For these reasons, the Chena Riverfront Commission hereby advises the Fairbanks North Star Borough Assembly and the City of Fairbanks that it supports that DOT&PF plan for the Chena Small Tracts bike path. In discussion at our most recent meeting it was clear that commission members would prefer that there be a landscaped greenbelt between the pathway and the roadway. It would be helpful if the DOT&PF could revisit this issue with the maintenance staff who vetoed this aspect of the design when it was first presented by the Design Section.

Regardless, this is a much needed project and does, in fact, have our support.

Sincerely,

  
Anna Plager, Chair  
Fairbanks North Star Borough / City of Fairbanks  
Chena Riverfront Commission

Cc: Carl Heim, ADOT & PF  
Kellen Spillman, FNSB

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts Bike Path Proposal  
**Date:** Tuesday, March 26, 2013 10:19:50 AM

---

Russ Johnson  
AK DOT&PF  
451-5059

-----Original Message-----

From: Johnson, Russell M (DOT)  
Sent: Wednesday, March 20, 2013 8:55 AM  
To: 'sakmerlin37@countermail.com'  
Cc: Terry & Marie Osborne  
Subject: RE: Chena Small Tracts Bike Path Proposal

Steve,

Yes we at DOT are following our procedures in developing this project.

You need to be aware that some procedures, processes and order for "State of Alaska" funded projects differ from "Federally Funded" projects. Chena Small Tracts is a State funded project.

The procedures and guidelines we follow are in the AK DOT&PF Alaska Highway Preconstruction Manual. It can be found on the State DOT website at:

<http://www.dot.state.ak.us/stwddes/dcspubs/index.shtml#manuals>

Hope this helps,

Russ Johnson  
AK DOT&PF  
451-5059

-----Original Message-----

From: sakmerlin37@countermail.com [<mailto:sakmerlin37@countermail.com>]  
Sent: Thursday, March 14, 2013 5:38 PM  
To: Johnson, Russell M (DOT)  
Cc: Terry & Marie Osborne  
Subject: Chena Small Tracts Bike Path Proposal

-----BEGIN PGP SIGNED MESSAGE-----

Hash: SHA1

Dear Mr. Johnson,

I am wondering if the development of the plans for the bike path along Chena Small Tracts followed Alaska Dept. of Transportation normal operating procedures. Can you send me a copy or point me to the procedures used by the DoT to evaluate these projects?

Thank you in advance.

Sincerely,

Steven Osborne

907.888.5469

-----BEGIN PGP SIGNATURE-----

Version: CounterMailEngine v1.3

Note: Signature can be verified at <https://countermail.com/?p=tools>

Charset: UTF8

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uzMhXU897+ml21Rfjuv5rzoGS7YMjvxl+rxEOWNmqUZ4JI/t/2MnAVGEHq7XO2gz  
0L+Z73MAdlrOq7gFEFK8/X14BXNFdohsJLVEnZYq  
=pU0F

-----END PGP SIGNATURE-----

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tract estimates  
**Date:** Tuesday, March 26, 2013 10:19:32 AM  
**Attachments:** [10 foot shoulder.pdf](#)  
[sidewalk c&b.pdf](#)  
[proposed design.pdf](#)

---

Russ Johnson  
AK DOT&PF  
451-5059

---

**From:** Johnson, Russell M (DOT)  
**Sent:** Friday, March 22, 2013 3:59 PM  
**To:** 'kjloeser@att.net'  
**Cc:** Woster, Timothy J (DOT)  
**Subject:** Chena Small Tract estimates

Ken,

This e-mail is in response to your request yesterday for cost estimates on alternatives considered.

Attached are the preliminary cost estimates for the:

- o Widened shoulder alternative
- o Sidewalk with curb and gutter alternative
- o Current proposed separated path

As I mentioned in my office, the scope that was created for this project (construct a pedestrian/bicycle facility) sets the design criteria for the project. This is important to understand because it establishes design features such as minimum widths and minimum separation distances. We used minimum widths and separations in all alternatives developed to try and minimize impacts.

Yesterday I was incorrect when I told you widening the shoulders on each side of the road could be a viable alternative. The project designer Ricardo Policicchio developed and evaluated that alternative and it was dismissed.

Early in the design process we evaluated several alternatives including alternatives that widened the road to the south. All alternatives we considered on the south side would create impacts to right-of-way, drainage and utilities.

The narrowest possible alternative that meets minimum AASHTO standards is 6-foot widened shoulders on each side of the road. Impacts on the south side of the road include:

- Right-of-way impacts at Cripple Creek Slough. Fill catch slopes would extend beyond the existing 33 foot right-of-way
- Other right-of-way and drainage impacts:
  - o Fill slopes catch at or just within the 33-foot right-of-way, covering existing ditches. This creates drainage problems because the existing ditch would be filled in and force water to drain onto private property
  - o Ditching would be required to re-establish or ensure drainage does not impact private property. Ditches would extend outside of the existing 33-foot right-of-way
- Utility impacts are created east of Steelhead Road where the fill slope would cover an existing fire hydrant and its valve boxes
- Estimated \$1,000,000 construction cost (not including right-of-way acquisition or utility adjustment costs)
- Alternative dismissed due to right-of-way and utility impacts

Other alternatives considered and dismissed on the north side of Chena Small Tracts Road:

1. 10-foot Widened shoulder:
  - a. Does not meet minimum AASHTO standards to provide a minimum 5-foot separation from the edge of the road shoulder to the edge of the path
  - b. Violates the Alaska bicycle law to ride on the far right side of the roadway with the direction of traffic
  - c. Estimated \$780,000 construction cost
  
2. 8-foot wide sidewalk with curb and gutter:
  - a. Meets minimum AASHTO standards
  - b. Creates drainage problems in the middle of the project. The vertical profile in this area is flat. The curb and gutter would trap water creating water puddles in front of the sidewalk:
    - i. Standing water on the road combined with vehicle traffic would quickly degrade the pavement structure creating potholes and break up the pavement
    - ii. Would require re-grading the road profile to drain and install drainage features to remove water from the roadway.
  - c. Estimated \$2,370,000 construction cost
  - d. Alternative dismissed due to:
    - i. Drainage problems
    - ii. The increased cost to re-grade, repave and add drainage improvements along the roadway to correct drainage issues
  
3. 15-foot widened shoulder:
  - a. This alternative meets minimum AASHTO standards but was dismissed over the safer preferred alternative which creates a separated path with a physical change in grade between the road and path elevations.
  - b. Estimated \$1,000,000 construction cost

The current proposed design is a separated path with a vertical grade change between the road and path. This design meets minimum AASHTO standards.

- a. The 5-foot separation between the road and path will be vegetated
- b. This is the safest design considered. The grade change combined with the vegetated separation creates a physical and visual break between the road and path for motorists.
- c. The separated path is also the safest design considered for the majority of expected users (children, pedestrians and leisure bicyclists) because they are farther from vehicles.
- d. Estimated \$1,150,000 construction cost

Russ Johnson  
AK DOT&PF  
451-5059





10' SHOULDER

<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Road Improvements For DSR AKSAS No.: 60260 Federal No.: Version ID: 39671 Printed: 2/6/2013 3:42:48 PM
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**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
201(3b)	Clearing And Grubbing	All required	Lump Sum	15,000.00	15,000.00
202(4)	Removal Of Culvert Pipe	120	Linear Foot	100.00	12,000.00
203(3)	Unclassified Excavation	3,170	Cubic Yard	16.50	52,305.00
203(6)	Borrow	10,275	Ton	17.00	174,675.00
301(1)	Aggregate Base Course, Grading D-1	1,300	Ton	40.00	52,000.00
401(10)	Asphalt Material Price Adjustment	All required	Contingent Sum	4,800.00	4,800.00
405(1)	CRS-2P Asphalt for Surface Treatment	20.7	Ton	1,000.00	20,700.00
405(2)-B	Aggregate for Surface Treatment, Grading B	120	Ton	80.00	9,600.00
405(2)-E	Aggregate for Surface Treatment, Grading E	65	Ton	100.00	6,500.00
603(1))-24	24 Inch CSP	110	Linear Foot	200.00	22,000.00
603(1)-48	48 Inch CSP	38	Linear Foot	350.00	13,300.00
606(1)	W-beam Guardrail	287.5	Linear Foot	45.00	12,937.50
606(13)	Parallel Guardrail Terminal	4	Each	4,500.00	18,000.00
611(1)	Riprap, Class I	20	Cubic Yard	140.00	2,800.00
613(2)	Culvert Marker Post	4	Each	120.00	480.00
615(2)	Remove and Relocate Existing Sign	3	Each	340.00	1,020.00
616(2)	1/2 Inch Diameter Thaw Pipe	1	Each	2,000.00	2,000.00
618(2)	Seeding	50	Pound	80.00	4,000.00
621(2)	Shrub, Willow Sprigs	120	Each	12.50	1,500.00
639(2)	Commercial Driveway	2	Each	2,000.00	4,000.00
640(1)	Mobilization And Demobilization	All required	Lump Sum	50,000.00	50,000.00
641(1)	Erosion, Sediment And Pollution Control Administration	All required	Lump Sum	5,000.00	5,000.00

