

State of Alaska
Department of Transportation & Public Facilities



CATEGORICAL EXCLUSION DOCUMENTATION FORM
(NEPA Assignment Program Projects)

I. Project Information:

A. Project Name: Nome Port Road Reconstruction

B. Federal Project Number: 002278

C. State Project Number: Z621230000

D. Primary/Ancillary Project Connections:

E. CE Designation: 23 CFR 771.117(d)(13)

F. List of Attachments:

Figures

Appendix A: Agency and Public Coordination

Appendix B: Supporting Documents

G. Project Scope (Use STIP Project Description)

Widen and resurface the existing Port Road, including but not limited to; drainage improvements, safety improvements and pedestrian facilities.

H. Project Purpose and Need:

The Port of Nome is an important component of the economy of Nome. The active port is a hub of activity receiving goods to be transported throughout Nome and the adjacent road system. The Port Road is the primary artery connecting this activity to the rest of Nome via the crossing of the Snake River at Jafet Road. The road itself is paved with two short gravel sections. The increased utilization of the port by cruise ships has brought attention to the need for pedestrian facilities along Port Road to allow crew and tourists disembarking from the ships better access to downtown Nome. The intersection with Jetty Road has raised concerns about improper yielding from large trucks and machinery as well as from people coming off of West Beach.

I. Project Description:

Rehabilitate Port Road in Nome (approximate 0.6 miles), including reconfiguring the intersection with Jetty Rd at the southern end, the intersection with Jafet Road, and the intersection with Submarine Beach Road at the northern end. Proposed improvements include:

Replace the existing 12-inch culverts with larger sized culverts

Grade and pave approaches for side streets and driveways

Add a separated path along the west side of Port Road from Jetty Road to Jafet Road.

Repave all of Port Road

Modify the intersection with Jafet Road to allow for a larger turning radius between Port Road and Jafet Road.

Modify the intersection with Jetty Road to the south to provide better sight distances and reduce confusion.

This work may require minor relocations of utilities and utility poles along Port Road between Jetty Road and Jafet Road.

II. Environmental Consequences

➤ For each "yes," summarize the activity evaluated and the magnitude of the impact.

- For any consequence category with an asterisk (*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

A. <u>Right-of-Way Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required. If no, skip to 2.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Permanent easements required.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of parcels: <u>4</u>			
b. Full or partial property acquisition required.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of full parcels: <u>1</u>			
Estimated number of partial parcels: <u>3</u>			
c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Business or residential relocations required. If yes, insert the number of relocations below, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study. If no, skip to 2.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Number of business relocations: _____			
ii. Number of residential relocations: _____			
e. Last-resort housing required.			
2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in E.O. 12898 (FHWA Order 6640.23A, June 2012)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project will involve use of ANILCA land that requires an ANILCA Title XI approval.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Summarize the right-of-way impacts, if any:			
<p>This project will be confined largely to the existing ROW. The attached Project Details figure identifies those areas where the proposed improvements fall outside the ROW limits. The largest easement required occurs at the intersection with Jetty Road. A small triangular area was not included in the original ROW for Port Road. The City of Nome intends to replat this area to include the triangle as part of the ROW. A portion of the northern embankment slope will be affected by improvements to the intersection. The remaining areas are partial easements to accommodate pedestrian facilities along Port Road between Jafet Road and Jetty Road as well as a small area to facilitate the intersection modifications at Jafet Road. The City of Nome is acquiring property along Port Road that currently belongs to the US Air Force. This property includes part of the ROW needed midway between Jafet Road and Jetty Road for the pedestrian facilities.</p>			

B. <u>Social and Cultural Impacts</u>	<u>YES</u>	<u>NO</u>
1. The project will affect neighborhoods or community cohesion.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. Social and Cultural Impacts

YES NO

5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in [36 CFR 800.16\(m\)](#)].

6. Summarize the social and cultural impacts, if any:

The project is located in an industrial area cut off from the rest of Nome by the Snake River. The alterations to the Jafet Road and Jetty Road intersections will only change traffic priority at these interesections but not the overall traffic patterns. The change in turning radius at the Jafet Road intersection will improve large truck turning. The separated path will allow safe pedestrian access from the Port to the Snake River Bridge. Crews and tourists from ships utilizing the Port of Nome will have safer, easier access into Nome if they choose to walk.

See Construction Impacts section for temporary traffic impacts due to roadway construction.

C. Economic Impacts

YES NO

1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.

2. The project will adversely affect established businesses or business districts.

3. Summarize the economic impacts, if any:

Improving the Port Road corridor for both trucks and pedestrians will provide an economic benefit. A large number of goods are moved through the port and ease of movement by trucks will improve this process. The pedestrian access will allow crew and tourists disembarking from ships to better access towards the downtown business district in Nome.

D. Land Use and Transportation Plans

N/A YES NO

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

Identify the land use plan(s) and date Nome Comprehensive Plan 2020 (May 2012), Nome Zoning Code, Title 18 (2008)

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

Identify the transportation plan(s) and date. Nome Eskimo Community Tribal Transportation Plan (2007)

3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.*

*

4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):

D. Land Use and Transportation Plans

N/A YES NO

Public input during development of the Nome Comprehensive Plan identified improving road system/maintenance as one of the top 10 priority issues. One of the Public Improvements and Services Goals identified in the plan is to implement the Port and Harbor Development Plan, a strategy of which is to continue to build the Port and Harbor by developing new infrastructure. One of the established Land Use Goals is to improve and maintain the transportation system. Strategies identified to support this objective include controlling dust by paving roads and to implement drainage plans and procedures. The Nome Zoning Code, Title 18, stipulates that developments in Nome should encourage the proper arrangement of streets in relation to existing and planned streets and ensure that streets facilitate safe, efficient, and pleasant walking, biking and driving. The Nome Eskimo Community (NEC) Tribal Transportation Plan (2007) promotes the proper arrangement of streets and calls for the general improvement of non-motorized vehicle trails and sidewalks in order to ensure safe, efficient, and pleasant walking, biking and driving throughout the city.

The Port Road project is listed in the Port of Nome Strategic Development Plan, January 2016.

E. Impacts to Historic Properties

N/A YES NO

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

- 1. Does the project involve a road that is included on the “[List of Roads Treated as Eligible](#)” in the Alaska Historic Roads PA? *If yes, follow the [Interim Guidance for Addressing Alaska Historic Roads](#).*
- 2. Does the project qualify as a Programmatic Allowance under the Section 106 Programmatic Agreement? *If yes, attach the Section 106 PA Streamlined Project Review Screening Record approved by the Regional PQI and skip to 10.* *
- 3. Date Consultation/Initiation Letters sent September 7, 2017 *Attach copies to this form.*
 - a. List consulting parties Alaska State Historic Preservation Officer (SHPO), Nome Museum and Library Commission, Bering Straits Native Corporation, City of Nome, King Island Native Corporation, King Island Native Community, Nome Eskimo Community, and Sitnasuak Native Corporation.
 - b. If no letters were sent, explain why not. *Attach “Section 106 Proceed Directly to Findings Worksheet”, if applicable _____*
- 4. Date “Finding of Effect” Letters sent March 15, 2018 *Attach copies to this form*
 - a. State “Finding of Effect” No historic properties affected
 - b. State any changes to consulting parties N/A
- 5. List responding consulting parties, comment date, and summarize: AK SHPO responded to initiation letter on September 12, 2017. No objections to the proposed study area or level of effort conducted for identification were raised.
- 6. Are there any unresolved issues with consulting parties? *
If yes, the Section 106 process may not be complete, Statewide Cultural Resources Manager consultation is required. Attach consultation.

E. Impacts to Historic Properties

N/A YES NO

- 7. Date SHPO concurred with "Finding of Effect" March 22, 2018 *Attach copy to this form.*
- 8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect? YES NO
- 9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Categorical Exclusions (PCEs) do not apply.* YES NO

10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section V.*

The following properties received determinations of eligibility. For all three properties, DOT&PF determined that the properties were not eligible for listing on the National Register of Historic Places (NRHP) and SHPO concurred with this determination.

NOM-178, Cowing Hut-South Example

NOM-286, Small House 1

NOM-287, Small House 2

Should unidentified cultural resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the NRHP eligibility criteria in consultation with SHPO.

F. Wetland Impacts

YES NO

- 1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). *If yes, complete the remainder of this section and document public and agency coordination required per E.O. 11990, Protection of Wetlands. If no, skip to Section G.* YES NO
- 2. Are the wetlands delineated in accordance with the "[Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region \(Version 2.0\) Sept. 2007](#)"? YES NO
- 3. Estimated area of wetland involvement (acres): 1
- 4. Estimated fill quantities (cubic yards): 805
- 5. Estimated dredge quantities (cubic yards): _____
- 6. Is a USACE authorization anticipated? YES NO
If yes, identify type:
NWP Individual General Permit Other
- 7. Wetlands Finding *Attach the following supporting documentation as appropriate:*
 - Avoidance and Minimization Checklist, and Mitigation Statement*
 - Wetlands Delineation.*
 - Jurisdictional Determination.*
 - Copies of public and resource agency letters received in response to the request for comments.*
 - a. Are there practicable alternatives to the proposed construction in wetlands? YES NO
If yes, the project cannot be approved as proposed.
 - b. Does the project include all practicable measures to minimize harm to wetlands? *If no, the project cannot be approved as proposed.* YES NO

F. Wetland Impacts

YES NO

- c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project's impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. *If no, the project cannot be approved as proposed.*
8. Summarize the wetlands impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A desktop delineation was prepared in accordance with the U.S. Army Corps of Engineers Wetland Delineation Manual, January 1987, Part IV, Section B. The wetland acres calculated above utilize the National Wetlands Inventory data available for Nome. Approximately 0.1 acres of R5UBH type wetlands may be impacted at the north end of the project area. Approximately 0.4 acres of M1UBL type wetlands and 0.5 acres of M2USP type wetlands at the southern end of the project area could be impacted by changes to the intersection with Jetty Road. The total area of impact at the southern end of Port Road will depend on the ultimate design of the intersection. These estimates reflect the maximum anticipated impact. The permitted area will likely be less than the specified 0.9 acres at the southern end of Port Road once the design has been finalized. Work for this project is limited to previously disturbed areas. A wetland permit will be obtained for this project. Any commitments or further mitigation strategies developed through the permitting process will be required as part of the permit conditions. Wetlands delineation is in the project file.

G. Water Body Involvement

N/A YES NO

1. Does the project affect the following:
- a. A water body.
 - b. A navigable water body as defined by USCG, (i.e. Section 9)? *
 - c. Waters of the U.S. as defined by the USACE, Section 404? *
 - d. Navigable Waters of the U.S. as defined by the USACE (Section 10)? *
 - e. Fish passage across a stream frequented by salmon or other fish (i.e. [Title 16.05.841](#))?
 - f. A resident fish stream ([Title 16.05.841](#))?
 - g. A cataloged anadromous fish stream, river or lake (i.e. [Title 16.05.871](#))? *
 - h. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River? *If yes, the Regional Environmental Manager should consult with the NEPA Program Manager to determine applicability of Section 4(f).*
2. Proposed water body involvement:
- Bridge Culvert Embankment Fill Relocation
 Diversion Temporary Permanent Other
3. Type of stream or river habitat impacted:
- Spawning Rearing Pool Riffle Undercut bank
 Other
4. Amount of fill below (cubic yards):
- OHW 0 MHW 0 HTL 0

5. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

The Port Road Reconstruction project is not anticipated to impact the adjacent Snake River or Norton Sound to the south. The culverts to be replaced as part of this project are cross-drainage culverts and do not involve a water body directly.

H. Fish and Wildlife

N/A YES NO

1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*
 - a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalog, August 31, 2017
 - b. Anadromous fish habitat present in project area. *
 - c. Resident fish habitat present in project area. *
 - d. Adverse effect on spawning habitat. *
 - e. Adverse effect on rearing habitat. *
 - f. Adverse effect on migration corridors. *
 - g. Adverse effect on subsistence species. *
2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*
 - a. Database name(s) and date(s) queried: NOAA Essential Fish Habitat Mapper, December 17, 2017
 - b. EFH present in project area.
 - c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*
 - d. Project may adversely affect EFH. *If yes, attach EFH Assessment.* *
 - e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in [Section V](#).*
3. Wildlife Resources:
 - a. Project is in area of high wildlife/vehicle accidents.
 - b. Project would bisect migration corridors.
 - c. Project would segment habitat.
4. **Bald and Golden Eagle Protection Act.** *If yes to any below, consult with USFWS and attach documentation of consultation.*
 - a. Eagle data source(s) and date(s) : USFWS, 5/24/18
 - b. Project visible from an eagle nesting tree? *
 - c. Project within 330 feet of an eagle nesting tree? *
 - d. Project within 660 feet of an eagle nesting tree? *
 - e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? *
 - f. Is an eagle permit required? *

H. Fish and Wildlife

N/A YES NO

5. Is the project consistent with the Migratory Bird Treaty Act?

6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in Section V.*

A search of the ADF&G online Andadromous Waters Catalog on August 31, 2017 found no adandromous fish streams within the Port Road project area. A search of the ADF&G website and USFWS Critical Habitat online mapper on August 31, 2017 revealed no state refuges, critical habitats, or sanctuaries in the proposed project's vicinity. The IPaC Trust Resource Report generated for the project on August 31, 2017 identified ten migratory bird species that may be present in the area during breeding and wintering seasons. No wildlife imapcts are anticipated given the lack of vegetation within and adjacent to the project area. Correspondence with USFWS on May 24, 2018 confirmed that Bald and Golden Eagle nests are not likely within the project area.

I. Threatened and Endangered Species (T&E)

YES NO

1. Database name(s) and date(s) queried: IPaC Trust Resource Report generated on August 31, 2017

2. Listed threatened or endangered species present in the project area.

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

4. Designated critical habitat in the project area.

5. Proposed or Candidate species present in project area.

6. What is the effect determination for the project? *Select one.*

a. Project has no effect on listed or proposed T&E species or designated critical habitat.

b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.* *

c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the NEPA Program Manager.* *

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

Scoping letters were sent to state and federal agencies including the USFWS and the Alaska Department of Fish and Game (ADF&G) on October 26, 2017. USFWS was consulted and section 7 was concluded on June 25, 2018. It was concluded that appreciable impacts on listed eiders and polar bears from disturbance associated with the proposed activities are not expected. The USFWS concurs that proposed action is not likely to adversely affect listed eiders or polar bears. ADF&G had no comments regarding the Port Road project.

J. Invasive Species

YES NO

1. Database name(s) and date(s) queried: Alaska Exotic Plants Information Clearinghouse, August 30, 2017

2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with E.O. 13112 (Invasive Species)? *If yes, list measures in J.3.*

J. Invasive Species

YES NO

- 3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in Section V.*

A search of the Alaska Exotic Plants Information Clearinghouse on August 30, 2017 identified no non-native plant species within the project area. The project is limited to the existing ROW, which is currently developed except for four minor acquisitions. Little to no vegetation is located within or near the project area. DOT&PF will comply with Executive Order 13112 which calls for the prevention, control, and minimization of invasive species impacts. Any reseeding needed as part of this project will require a native seed mix to reduce the risk of introducing non-native species.

K. Contaminated Sites

YES NO

- 1. Database name(s) and date(s) queried: ADEC Contaminated Sites Database, August 31, 2017
- 2. There are known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW. *If yes, attach ADEC coordination documentation and summarize below in IV.K.4.* *
- 3. There are contaminated sites with 1,500 feet of where excavation dewatering is anticipated? *If yes, attach ADEC coordination correspondence and summarize below in IV.K.4.*
- 4. Summarize the contaminated site impacts and mitigation, if any. *Include any commitments or mitigative measure in Section IV.*

A search of the ADEC Contaminated Sites Database on August 31, 2017 identified 3 Active sites and one site listed as Cleanup Complete - Institutional Controls located near Port Road. These sites are shown on the Project Details figure and listed here:

Port Road Industrial Subdivision Lot 7. Active status. Hazard ID 26104. Located 30 feet east of Port Road. Groundwater contamination from unknown source.

Former West Nome Tank Farm. Active status. Hazard ID 575. Located 130 feet southwest of Port Rd. Petroleum contaminated soil and groundwater.

Alaska Gold Snake River Property. Active status. Hazard ID 3970. Located 140 feet southeast of Port Rd. Diesel contaminated soil and groundwater.

Nome New Power Plant. Cleanup Complete - Institutional Controls status. Hazard ID 3971. Located 195 feet west of Port Rd. DRO contaminated soil and groundwater.

The project is expected to avoid any excavation work with the exception of a culvert replacement just south of the intersection with Jafet Road. The culvert is a cross-drainage culvert and will not involve a waterbody. In addition to the original agency scoping letter sent to ADEC in October, 2017, a follow-up email was sent to the ADEC Division of Spill Response to solicit any concerns regarding the project in relation to the sites listed above, A response regarding the Nome New Power Plant site was received on 12/27/2017 and stated that it was unlikely that the project would be affected by any residual contamination that might remain at the site but that the Technical Memo for Managing Petroleum-Contaminated Soil, Water, or Free Product during Public Utility and Right-of-Way Construction and Maintenance Projects dated April 2017 may be a useful resource for the project. This correspondence can be found in Appendix A. The project is not expected to have impacts to or from the contaminated soil.

- L. Air Quality (Conformity)** N/A YES NO
1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). *If yes, indicate CO or PM-10 or PM-2.5 , and complete the remainder of this section. If no, skip to Section M.*
 2. The project is exempt from an air quality analysis per [40 CFR 93.126](#) (Table 2 and Exempt Projects). *If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.*
 3. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).
 - a. List dates of FHWA/FTA conformity determination: Alaska 2016-2019 Statewide Transportation Improvement Program, approved June 28, 2017
 4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? *If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).*
 5. A CO project-level analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116\(a\)](#) for all areas or [93.116\(b\)](#) for nonattainment areas. *Attach a copy of the analysis.* *
 6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116](#). *Attach a copy of the analysis.* *
 7. A PM-10 project-level air quality analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116](#). *Attach a copy of the analysis.* *
 8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in [Section V](#).*

The City of Nome is not located in an air quality maintenance or nonattainment area. The project is not expected to create an increase in traffic capacity or alter traffic flow. The completion of this project is not expected to adversely affect air quality. See Construction Impacts section for discussion on the use of dust palliatives during construction.

M. Floodplain Impacts (23 CFR 650, Subpart A) YES NO

1. Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : NFIP Map Number 0200690043C Revised May 3, 2010 *

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

If no, skip to M.2.

- a. Is there a longitudinal encroachment into the 100-year floodplain? *

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

YES NO

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

The FIRM panel referenced above shows that almost all of Port Road is located within the base (100 year) floodplain of the Snake River (Zone AE). A flood hazard permit will be acquired for the project. A Location Hydraulic Study has been prepared for this project (attached). This study showing that the base flood elevation will not be affected along with the above referenced FIRM panels can be found in Appendix B.

N. Noise Impacts (23 CFR 772)

YES NO

- 1. Does the project involve any of the following? *If yes, complete N.2. If no, a noise analysis is not required. Skip to section O.*
 - a. Construction of highway on a new location.
 - b. Substantial alteration in vertical or horizontal alignment as defined in [23 CFR 772.5](#).
 - c. An increase in the number of through lanes.
 - d. Addition of an auxiliary lane (except a turn lane).
 - e. Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.
 - f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.
 - g. Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- 2. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.

Category B: Residential. *This includes undeveloped lands permitted for this category.*

Category C (exterior): Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. *This includes undeveloped lands permitted for this category.*

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

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

3. Does the noise analysis identify a noise impact? If yes, explain in N.4
4. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable:

O. Water Quality Impacts

N/A YES NO

1. Project would involve a public or private drinking water source. If yes, explain in O.7
2. Project would result in a discharge of storm water to a Water of the U.S. (per [40 CFR 230.3\(s\)](#))
3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7
- a. List name(s), location(s), and pollutant(s) causing impairment:
N/A
4. Estimate the acreage of ground-disturbing activities that will result from the project?
9 acres.
5. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?
- a. If yes, list APDES permit number and type: N/A
6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge?
7. Summarize the water quality impacts and mitigation, if any. Include any commitments or mitigative measures in [Section V](#).

Runoff from the project area flows to the Snake River with the exception of the southern portion of Port Road which flows to Norton Sound. A culvert located south of the Jafet Road intersection conveys flow from the western side of Port Road to the Snake River. No excavation is planned as part of the project except what is necessary to replace the culvert across Port Road. There will be some removal of base material along the existing road surface as needed to prepare the road for resurfacing. Erosion and Sediment Control measures will be required to prevent sediment-laden runoff from leaving the project area. In response to the agency scoping letter sent on October 26, 2017, the ADEC Division of Environmental Health, Drinking Water Program confirmed that the project lies outside the Drinking Water Protection Area for Nome's public drinking water supply and they had no other concerns regarding the project.

P. Construction Impacts

N/A YES NO

1. There will be temporary degradation of water quality.
2. There will be a temporary stream diversion.

P. Construction Impacts

N/A YES NO

- 3. There will be temporary degradation of air quality.
- 4. There will be temporary delays and detours of traffic.
- 5. There will be temporary impacts on businesses.
- 6. There will be temporary noise impacts.
- 7. There will be other construction impacts (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).
- 8. Summarize construction impacts and mitigation for each 'yes' above. *Include any commitments or mitigative measures in [Section V](#).*

1) Best Management Practices (BMPs) will be called for in the Erosion and Sediment Control Plan for this project to ensure that sediment-laden runoff does not leave the project area. An approved Storm Water Pollution Prevention Plan (SWPPP) is required by the Contractor prior to any construction activity in order to obtain coverage under the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP). This SWPPP will detail the BMPs to be used to prevent polluted stormwater runoff from leaving the project area.

3) Water or a dust palliative may be used during construction to reduce air quality impacts related to airborne dust during construction.

4 & 5) Short-term impacts to vehicular traffic are expected throughout the construction phase of the project. A traffic control plan will be developed that meets all DOT&PF requirements. The traffic control plan will include provisions to provide the greatest level of access possible to existing businesses while maintaining safe working conditions for construction personnel. The plan will be implemented and maintained throughout the project. Advance notice of construction activities, scheduling, and anticipated delays will be published in The Nome Nugget newspaper to reduce impacts to businesses. No adverse short-term impacts to emergency services are anticipated. The Emergency Services Department in Nome asks that they be notified of the construction schedule as soon as it is determined, that they be given 72 hours' notice of planned road closures, be notified of emergency closures as soon as possible, and be given information regarding the movement of large machinery including date, time and route. Emergency services will require access to buildings and facilities along Port Road in the event of an emergency if no adjacent access is possible.

6) Port Road is an active industrial area which sees frequent use by large trucks and heavy machinery. Noise impacts related to construction are therefore not expected to cause an impact that would require special mitigation.

7) TCEs/TCPs will likely be required at various locations within the project area for the purposes of moving equipment as well as driveway reconstructions. Minor relocation of utilities may be needed and overhead utility lines may need to be raised as well due to the grade raise on portions of Port Road. The contractor is responsible for identifying and securing a staging area.

Q. Section 4(f)/6(f)

YES NO

1. Section 4(f) ([23 CFR 774](#))

- a. Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance? *If no, attach consultation with the NEPA Program Manager stating further Section 4(f) resource identification was not required.* *
- b. Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? *If yes, attach consultation with the NEPA Program Manager to determine applicability of Section 4(f). If no, skip to Q.2.* *

Q. Section 4(f)/6(f)

YES NO

- c. Does an exception listed in [23 CFR 774.13](#) apply to this project? *If yes, attach consultation with the NEPA Program Manager, and documentation from the official with jurisdiction, if required.* *
- d. Does the project result in the “use” of a Section 4(f) property? “Use” includes a permanent incorporation of land, adverse temporary occupancy, or constructive use. *If no, attach consultation with the NEPA Program Manager and skip to Q.2.* *
- e. Has a *de minimis* impact finding been prepared for the project? *If yes, attach the finding.* *
- f. Has a Programmatic Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.* *
- g. Has an Individual Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.* *

2. Section 6(f) (36 CFR 59)

- a. Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?
- b. Is the use of the property receiving LWCFA funds a “conversion of use” per Section 6(f) of the LWCFA? *Attach the correspondence received from the ADNR 6(f) Grants Administrator.*

3. Summarize Section 4(f)/6(f) involvement, if any:

A review of zoning, parcel and land use information revealed no publicly owned parks, recreation area, or refuges within the project area.

III. Permits and Authorizations

N/A YES NO

- 1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit
- 2. Coast Guard, Section 9
- 3. ADF&G Fish Habitat Permit ([Title 16.05.871](#) and [Title 16.05.841](#))
- 4. Flood Hazard
- 5. ADEC Non-domestic Wastewater Plan Approval
- 6. ADEC 401
- 7. ADEC APDES
- 8. Noise
- 9. Eagle Permit
- 10. Other. If yes, list below.
 - City of Nome Excavation/Fill Permit
 - Floodplain permit

IV. Comments and Coordination

N/A YES NO

- 1. Public/agency involvement for project. *Required if protected resources are involved.*
- 2. Public Meetings. Date(s): 11/14/17
- 3. Newspaper ads. *Attach certified affidavit of publication as an appendix.*
Name of newspaper and date: 10/26/17, 11/2/17, 11/9/17
- 4. Alaska Online Public Notice date: 10/27/17
- 5. Agency scoping letters. Date sent: 10/26/17
- 6. Agency scoping meeting. Date of meeting: _____
- 7. Field review. Date: 7/27/17
- 8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*
The attached Public Involvement Report (Appendix A) details the actions taken during the public and agency review process as well as all comments received.

V. Environmental Commitments and Mitigation Measures

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

VI. Environmental Documentation Approval

N/A YES NO

- 1. Do any unusual circumstances exist, as described in [23 CFR 771.117\(b\)](#)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.* *
- 2. The project meets the criteria of one of the following [DOT&PF Programmatic Approvals](#) authorized in the Nov. 13, 2017 "[Chief Engineer Directive – Programmatic Categorical Exclusions](#)".
 - *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*
 - *If no, the CE documentation form must be approved by a NEPA Program Manager.*
 - a. Programmatic Approval 1
 - b. Programmatic Approval 2
 - c. Programmatic Approval 3

VII. Environmental Documentation Approval Signatures

Prepared by:

Melissa L. Jensen
[Signature] Environmental Impact Analyst

Date:

7/10/2018

Melissa L. Jensen

VII. Environmental Documentation Approval Signatures


[Print Name] Environmental Impact Analyst

Reviewed by: 
[Signature] Engineering Manager

Date: 7/9/18

Christopher F. Johnston, P.E.
[Print Name] Engineering Manager

Programmatic CE

Approved by: 
[Signature] Regional Environmental Manager

Date: 7-10-18

Brett Nelson
[Print Name] Regional Environmental Manager

Non-Programmatic CE

Approval
Recommended by: _____
[Signature] Regional Environmental Manager

Date: _____

[Print Name] Regional Environmental Manager

Approved by: _____
[Signature] NEPA Program Manager

Date: _____

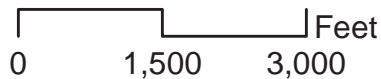
[Print Name] NEPA Program Manager



Legend

 Project Boundary

Section: 26 Township: 11S
 Range: 34W Meridian: Kateel River
 USGS Quad: Nome C-1



Nome, Alaska

Date: 1/18/2018

Figure: 1

State of Alaska

Department of Transportation and Public Facilities
 Northern Region



Port Road Rehabilitation
 Categorical Exclusion
 Location & Vicinity Map



Alaska Department of Environmental Conservation - Contaminated Sites Program. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, ICP, swisstopo, and the GIS User Community

Contaminated Sites Active Cleanup Complete Cleanup Complete - Institutional Controls Informational	 Feet 0 150 300		 N	State of Alaska Department of Transportation and Public Facilities Northern Region	
	Nome, Alaska			 Port Road Rehabilitation Categorical Exclusion Project Details	
	Date: 5/7/2018	Figure: 2			

Appendix A: Agency and Public Coordination

1. Public and Agency Involvement Report
 - a. Agency Scoping Documents
 - b. Public Scoping Documents
2. SHPO Communication

Seppala Drive Upgrades (Project No. Z620020000/00S828)
Nome Port Road Reconstruction (Project No. Z621230000/0002278)

Public and Agency Involvement Report

Prepared for:

PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709

For:

Alaska Department of Transportation and Public Facilities
Northern Region
2301 Peger Road
Fairbanks, AK 99709-5316

Prepared by:

Solstice Alaska Consulting, Inc.
2607 Fairbanks Street
Anchorage, AK 99503

December 2017

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1. INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327, and has initiated Categorical Exclusions (CEs) for two separate projects in Nome, Alaska along Seppala Drive and Port Road.