**DRAFT**

Prepared By: Thor Bergstrom <i>Thor Bergstrom</i>	Checked By:	2/6/2013 9:50:44 AM	Page 1 of 2
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10' SHOULDER

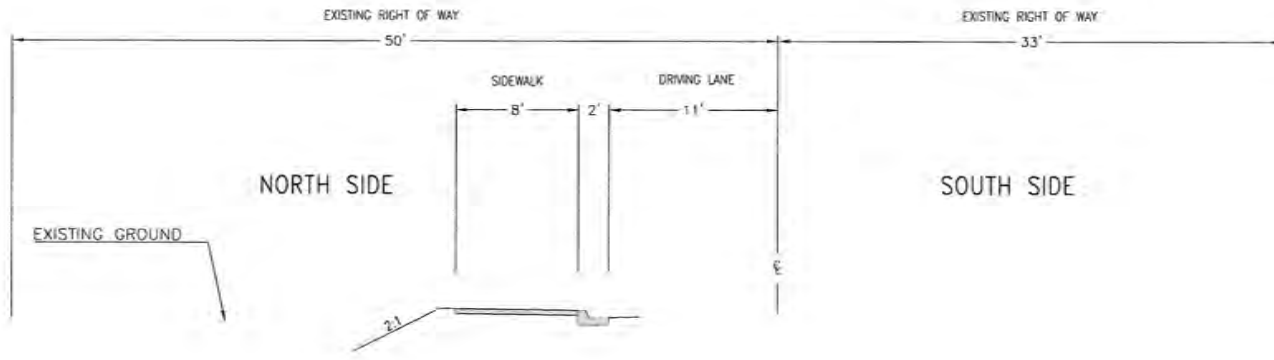
<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Road Improvements For DSR AKSAS No.: 60260 Federal No.: Version ID: 39671 Printed: 2/6/2013 3:42:48 PM
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**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
641(3)	Temporary Erosion, Sediment And Pollution Control	All required	Lump Sum	10,000.00	10,000.00
641(4)	Temporary Erosion, Sediment And Pollution Control Additives	All required	Contingent Sum	10,000.00	10,000.00
641(6)	Withholding	All required	Contingent Sum	0.00	0.00
642(1)	Construction Surveying	All required	Lump Sum	30,000.00	30,000.00
642(3)	Three Person Survey Party	30	Hour	150.00	4,500.00
643(2)	Traffic Maintenance	All required	Lump Sum	30,000.00	30,000.00
643(23)	Traffic Price Adjustment	All required	Contingent Sum	0.00	0.00
643(25)	Traffic Control	All required	Contingent Sum	75,000.00	75,000.00
644(1)	Field Office	All required	Lump Sum	10,000.00	10,000.00 (CF-CENG)
670(1)	Painted Traffic Markings	All required	Lump Sum	2,300.00	2,300.00
<b>PROJECT Summary</b>	<b>Pay Items:</b>	<b>32 Items</b>		<b>Subtotal:</b>	<b>656,417.50</b>
	Minus Contractor Furnished CENG Items			<b>Exc Subtotal</b>	<b>-10,000.00</b> <b>646,417.50</b>
	Construction Engineering (Percentage)	15%		<b>CENG</b>	<b>96,962.63</b>
	Indirect Cost Allocation Plan (ICAP)	4.79%		<b>Subtotal</b>	<b>743,380.13</b>
	<b>TOTAL PARTICIPATING</b>				<b>778,988.04</b>
	<b>ADDED COSTS (Not part of the Contract)</b>				
	<b>PROJECT TOTAL</b>				<b>778,988.04</b>

DRAFT

CHENA SMALL TRACTS  
BICYCLE AND PEDESTRIAN FACILITY



TYPICAL SECTION  
PROPOSED DESIGN

**DRAFT**

sidewalk c&B

Sidewalk cat b

<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Sidewalk  AKSAS No.: 60260 Federal No.: Version ID: 39434 Printed: 3/22/2013 10:29:59 AM
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**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
201(3b)	Clearing And Grubbing	All required	Lump Sum	12,000.00	12,000.00
203(3)	Unclassified Excavation	16,000	Cubic Yard	12.00	192,000.00
203(6)	Borrow	16,810	Ton	15.00	252,150.00
301(3)	Aggregate Surface Course, Grading D-1	250	Ton	40.00	10,000.00
401(1)	Asphalt Concrete, Type II; Class B	255	Ton	54.00	13,770.00
401(2)	Asphalt Cement, Grade 52-28	14.3	Ton	700.00	10,010.00
403(1)	MC-30 Liquid Asphalt for Prime Coat	1.7	Ton	700.00	1,190.00
603(1))-24	24 Inch CSP	20	Linear Foot	175.00	3,500.00
603(1)-48	48 Inch CSP	38	Linear Foot	250.00	9,500.00
603(100)-4	4 Inch Schedule 40 Galvanized Steel Pipe	20	Each	350.00	7,000.00
608(1a)	Concrete Sidewalk, 4 inches thick	3,055	Square Yard	70.00	213,850.00
608(6)	Curb Ramp	12	Each	2,000.00	24,000.00
609(2)	Curb and Gutter, Type 1	4,583	Linear Foot	35.00	160,405.00
610(1)	Ditch Lining	1	Cubic Yard	50.00	50.00
611(1)	Riprap, Class I	2	Cubic Yard	50.00	100.00
613(2)	Culvert Marker Post	2	Each	100.00	200.00
616(2)	1/2 Inch Diameter Thaw Pipe	1	Each	1,500.00	1,500.00
618(2)	Seeding	29.7	Pound	80.00	2,376.00
621(2)	Shrub	20	Each	75.00	1,500.00
639(2)	Commercial Driveway	2	Each	1,500.00	3,000.00
640(1)	Mobilization And Demobilization	All required	Lump Sum	50,000.00	50,000.00
641(1)	Erosion, Sediment And Pollution Control Administration	All required	Lump Sum	5,000.00	5,000.00

DRAFT

Sidewalk C&D

<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Sidewalk  AKSAS No.: 60260 Federal No.: Version ID: 39434 Printed: 3/22/2013 10:29:59 AM
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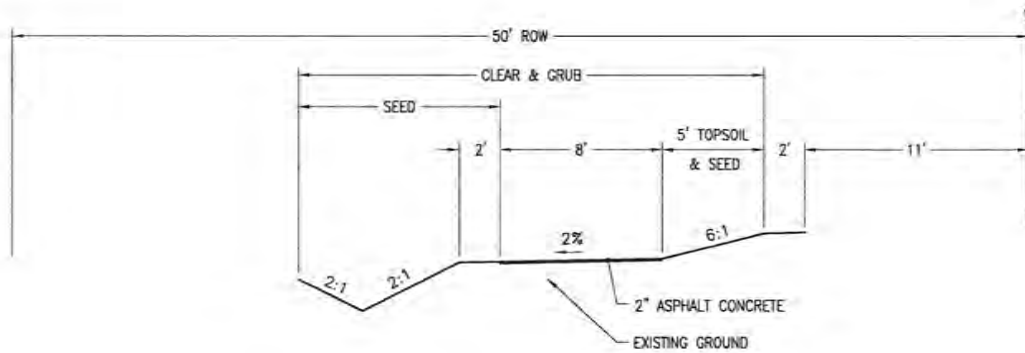
**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
641(3)	Temporary Erosion, Sediment And Pollution Control	All required	Lump Sum	10,000.00	10,000.00
641(4)	Temporary Erosion, Sediment And Pollution Control Additives	All required	Contingent Sum	10,000.00	10,000.00
641(6)	Withholding	All required	Contingent Sum	0.00	0.00
642(1)	Construction Surveying	All required	Lump Sum	30,000.00	30,000.00
642(3)	Three Person Survey Party	30	Hour	150.00	4,500.00
643(2)	Traffic Maintenance	All required	Lump Sum	30,000.00	30,000.00
643(23)	Traffic Price Adjustment	All required	Contingent Sum	0.00	0.00
643(25)	Traffic Control	All required	Contingent Sum	75,000.00	75,000.00
644(1)	Field Office	All required	Lump Sum	10,000.00	10,000.00 (CF-CENG)
PROJECT Summary	Pay Items:	31 Items		Subtotal:	1,142,601.00
	Minus Contractor Furnished CENG Items			Exc Subtotal	-10,000.00 1,132,601.00
	Construction Engineering (Percentage)	15%		CENG Subtotal	169,890.15 1,302,491.15
	Indirect Cost Allocation Plan (ICAP)	4.79%			62,389.33
	TOTAL PARTICIPATING				1,364,880.48
	ADDED COSTS (Not part of the Contract)				
	PROJECT TOTAL				1,364,880.48