The Seppala Drive Upgrades project would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road to address poor conditions of pavement, drainage, and lack of pedestrian facilities. The project is needed because Seppala Drive is aging and deteriorated with sinkholes, erosion, and ponding in the roadway. Its culverts are damaged or may be undersized, and the pedestrian route is discontinuous and is not Americans with Disabilities Act-compliant.

The Nome Port Road Reconstruction project would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road to address issues with pavement, intersections, and the lack of continuous pedestrian facilities. Port Road experiences high activity, area groundcover is well-compacted, the roadway contains drainage problems, and existing facilities need improvements to enhance safety and access for pedestrians.

This public and agency involvement report presents results of public and agency scoping for the Seppala Drive Upgrades and Nome Port Road Reconstruction projects and other relevant background information learned during the scoping process. Records of meetings and all correspondence are appended to this document (Appendix A).

2. SCOPING METHODS

2.1 AGENCY SCOPING

On October 26, 2017, a letter was sent via email to agencies informing them of the Seppala Drive Upgrades and Nome Port Road Rehabilitation projects. The letter requested scoping comments and included information on the purpose and need for the project, proposed action, existing site conditions, and preliminary environmental research, and defined the comment period end date. Figures of the projects' location and vicinity, proposed action overviews, scopes of work, and preliminary environmental research were enclosed. The letter requested written comments, recommendations, and additional information, and invited agencies to contact DOT&PF with questions.

Written and verbal agency comments were accepted by mail, email, and telephone, and the agency comment period ended on November 26, 2017. On December 20, 2017, PDC Engineers, a contractor to DOT&PF, requested further comments from the Alaska Department of Environmental Conservation (ADEC) Division of Spill Prevention and Response, and ADEC provided a comment. Five agencies provided seven comments via email. Agency comments are summarized in Table 1 and are included in full in Appendix A.

Table 1. Agency Scoping Comment Summary^[1]

DATE RECEIVED	AGENCY	NAME	COMMENTS RECEIVED
10/06/17	ADEC, Division of Water	William Ashton	Regarding both projects: <ul style="list-style-type: none"> • The ADEC letter of non-objection and non-domestic storm water plan review will not be required.
11/08/17	Alaska Dept. of Fish and Game (ADF&G), Habitat Division	Parker Bradley	Regarding Seppala Drive Upgrades project: <ul style="list-style-type: none"> • Dry Creek supports rearing coho salmon and Dolly Varden, and the culvert under Seppala Drive should be designed for fish passage. <ul style="list-style-type: none"> ○ The culvert appears to be tidally-influenced. Local biologists report coho salmon spawning in the creek. If so, a May through July work window is required. • The Snake River, adjacent to Seppala Drive, contains all five Pacific salmon species, and the project area contains spawning habitat for pink and sockeye salmon, Dolly Varden, and whitefish. <ul style="list-style-type: none"> ○ A permit will be required if Seppala Drive slope protection extends below Snake River ordinary high water (OHW). ○ July through April/May timing windows may be enforced to protect spawning salmon. • A permit is likely unnecessary for culvert replacement west of Center Creek Road. This creek not known to support fish.

^[1]All of the comments, meeting summaries, and conversation logs are included in Appendix A.

Seppala Drive Upgrades (Project No. Z620020000/00S828)
Nome Port Road Reconstruction (Project No. Z621230000/0002278)
Public and Agency Involvement Report

DATE RECEIVED	AGENCY	NAME	COMMENTS RECEIVED
11/15/17	ADEC, Environmental Health Drinking Water Program	Rebecca Baril	Regarding both projects: <ul style="list-style-type: none"> The project lies outside of the Drinking Water Protection Area for Nome’s public water system source, no other intersections or concerns are of concern, and the Drinking Water Protection group has no further comments.
11/27/17	Alaska Dept. of Natural Resources (ADNR), Northern Region	Diana Leinberger	Regarding Seppala Drive Upgrades project: <ul style="list-style-type: none"> A Navigability Section determination is not yet available; the project could place fill below Dry Creek OHW, which is likely unnavigable, and Snake River, which appears navigable. Work conducted below navigable OHW requires ADNR authorization. If work is within DOT&PF airport boundaries, ADNR authorization is not needed. Regarding both projects: <ul style="list-style-type: none"> Material sources were not identified. It is assumed that material will come from private commercial sites or a DOT&PF site within airport boundaries. ADNR does not require material authorization but is responsible for reviewing and approving all material site mining and reclamation plans regardless of land ownership per AS 27.19.
11/27/17	U.S. Fish and Wildlife Service (USFWS)	Amal Ajmi	Regarding both projects: <ul style="list-style-type: none"> The projects may adversely impact three threatened species: Spectacled and Alaska-breeding Steller’s Eiders, which may migrate through the area, and polar bears, which occasionally occur in the Nome area, especially in winter. <ul style="list-style-type: none"> DOT&PF should contact USFWS Planning and Consultation about required Endangered Species Act section 7 consultations when plans are finalized. Recommend implementing current Best Management Practices for minimizing introduction and proliferation of invasive species. Regarding Seppala Drive Upgrades project: <ul style="list-style-type: none"> Project wetlands provide resident and migratory bird, fox, weasel, and muskox habitat. Seppala Drive’s Dry Creek culvert is perched and too narrow for free exchange of tidal influences to lower Dry and Bourbon Creek wetlands. The restricted exchange of seawater may have unintended consequences, including replacing a brackish or estuarine ecosystem with a freshwater ecosystem. USFWS appreciates replacing the culvert to restore tidal exchange.

Seppala Drive Upgrades (Project No. Z620020000/00S828)
Nome Port Road Reconstruction (Project No. Z621230000/0002278)
Public and Agency Involvement Report

DATE RECEIVED	AGENCY	NAME	COMMENTS RECEIVED
			<p>Regarding Seppala Drive Upgrades project (continued)</p> <ul style="list-style-type: none"> • ADF&G’s anadromous waters catalog identifies Dry Creek as supporting rearing coho salmon (which may also spawn there) and Dolly Varden. Seppala Drive’s current culvert restricts free tidal exchange with lower Dry and Bourbon Creek wetlands and degrades fish passage and the hydrologic, hydraulic, geomorphic, physiochemical, and biologic functions that support fish and habitat. <ul style="list-style-type: none"> ○ Replace culvert with full-span culvert/bridge for aquatic species passage and re-establishing tidal exchange. ○ Work with USFWS, ADF&G, and stakeholders for onsite restoration to improve connectivity and restore stream function to Dry and Bourbon Creeks and wetlands.
11/29/17	City of Nome, Port of Nome and City Engineer	Joy Baker and John Blees	<p>Regarding Port Road Reconstruction project:</p> <ul style="list-style-type: none"> • Port Road is essential to port operations. • Forming a ditchline on Port Road’s east – southeast side with individual driveways would be problematic for commercial/industrial operations. • A roadway to shoulder smooth transition is required especially at Tract A. Varying equipment and vessels in this area require the current flexibility to enter the roadway. Area drainage flows predominantly from the road towards Snake River. If Port Road is elevated, a smooth transition matching flow direction should be maintained. • Future small boat harbor development will rely on Snake River and Port Road Lots 2 and 3 areas connectivity. Driveways would constrain travel-lift operations. • United States Air Force’s (USAF’s) Lot 5 contaminated site status was closed with institutional controls above Port Road existing elevation. The City intends to acquire this property for vessel and cargo storage. USAF and ADEC should be contacted to identify access constraints. • Consider that another recent project was required to limit vibratory compaction equipment due to port pad tank farm fuel tank adjacency; contact tank farm owners/operators. • Especially consider aligning existing intersection at position #5 with current functions. A raised concrete median could be placed inside the triangle, with beach traffic transiting along the triangle’s upper side. <p>Regarding Seppala Drive Upgrades project:</p> <ul style="list-style-type: none"> • Define a drainage path for storm water flowing down Seppala Drive’s south side, crossing West F Street. Sheet flow causes road surface deterioration.

DATE RECEIVED	AGENCY	NAME	COMMENTS RECEIVED
			Regarding Seppala Drive Upgrades project (continued): <ul style="list-style-type: none"> • Consider a subsurface drainage structure with top inlet and catch basin, and equip subsurface piped drainage with electrical heat trace.
12/27/17	ADEC, Contaminated Sites Program	Evonne Reese	Regarding Port Road Reconstruction project: <ul style="list-style-type: none"> • The Nome New Power Plant site record is in Cleanup Complete with Institutional Controls status and is unlikely to impact the project. • Petroleum-contaminated soil pockets remain and should be avoided. A contaminated soil pockets map and ADEC technical guidance for managing petroleum-contaminated soil and groundwater was provided. • Nome New Power groundwater contamination management will be covered in the project storm water discharge permit.

2.2 PUBLIC SCOPING

An open-house-style public meeting to present the projects and solicit comments from the public was held on November 14, 2017 from 11:30 a.m. to 2:00 p.m. at Old St. Joe’s in Nome. Open house materials displayed included each projects purpose, needs that will be addressed, and considerations that necessitated the projects. Location figures and typical project cross sections were depicted for meeting attendees, and project details and schedules were displayed. Upon arrival, attendees were welcomed, asked to sign-in, and supplied an open house station overview, describing the open house content and format. Attendees were encouraged to talk with the project team and to provide verbal and written comments. Open house materials are provided in Appendix B.

An open house public notice was posted to the Alaska State Public Notice website on October 27, 2017, requesting comments by December 15, 2017. Display advertisements were published in the *Nome Nugget* on October 26, November 2, and November 9, 2017. Informational mailers were postmarked to 76 residences, businesses, and stakeholders by November 6, 2017. In addition, informational flyers and door hangers advertising the open house were hand-delivered to businesses and residences along Seppala Drive and Port Road, and posters were hung on community bulletin boards. Outreach materials are provided in Appendix B.

Seppala Drive Upgrades (Project No. Z620020000/005828)
Nome Port Road Reconstruction (Project No. Z621230000/0002278)
Public and Agency Involvement Report



Image 1. Open house attendees discuss Seppala Drive.



Image 2. Open house attendees discuss Port Road.



Image 3. Open house attendees talk with the project team.

More than twenty-five people attended the open house. (Twenty-five people signed in.) Comments were received verbally from discussions with the project team and in writing during the open house. Verbal comments and the five written comments that were received are summarized and presented in Table 2. All written comments are included in full in Appendix B.

Table 2. Public Scoping Comment Summary

PORT ROAD RECONSTRUCTION
<p>Regarding Precipitation</p> <ul style="list-style-type: none"> • Water accumulates on the northeast side of the Port Road and Jafet Road intersection. • Snow accumulates at all Port Road and Jafet Road intersection corners. The City removes it often. <p>Regarding Safety and Visibility</p> <ul style="list-style-type: none"> • The Port Road / Jetty Road intersection is dangerous because fuel trucks do not yield to traffic. • It is difficult for Jetty Road southbound traffic that is turning left onto Port Road to see southbound traffic on Port Road and know whether that traffic is going left or right at the “Y” in order to know whether they need to yield at the intersection or not.

(PORT ROAD RECONSTRUCTION CONTINUED)

Regarding Pedestrians / Pedestrians and Shoulder Widening

- Not a lot of people walk along Port Drive.
- People from research vessels walk into town in the summer.
- No pedestrians on Port Drive in the winter.
- A separated pedestrian pathway is preferred by Port officials and residents along Port Road.
- Widening the shoulder is a good idea; but, there is concern about maintaining separation/safety to pedestrians as trucks will likely give themselves more space when passing.

Regarding Access

- Driveways will not work for operations along Port Drive. They need unimpeded road access.

Regarding Design

- The Jetty Road intersection needs to be designed with Port related freight traffic as a priority.

Regarding Snake River Bridge

- Raise the approach for vehicles and equipment to safely leave and enter the bridge.
- It is difficult to see oncoming traffic, and single lanes tend to block traffic from the current bridge.
- Lighting on the bridge needs to be improved in order to increase visibility.
- Reflective material should be placed on the guardrails to increase bridge safety.
- The Snake River Bridge needs a pedestrian pathway.

SEPPALA DRIVE UPGRADES

Regarding Lighting

- Lights are needed along the entire road.
- Lights are needed along the proposed separated pathway.

Regarding Pedestrians

- Runners could use a separated pathway. It would be safer than the road.
- A bike/pedestrian pathway is needed to increase safety even if it does not extend the entire length of the project.

Regarding Driveways, Parking, and Access

- Will my driveway stay the same?
- Driveway entrances at 607 and 609 Seppala Drive should be combined into one large entrance instead of two separate entrances with a landing in between.

Regarding Safety

- The Center Creek Road intersection near the bridge is very dangerous.

BOTH PROJECTS

Regarding the Public Open House

- I don't like the sign in sheet. The information asking about race on the sign in sheet is offensive.
- It was too bad that the open house coincided with the Alaska Municipal League conference taking place in Anchorage.
- The open house was not advertised enough.

Regarding Pedestrians

- Excited to see that pedestrian traffic is being considered in the project plans.

Regarding Lighting

- Lighting during dark hours would be good to help people avoid piling, rough ice, and shallows.

Following the public open house, on November 14, 2017, the project team met with project stakeholders including the City of Nome, Port of Nome, and Nome Joint Utility System as well as with Kawerak, Inc. The meeting highlights are included in Appendix B.

APPENDIX A. AGENCY SCOPING

Contents

i.	Agency Scoping Letter.....	2
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i. Agency Scoping Letter

From: Erica Betts

Sent: Thursday, October 26, 2017 1:28 PM

To: 'Tmoran@nomealaska.org' <Tmoran@nomealaska.org>; 'robert.burgess@alaska.gov' <robert.burgess@alaska.gov>; 'cindy.christian@alaska.gov' <cindy.christian@alaska.gov>; 'william.ashton@alaska.gov' <william.ashton@alaska.gov>; 'audra.braser@alaska.gov' <audra.braser@alaska.gov>; 'shina.duvall@alaska.gov' <shina.duvall@alaska.gov>; 'don.p.kuhle@usace.army.mil' <don.p.kuhle@usace.army.mil>; 'Henszey, Bob' <bob_henszey@fws.gov>; 'tsparks@blm.gov' <tsparks@blm.gov>; 'jbaker@nomealaska.org' <jbaker@nomealaska.org>; 'dianna.leinberger@alaska.gov' <dianna.leinberger@alaska.gov>

Cc: Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; 'Jensen, Melissa L (DOT)' <melissa.jensen@alaska.gov>

Subject: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

To all,

The Alaska Department of Transportation and Public Facilities Northern Region is requesting comments on the proposed Seppala Drive Upgrade (Project # Z620030000/000S828) and Nome Port Road Reconstruction (Project # Z621230000/0002278) projects. See the attached Agency Scoping Letter and Preliminary Environmental Research for details.