does not include re-paving the road  
 ↳ add \$1,000,000

**DRAFT**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	60260	2013	1	1



**TYPICAL SECTION:  
CHENA SMALL TRACTS IMPROVEMENTS**

FEBRUARY 15, 2013

*Proposed Design*

TYPICAL SECTION

Proposed Design

<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Road Improvements Pedestrian Pathway AKSAS No.: 60260 Federal No.: Version ID: 39891 Printed: 2/27/2013 2:18:34 PM
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**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
201(3b)	Clearing And Grubbing	All required	Lump Sum	15,000.00	15,000.00
202(1)	Removal Of Structures And Obstructions	All required	Lump Sum	9,200.00	9,200.00
203(3)	Unclassified Excavation	4,000	Cubic Yard	15.00	60,000.00
203(6)	Borrow	13,000	Ton	13.00	169,000.00
301(1)	Aggregate Base Course, Grading D-1	1,525	Ton	40.00	61,000.00
401(1)	Asphalt Concrete, Type 2; Class B	480	Ton	55.00	26,400.00
401(2)	Asphalt Cement, Grade 52-28	26.9	Ton	725.00	19,502.50
401(10)	Asphalt Material Price Adjustment	All required	Contingent Sum	4,500.00	4,500.00
405(1)	CRS-2P Asphalt for Surface Treatment	4.5	Ton	1,000.00	4,500.00
405(2)-B	Aggregate for Surface Treatment, Grading B	24	Ton	80.00	1,920.00
405(2)-E	Aggregate for Surface Treatment, Grading E	12.8	Ton	100.00	1,280.00
510(100)	Bin-Type Retaining Wall	650	Square Foot	155.00	100,750.00
603(1-18)	18 Inch CSP	380	Linear Foot	150.00	57,000.00
603(1)-24	24 Inch CSP	20	Linear Foot	175.00	3,500.00
603(1)-48	48 Inch CSP	46	Linear Foot	350.00	16,100.00
611(1)	Riprap, Class I	35	Cubic Yard	140.00	4,900.00
613(2)	Culvert Marker Post	2	Each	120.00	240.00
615(2)	Remove and Relocate Existing Sign	3	Each	340.00	1,020.00
616(2)	1/2 Inch Diameter Thaw Pipe	1	Each	2,000.00	2,000.00
618(2)	Seeding	100	Pound	80.00	8,000.00
620(1)	Topsoil	3,000	Square Yard	15.00	45,000.00
621(2)	Shrub, Willow Sprigs	120	Each	12.50	1,500.00

**DRAFT**

Prepared By: Thor Bergstrom <i>Bergstrom</i>	Checked By:	2/25/2013 1:37:51 PM	Page 1 of 2
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Proposed Design

<b>ENGINEER'S ESTIMATE</b>  <b>State of Alaska</b> <b>Department of Transportation</b> <b>&amp; Public Facilities</b> <b>Northern Region</b>	Chena Small Tracts Road Improvements Pedestrian Pathway AKSAS No.: 60260 Federal No.: Version ID: 39891 Printed: 2/27/2013 2:18:34 PM
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**Basic Bid**

Item Number	Description	Quantity	Unit	Unit Price	Amount
625(1)	Pipe Hand Rail	300	Linear Foot	275.00	82,500.00
639(3)	Approach	8	Each	1,500.00	12,000.00
640(1)	Mobilization And Demobilization	All required	Lump Sum	50,000.00	50,000.00
641(1)	Erosion, Sediment And Pollution Control Administration	All required	Lump Sum	5,000.00	5,000.00
641(3)	Temporary Erosion, Sediment And Pollution Control	All required	Lump Sum	10,000.00	10,000.00
641(4)	Temporary Erosion, Sediment And Pollution Control Additives	All required	Contingent Sum	10,000.00	10,000.00
641(6)	Withholding	All required	Contingent Sum	0.00	0.00
642(1)	Construction Surveying	All required	Lump Sum	20,000.00	20,000.00
642(3)	Three Person Survey Party	30	Hour	150.00	4,500.00
643(2)	Traffic Maintenance	All required	Lump Sum	30,000.00	30,000.00
643(23)	Traffic Price Adjustment	All required	Contingent Sum	0.00	0.00
643(25)	Traffic Control	All required	Contingent Sum	75,000.00	75,000.00
644(1)	Field Office	All required	Lump Sum	10,000.00	10,000.00 (CF-CENG)
PROJECT Summary	Pay Items:	35 Items		Subtotal:	921,312.50
	Minus Contractor Furnished CENG Items			Exc Subtotal	-10,000.00 911,312.50
	Construction Engineering (Percentage)	20%		CENG Subtotal	182,262.50 1,093,575.00
	Indirect Cost Allocation Plan (ICAP)	4.79%			52,382.24
	TOTAL PARTICIPATING				1,145,957.24
	ADDED COSTS (Not part of the Contract)				
	PROJECT TOTAL				1,145,957.24

**DRAFT**

Prepared By: Thor Bergstrom <i>Thor Bergstrom</i>	Checked By:	2/25/2013 1:37:51 PM	Page 2 of 2
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**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Teresa Gross](#)  
**Cc:** [Bailey, Meadow P \(DOT\)](#); [Martin, Kerri L \(DOT\)](#)  
**Subject:** Chena Small Tracts #60260  
**Date:** Wednesday, March 13, 2013 8:18:44 AM

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Teresa,

Thank you for your interest and comments in the Chena Small Tracts project. We at DOT agree this is a good safety project for all the traveling public.

We have heard the neighborhood concerns, considered and analyzed other alternatives and believe the current design is a "best fit" in trying to balance the project's impacts, constraints, and needs. After further internal review and discussion, AK DOT&PF has no plans to alter the proposed design or add additional design features. The current design is an 8-foot wide separated path on the north side of Chena Small Tracts Road.

You are more than welcome to visit me at my office or I can meet you on site and we can go over the proposed design.

Respectfully submitted,

Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Teresa Gross [mailto:teri144@gmail.com]  
**Sent:** Monday, March 11, 2013 8:37 AM  
**To:** [planning@co.fairbanks.ak.us](mailto:planning@co.fairbanks.ak.us); Johnson, Russell M (DOT)  
**Subject:** HP2013-004

To whom it may concern:

I was present at the Planning Commission meeting on March 5th and would like to share some of my thoughts on the Chena Small Tracts bike path. Although testimony was overwhelmingly against this project, I think everyone agrees that a path is needed. It was something that I was excited about when first proposed. But DOT has been very clear that they want this path to happen quickly and cheaply, even if problems are unresolved. During a phone conversation I had with DOT I asked about fencing and if I could come to their office to look at the plans and ask questions. I was told that although I could come in, I should probably just look at the project website! The curt nature of this conversation made me feel that my concerns would not be heard or addressed. I think that the testimony heard at the meeting confirms that many residents have felt steamrolled by this project.

It would be very helpful if DOT would offer to send someone to meet with homeowners and show them exactly where this path would be located and how much land would need to be cleared before construction. There are only 8 property owners (with houses) on the north side whose lots will be affected so it doesn't seem like an unmanageable request. Technically this land is DOT right of way and they have a right to develop it, but practically it has been my front yard for 37 years. This kind of change is psychologically unnerving, and I think a more understanding DOT presence would go a long way to gaining neighborhood support.

Clearing the land required for construction places a financial burden on me to replant the deforested area, and puts my security at risk by offering easy egress to my property. For those of us close to the park at the the end of the road this is a serious concern. A privacy fence will become essential and DOT should either provide this themselves or offer a per foot reimbursement amount when the homeowner has fencing installed. I realize that funding is limited, but this kind of detail is not prohibitively expensive and leaving it out of the proposal is what caused such an uproar against it.

In closing, I'd like to say that I know a lot of people have worked hard on this project and I hope a successful plan can be achieved. I encourage a fencing provision to be included, and I think homeowners whose property is directly affected deserve to be treated with respect and consideration.

Thank you,  
Teresa Gross  
1491 Dolly Varden Ln.

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Lark Pond Residents Meeting Concerning the Chena Small Tracts Road Bike/Pedestrian Path  
**Date:** Tuesday, March 26, 2013 10:20:29 AM

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Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Johnson, Russell M (DOT)  
**Sent:** Wednesday, March 13, 2013 9:49 AM  
**To:** 'Ron Jaeger'  
**Cc:** Krol, Longin (DOT); Bailey, Meadow P (DOT); Hooper, Barry L (DOT); Woster, Timothy J (DOT); Martin, Kerri L (DOT)  
**Subject:** RE: Lark Pond Residents Meeting Concerning the Chena Small Tracts Road Bike/Pedestrian Path

Ron,

Thank you for summarizing comments, concern and recommendations related to the Chena Small Tracts project.

We have heard and understand the neighborhood concerns. We at DOT have diverging viewpoints to some of your arguments. After further internal review and discussion we believe the current design is a "best fit" in trying to balance the project's impacts, constraints, and needs. There are no plans to alter the proposed design or add additional design features. The current design is an 8-foot wide separated path on the north side of Chena Small Tracts Road.

Adding a fence along Lark Pond creates negative impacts. It requires the removal of more trees, increase maintenance (time & \$\$) and increase the project cost.

The proposed Path is being designed to meet the 2012 AASHTO Bicycle Facilities manual.