DOT&PF requests that comments be submitted by November 26, 2017. We appreciate you taking the time to review the information provided and look forward to receiving your comments.

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414

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October 26, 2017

Projects: Seppala Drive Upgrades and Nome Port Road Reconstruction
Seppala Drive Project Nos.: Z620030000/000S828
Port Road Project Nos.: Z621230000/0002278

Re: Request for scoping comments

The Northern Region of the State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), has assumed the responsibilities of the FHWA under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326), and is soliciting comments and information on two separate proposed projects:

- Nome Port Road Reconstruction Project, which would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road; and,
- Seppala Drive Upgrades, which would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road in Nome, Alaska.

The proposed projects are located within Sections 26 and 27, T. 11 S., R. 34 W.; on USGS Quad Map Nome C-1; Kateel River Meridian (Figures 1 and 2). Although these projects are being developed separately, DOT&PF is soliciting agency and public comments concurrently given the close proximity and construction timelines of the two projects. Port Road is expected to begin construction in 2020 with Seppala Drive following in 2021.

Purpose and Need

The Port Road project is needed to address issues with pavement, intersections, and the lack of pedestrian facilities. The Seppala Drive project is needed to address poor conditions of pavement, drainage, and lack of continuous pedestrian facilities. All pedestrian routes must meet the Americans with Disabilities Act (ADA) standards.

The purpose of both of the proposed projects is to improve safety, extend the service life of the roadways, and reduce maintenance associated with degraded roadways and poor drainage along these roadways. The road shoulders along Seppala Drive from Bering Street to Belmont Street are badly deteriorated due to poor surface drainage, unstable soil conditions beneath the road and sidewalks, and settlement near utility service laterals (the underground connections to/from main utility lines) in some areas. Nome's Comprehensive Plan calls street drainage one of the highest priorities for improving and maintaining the city's transportation system.

Proposed Action

The proposed action would improve Port Road from Submarine Beach Rd to Jetty Road and rehabilitate Seppala Drive from Bering Street to Airport Terminal Road. See Figure 3 for locations of project details provided below.

The proposed work for Port Road includes the following:

- Reconstruct and pave Port Road.
- Increase curve radius at intersection with Submarine Beach Road, within existing ROW.
- Intersection improvements at Port Road and Jafet Road to support truck turning movements.
- Drainage improvements including drainage ditch and culvert replacement.
- Construct pedestrian improvements along Port Road from Jetty Road to Jafet Road.
- Improve crossing location from City harbor lot to future laydown area.
- Intersection improvements at Port Road and Jetty Road to support truck turning movements and improve safety.
- Minor ROW acquisition may be needed for improvements.
- Relocate or repair utilities impacted by the project.

The proposed work for Seppala Drive includes the following:

- Reconstruct and pave Seppala Drive from Bering Street to Airport, including select subgrade improvements.
- Replace and construct pedestrian improvements along Seppala Drive. Improvements may include sidewalk, widened shoulders, and/or separated path.
- Repair sinkhole near F Street.
- Widen the northern road shoulder between F Street and the curve west of Belmont Street.
- Replace Dry Creek culverts.
- Regrade curve and cut slope between Belmont Street and Jafet Road to improve sight distance.
- Raise profile grade between Jafet Road and Center Creek Road to improve sight distance and turning movement.
- Install intersection lighting.
- Replace guardrail.
- Widen Seppala Drive to the north in order to accommodate pedestrian improvements west of Center Creek Road. Add slope protection to the south along the Snake River.
- Replace culvert west of Center Creek Road.
- ROW acquisition may be needed along the project corridor.
- Relocate or repair utilities impacted by the project.

Existing Site Conditions or Facilities

Port Road is a major collector in an industrial area between Seppala Drive and the Port of Nome. This roadway experiences high activity and groundcover in the area is well-compacted. The roadway contains drainage problems due to uneven road surfaces and large dips in the road, and existing facilities need improvements to enhance safety for pedestrians using the roadway. Increased traffic by cruise ships at the Port of Nome has increased the need for pedestrian access from the Port to downtown Nome.

Seppala Drive is a two-lane, paved minor arterial connecting Nome's business district to the Port of Nome and Nome Airport to the west. The roadway, and adjacent shoulder and sidewalks, are aging and have deteriorated due to insufficient drainage. Sinkholes are present and ponding occurs on the road and in pedestrian areas. Culverts are damaged or may be undersized as tidally-influenced flooding sometimes overtops pavement. The embankment along the south side of the road along Snake River is eroding.

There is significant foot traffic between town and the airport, and the pedestrian route is discontinuous and is not ADA-compliant. A steep grade between Center Creek Road and the Snake River Bridge is a safety concern while the curve and grade between the bridge and Belmont Street limits traffic speeds along this heavily traveled corridor due to limited sight distance.

Preliminary Environmental Research

The proposed projects are not expected to involve any significant environmental impacts and a Categorical Exclusion document will be prepared for both (23 CFR 771.117). DOT&PF conducted preliminary environmental research using the most current available data to identify environmental resources within the proposed projects' vicinities (attached). To ensure that all factors are considered in developing the proposed projects, please provide written comments, recommendations, and additional requested information to our office no later than November 26, 2017.

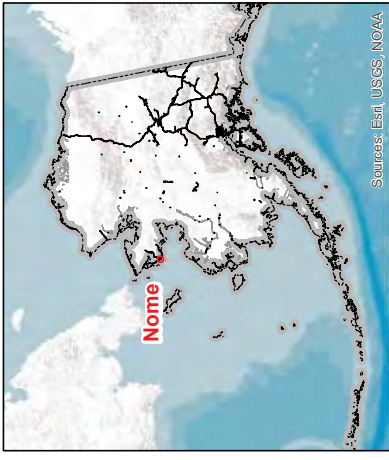
If you have questions on the environmental effects, please contact Melissa Jensen, Environmental Impact Analyst, at (907) 451-2379 or via email at Melissa.jensen@alaska.gov. Questions concerning the engineering aspects of the proposed projects can be directed to Chris Johnston, P.E., Project Manager, at (907) 451-2322.

Sincerely,

Brett Nelson
Regional Environmental Manager

Attachments:

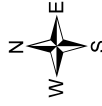
- Figure 1. Nome Port Road Reconstruction & Seppala Drive Upgrades Location and Vicinity Map
- Figure 2. Nome Port Road Reconstruction & Seppala Drive Upgrades Proposed Action
- Figure 3. Nome Port Road Reconstruction & Seppala Drive Upgrades Scope of Work
- Preliminary Environmental Research



Legend

- Seppala Drive Project Area
- Port Road Project Area

Location
 Section: 26-27
 Township: 11S
 Range: 34W
 Meridian: Kateel River
 USGS Quad: Nome C-1



State of Alaska Department of Transportation and Public Facilities Northern Region	
	Nome Port Road Reconstruction & Seppala Drive Upgrades Location & Vicinity Map
Date: 10/16/2017	Figure: 1



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Legend

Project Limits

- Port Road
- Seppala Drive

Contaminated Sites

- Active
- Cleanup Complete
- Cleanup Complete - Institutional Controls
- Informational

National Wetland Inventory Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine



	State of Alaska Department of Transportation and Public Facilities Northern Region
	Nome Port Road Reconstruction & Seppala Drive Upgrades Proposed Action
Date: 10/16/2017	Figure: 2

Page 3 of 3
 Alaska Department of Environmental Conservation - Contaminated Sites Program, Source: Esri, USGS, USGS, ALEX, Geomapping, AerialGrid, GN, IOT, exisstopo, and the GIS User Community

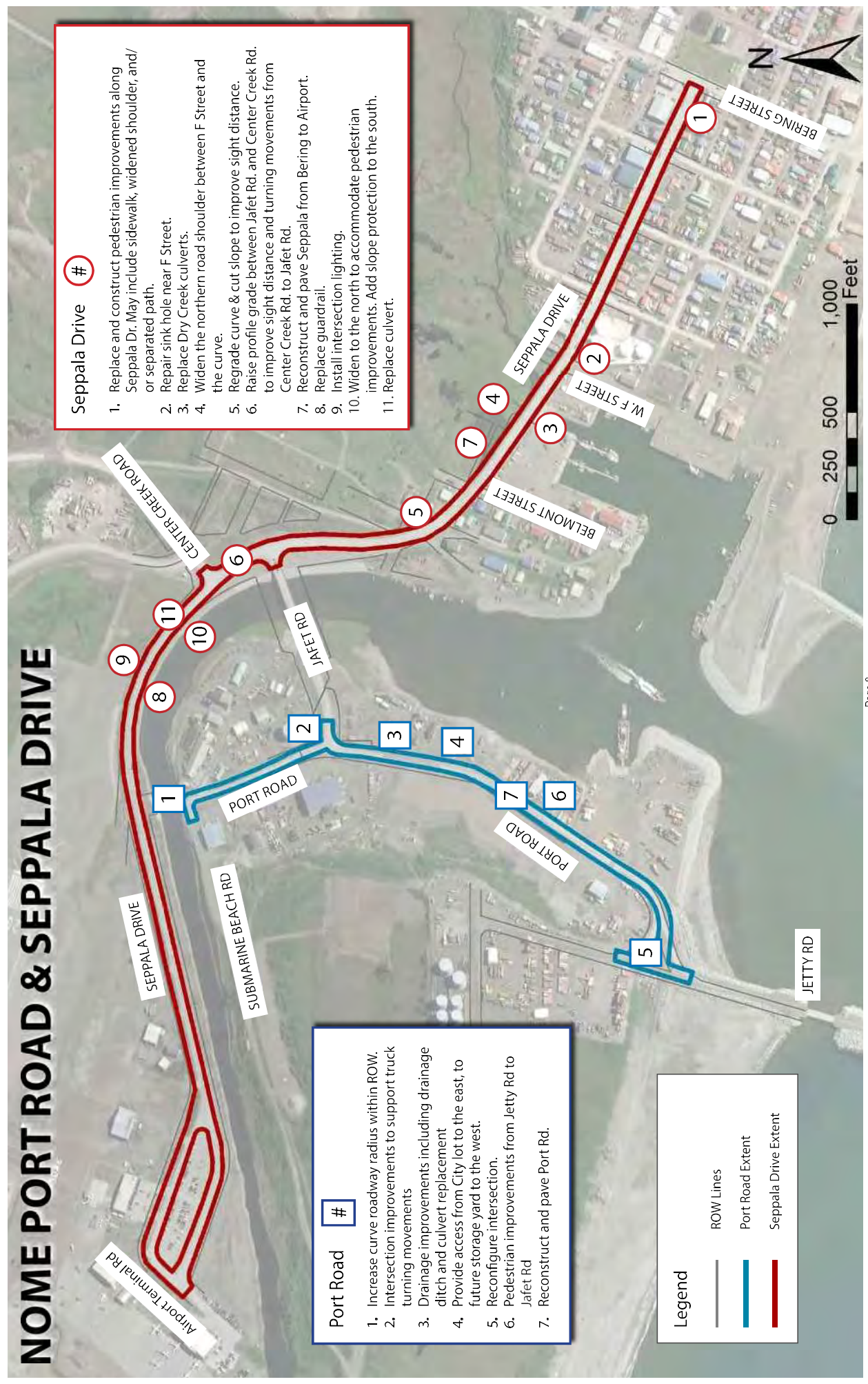
NOME PORT ROAD & SEPPALA DRIVE

- Seppala Drive #**
1. Replace and construct pedestrian improvements along Seppala Dr. May include sidewalk, widened shoulder, and/or separated path.
 2. Repair sink hole near F Street.
 3. Replace Dry Creek culverts.
 4. Widen the northern road shoulder between F Street and the curve.
 5. Regrade curve & cut slope to improve sight distance.
 6. Raise profile grade between Jafet Rd. and Center Creek Rd. to improve sight distance and turning movements from Center Creek Rd. to Jafet Rd.
 7. Reconstruct and pave Seppala from Bering to Airport.
 8. Replace guardrail.
 9. Install intersection lighting.
 10. Widen to the north to accommodate pedestrian improvements. Add slope protection to the south.
 11. Replace culvert.

- Port Road #**
1. Increase curve roadway radius within ROW.
 2. Intersection improvements to support truck turning movements
 3. Drainage improvements including drainage ditch and culvert replacement
 4. Provide access from City lot to the east, to future storage yard to the west.
 5. Reconfigure intersection.
 6. Pedestrian improvements from Jetty Rd to Jafet Rd
 7. Reconstruct and pave Port Rd.

Legend

- ROW Lines
- Port Road Extent
- Seppala Drive Extent



Appendix A - Preliminary Research Results

Hazardous Materials, Pollution Prevention, and Solid Waste

An August 31, 2017 search of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database found the following active contaminant releases and spill sites in or near the two project areas.

Table 1 – ADEC Contaminated Sites

Site Name	Address	File #	Hazard ID	Status	Distance from Project Area	Description
Sites near Seppala Drive Project Area						
Evergreen Helicopters/Former MarkAir	Nome Airport, Block 3, Lot 1	400.38.042	25380	Active	145 feet (ft) northwest of the Seppala Dr. and Airport Way intersection	Gasoline range organics (GRO) and diesel range organics (DRO) contaminated soil above cleanup levels from leaking aboveground storage tank (AST)
MarkAir – Nome	Nome Airport, Lease Lot 2, Block 11	400.38.005	2940	Active	364 ft north of Seppala Dr.	DRO, GRO and residual range organics (RRO) contaminated groundwater (GW) below cleanup levels from underground storage tank (UST)
Sites near Port Road Project Area						
Nome New Power Plant	Port Rd., 200 ft SW of Old NJUS Power Plant	400.38.031	3971	Cleanup Complete – Institutional Controls	197 ft west of Port Rd.	DRO contaminated soil and GW
Port Road Industrial Subdivision Lot 7	Port Rd. Industrial Subdivision Lot 7	400.38.050	26104	Active	30 ft east of Port Rd.	GW contamination from unknown source
Former West Nome Tank Farm	Near Snake River & Norton Sound	400.38.002	575	Active	131 ft southwest of Port Rd.	Petroleum contaminated soil and GW
Alaska Gold Snake River Property	Port Rd., Water St., E of West Nome Tank Farm	400.38.033	3970	Active	140 ft southeast of Port Rd.	Diesel contaminated soil and GW

There are two active sites within 400 ft of Seppala Drive, and there are three active sites within 200 ft of Port Road. Further consultation with ADEC will be conducted to determine the extent of contamination and cleanup at these sites. Based on these results and the excavation depths/extent called for in design, soil borings may be conducted to test for level and type of contamination. The Department of Transportation and Public Facilities (DOT&PF) will minimize excavation and fill over existing embankment, where possible, to avoid contamination. DOT&PF may require that the contractor develop a Quality Assurance Project Plan, which outlines the means and methods for identifying and handling contaminated soil.

Historic Properties, Archeological and Cultural Resources

A cultural resources review is currently being conducted. This review will include a desktop study as well as a historic structures survey. One site near the Seppala Drive project, Old St. Joseph's Catholic Church at the corner of Seppala Drive and Bering Street, is listed on the National Historic Register of Historic Places (NRHP #00000149). This site is not anticipated to be impacted as part of the Seppala Drive Upgrades project as work will not extend beyond the intersection with Bering Street. Below are tables of known AHRS properties and buildings that are 45 years of age or older located within the preliminary APE defined for Seppala Drive and Port Road. Consultation initiation letters have been sent to the State Historic Preservation Office (SHPO) and consulting parties. The results of the historic and cultural resources review will be shared in a Findings letter sent to these parties.

Table 2. AHRs Sites and Properties within the Seppala Drive preliminary APE

AHRs Number	Address	Block	Lot	Owner	Date Constructed	Type
	1441 Seppala Drive	11		State of Alaska: DOT&PF	Unknown	Industrial
	1438 Seppala Drive	3	1	Evergreen Helicopters	1979	Industrial
	1434 Seppala Drive	11	3, 8	FAA	1963	Industrial
NOM-00119	1418 Seppala Drive	12	1	National Weather Service	Unknown	Industrial
	1424 Seppala Drive	12	6	State of Alaska: DOT&PF	Unknown	Industrial
NOM-00225	1003 Seppala Drive	57	32A	G. Irrigoo	Unknown	General
NOM-00226	1000 Seppala Drive	57	26A, 64A	City of Nome	Unknown	General
	Seppala Drive	59	1-12	Alaska Gold Company	Unknown	Industrial
	Seppala Drive	58	1-12 ptn 11, 12	Alaska Gold Company	Unknown	Industrial
	708 Seppala Drive	60	8-12	C.M. Reader	Unknown	General
	Seppala Drive	60	Ptn 7	F.M. and M.L. Bockman	Unknown	General
	700 Seppala Drive	60	Ptn 7	Builders Industrial Supply	Unknown	General
	Seppala Drive	56	4, 5, ptn 6	Crowley Marine Services	Unknown	General
	Seppala Drive	56	1, 2, 3, 9-12 Alley	Crowley Marine Services	Unknown	General
	603 A, B Seppala Drive	55	Ptn 5	R.and C. Thompson	1920	General
	605 Seppala Drive	55	4	A. and F. McComas	Unknown	General
	609 Seppala Drive	55	2	A. and G. Lust	1991	General
	607 A,B Seppala Drive	55	ptn 3	L. and K. Okinello	Unknown	General
	612 Seppala & 403 W E Street	61	14	C.M. Reader	Unknown	General
	608 Seppala Drive	61	12	Estate of E. Tocktoo	Unknown	General
	604 Seppala Drive	61	10	R.W. Madden Jr.	Unknown	General
NOM-00191	500 Seppala Drive	62	7, 8	Kawerak, Inc.	Unknown	General
	410 Seppala Drive	63	11A	R. and C. Piscoya	1972	General
	Seppala Drive	53	3,4, ptn 5	River of Life Assembly of God	Unknown	General
	409 Seppala Drive	53	2A	R. and C. Thompson	Unknown	General
	Seppala Drive	54	3,4,5,6	Kawerak, Inc.	Unknown	General
	509 Seppala Drive	54	2A	H. Thanh and L. Trinh Nguyen	1950	General
NOM-00231	315 McLain Lane	57	33,34	R. and C. Boynton	Unknown	General
NOM-00229	312 Belmont St	57	20	C. Mattingley	Unknown	General
NOM-00185	400 W D Street	61	8,9	L. Green	1940	General
NOM-00040	407 Bering Street	52A	1A	City of Nome	1901	General
NOM-00192	405 W C Street	63	12A	Private	circa 1970	General
NOM-00227	E. Side Belmont Street	57	B	Private	circa 1962	General
NOM-00230	311 McLain Lane	57	35A, 36A	Private	circa 1962	General

Notes: DOT&PF = Department of Transportation and Public Facilities
 FAA = Federal Aviation Administration

Table 2. AHRS Sites and Properties within the Seppala Drive preliminary APE

AHRS Number	Address	Block	Lot	Owner	Date Constructed	Type
	512 Port Road	20	2	State of Alaska: DOT&PF	Unknown	Industrial
	1435 Port Road	1	1	City of Nome	Unknown	Industrial
	1421 Port Road	1	2, 3	City of Nome/Crowley Marine	Unknown	Industrial
NOM-00224	1226 Port Road	136	7-12	Nome Joint Utility	1960	Industrial
NOM-00177	Port Road			Private	1944	Industrial
NOM-00178	Port Road			Private	1944	Industrial
NOM-00179	Port Road			Private	1944-1945	Industrial
NOM-00180	Snake River Bridge			DOT&PF	1944-45	Bridge
NOM-00224	Port Road				1960	Industrial

Notes: DOT&PF = Department of Transportation and Public Facilities

Section 4(f)/6(f)

A September 2017 review of the City of Nome, U.S. Fish & Wildlife Service (USFWS), and Alaska Department of Natural Resources Division of Parks & Outdoor Recreation websites indicated that there is two 4(f) property located near the Seppala Drive project and no 4(f) properties located near the Port Drive project. Anvil City Square, a public park owned by the City of Nome Parks and Recreation Department, is located near the Seppala Drive project at the corner of Seppala Drive and Bering Street. This park is also the location of Old St. Joseph's Catholic Church, which is listed on the National Historic Register of Historic Places (NRHP #00000149). This property is not anticipated to be impacted as part of the Seppala Drive Upgrades project as sidewalk curb and gutter work on Seppala will not extend across Bering Street. No 6(f) properties are found within either of the project areas.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

An August 31, 2017 search of the Alaska Department of Fish and Game (ADF&G) Division of Habitat website and USFWS Critical Habitat online mapper revealed that there are no state refuges, critical habitats, or sanctuaries in the proposed projects' vicinities. A USFWS Information, Planning, and Conservation System (IPaC) Trust Resource Report prepared for the two projects on August 31, 2017 also showed no critical habitats or refuges within or near the project areas.

Threatened and Endangered Species

The IPaC Trust Resource Report generated for Nome on August 31, 2017 did not identify any critical habitat in the proposed project areas for threatened or endangered species. However, the projects are within an area containing the ranges of some threatened species. These species are the polar bear (*Ursus maritimus*), Spectacled Eider (*Somateria fischeri*), and Steller's Eider (*Polysticta stelleri*). The projects are located in the City of Nome and near Nome Airport and the Port of Nome, areas which are largely developed. Therefore, it is not anticipated that the projects would affect any of these species or their critical habitat. An official species list was received on August 7, 2017 for the proposed project areas and along with the Scoping Letter constitutes informal consultation under Section 7 of the Endangered Species Act.

Water Quality

The proposed project areas are located approximately 2.8 miles south of the drinking water protection area delineated by ADEC's Drinking Water Protection Program. The water protection area surrounds Moonlight Springs wells, the drinking water supply for Nome. The projects would not impact this area.

Wetlands and Other Waters of the U.S.

According to an August 30, 2017 review of the USFWS National Wetlands Inventory (NWI), four wetland areas are within the Seppala Drive project area.

Wetland Type	Wetland Classification	Location
Riverine	R5UBH	Dry Creek intersects Seppala Drive between West F Street and Belmont Street
Estuarine and Marine Deepwater	E1UBL	Between Cemetery Road and the Snake River Bridge
Riverine	R5UBH	Snake River intersections Seppala Drive at the Snake River Bridge between Cemetery Road. and Port Road
Estuarine and Marine	E2EM1P	At the end of Seppala Drive near Airport Terminal Road

The Port Road project is largely in uplands. Figure 2 (attached) shows the NWI wetlands within the project area. The most recent imagery used to conduct mapping in this area is from 1985 and so does not reflect many changes within the project area.

In addition, the U.S. Army Corps of Engineers (USACE) General Permit GP 90-1N and GP 2006-214 issued for Nome, which expired on May 31, 2017, considered Dry Creek, Snake River, and adjacent riparian areas to be wetlands. Impacts to wetlands are anticipated due to culvert replacements and road fill. Both of the projects will apply for a USACE Section 404 Permit and follow permit requirements.

Wild and Scenic Rivers

A search of the Wild and Scenic Rivers database on August 30, 2017 revealed there are no rivers classified as Wild and Scenic near the project areas.

Essential Fish Habitat

An August 31, 2017 search of the ADF&G online Anadromous Waters Catalog (AWC) found two anadromous fish streams in the proposed Seppala Drive project vicinity and none in the proposed Port Drive project vicinity. The mouth of Dry Creek intersects Seppala Drive between West F Street and Belmont Street. Snake River intersects Seppala Drive at the Snake River Bridge and parallels Seppala Drive south of the road, west to the Airport.

Stream Name	AWC Code	Location	Anadromous Species and Use
Dry Creek	333-10-11200-2008	Seppala Drive near F Street	Rearing habitat for coho salmon and Dolly Varden
Snake River	333-10-11200	Seppala Drive parallels Snake River between the airport and Snake River Bridge.	Spawning habitat for pink and sockeye salmon; chum, coho, and Chinook salmon, Dolly Varden, and whitefish present

The proposed projects could place fill below ordinary high water of Dry Creek and Snake River. Temporary adverse impacts from construction, such as increased turbidity and sedimentation, would occur. In addition, fish passage culverts may be required. Best management practices (BMPs) will be utilized during construction to lessen impacts, and DOT&PF will coordinate with and obtain appropriate authorization from USACE, USFWS, and ADF&G prior to work involving anadromous or resident fish streams.

Wildlife

The two projects would rehabilitate existing road using the Right-of-Way (ROW) limits within urbanized and industrial areas of Nome. Dry Creek and Snake River, near the Seppala Drive project, are home to wildlife that use the streams and riparian areas, and birds are present in the area where the Snake River flows into Nome's harbor, near the Port Road project. The IPaC Trust Resource Report generated for both projects within Nome on August 31, 2017 identified ten migratory birds that are present in these areas during breeding and wintering seasons. To avoid impacts to birds, both of the projects will avoid vegetative clearing from May 10 through July 20, as identified by USFWS Timing Recommendations for Land Disturbance and Vegetation Clearing for the for shrub or open habitat types on the Seward Peninsula. No wildlife impacts are anticipated.

Floodplain and Regulatory Floodway

The proposed projects are located on Federal Emergency Management Agency National Flood Hazard Layer Flood Insurance Rate Map panels 0200690043C and 0200690039C (effective May 5, 2010; reviewed August 31, 2017). Portions of Seppala Drive (from West E Street to Belmont Street, and Jafet Road to Airport Terminus Road) and the length of Port Road are within Zone AE, which includes areas subject to inundation by the 1% annual chance flood event. A floodplain permit from the City of Nome would be obtained prior to beginning construction for either project.

Invasive Species

An August 30, 2017 search of the Alaska Exotic Plants Information Clearinghouse showed that two identified non-native plant species occur within the projects' areas and one species occurs near the projects' areas. DOT&PF will comply with Executive Order 13112 which calls for the prevention, control, and minimization of invasive species impacts. Ground disturbing activities are limited to the existing DOT&PF ROW, and any re-vegetation will require native soil and seed.

Land Use and Transportation Plans

The proposed projects are consistent with the Nome Comprehensive Plan 2020, approved May 30, 2012, that cites drainage improvements as a high priority for the City. The Nome Seppala Drive Rehabilitation and Nome Port Road Improvements projects are in the 2016 – 2019 Alaska Statewide Transportation Improvement Program under the Community Transportation Program.

Noise

The proposed projects are not in new locations, would not significantly change the horizontal or vertical profiles of the existing roads, nor increase traffic capacities. No noise related impacts are anticipated.

Air Quality

The projects are not located within an air quality non-attainment area as reported by the ADEC Division of Air Quality. No air quality analysis is planned.

Right-of-Way

Minor ROW acquisition may be necessary for the Seppala Drive project and Port Road project. No businesses or residents would need to be relocated as part of these acquisitions.

Social and Economic

Both of the project areas are located in downtown and industrial areas in Nome. The Nome Comprehensive Plan, Phase I (2003) contains several objectives related to improving pedestrian facilities. Upgrades to pedestrian facilities would improve linkages between businesses and residences within Nome as well as provide pedestrian access between the

airport the City of Nome and between the Port and the City of Nome. Improving roadway drainage would prolong the facilities' life and provide a more pedestrian-friendly corridor. Short-term impacts to local residents and businesses and disruption to industrial traffic traveling to and from the Port during construction would be addressed. The project team would explore options for providing residents and businesses with property access during construction.

Permits and Authorizations

The following permits and authorizations are anticipated for the two projects.

- Alaska Pollutant Discharge Elimination System Construction General Permit
- ADF&G Fish Habitat Permit
- USACE Section 404 Permit
- ADEC Section 401 Water Quality Certificate, letter of non-objection and non-domestic storm water plan review
- City of Nome Excavation/Fill Permit
- City of Nome Permit to Develop in a Floodplain Area
- Potential ROW acquisition approval for the Seppala Drive project
- SHPO Section 106 review and concurrence

ii. Agency Comments Received

From: Ashton, William S (DEC) <william.ashton@alaska.gov>
Sent: Thursday, October 26, 2017 1:55 PM
To: Erica Betts
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Erica,

On Appendix A, page 6 Permits and Authorizations Fourth Bullet The ADEC letter of non-objection and non-domestic storm water plan review will not be required for this project.