The proposed bin wall is so the path and its embankment avoid the pond. It has nothing to do with soil stability on the north side vs. the south side of the road.

We feel this is a good safety project that will benefit the traveling public, especially pedestrians and bicyclists.

Respectfully submitted,

Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Ron Jaeger [<mailto:taigakid@gci.net>]  
**Sent:** Tuesday, March 12, 2013 12:25 AM  
**To:** Johnson, Russell M (DOT); 'carl.heim@alaska.gov'  
**Cc:** 'planning@co.fairbanks.ak.us'; Higgins, Pete B (LAA); Bishop, Click (LAA)  
**Subject:** Lark Pond Residents Meeting Concerning the Chena Small Tracts Road Bike/Pedestrian Path

Russ,

Our meeting at Terry & Marie Osborne's house was well attended, certainly a majority of the Lark Pond residents, as well as some verbal direction from a few that could not attend, and one e-mail. We started at 7PM and discussed this issue until 9PM covering all possible scenarios for the construction of a bike path. One point was made crystal clear! We do not want to see the trees and shoreline shaved off on the North side next to Lark Pond. This will create a disruption of habitat that will displace the wildlife that have become a part of our lives during our residence on the pond. Secondly, our preferred position would be to construct the bike path on the South side of Chena Small Tracts Road. Most of the testimony for the bike path outside of the Lark Pond residents came from folks who live in the Small Tracts Subdivision—on the South side. It is already partially cleared, and other bike paths have been built in close proximity to utility lines that exhibit the same spatial relationship this path would have. Traveling across the roadways on the South side may feature a greater number of driveways & roads, but the traffic is much less than the amount that flows from the University West Subdivision onto Chena Small Tracts Road to Chena Pump. Soils are more stable on the South side of the roadway—isn't that why you have proposed using the BinWall construction on the North side?

If any path is built on the North side, we request that a fence be constructed to prohibit public access—both to restrict access to the pond to respect our private property rights, but mostly to safeguard those who may put themselves at risk—small children, inebriates, and those with impaired judgment or limited ability attempting to swim across, or just around in the pond. If constructed on the road side of the trees—this will block most of our view of the fence, and the residences on the corner ends of the block would prefer that the fence height be tapered down in height when approaching their houses so they don't have to look out at a fence—a detail on your drawing. Splitting the traffic to both sides of the roadway would provide better travel ability and access to roads and driveways on the South side—in our opinion.

Some folks felt that widening the road on both sides for the span of Lark Pond would be the best solution with a bike path on one side & a shared bike/pedi path on the other side—both going with the traffic as directed by appropriate signage at the entrance to the path, and per State law. This would minimize conflicts between pedi traffic and bike traffic since oftentimes, the pedestrians do not offer sufficient right of way to the bicycles due to walking in groups or two or three abreast of each other, and with dogs. If you follow the regulations for shared paths, it seems that a barrier would have to be placed between the roadway and path, but the other side for bicycle only--just striped. We would ask that any road edge barrier be aesthetically pleasing & if only a Jersey barrier, then coated with brown, round aggregate or chips which would reduce graffiti. It is a challenge to provide interconnecting access for pedestrians from one side to the other since most of the roads do not line up. With no intersecting roads on the North side for the span of Lark Pond, this would setup the least amount of conflict for those walking "The Loop" around Chena Pump & North on Trinidad, or Steelhead, or even Dolly Varden; or the alternate walk down either Trinidad or Steelhead with the walk back North on the other road. We have not seen much traffic coming out of the South side of Chena Small Tracts, but very possibly more with a bike path to ride on. It is also not good practice to cross the roadway with a bike only path for 900 feet, and then return to the opposite side, so we will wait to see your recommendation. Another idea was to construct the pedestrian path on the North side starting at Trinidad Drive, and the two lane bike path on the South side, then rejoin them at Steelhead to avoid some of the potential right of way acquisition or disruption on the South side from Steelhead to the Chena-Kiwanis Park at the end of the road. If

that is not where the potential problem is, then this is a moot point.

The AASHTO regulations recommend that a bi-directional walking lane for pedestrians with directional lanes of travel for cyclists with at least 5 feet for pedestrians and at least 10 feet for bicyclists. This is almost double the width of the proposed eight feet for this path. Also, that “8 feet is acceptable in rare circumstances”—is this such a circumstance? With constraints in budget, we felt that by placing the pedestrian path next to the edge of the roadway, some money could be saved by reducing the amount of BinWall construction. Perhaps the only place that it would need to be utilized would be the guardrail area where the edge of the pond is closer to the roadway. On the CONTECH website, it details “trenching into the ground”, “preassembling transverse or panel sections”, and “available lifting equipment can handle large transverse sections”. It is implied that this retaining wall system is versatile, and we see that as a doable element in this construction to provide minimum impact to the existing trees and vegetation. Trading 50 foot spruce trees for 3 foot willow whips is not an option for the Lark Pond habitat. Walkers love the natural look, the birds chirping in the trees, the ducks on the pond, etc. Bicyclists are too busy watching where they are going, and this tranquil setting is lost on most of them—let them ride on the South side. Let’s not lose this little slice of Alaskana for everybody!

Using the best, longest-lasting markings and signage for the project will pay back in decreased maintenance. This needs to be done initially and then maintained. There was a question whether the road markings at the intersections would fall into the area of responsibility for maintenance by the Service District, or whether the State of Alaska will maintain. Stop signs at road intersections; yield signs for driveways? We would like to see a recommendation from the FNSBoro’s Landscaping Committee to utilize both effective groundcover and additional transplanting of trees & shrubs to maintain or establish a natural look along the shared path. There are several areas that will need special effort to blend into the terrain—especially after construction.

Please let me know in advance of the next Planning Commission meeting what your recommendation will be so that we can participate in a positive way. We appreciate your efforts to reconsider our Lark Pond segment of this project.

Yours truly,

Ron Jaeger and Lark Pond Residents  
388-8479

Bcc: LPR and others.

VIA Email: [planning@co.fairbanks.ak.us](mailto:planning@co.fairbanks.ak.us)  
February 8, 2013

**RE: Chena Small Tracts Improvements Project No. 60260; HP2013-04**

We would like to thank the State and the Fairbanks North Star Borough Planning Commission for providing property owners the opportunity to provide comments regarding the proposed design of a 10-foot wide paved shoulder on the North Side of Chena Small Tracts Road. The proposed shoulder will pass along our property at the corner of Chena Small Tracts Road and Trinidad as well as the entire length of Lark Pond. Due to serious environmental, safety and trespass concerns, we do not support the current project.

Here are our concerns:

•Environmental. Lark Pond supports a variety of wildlife year-round. For instance, Northern Pike reside in the pond year round and a variety of birds nest in and around the Pond in the spring, summer, and fall. We've had geese, swans, several types of ducks, and grebes come every year, and muskrats have been living in the Pond for the past few summers. Ducks and grebes have been born at the pond and continue to return. Presently, there is a ditch along North Side of Chena Small Tracts Road that provides drainage for water running off the road. This ditch passes along the entire length of Lark Pond and enables harmful road water to drain without running into the Pond. Though the Commission has not yet provided any information about how it intends to deal with the ditch, it appears that constructing the 10-foot wide paved shoulder on the North Side of Chena Small Tracts Road would require filling in the ditch and possibly even putting in culverts for drainage. Such a plan would drain harmful road water directly into the Pond, contaminate the Pond and significantly impact the abundant wildlife that depends on the Pond. As such, the Commission should conduct any environmental studies required by federal, state or Borough laws to determine the extent of the harm caused to the Pond and its wildlife. As an adjacent property owner whose land will be impacted, we should have access to the results of such studies, prior to this project going forward.

•Safety and Trespass. Construction of the paved shoulder would also provide improved access to Lark Pond, which is located on private property owned by the 21 homeowners around the Pond. The Pond is therefore a private pond, and the homeowners have the ability to foreclose outside access and to require trespassers to leave. Lark Pond is quite deep (we've been told it reaches depths of 38 feet) and drops off quickly along the south shoreline next to Chena Small Tracts Road, where access is easiest. The hazards beneath the water not far from the shoreline include thick weeds, murky and soft bottom, and glass and other debris from trespassers. Currently the large ditch and patch of thick trees and bushes help identify the Pond as private (non-

accessible) property and also provide a deterrent to individuals wanting to trespass on the Pond. In the past three years there have been at least two instances of children nearly drowning in the Pond. These children were not from the property owners around the Pond. These children were trespassers who were not aware of the hazards of the Pond. It was only because a homeowner / property owner from around the Pond saw the children in distress and provided immediate assistance, that a tragedy was averted. If the Commission goes forward with its plan, it will provide more access to the private Pond, significantly increasing the chances that local children will be injured or even drown in the Pond. As an analogy, it will be as if the Commission tore down a homeowner's fence near a cliff and put a sign "interesting view ahead children." The Commission should be required to consider this safety issue before opening up the area and filling in the ditch with the 10-ft wide paved shoulder. Certainly, if there is an unfortunate situation and a grieving family tries to hold the homeowners responsible, it will be made known that the homeowners protested the Commission making the Pond so attractive to children.

•Environmental. Construction of the paved shoulder would also provide easier access for pollution of the Pond. People will have access to throw garbage into the Pond, i.e. glass, litter, etc. More trespass around the Pond will also result in more garbage. Further, the increase visibility or openness to the traffic along the Road will mean more exhaust and pollution encroaching on the Pond. All of this increased traffic and pollution will discourage the presence of the abundant wildlife discussed above and disrupt their nesting.

•Taking More Individual Property Rights Than Necessary. Finally, larger residential plots are on the south side of Chena Small Tracts Road, and putting a bike path there would result in less impact on individual property owners. The planners have intimated that there are 'right-of-way' issues or 'easement' issues that make it more difficult to construct on the south side. However, those issues should be weighed against the more significant impact to the property-owners' land on the north side of the Road.

•Improper Notice to Impacted Residents. Finally, I do not believe that the Commission provided notice to the other residents owning portions of Lark Pond. The current plan to put 10-foot wide paved shoulder on the North Side of Chena Small Tracts Road that will open up access to a pond that is owned by 21 homeowners. There are far more impacted residents than the 2 property owners abutting the Road itself. The Commission has not provided these residents notice of the plan nor the opportunity to comment on the impact to their property.

We request that the Commission give more consideration to other alternatives for providing a bicycle/pedestrian walkway along Chena Small Tracts Road, one that would not harm the wildlife using the Pond or provide easier access for trespass to Lark Pond,

and that wouldn't result in a serious impact to personal property. Further, the adjacent property owners should be provided copies of any studies that would occur with the implementation of this project.

Sincerely,

Terry and Marie Osborne



**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Bergstrom, Thorwald J \(DOT\)](#); [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts Bicycle/Pedestrian Facility Project No. 60260  
**Date:** Friday, January 25, 2013 3:14:53 PM

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Please file....

Thanks,

Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Randy Johnson [mailto:[randy@ghemm.com](mailto:randy@ghemm.com)]  
**Sent:** Friday, January 25, 2013 3:00 PM  
**To:** Johnson, Russell M (DOT)  
**Subject:** Chena Small Tracts Bicycle/Pedestrian Facility Project No. 60260

Mr. Johnson,

My family fully supports construction of a pedestrian path on Chena Small Tracts to provide safe location for pedestrians and school age children waiting for school bus. After listening to the discussions, we support the option of providing a path on the north side of Chena Small Tracts Road.

Thank you  
Sincerely  
Randy Johnson  
1781 Perch Drive  
Fairbanks, AK 99709

**From:** [Heim, Carl F \(DOT\)](#)  
**To:** [Johnson, Russell M \(DOT\)](#)  
**Cc:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts proposed bike path  
**Date:** Thursday, January 31, 2013 9:54:31 AM

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FYI

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**From:** Ramona Schriber [mailto:ospreydesigns@yahoo.com]  
**Sent:** Thursday, January 31, 2013 9:23 AM  
**To:** Heim, Carl F (DOT)  
**Subject:** Chena Small Tracts proposed bike path

To Whom it Mat Concern,

The concept of constructing a bike path along Chena Small Tracts Road is ill conceive. The pond in question is a refuge for migrating and resident shore birds as well as a recreational lake for residents and visitors. It is my conclusion the majority of residents directly affected by this action are solely against the construction of a bike path on the north side of the road. There is simply not enough right of way to do this project without disruption to the pond and the property of residents near the pond.

I would propose a series of speed bumps, a less expensive and less intrusive action, as opposed to a bike path. Use the departments resources more prudently. The neighborhood does not want a bike path, so why do it? The speed bumps would slow down traffic and create a safer roadway for all..

Respectfully,  
Ramona Schriber

mona

## Johnson, Russell M (DOT)

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**From:** Terry Osborne [braves@gci.net]  
**Sent:** Tuesday, January 22, 2013 1:56 PM  
**To:** Johnson, Russell M (DOT)  
**Cc:** Marie  
**Subject:** Chena Small tracts bicycle & pedestrian facility Project no. 60260

Mr. Johnson, We were sorry we were unable to attend the hearing on this project and while we do see a need for a walkway along Chena Small Tracts Road due to increased pedestrian traffic, we have a problem with the path being on the North Side of the road. Here's why: Our house is on the corner of Trinidad and Chena Small Tracts next to Lark Pond. As the area population has grown, so have our problems with limiting access to the Pond. We personally have had to contact the State Police due to individuals insisting that the pond is public, and we even had a State Trooper tell us that he thought it was public. In the past three years two children have almost drowned in the pond, these children were not from residences around the pond, but were just kids wanting to cool off on a hot day. However, not being from around the pond they were not aware of how dangerous the pond is. It is very deep, has lots of hazards beneath the water, and the bottom drops off quickly where access is easy. These kids were lucky that an adult was home, around the pond, and was able to pull them to safety. We think that building a bike path next to the pond will just invite people to stop and enter the water, or throw things in the water, etc. Will the state purchase the pond and take on the responsibility of safety in and around the pond? or at least take partial ownership and responsibility for improving access to the pond? We plan to attend the Open House on Thursday and will encourage other home owners from around the pond to do the same. Please take into consideration the impact of opening up access to this private pond as already it is more difficult to restrict access. If you have any questions or want to discuss, please let us know. Thanks.

Terry & Marie Osborne  
1 Trinidad Drive  
Fairbanks, Ak  
99706

ph. 451-7266

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Roxanne Creamer](#)  
**Cc:** [Martin, Kerri L \(DOT\)](#); [Heim, Carl F \(DOT\)](#); [Policicchio, Ricardo J \(DOT\)](#); [Woster, Timothy J \(DOT\)](#); [Bailey, Meadow P \(DOT\)](#)  
**Subject:** RE: chena small tracts question  
**Date:** Wednesday, February 06, 2013 10:03:14 AM  
**Attachments:** [Typical Section.pdf](#)

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Roxanne,

Thank you for your comment. I offer the following response and please open the attached typical section drawing while reading.

Right-of-Way (ROW) acquisition from private property owner(s) would be required at the Cripple Creek Slough crossing (just east of the Chena Pump Road intersection) if the road is widened to the south. The height of the road compared to the existing ground causes the widened shoulder to go outside the road right-of-way (this is shown in the color red in the attached pdf file).

Also, the current design has recently been changed to constructing a 10' wide paved shoulder on the north side of Chena Small Tracts Road. Please visit our updated project website:

<http://dot.alaska.gov/nreg/chenasmalltracts/>

Respectfully submitted,

Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Roxanne Creamer [mailto:[roxalaska@yahoo.com](mailto:roxalaska@yahoo.com)]  
**Sent:** Tuesday, February 05, 2013 4:46 PM  
**To:** Johnson, Russell M (DOT)  
**Subject:** chena small tracts question

## **Question about your answers to the proposed design.**

**The current design is for an 8 foot wide path with 2 feet from the edge of the road (10 ft) You stated that you have 35 feet of right a way on the south side of CMT road. You say you would have acquire private property to build on the south side. This does not make sense.**

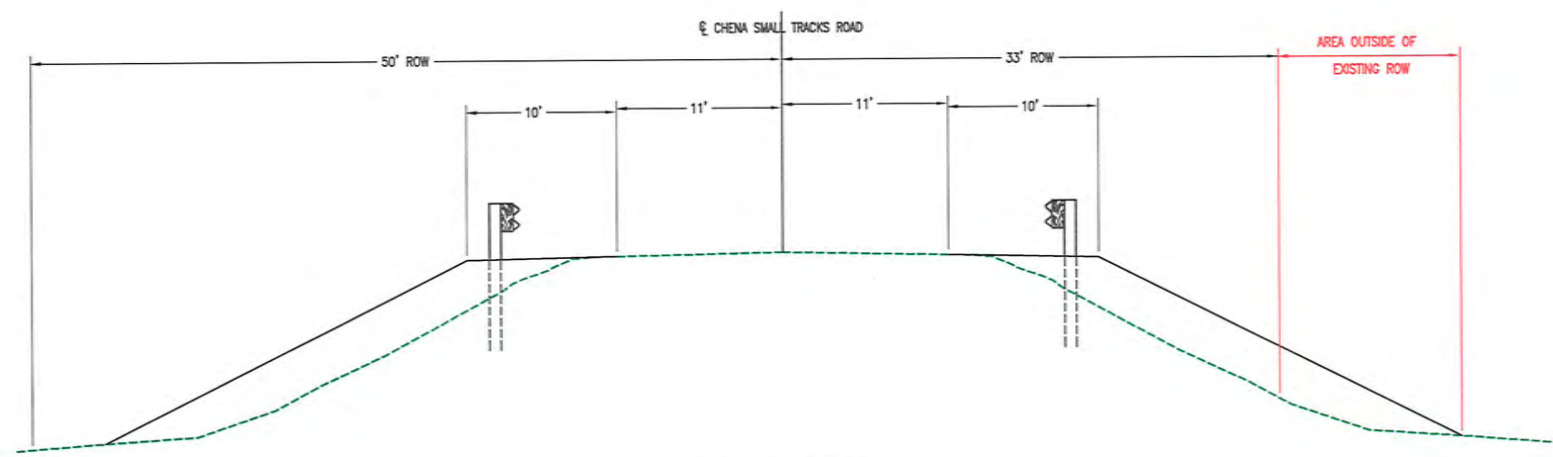
## **What is the current proposed design?**

The current design is an 8-foot wide path with curb and gutter adjacent to the north side of Chena Small Tracts Road.