William Ashton

Storm Water & Wetlands
Division of Water, Wastewater Discharge Authorization Program
Alaska Dept. of Environmental Conservation
555 Cordova St.
Anchorage, AK 99501
Ph 907-269-6283
William.ashton@alaska.gov

From: Erica Betts [mailto:EricaBetts@pdceng.com]
Sent: Thursday, October 26, 2017 1:28 PM
To: 'Tmoran@nomealaska.org' <Tmoran@nomealaska.org>; Burgess, Robert A (DEC) <robert.burgess@alaska.gov>; Christian, Cindy L (DEC) <cindy.christian@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Brase, Audra L (DFG) <audra.braser@alaska.gov>; Duvall, Shina A (DNR) <shina.duvall@alaska.gov>; 'don.p.kuhle@usace.army.mil' <don.p.kuhle@usace.army.mil>; Henszey, Bob <bob_henszey@fws.gov>; tsparks@blm.gov; jbaker@nomealaska.org; Leinberger, Dianna L (DNR) <dianna.leinberger@alaska.gov>
Cc: Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Subject: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

To all,

The Alaska Department of Transportation and Public Facilities Northern Region is requesting comments on the proposed Seppala Drive Upgrade (Project # Z620030000/000S828) and Nome Port Road Reconstruction (Project # Z621230000/0002278) projects. See the attached Agency Scoping Letter and Preliminary Environmental Research for details.

DOT&PF requests that comments be submitted by November 26, 2017. We appreciate you taking the time to review the information provided and look forward to receiving your comments.

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414

From: Bradley, Parker T (DFG) <parker.bradley@alaska.gov>
Sent: Wednesday, November 8, 2017 4:08 PM
To: Erica Betts
Cc: Brase, Audra L (DFG)
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Hi Erica,

Dry Creek is documented as supporting rearing coho salmon and Dolly Varden, and as such the culvert should be designed for fish passage. The location of the culvert appears to be tidally influenced. However, local biologists report coho salmon spawn in Dry Creek and it could be listed in the catalog by construction. If so, we would likely stipulate a timing window for work to only occur May through July.

The Snake River contains all 5 Pacific salmon species, and provides spawning habitat in the location of the project for pink and sockeye salmon. In addition, it supports anadromous Dolly Varden and whitefish. Should the slope protection of Seppala Drive extend below the ordinary high water line of the Snake River a permit will be required. Depending on the extent of the work, timing windows may need to be implemented to protect salmon spawning, which would begin when salmon start spawning around the first of July, until they hatch in the spring (April/May).

The other culvert replacement west of Center Creek Road is in a creek not known to support fish, so a permit would likely not be necessary.

Feel free to contact me with any questions or updates.

-Parker

Parker Bradley
Habitat Biologist
Alaska Dept. of Fish & Game Habitat Division
1300 College Rd.
Fairbanks, Alaska 99701
907-459-7373

From: Erica Betts [<mailto:EricaBetts@pdceng.com>]
Sent: Thursday, October 26, 2017 1:28 PM
To: 'Tmoran@nomealaska.org'; Burgess, Robert A (DEC); Christian, Cindy L (DEC); Ashton, William S (DEC); Brase, Audra L (DFG); Duvall, Shina A (DNR); 'don.p.kuhle@usace.army.mil'; Henszey, Bob; tsparks@blm.gov; jbaker@nomealaska.org; Leinberger, Dianna L (DNR)
Cc: Johnston, Christopher F (DOT); Jensen, Melissa L (DOT)
Subject: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

To all,

The Alaska Department of Transportation and Public Facilities Northern Region is requesting comments on the proposed Seppala Drive Upgrade (Project # Z620030000/000S828) and Nome Port Road Reconstruction (Project

From: Baril, Rebecca M (DEC) <rebecca.baril@alaska.gov>
Sent: Wednesday, November 15, 2017 11:34 AM
To: Erica Betts
Cc: Christian, Cindy L (DEC); Miller, Christopher C (DEC); Palmer, Charley (DEC); Laderach, Shawna R (DEC); Mendez, Johnny (DEC)
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Erica,

Thank you for the opportunity to comment. The document notes that the project area lies outside of the Drinking Water Protection Area for Nome's public water system source, and I did not identify any other intersections or concerns with a local public water system. The Drinking Water Protection group has no comments to provide.

Thank you,

Rebecca Baril

Environmental Program Specialist III
Alaska DEC/Environmental Health
Drinking Water Program
Public Drinking Water Protection
1700 Bogard Road
Building B Suite 103
Wasilla, AK 99654
Phone: 907-376-1849
FAX: 907-376-2382

Drinking Water Protection website: <http://1.usa.gov/1ygGnHZ>

Webmap: <http://www.arcgis.com/home/item.html?id=13ed2116e4094f9994775af9a62a1e85>

From: Christian, Cindy L (DEC)
Sent: Thursday, October 26, 2017 3:05 PM
To: Laderach, Shawna R (DEC) <shawna.laderach@alaska.gov>; Mendez, Johnny (DEC) <johnny.mendez@alaska.gov>
Cc: Miller, Christopher C (DEC) <chris.miller@alaska.gov>
Subject: FW: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Please let me know if you want to comment on this project.

From: Erica Betts [<mailto:EricaBetts@pdceng.com>]
Sent: Thursday, October 26, 2017 1:28 PM
To: 'Tmoran@nomealaska.org' <Tmoran@nomealaska.org>; Burgess, Robert A (DEC) <robert.burgess@alaska.gov>; Christian, Cindy L (DEC) <cindy.christian@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Brase, Audra L (DFG) <audra.braser@alaska.gov>; Duvall, Shina A (DNR) <shina.duvall@alaska.gov>; 'don.p.kuhle@usace.army.mil' <don.p.kuhle@usace.army.mil>; Henszey, Bob <bob_henszey@fws.gov>; tsparks@blm.gov; jbaker@nomealaska.org; Leinberger, Dianna L (DNR) <dianna.leinberger@alaska.gov>
Cc: Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>; Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Subject: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

From: Leinberger, Dianna L (DNR) [mailto:dianna.leinberger@alaska.gov]
Sent: Monday, November 27, 2017 12:55 PM
To: Erica Betts <EricaBetts@pdceng.com>
Cc: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Hello,

Thank you for the opportunity to comment on the Seppala Drive Upgrades and the Nome Port Road Reconstruction Project.

The scoping letter and preliminary research results note that the proposed project could place fill below ordinary high water of Dry Creek and the Snake River. While it would appear that Dry Creek is unlikely navigable, the Snake River appears to be navigable. We do not currently have a determination by our Navigability Section. Please be aware that any work conducted below ordinary high water of navigable water bodies would be within state submerged lands and would require an authorization from DNR. If the proposed work is within the boundaries of the DOT airport, then no authorization is needed from DNR.

The scoping letter and attached documents did not identify material sources. It is assumed that material for the project will come from private commercial sites or from a DOT site within the airport boundaries. While no authorization would be required by DNR for the material, DNR is responsible for reviewing and approving all material site mining and reclamation plans regardless of land ownership per AS 27.19.

If there are any questions regarding our comments, please feel free to contact me. We appreciate the opportunity to review the proposed project.

Thank you,
Dianna

Dianna Leinberger
Natural Resource Manager
Northern Region Office - Fairbanks
Division of Mining, Land & Water
Department of Natural Resources
(907) 451-2728

From: Erica Betts [mailto:EricaBetts@pdceng.com]
Sent: Thursday, October 26, 2017 1:28 PM
To: 'Tmor@nomealaska.org' <Tmor@nomealaska.org>; Burgess, Robert A (DEC) <robert.burgess@alaska.gov>; Christian, Cindy L (DEC) <cindy.christian@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Brase, Audra L (DFG) <audra.br@alaska.gov>; Duvall, Shina A (DNR) <shina.duvall@alaska.gov>;

From: [Amal Ajmi](#)
To: [Jensen, Melissa L \(DOT\)](#)
Cc: [Mitch Osborne](#); [Brase, Audra L \(DFG\)](#)
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping Comments
Date: Monday, November 27, 2017 10:47:47 AM
Attachments: [Seppala Drive Upgrades and Nome Port Road Reconstruction - scoping.pdf](#)

Good Morning Missy, Please find attached the USFWS Scoping comments for the projects referenced above.

I know they were due yesterday, thank you for your understanding.

Have a wonderful day.

Amal

Amal Ajmi
Fish & Wildlife Biologist
Planning and Consultation
US Fish & Wildlife Service
101 12th Ave, Room 110
Fairbanks, AK 99701

907-456-0324 (Office)
907-456-0208 (Fax)
amal_ajmi@fws.gov



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Fairbanks Fish and Wildlife Field Office
101 12th Avenue, Room 110
Fairbanks, Alaska 99701
November 22, 2017



Brett Nelson – Environmental Manager
Attention: Melissa Jensen
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

Re: Seppala Drive Upgrades and Nome Port Road Reconstruction
Seppala Drive Project Nos.: Z620030000/000S828
Port Road Project Nos.: Z621230000/0002278

Dear Mr. Nelson:

The U.S. Fish and Wildlife Service (Service) has reviewed the referenced DOT&PF scoping request for two projects. The Nome Port Road Reconstruction Project, which would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road, and the Seppala Drive Upgrade Project, which would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road in Nome, Alaska. Replacement culverts are part of both proposed projects. The Port Road Project is expected to begin in 2020, followed by the Seppala Drive Project in 2021.

Recommendations: The Service appreciates DOT&PF early coordination for these two projects. We offer the following recommendations to help minimize the proposed project's impacts on fish and wildlife habitat.

Threatened and Endangered Species: Spectacled (*Somateria fischeri*) and Alaska-breeding Steller's (*Polysticta stelleri*) eiders, both of which are listed as threatened under the Endangered Species Act (ESA) may migrate through the area. However, neither species currently breeds on the Seward Peninsula. Polar bears (*Ursus maritimus*); also listed as a threatened species, occasionally occur in the Nome area, particularly in winter. Since the proposed projects may adversely impact these species, the DOT&PF should contact Service's Planning and Consultation branch regarding potential required consultations pursuant to section 7 of the ESA when the project plans are finalized.

Fish and Wildlife Habitat: Wetlands in the proposed project area provide habitat for a variety of wildlife such as resident and migratory birds (including waterfowl, raptors, shorebirds and songbirds), red fox, short-tailed and least weasels, and muskox (ABR Inc. 2009). The current condition of the Seppala Drive culvert for Dry Creek is perched and too narrow to allow the free exchange of tidal influences that historically influenced the lower Dry and Bourbon Creek wetlands (Figures 1, 2 and 3). The restricted exchange of seawater may have a wide range of unintended consequences, including replacing what likely was a brackish or estuarine ecosystem with a freshwater ecosystem. Importantly, these ecosystems support a variety of plants and

animals often valued by wildlife, and are uncommon near Nome. The Service appreciates this opportunity to replace the existing culvert, which will help restore the tidal exchange with the Dry and Bourbon Creek wetlands.

Aquatic Species Passage: The Alaska Department of Fish and Game (ADF&G) anadromous waters catalog identifies Dry Creek as supporting rearing Coho Salmon and Dolly Varden. Coho Salmon may also spawn in Dry Creek (ADF&G personal comm.). The current Seppala Drive culvert not only restricts free tidal exchange with the lower Dry and Bourbon Creek wetlands, but it also degrades fish passage and the essential hydrologic, hydraulic, geomorphic, physiochemical, and biologic stream functions that support these fish and their habitat (Harman et al. 2012). The Service recommends replacing the degraded culvert with a full-span culvert or bridge designed for aquatic species passage, while also re-establishing tidal exchange (e.g., Figure 4). For onsite restoration, we recommend ADOT&PF work with the Service, ADF&G, and other stakeholders to improve connectivity, and thereby restore the stream function of the Dry and Bourbon Creeks, as well as their associated wetlands.

Invasive Weeds: The Service recommends implementing current Best Management Practices for minimizing the introduction and proliferation of invasive species.

Conclusion: We appreciate this opportunity for early comment, and we would be happy to discuss our comments with you. Our comments are based on the information provided in this scoping request. Should the project plans change, we would appreciate an opportunity to review the changes. Please contact Amal Ajmi at 907-456-0324 or amal_ajmi@fws.gov should you have any questions concerning these comments.

Sincerely,

**ROBERT
HENSZEY**

Robert J. Henszey
Branch Chief, Planning and Consultation

Digitally signed by ROBERT
HENSZEY
Date: 2017.11.21 15:05:56
-09'00'

ecc: Audra Brase, ADF&G-Division of Habitat, Fairbanks

Literature Cited:

ABR, Inc. 2009. Wetlands determination, functional assessment, and habitat evaluation: Snake River Bridge replacement, Nome, Alaska. Under contract to PDC Engineering, Inc., Fairbanks, Alaska. 15 pp + appendices.

Harman, W., R. Starr, M. Carter, K. Tweedy, M. Clemmons, K. Suggs, C. Miller. 2012. A Function-Based Framework for Stream Assessment and Restoration Projects. US Environmental Protection Agency, Office of Wetlands, Oceans, and Watersheds, Washington, DC EPA 843-K-12-006. https://www.fws.gov/chesapeakebay/StreamReports/Stream%20Functions%20Framework/Final%20Stream%20Functions%20Pyramid%20Doc_9-12-12.pdf



Figure 1. Aerial view of the Dry and Bourbon Creek wetlands, showing the narrowed hydrologic connection to the Snake River estuary caused by Seppala Drive.



Figure 2. Upstream view of the Dry Creek culvert.



Figure 3. Dry Creek culvert looking downstream.



Figure 4. This arched-culvert example shows the diverse water depths and velocities, hiding and resting areas, and moist-edge habitats that support aquatic species movement.

From: Joy Baker [<mailto:JBaker@nomealaska.org>]
Sent: Wednesday, November 29, 2017 10:59 AM
To: Erica Betts <EricaBetts@pdceng.com>; Keith Hanneman <KeithHanneman@pdceng.com>
Cc: John Blee <jblees@bristol-companies.com>; Kenneth M. Morton <KenM@njus.org>; John K. Handeland (JohnH@njus.org) <JohnH@njus.org>
Subject: RE: Seppala Drive Upgrades and Nome Port Road Reconstruction Projects - Scoping

Erica,

Please see City of Nome comments attached, along with information on the fuel lines at the port intersection.

Please advise if questions.

Joy

Joy L. Baker
Port Director
City of Nome
(907) 304-1905
www.nomealaska.org

IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE NOTIFY THE SENDER IMMEDIATELY AND DELETE THIS E-MAIL FROM YOUR SYSTEM.

From: Erica Betts [<mailto:EricaBetts@pdceng.com>]
Sent: Thursday, October 26, 2017 2:28 PM
To: Tom Moran; 'robert.burgess@alaska.gov'; 'cindy.christian@alaska.gov'; 'william.ashton@alaska.gov';



November 29, 2017

PDC Engineers
1028 Aurora Drive
Fairbanks, AK 99709

The City appreciates the opportunity to provide comments on the proposed Seppala Drive Upgrades and Nome Port Road Reconstruction.

Port Road Considerations/Concerns:

We encourage frequent discussions among ADOT&PF, its designers, the Port Director and the Nome City Engineer as plans are formulated for the improvements as this road is essentially the spine of port operations. We need to work together to make sure it is developed to best serve the user population.

Forming a ditchline on the east – southeast side of Port Road with individual driveways to each parcel would be problematic for the commercial/industrial operations that take place along Port Road. A smooth shoulder transition from the roadway is required especially at Tract A as shown on Plat # 2009-7 which contains the City’s barge ramps and a vessel lightering area. The varying sizes of equipment and vessels that operate in this area require the flexibility currently in place to enter the roadway at any point along the lot frontage. The drainage in this area predominantly flows from the roadway towards the Snake River. If the Port Road is elevated, a smooth transition matching this flow direction should be maintained.

Future small boat harbor development plans will rely on connectivity between the Snake River and Port Road in the areas of Lots 2 &3 per Plat #2005-15. Similar to Tract A, individual driveways would unacceptably constrain the operations of a proposed vessel travel-lift which is one of the near-term projects at the small boat harbor.

Lot 5 of Plat #2015-10 is currently under control by the USAF. Recently the contaminated site on that parcel was closed with institutional controls consisting of an earthen cap. The earthen cap is several feet above the existing elevation of Port Road. The City intends to acquire this property from the Federal Government for use as vessel and cargo storage. Both the USAF (Melissa Harrison at JBER 907-552-4489) and ADEC Contaminated Sites should be contacted to identify any constraints in providing access from Port Road to this parcel.

A recent City project was required to limit its use of vibratory compaction equipment due to the adjacency of the fuel tankage at the port pad tank farm. Consideration should be made for the proposed construction project and contact should be made with the tank farm owners/operators.

As discussed during the 11/16/17 Open House in Nome, special consideration should be given to aligning the existing intersection at position #5 in a similar fashion to how it currently functions. A raised concrete median could be placed inside the triangle, with the infrequent beach traffic to transit along the upper side of the triangle. This area should be closely discussed further with the Port Director and City Engineer.



Seppala Drive Upgrades

Define a drainage path for stormwater flowing down the south side of Seppala and crossing West F Street. Sheet flow across the intersection causes deterioration of the road surface. Consider a subsurface drainage structure with top inlet and catch basin. Subsurface piped drainage systems should be equipped with electrical heat trace.

Joy Baker – Port Director
jbaker@nomealaska.org
907-304-1905

John Bles – City Engineer
jbles@bristol-companies.com
907-563-0013



FUEL LINE HIGH RISE



BURIED FUEL LINES



EXACT CROSSING
UNKNOWN











From: Reese, Evonne R (DEC) [<mailto:evonne.reese@alaska.gov>]
Sent: Wednesday, December 27, 2017 11:08 AM
To: Erica Betts <EricaBetts@pdceng.com>
Cc: DEC-ICUNIT <DEC.ICUNIT@alaska.gov>; Reese, Evonne R (DEC) <evonne.reese@alaska.gov>; Shepard, Dennis (DEC) <dennis.shepard@alaska.gov>
Subject: FW: Agency review of Nome Port Road Reconstruction project

Hello Erica,

I am responding to your request regarding input on the Port Road project with regards to the Nome New Power Plant property. As you know the Nome New Power Plant site record is in a Cleanup Complete with Institutional Controls status since there are small areas of documented historic soil and groundwater petroleum contamination remaining.

It is unlikely that the project will be affected by Nome New Power's history of contamination since the majority of contaminated soil was removed during the 2003 – 2007 remedial work. There are small amounts of documented petroleum contaminated soil remaining in pockets throughout the property, with two of the pockets being located near Port Road. Due to their historic nature these two areas may not affect the project since degradation of the petroleum concentrations is expected, but it is better to be prepared just in case. I've attached a document with the areas of known contamination circled. (I apologize for the quality of the document. Let me know if it's not legible and I can find a sharper image in our hard files.)

I've also attached an ADEC technical guidance on managing petroleum-contaminated soil and groundwater during right-of-way projects which may be helpful to the project. This guidance and policy allows a bit of flexibility when working with DOT roadway projects.

The management of any remaining historic groundwater contamination from the Nome New Power property will be covered in the storm water discharge permit for the project.

Let know if you have any questions or concerns.

Cheers,

Evonne Reese

Environmental Program Specialist
Contaminated Sites Program
Alaska Department of Environmental Conservation
P.O. Box 111800
Juneau, AK 99801

(907) 465-5229

evonne.reese@alaska.gov

From: Erica Betts [<mailto:EricaBetts@pdceng.com>]

Sent: Wednesday, December 20, 2017 2:34 PM

To: Blake, Erica L (DEC) <erica.blake@alaska.gov>; Shepard, Dennis (DEC) <dennis.shepard@alaska.gov>; DEC-ICUNIT <DEC.ICUNIT@alaska.gov>

Subject: Agency review of Nome Port Road Reconstruction project

Hello,

The Alaska Department of Transportation and Public Facilities Northern Region is requesting comments on the proposed Seppala Drive Upgrade (Project # Z620030000/000S828) and Nome Port Road Reconstruction (Project # Z621230000/0002278) projects. See the attached Agency Scoping Letter and Preliminary Environmental Research for details.

This letter was originally sent out in October 2017. We are hoping to determine if the ADEC Division of Spill Prevention and Response has any concerns regarding the proposed work on Port Road in Nome. A search of the Contaminated Sites Database reports the following sites:

Sites near Port Road Project Area						
Nome New Power Plant	Port Rd., 200 ft SW of Old NJUS Power Plant	400.38.031	3971	Cleanup Complete – Institutional Controls	197 ft west of Port Rd.	DRO contaminated soil and GW
Port Road Industrial Subdivision Lot 7	Port Rd. Industrial Subdivision Lot 7	400.38.050	26104	Active	30 ft east of Port Rd.	GW contamination from unknown source
Former West Nome Tank Farm	Near Snake River & Norton Sound	400.38.002	575	Active	131 ft southwest of Port Rd.	Petroleum contaminated soil and GW

Alaska Gold Snake River Property	Port Rd., Water St., E of West Nome Tank Farm	400.38.033	3970	Active	140 ft southeast of Port Rd.	Diesel contaminated soil and GW
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Your names and contact info were listed as staff associated with these sites. Please find the attached information regarding the scope of work on Port Road. We are planning to avoid excavation work with the exception of a culvert replacement near the intersection of Jafet Road. DOT&PF hopes to have an approved environmental document by March of 2018 with construction anticipated for 2019.

Please let me know if you have any questions.

Thank you,

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

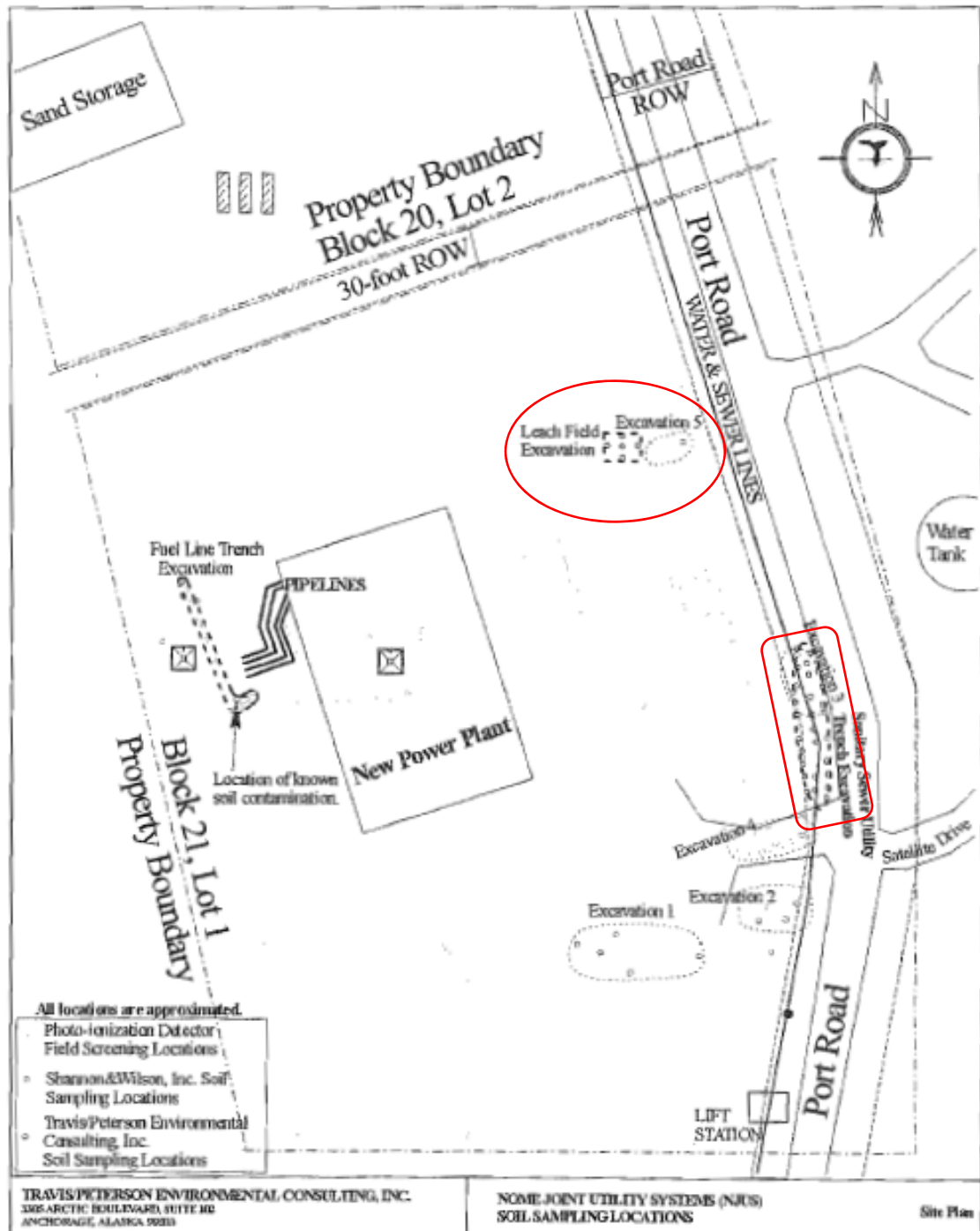
1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414

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Nome New Power – areas of possible residual petroleum contamination in the soil that could be encountered during the 2020 ADOT&PF Port Road upgrade project



ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE

**Managing Petroleum-Contaminated Soil, Water, or Free Product during
Public Utility and Right-of-Way Construction and Maintenance Projects**

Technical Memorandum

Date: April 2017

Purpose

This Technical Memorandum outlines procedures for managing petroleum-contaminated soil or water¹, or free-phase petroleum product related to either documented or unknown sources, as it may be encountered during the course of construction projects in utility corridors and rights-of way. The objectives are to prevent delays in the construction activities but also to prevent the migration and improper management of contaminated media which could exacerbate environmental problems. Further, while it is ideal to remove accessible contaminated soil, water, or free-product when it is encountered in a utility right-of-way, the Department of Environmental Conservation (DEC) recognizes that there are circumstances where this may not be practical. Under the conditions described in this Technical Memorandum, Contaminated Sites Program (CSP) or Prevention, Preparedness, and Response Program (PPRP) staff may approve petroleum-contaminated soil to be returned to an excavation from where it originated as long as it does not present a risk to a public water system.

Applicability

This Technical Memorandum applies only to petroleum-contaminated soil and water and free-phase petroleum product. It does not apply to non-petroleum contamination, nor the transport, treatment, or disposal of soil regulated as hazardous waste under the Resource Conservation and Recovery Act (RCRA) or other federal environmental and hazardous waste requirements, where additional agency coordination and disposal requirements may be warranted or stipulated. Additionally this guidance does not apply to landowners or operators of contaminated sites who conduct or direct excavation activities on their own property; such activities are subject to the regulatory requirements of 18 AAC 75 and 18 AAC 78.

Project Planning and DEC Coordination

1. Prior to the start of any construction or excavation project, identify all contaminated sites and active spills in the area by querying the Contaminated Sites Database and the Spills Database:
(<http://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/Search>)
(<http://dec.alaska.gov/Applications/SPAR/PublicMVC/PERP/SpillSearch>).
2. During construction, if contaminated soil, groundwater, or free phase petroleum product is encountered and determined to be associated with a known contaminated site, the construction contractor or other project representative shall contact the appropriate DEC staff to ensure that contamination in the corridor is managed and documented as deemed necessary.
3. For planned construction or maintenance activities in an area or depth where contaminated media may be encountered, the utility company or their contractors must develop a contaminated

¹ “Contaminated soil or groundwater” means concentrations of petroleum exceed applicable cleanup levels as determined under the site cleanup rules at 18 AAC 75.325.

soil/groundwater management plan in advance for review and approval by CSP under 18 AAC 75.325(i) so that the appropriate procedures and materials are in place prior to the beginning of the project. Drinking water utility excavation projects may require additional consideration and should be coordinated with a DEC drinking water program engineer. In some cases the contaminated area may be addressed with a current or future remediation or product recovery system.

4. If contaminated soil, groundwater, or free-product are encountered and the source is unknown, the construction contractor or other project representative shall immediately contact PPRP staff in accordance with spill reporting requirements under 18 AAC 75.300, and coordinate management of all contaminated media with emergency response personnel.

Project Implementation

Management of Contaminated Water and Free Product

Construction activities must not increase the potential for contamination to migrate, or otherwise adversely affect human health or the environment. Engineering controls may be required in the utility excavation to prevent the creation of a preferential pathway for the migration of contaminated water and free product.