## **Why is the sidewalk on the north side of the road?**

Placing the path on the south side of the road creates right-of-way and utility impacts. There is not enough room to construct the path within the existing right-of-way. We would need to acquire private property from residents and/or acquire temporary construction easements, adding time and cost to the project.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	60260	2013	1	1



TYPICAL SECTION:  
CRIPPLE CREEK CROSSING

TYPICAL SECTION

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Advocate for Chena Small Tracks  
**Date:** Wednesday, February 06, 2013 11:08:15 AM

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**From:** Birkholz, Ethan N (DOT)  
**Sent:** Tuesday, February 05, 2013 4:05 PM  
**To:** Titus, James Stephen (DOT)  
**Cc:** Woster, Timothy J (DOT); Johnson, Russell M (DOT)  
**Subject:** FW: Advocate for Chena Small Tracks

fyi

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**From:** Carpenter, Margaret (DOT)  
**Sent:** Tuesday, February 05, 2013 3:57 PM  
**To:** Birkholz, Ethan N (DOT)  
**Subject:** FW: Advocate for Chena Small Tracks

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**From:** Roach, Jeffery A (DOT)  
**Sent:** Tuesday, February 05, 2013 3:55 PM  
**To:** Carpenter, Margaret (DOT); Johnson, Russell M (DOT)  
**Subject:** FW: Advocate for Chena Small Tracks

FYI – this is going around the Chena Small Tracts neighborhood.

Jeff

From Tami  
**Sent:** Tuesday, February 5, 2013 3:14:22 PM  
**Subject:** Advocate for Chena Small Tracks

Hi Everyone

You are being contacted because you understand the need and importance of having a safe passage for children, seniors, residents and the community that frequently use Chena Small Tracks. Currently the road is dangerous for those who are using it because of the multiple safety issues.

FMATS is having a meeting on Thursday to discuss continued funding for this project. It is very important to demonstrate continued community support for this project as the current funding covers the environmental impact studies and design. I will provide the email address for Donna Gardino, the FMATS coordinator for you to send off a letter of support. It should be received by Wed or Thurs MORNING at the latest as the meeting is this Thurs. at 12noon. She will provide this documentation to the committee at the Thurs. meeting.

In addition, I have been in contact with Rep. Pete Higgins office and they assure me that they will continue to support this project at the state level. I have gathered all the information that I've worked on over the years and mailed a nice large packet of information with all the evidence one could want that demonstrates the NEED and the WANT from the community.

As a new Representative in office, it would be valuable for you to send a letter of support to his office so that he is able to demonstrate continued support.

DOT has changed their design plan (from an actual side walk) and are now proposing a widened shoulder on the north side of the road. For my part, I'm ok with an extended shoulder on either side of the road. It will make maintenance and snow removal easier than an actual side walk and most of all, provide safe access for students to school and the community safe passage to and from the river.

Please take a quick minute and email Donna Gardino at:  
[djgardino@ci.fairbanks.ak.us](mailto:djgardino@ci.fairbanks.ak.us)

and Rep. Pete Higgins at: [Thomas.Studler@akleg.gov](mailto:Thomas.Studler@akleg.gov) Re: Chena Small Tracks Pedestrian Pathway

(Thomas Studler is his aid who is working on this issue for Rep. Higgins)

Thanks everyone!!  
Tami



**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tract Road  
**Date:** Wednesday, February 06, 2013 11:09:06 AM

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FYI

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**From:** Bailey, Meadow P (DOT)  
**Sent:** Monday, January 14, 2013 1:58 PM  
**To:** 'sen.click.bishop@akleg.gov'; 'rep.pete.higgins@akleg.gov'  
**Cc:** Titus, James Stephen (DOT); McKenzie, Constance M (DOT)  
**Subject:** Chena Small Tract Road

Dear Sen. Bishop and Rep. Higgins,

On Tuesday, Jan. 15, from 5-7 p.m. DOT&PF is hosting an open house for the Chena Small Tracts Bicycle & Pedestrian Facility at Woodriver Elementary School in Fairbanks.

This project is currently in design, with a design completion date of July 1, 2013. The scope of the project is to "Build a multi-use path along Chena Small Tract Road from the Chena Pump Road intersection to the FNSB Chena Kiwanis Park". The project has strong public support and had a lot of interest from former legislators.

This fall we held a public open house. At that public open house we heard from residents that they would like to add elements, such as a repave of the road and lighting, to the project. We reviewed those requests. Adding elements to the project will extend the time necessary for design of the project and will increase construction and operation costs. This is a state funded project and at this time there currently is no funding identified for construction. Adding lighting and repaving the road will make project costs increase so much that we are concerned it will not get funded.

I'm sharing this all with you because we are going to take this minimal plan back to the public on Tuesday and we expect that they will continue to advocate for lighting and repaving. We are going to explain that the goal is to construction this project as quickly as possible within a minimal budget, and at this time there is no funding identified for construction. One of the ways they can advocate for construction is to contact their legislators and voice support for the project.

The project website is here: <http://dot.alaska.gov/nreg/chenasmalltracts/>

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

Best,  
Meadow

**Meadow Bailey, APR**  
Information Officer  
Alaska Department of Transportation & Public Facilities  
office (907) 451.2240

**From:** [Johnson, Russell M \(DOT\)](mailto:Johnson, Russell M (DOT))  
**To:** [mweeks@patrickmechanical.com](mailto:mweeks@patrickmechanical.com)  
**Cc:** [Heim, Carl F \(DOT\)](mailto:Heim, Carl F (DOT)); [Martin, Kerri L \(DOT\)](mailto:Martin, Kerri L (DOT))  
**Subject:** RE: Chena Small Tracts Improvements Project: 60260  
**Date:** Thursday, February 07, 2013 10:40:31 AM

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Mel,

Thank you for your comments. I agree with many of your comments and offer the following to others:

1. Local residents are the ones who created this project. In 2010 residents voiced concerns to elected officials about pedestrian safety, especially for children, who utilize the road for walking, riding bikes and catching school busses. In 2011 the legislature appropriated state funds for the design of a facility to accommodate pedestrians & bicycle along Chena Small Tracts Road.
2. We (AK DOT&PF) do not have the legal authority to enforce traffic laws and regulations. That must be done by local police and state troopers.
3. The scope of this project does not include accommodations for vehicles with boat trailers. Parking on the new shoulder will not be allowed. This will reduce the existing parking area.

Respectfully submitted,  
Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Heim, Carl F (DOT)  
**Sent:** Wednesday, February 06, 2013 11:56 AM  
**To:** Johnson, Russell M (DOT)  
**Subject:** FW: Chena Small Tracts Road Bicycle and Pedestrian Facility Project: 60260

FYI. It's positive.

---

**From:** Mel Weeks [<mailto:mweeks@patrickmechanical.com>]  
**Sent:** Wednesday, February 06, 2013 11:56 AM  
**To:** Heim, Carl F (DOT)  
**Subject:** Chena Small Tracts Road Bicycle and Pedestrian Facility Project: 60260

Carl,

I recently attended your meeting in January and have a couple of questions and concerns I would like brought forth.

It seems by the meeting that most present didn't approve of the bicycle path in general.

Who is pushing this agenda? Is it worth our resources and money to continue the design of this project.

My only concern if the project moves forward is who's going to enforce rules / laws pertaining to the usage of the bike path? In all actually it will most likely have more usage by motorized vehicles


Please cancel the project to increase access for youth and pedestrians to the Kiwanis Dope Dealer Park on Chena Small Tracts Road. The Department of Transportation should not bulldoze a thousand trees of privacy screening, replace them with a prison fence, and invite hooligans to mischief by making an attractive nuisance of the pond off Small Tracts. Lark Pond is surrounded entirely by privately owned property and this project, as presently designed, will openly encourage trespassers, vandals, and harassment of nesting wildlife. DOT should not knowingly proceed with a project that will increase home owner liability and insurance costs, against the express objections of the majority of the residents beside the proposed path of the dozers (North side). There is no wetlands mitigation plan, no estimate of how much fill will be dumped in Lark Pond, and DOT has neglected to investigate increases to home owner flood insurance costs by their disruption of existing flood control channels all along the North side of Chena Small Tracts Road.

At the January 24<sup>th</sup> public meeting on this project, there was a much wider interest in simply widening the existing shoulder 4 feet on either side and repaving. This alternative would:

- Be less expensive than the \$1.2 Million proposal
- Not pit North side versus South side residents against each other for who should lose more ground on Chena Small Tracts Road
- Significantly increase safe vehicle passage around pedestrians
- provide a reliably plowed shoulder area for students to get on and off of school buses without having to step into snow berms
- Leave existing flood control mechanisms relatively undisturbed and not raise flood insurance costs for home owners
- Leave existing auditory, visual, and privacy screening in place
- Increase the percentage of locals who actually want the project to occur

Please abandon the existing plan as unwanted by the majority of residents and reconsider your dismissal of this less expensive and less intrusive alternative.

Thank you.

  
Susan Warner  
PO Box 80746  
Fairbanks, Alaska 99708  
susanwinalaska@gmail.com

than walkers, runners or bicyclists which may amplify safety concerns along Chena Small Tracts. How will this path impact boat trailer parking at the east end. I believe it will either impede traffic or the use of the path itself.

A few other issues I noticed at the meeting are below:

It's obvious that a large portion of the landowners don't even know their property lines or any easements or right ways that affect their property. ( How can one be so ignorant or cheap )

I believe the State / Borough should make them aware since it seemed during the meeting that they feel entitled to land that isn't theirs. ( All the fences and hedges around the south side of Lark Pond )

I'm also for having them relocate their fences or hedges off of the public right away. That's just as much our land as it is theirs.

If your projected path is on a Public Right Away ( Which it is ), land owners need to deal with it.

In a perfect world I believe making Chena Small Tracts wider with a shoulder would be a better solution but I realize we don't have the funds allocated for this level of work.

You will never be able to make everyone happy and I didn't appreciate how my fellow property owners were trying to point fingers at the State and make unrealistic legal claims. ( The same people that won't pay to get their property boundaries pinned now have legal counsel for this path? That's comical! )

Please feel free to call and / or submit this letter to whom you see fit.

Mel Weeks  
4595 Chena Small Tracts  
Fairbanks, AK 99709  
907-347-7533



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# Pedestrian path design pitched to DOT

Story Comments (12)

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Posted: Tuesday, January 15, 2013 12:11 am

Sam Friedman/sfriedman@newsminer.com | 12 comments

FAIRBANKS — Residents along Chena Small Tracts Road have asked the Alaska Department of Transportation to design a lighted pedestrian path that's separated from vehicle traffic.

The design that they'll see at a public meeting is a bit more modest — an unlighted sidewalk. The meeting was set for tonight, but is postponed because of weather and road conditions.

The project isn't as ambitious as the public wanted because department staff decided the Alaska Legislature is more likely to approve construction funding for a smaller project, said engineer Russ Johnson.

As is, the plan for an 8-foot-wide sidewalk fulfills the objective of getting pedestrians and bicyclists off the road.

"Lighting would be nice, but it's not needed to get people (pedestrians) off the road," he said, adding that there is space for a future project to add lighting.

The design is scheduled to be completed by July 2013. If the Legislature allocates \$1.3 million to the project this spring, the mile-long sidewalk could be completed this year, Johnson said.

The tree retention plan also deviates from local expectations. At a meeting in October, local residents, especially those along the neighborhood pond, asked the department to refrain from cutting trees along the side of the road.

Unfortunately, there's not a good way to build the path in the right-of-way without cutting down trees, Johnson said.

## On the Web

See the project plans online at [dot.alaska.gov/nreq/chenasmalltracts](http://dot.alaska.gov/nreq/chenasmalltracts)

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12 comments:

homeowner posted at 10:41 am on Tue, Jan 15, 2013.

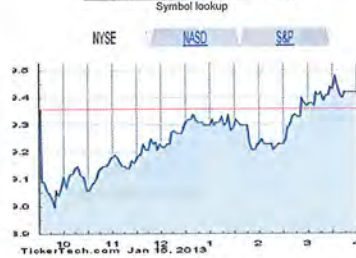
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Posts: 2

It doesn't say it, but the article implies that the whole community around Chena Small Tracts is in favor of this project and a ground swell of citizens asked for this work. This is very much not the case. A couple of well-intentioned and energetic people have pushed this proposal. This is not to say that it's not needed, because it is. Car and non-car traffic has doubled in the last several years and someone is going to get run over if something isn't done, my dog already has been. I'm just saying, it's awfully easy for people to volunteer other peoples land for their own benefit. Please acknowledge their sacrifice and mitigate the impact.

[Log In to report.](#) [Link](#) [Reply](#)

**homeowner** posted at 10:33 am on Tue, Jan 15, 2013.



Posts: 2

It doesn't say it, but the article implies that the whole community around Chena Small Tracts is in favor of this project and a ground swell of citizens asked for this work. This is very much not the case. A couple of well-intentioned and energetic people have pushed this proposal. This is not to say that it's not needed, because it is. Car and non-car traffic has doubled in the last several years and someone is going to get run over if something isn't done, my dog already has been. I'm just saying, it's awfully easy for people to volunteer other peoples land for their own benefit. Please acknowledge their sacrifice and mitigate the impact.

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**outraged** posted at 8:59 am on Tue, Jan 15, 2013.



Posts: 1

DOT needs to revisit the tree concerns. The usual DOT slash and burn construction method isn't always the only way to go. This path needs to be a pleasant place to walk that doesn't detract from the value of adjoining properites.

At a cost of nearly \$200/foot we should be getting something that doesn't look like a Prudhoe Bay project.

Likewise with lighting, it doesn't have to mean the wasteful old style lighting we are still using on our highways. Modern LED lights on lower poles would be cheaper, nicer and may even find their way into the budget. 100 foot tall galvanized poles with 300 watt bulbs would have gone with the dinosaurs if DOT weren't treating them like endangered species.

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**Chris Bollinger** posted at 9:15 am on Tue, Jan 15, 2013.



Posts: 13

Their "slash and burn" methodology ensures that the project isn't destroyed three year down the road by returning or expanding root systems.

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**DarkSideOfTheHill** posted at 8:03 am on Tue, Jan 15, 2013.



Posts: 2

As my husband likes to say, "Who cares if you are right, if you are dead?" Our family loves that there are sidewalks and bikepaths to ride on. Staying away from large objects traveling very fast is a wonderful thing!

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**AlaskaRaven** posted at 5:58 am on Tue, Jan 15, 2013.



Posts: 1

" As is, the plan for an 8-foot-wide sidewalk fulfills the objective of getting pedestrians and bicyclists off the road." Russ Johnson, DOT

By law bicyclists have a right to be on the road! Sidewalks are not a place for bicycles. Perhaps DOT is referring to young children on tricycles?

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**Chris Bollinger** posted at 8:39 am on Tue, Jan 15, 2013.



Posts: 13

We (cyclists) have the right to be on some roads, but we are also allowed to use the sidewalks here in Alaska. In most places where there is a good sidewalk, it is better to use the sidewalk. College Road is probably the best example of this. The lanes on College are narrow and the speed limit is well high enough that bicyclist who are at all considerate and safety conscious will use the wide, smooth, well transitioned, well maintain sidewalk along it.

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# No bike path

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Posted: Thursday, January 17, 2013 12:01 am

Bob Bederka/Fairbanks | [16 comments](#)

## Letter to the Editor

Jan. 15, 2013

To the editor:

I need to voice a resounding “no” for the proposal to build a bike path along Chena Small Tracts Road.

Why, you ask? It has nothing to do with the year-round flow of drug dealers and buyers in and out of the park or the loud parties that constantly go on there. Maybe it has nothing to do with the constant flow of trash-leaving, noisy, trespassing boat people who use the

landing there to launch their boats. Maybe it has nothing to do with the fact of the invasion of everyone's privacy along Small Tracts.

Perhaps those in favor of this little building adventure would foot the bill to construct a privacy fence along the length of Small Tracts. I don't need people wandering off this path near the park to hop into my little tree line to urinate or leave their trash. I don't need or want increased drug traffic and parties. If I had my way, the borough would close the park and erect a permanent barricade to prevent all the traffic offloading boats.

If you really really must build a bike path, then build a privacy fence along its length and increase police presence to hinder the pot smoking, drug dealing, deaf, beer guzzling partiers at the park.

*Bob Bederka*

*Fairbanks*

**More about** *Chena Small Tracts Road*

- ARTICLE: Path needed

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Posted in Letters to editor on *Thursday, January 17, 2013 12:01 am.* | Tags:

Bob Bederka, Chena Small Tracts Road, Bike Bath, Drugs, Drug Dealers, Park, Privacy Fence

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### 16 comments:

aurorawatcher posted at 10:29 am on Fri, Jan 18, 2013.



Posts: 14

I feel for the writer. I too used to live downtown and had to deal with drunks passed out on my lawn and kids who would rent houses in the neighborhood and spend all night hosting their friends to a bong party. I get it!

However, as a fiscally responsible constitutionalist, I'm going to point out that government should not be in the business of building bike paths or privacy fences or owning parks for that matter. If a neighborhood wants a park, it should be their responsibility to gather the funds and maintenance it AND police it. Take some responsibility for your own environment. ADOT should build roads with wide shoulders so that walkers and bicyclists can use them and plows can clear them without extra effort. Nothing more. If Bob is having problems with the park and wants a privacy fence, Spenard Builders is a good source for lumber.

Seriously, people, we cannot afford all these government-provided improvements. Maybe we can afford them right now, but the day is going to come when the State budget starts to get tight as oil royalties decline and then you're going to have a falling apart bike path leading past a leaning privacy fence going to an overgrown park because the government won't have the funds to do it all.

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**TS777** posted at 5:50 am on Fri, Jan 18, 2013.



Posts: 1

Don't forget the homeless guy at the farmers loop transfer station, with the cart and cardboard, I'm sure he would like some new scenery from time to time. He could use the new fence as one side of his cardboard home.

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**BBederka** posted at 8:32 pm on Thu, Jan 17, 2013.



Posts: 2

I do so love negative feedback from people who will not "Man Up" and use their real names. Why don't all you freeloading liberals who missed the essence of the letter go back to collecting whatever form of government subsistence you get and just quit cruising the Chena Small Tracts park for drugs or hookers. And it was nice to hear Glenn Anderson talk about this on his morning show...from what I heard about his High School days he's probably a regular at all the city and borough parks. On a final note...hope all you negative folks have children that will follow the path to the park and then lets hear you whine about what they see and find there!

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**SomethingForNothing** posted at 10:25 am on Fri, Jan 18, 2013.



Posts: 74

You're a real work of art bob. You get those pfd checks? You on social security and Medicare there bob? You taking that senior citizen deduction on your property taxes there bob? You do that home mortgage deduction there bob?

Build your own damn fence bob.

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**TheAlaskaCurmudgeon** posted at 5:03 pm on Thu, Jan 17, 2013.



Posts: 18

See my pretty face? Now imagine my even prettier butt in spandex. I can see why you'd want a fence.

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Blurty posted at 7:18 pm on Thu, Jan 17, 2013.



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**anchskier** posted at 3:48 pm on Thu, Jan 17, 2013.



Posts: 5

I doubt you are going to find many of those causing problems at the parties also being the ones utilizing the bike path. You typically won't find some drunk out going for a jog or a druggie taking a spin down the trail between tokes. What it might do is draw in more of the responsible type of traffic that might reduce the issues you dislike so much.

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**Blurty** posted at 4:18 pm on Thu, Jan 17, 2013.



Posts: 296

Dude, this is Fairbanks. Not Anchorage. Stick to adn.com

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**aceandgary** posted at 5:31 pm on Thu, Jan 17, 2013.



Posts: 145

even worse, you may run into Blurty...

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**TheGrayjay** posted at 2:58 pm on Thu, Jan 17, 2013.



Posts: 1

I have to agree with Mr. Bederka. The park is a mess. Not only drug paraphilnila, condoms, beer cans and trash but a sanitation nightmare. Then there are the impaired drivers racing down Chena Small Tracts to the parties and back. Erecting a fence is an idea except that it will be cover with graffiti in no time. A bike path is a good idea to protect walkers and bikers but DOT wants to build it on the wrong side of the road.

Instead of using the right a ways already established, they want to clear trees and disrupt peoples yards and privacy.

**anchskier**  
posted at 3:41  
pm on Thu, Jan  
17, 2013.

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**tiredofrightwingnuts** posted at 10:45 am on Thu, Jan 17, 2013.



Interesting comment coming from a member of the Fairbanks 912 Project who are "Dedicated to limited government and the preservation of the Constitution of the United States of America". Part of the Tea Party Patriots group.

Perhaps Mr. Bederka should take care of himself by erecting that fence rather than calling on the "gummint" to do his bidding.

More bike and walking paths never hurt a soul.

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**farmnews** posted at 7:47 am on Thu, Jan 17, 2013.



While it might be a good idea to ride a bike to the beer party, I can't see a lot of that happening. Drug dealers on bikes, some problem seeing that also. I knew a man who walked three big dogs and we all know about doggie do. I can't decide if the borough should rip out the walk way or kill all the dogs in town. Maybe Bob should read the other letter from today, about keeping it friendly.

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**TheQuill** posted at 7:31 am on Thu, Jan 17, 2013.



Posts: 85

I sympathize with the letter writer, trying to live next to a longstanding, notorious party site. I can only imagine the annoyance that drunken revelers in the campground cause. building bonfires, passing the pipe, and pissing beer. I lived downtown for many years so I'm not unfamiliar with drunks in the wee hours. Truth be told, I used to be one, and I wouldn't have wanted me in my back yard.

There have been parties at that bend in the river for literally decades. I'm kind of surprised that the state hasn't tried to fence the partiers off from private property already, if only for liability. Now this poor guy is having a miniature freeway built next to his property. It don't sound right.

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**Blurty** posted at 7:16 am on Thu, Jan 17, 2013.



Posts: 296

Hey Bobby, you live off Chena Pump, not CHSR or Goldstream. That area is more urban than rural now brah. I remember when property was dirt cheap out there, unwanted swamp. Not look at all the subdivisions and housing developments. EWWW, so gross.

Why don't you just move Bob? Sounds like you are having a hard time there anyway.

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**SomethingForNothing** posted at 4:59 am on Thu, Jan 17, 2013.



Posts: 74

Here's a thought, build your own damn fence.

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# Path needed

Story Comments (6)

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Posted: Friday, January 18, 2013 12:00 am

Glen Anderson | 6 comments

Jan. 17, 2013

To the editor:

In regard to the letter (Jan. 17) from “Bob,” who is concerned about drug trafficking and wild parties that will increase if a new bike path is added on Chena Small Tracts Road: You have got to be kidding me.

It sounds like another case of “not in my backyard” mentality. I had no idea that drug traffickers and wild partiers depended so heavily on bike paths — never mind the five neighborhoods, 10 streets, church and elementary school, all of which use that road that currently has only a 6-inch shoulder. And never mind the mothers with strollers, kids waiting

for buses, walking dogs, bikers, etc. — all of whom have nowhere to stand, let alone walk or ride.

There is a boat landing, a park and the ice bridge, whose users all travel that road and have absolutely no place to walk, making it very dangerous.

If anything, it would bring more families to that park area. A new path could easily hook up with the path on Chena Pump Road and would be used by all (not just wild teenagers with loud music).

Just look out for the old grumpy guy telling punks to stay off his lawn. And don't miss the open house at Woodriver Elementary School from 5-7 p.m. Jan. 24 to discuss the project.

Glen Anderson

Fairbanks

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Posted in Letters to editor on *Friday, January 18, 2013 12:00 am*. | Tags:

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### 6 comments:

coolboy posted at 9:23 am on Fri, Jan 18, 2013.



Posts: 4

What Glenner is saying is, that if anything, the bike path will help decrease the negative park traffic. It will help bring the families and pleasant walkers/bikers to the park area due to the easy accessibility. With the increased pleasantries and family traffic, the

bums will be pushed out. And I really do not foresee moms pushing strollers having any interest peeking into a crabby old man's window, so you can rest assured, Bob.

As it stands, it seems the only reason the park draws the drinkers and drug users is because there is no easy access for families and the like. Why would any family with kids and strollers want to stroll along the side of a road witin inches of fast-moving cars? Reserect the park to what it is intended to be. Maybe Bob will come out and learn how to socialize and smile.

**Blurty** posted at 9:48 am on Fri, Jan 18, 2013.

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**B Bederka** posted at 8:36 am on Fri, Jan 18, 2013.



Posts: 2

Apparently Glen doesn't mind his kids or anyone elses going down this path to this party hangout. Hopefully no ones child will get injured on used needles or get hit by drunk or stoned driver.

A bike path is a good idea in theory, I just say that the park should be cleaned up and cleared up of all the trouble that awaits kids.

Obviously Glen doesn't live a party hangout or worry about the stoners who drag race down there!

A privacy fence is also a good idea for those along the paths route. Not everyone likes a peeping Tom or people wandering onto their property.

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**Blurty** posted at 9:14 am on Fri, Jan 18, 2013.



Posts: 296

Sounds pretty boring without all that stuff.

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**Prospector** posted at 5:23 am on Fri, Jan 18, 2013.



Posts: 277

Is OP Glenner?

**From:** [Johnson, Russell M \(DOT\)](#)  
**To:** [Bergstrom, Thorwald J \(DOT\)](#); [Martin, Kerri L \(DOT\)](#)  
**Subject:** FW: Chena Small Tracts Bicycle/Pedestrian Facility Project No. 60260  
**Date:** Friday, January 25, 2013 3:14:53 PM

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Please file....

Thanks,

Russ Johnson  
AK DOT&PF  
451-5059

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**From:** Randy Johnson [mailto:[randy@ghemm.com](mailto:randy@ghemm.com)]  
**Sent:** Friday, January 25, 2013 3:00 PM  
**To:** Johnson, Russell M (DOT)  
**Subject:** Chena Small Tracts Bicycle/Pedestrian Facility Project No. 60260

Mr. Johnson,

My family fully supports construction of a pedestrian path on Chena Small Tracts to provide safe location for pedestrians and school age children waiting for school bus. After listening to the discussions, we support the option of providing a path on the north side of Chena Small Tracts Road.

Thank you  
Sincerely  
Randy Johnson  
1781 Perch Drive  
Fairbanks, AK 99709