If contaminated water is encountered and must be removed as part of the construction activities, the PPRP or CSP project manager must be notified immediately to determine what actions are required to containerize or manage, properly treat and/or dispose of the contaminated water to prevent contaminant migration.

If free-phase petroleum product is encountered in soil or groundwater, the CSP or PPRP staff must be notified immediately to determine necessary response actions for collecting and containerizing the product to prevent contaminant migration.

Leaving or Returning Contaminated Material to the Excavation

PPRP or CSP staff may grant approval for petroleum-contaminated soil to be returned to a public utility or right-of-way excavation subject to the following conditions:

1. The owner/responsible party of the property identified as the source of the contamination should be consulted and afforded an opportunity to collect samples and/or concur with the plan to return the contaminated soil to the excavation because installation of utilities may limit future remedial options. However, the owner/responsible party may not delay or stop the utility or construction work.
2. As appropriate and feasible, the PPRP or CSP may request sampling to document concentrations of in-situ contamination.
3. The CSP may determine that Institutional Controls under 18 AAC 75.375 are necessary to protect other parties from future exposure to contamination left in place following the project.
4. If a drinking water distribution main or circulating service line is within the excavation limits, clean material must be placed, extending at least 18 inches around the pipe, or an alternative protective measure must be proposed and coordinated with a DEC drinking water program engineer.
5. Any contaminated soil returned to the excavation must be returned to approximately the same depth and location from which it was excavated, provided the top two feet of fill is clean material. Mixing of contaminated excavated soil with uncontaminated material is not approved.

6. When previously unknown areas of contamination are discovered, the location of the contamination must be documented with GPS coordinates in decimal degrees with six decimal places of precision using either WGS 1984 or NAD 1983 horizontal datum (be sure to specify which are used).
7. Any contaminated soil removed from a construction excavation may be stockpiled temporarily on a week-by-week basis as needed to facilitate construction objectives such as installing equipment, piping, or necessary structures. Stockpiled soil must remain in the immediate area (on site) and be on a liner, asphalt or concrete, and securely covered with 6-mil HDPE minimum, pursuant to 18 AAC 75.370, to prevent contaminant migration into storm water runoff.

Soil not returned to the Excavation

Any contaminated soil that is not returned to the excavation must be stored, transported and disposed of in accordance with 18 AAC 75.370 following DEC approval (see attached form).

This technical memorandum is not intended to allow avoidance of the duties of responsible persons to investigate, contain, and clean up a discharge or release of a hazardous substance, or to interfere with, hinder, or obstruct the containment or cleanup of a hazardous substance conducted under 18 AAC 75 and/or 18 AAC 78. DEC reserves all rights to require responsible persons to take further action.

DEC Contaminated Sites Program (CSP) Offices:

Juneau

Phone: (907) 465-5390/Fax: (907) 465-5218

Anchorage

Phone: (907)269-7503/Fax: (907) 269-7649

Fairbanks

Phone: (907) 451-2143/ Fax: (907) 451-5105

Soldotna/Kenai Office

Phone: (907) 262-5210/Fax: (907) 262-2294

DEC Prevention Preparedness and Response (PPRP) Offices (Report a Spill):

Southeast (Juneau)

Phone: (907) 465-5340/Fax (907)465-2237

Central (Anchorage/Kenai/Soldotna) Phone: (907)269-3063/Fax (907)269-7648

Northern (Fairbanks)

Phone: (907) 451-2121/Fax (907)451-2362\

After hours reporting

Phone: 1-800-478-9300

DEC Drinking Water Program Engineering Offices:

Kenai/Soldotna Southeast/Mat-Su

Phone: (907) 262-5210

Anchorage/Western/Prudhoe Bay

Phone: (907)269-7656

Fairbanks/Northern

Phone: (907) 451-2108

APPENDIX B. PUBLIC SCOPING

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i. Public Open House Outreach Materials

State Public Notice

Seppala Drive Upgrades and Nome Port Road Reconstruction

Seppala Drive Upgrades and Nome Port Road Reconstruction

State of Alaska Department of Transportation and Public Facilities (DOT&PF)
NOTICE OF INTENT/REQUEST FOR PUBLIC COMMENT

Seppala Drive Project Nos.: Z620030000/0005828
 Port Road Project Nos.: Z621230000/0002278

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division Office of the Federal Highway Administration, is proposing two separate projects in Nome, Alaska: Seppala Drive Upgrades Project, #Z620030000 and Nome Port Road Reconstruction Project, #Z621230000.

Nome Port Road Project would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road. The Seppala Drive Upgrades Project would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road.

DOT&PF requests general public comments on these proposed projects as well as information and comments on resources in the project areas that may be affected including historic properties, archaeological sites, wetlands, and floodplains. The Seppala Drive Upgrades project is anticipated to impact wetlands adjacent to the roadway.

The following executive orders (EOs) apply:
 EO 11990, Notice of Wetland Involvement
 EO 12989, Environmental Justice
 EO 11593, Protection and Enhancement of the Cultural Environment
 EO 11988, Floodplain Management
 EO 13112, Invasive Species

A public open house is scheduled for **Tuesday, November 14, 2017** at Old St. Joe's Civic Center, 407 Bering Street, Nome, AK from **11:30 a.m. to 2:00 p.m.** The project team will be available to answer questions about the project.

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

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 451-2363.

For further information regarding the project, or if you would like to submit comments, you can contact **Chris Johnston, P.E., Project Manager** at (907) 451-2322 or send an email to chris.johnston@alaska.gov. You may also fax your comments to (907) 451-5126.

Comments may be submitted until December 15, 2017.

Attachments, History, Details

Attachments

None

Revision History

Created 10/27/2017 8:41:31 AM by csfrye

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Nome
Project/Regulation #:	Z620030000/0005828, Z621230000/0002278

Publish Date: 10/27/2017

Archive Date: 12/16/2017

Events/Deadlines:

Newspaper Advertisement and Affidavit of Publication

Seawall

NOME POLICE DEPARTMENT
MEDIA RELEASES 10/16/2017
through 10/22/2017

Disclaimer: This is a record of activity. The issuance of citations or the act of arrest does not assign guilt to any identified party. During this period there were 188 calls for service received at the Nome Police Communications Center. 98 (52 percent) involved alcohol. There were 16 arrests made with 15 (94 percent) alcohol related. NPD responded to 41 calls reporting intoxicated persons needing assistance. No body was remanded to AMCC as protective holds; and 11 remained at the hospital for medical evaluation/treatment.

There were 21 ambulance calls and three fire calls during this period.

Monday, October 16, 2017

2:51 a.m., NPD received a report of a male stealing items out of a vehicle in a parking lot on the west side of town. Officers responded and located Charles Kokuluk, who admitted to rummaging through the vehicle. Kokuluk was placed under arrest for Attempted Theft in the Third Degree, Criminal Trespass in the Second Degree, False Information, and Criminal Mischief in the Fourth Degree and he was later remanded to AMCC, where he was held on his own recognizance.

12:47 p.m., NPD received a report of an intoxicated male lying on the ground behind a business on the west side of town. Upon arrival the male was woken up and transported to the Norton Sound Regional Hospital for further medical evaluation, where he was left in the care of ER staff.

9:11 p.m., NPD received a request to conduct a welfare check on the West end of town for the report of a subject threatening self-harm. Officers made contact with the subject, who was transported to the Norton Sound Regional Hospital by the Nome Volunteer Ambulance Department. During the same investigation, officers received a report of child abuse. The investigation is still ongoing and at the conclusion, a report will be forwarded to the District Attorney's Office and the Office of Children Services for review.

10:41 p.m., NPD received a report of a male passed out on the East end of town. Upon officers' arrival, the male was identified as Fredrick Daniels, who was also found to be on current Conditions of Probation that prohibit the consumption of alcohol. Daniels was subsequently arrested for Probation Violation and was later remanded to AMCC, where he was held without bail.

Tuesday, October 17, 2017

12:41 a.m., NPD received a REDDI Report on a vehicle traveling on the North end of town. Officers located the vehicle and conducted a traffic stop. Upon contact the driver, identified as Alec Johnson, failed to immediately notify officers of weapons inside of the vehicle. Johnson was placed under arrest for Misdemeanor Involving Weapons in the Fifth Degree and was remanded to AMCC, where he was held on his own recognizance bail.

2:27 a.m., NPD received a report of a female trespassing in an apartment complex on the East end of town. Officers responded and located the female not properly dressed for the weather and was transported to the Norton Sound Regional Hospital, where she was left in the care of ER staff.

3:46 a.m., NPD received a report of a disturbance at an apartment complex on the West end of town. Officers responded and located Angelina Kogassagoon and Benjamin Milton, both were found intoxicated. Kogassagoon was found to be on current Conditions of Probation that prohibit the consumption of alcohol and the Probation Violation will be forwarded to the District Attorney's Office for review. Milton's violation was forwarded to the Adult Probation Office for review and the disturbance was resolved by separation of the two parties. 11:25 a.m., NPD received a report of a sexual assault occurring within city limits. The investigation is ongoing.

1:23 p.m., NPD received a report of several items being stolen from the front of a residence on the east side of town. The investigation into the theft is ongoing. 2:42 p.m., NPD responded to a business on the east side of town for the report of vandalism to the building. Officers responded, documented the scene and the investigation is ongoing.

10:00 p.m., NPD officers, while responding to a separate report of theft, observed a female identified as Vivian Washington in a state of partial undress. Washington was subsequently placed under arrest for Indecent Exposure in the Second Degree and was later remanded to AMCC, where she was held on her own recognizance bail.

Wednesday, October 18, 2017

1:42 a.m., NPD officers conducted a traffic stop on a vehicle observed driving without tail-lights illuminated on the west side of town. The driver, identified as Angelina Kogassagoon, was issued a citation for Failure to Provide Proof of Insurance and was issued a warning for the equipment violation prior to being released at the scene.

2:15 a.m., NPD responded to the front of a business on the west side of town for the report of two individuals in an altercation. Upon arrival no altercation was observed but one of the subjects present, identified as Floyd Crumbley, began yelling and cursing at responding officers even after being informed his behavior was causing a disturbance. Crumbley was placed under arrest for Disorderly Conduct and later remanded to AMCC, where he was held on his own recognizance bail.

11:12 a.m., NPD received a report of a student at the Nome-Beltz High School that had been caught with tobacco in his possession. Officers responded and contacted the juvenile, who admitted to possessing the tobacco and was issued a citation for Minor in Possession. 12:35 p.m., NPD received a report of a disturbance occurring inside of a hotel room on the west side of town. Officers responded and contacted multiple subjects within the room, one of whom was identified as Mark Miklahook. Miklahook continued yelling and cursing after repeated warnings that his conduct was disrupting other guests. He was placed under arrest for Disorderly Conduct and was later remanded to AMCC, where he was held on his own recognizance bail.

1:14 p.m., NPD received a report of a subject using the debit card of a family member and spending a large amount of money without authorization. A suspect has been identified and the investigation is ongoing. 1:32 p.m., NPD responded to a hotel on the west side of town for the report of an assault between two individuals. Upon arrival and further investigation, Earlene Washington was

found to have physically assaulted a member of her household and causing injury. Washington was placed under arrest for Assault in the Fourth Degree, DV and was later remanded to AMCC, where she was held without bail. During the same contact, officers

continued on page 18

UNITED STATES POSTAL SERVICE Statement of Ownership, Management, and Circulation (All Periodicals Publications Except Requester Publications) Form PS 3526, July 2014 (Page 1 of 4) Use instructions on page 401. PSN 7530-01-000-9001. PRINTING NOTICE: See your printer's manual for instructions.

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UNITED STATES POSTAL SERVICE Statement of Ownership, Management, and Circulation (All Periodicals Publications Except Requester Publications) Form PS 3526, July 2014 (Page 2 of 4) Use instructions on page 401. PSN 7530-01-000-9001. PRINTING NOTICE: See your printer's manual for instructions.

PLEASE HELP Adopt a Pet or make your donation today! Dog food, cat food, cat litter and other donations are always welcome at the Nome Animal Shelter! Nome Animal Control & Adopt-A-Pet 443-8538 or 443-5262



NOTICE OF ANNUAL MEETING

The Nome Eskimo Community Annual Meeting will be held Saturday, November 4th, 2017 beginning at 12 Noon, at NEC located at 200 West 5th Avenue. All NEC members are invited to attend. Staff will provide Annual Program Reports and information on services. Two (2) Alaska Airlines Mileage Certificates (15,000 miles each) will be drawn at the end of the meeting.

TRIBAL COUNCIL ELECTIONS

There are three (3) Tribal Council Seats up for election, each with a term of three (3) years. Candidates must be 21 years of age & have resided in Nome for at least one year. Candidate application packets are available at NEC. Applications must be submitted by close of business at 5PM on Friday, October 27th.

Voting takes place at the NEC Hall on Thursday, November 2nd from 9AM to 5PM, Friday, November 3rd from 9AM to 5PM, and Saturday, November 4th from 11AM to 12:30 PM.

For more information, contact NEC at (907) 443-2246, email info@necalaska.org or visit our website: www.necalaska.org

Seppala Drive Upgrades and Nome Port Road Reconstruction

NOTICE OF INTENT/REQUEST FOR PUBLIC COMMENT Seppala Drive Upgrades and Nome Port Road Reconstruction Seppala Drive Project Nos.: 62003 (State) / 0005(828) (Federal) Port Road Project Nos.: 62123 (State) / 0002278 (Federal) October 2017

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division Office of the Federal Highway Administration, is proposing two separate projects in Nome, Alaska: Seppala Drive Upgrades Project, #62003, and Nome Port Road Reconstruction Project, #62003.

Nome Port Road Project would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road. The Seppala Drive Upgrades Project would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road

DOT&PF requests general public comments on these proposed projects as well as information and comments on resources in the project areas that may be affected.

The following executive orders (EOs) apply: EO 11990, Notice of Wetland Involvement; EO 12989, Environmental Justice; EO 11593, Protection and Enhancement of the Cultural Environment; EO 11988, Floodplain Management; EO 13112, Invasive Species.

A public open house is scheduled for Tuesday, November 14, 2017 at Old St. Joe's on Anvil City Square in Nome, AK from 11:30 am to 2:00 pm. The project team will be available to answer questions about the project.

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

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 451-2363.

For further information regarding the project, or if you would like to submit comments, you can contact Chris Johnston, P.E., Project Manager, at (907) 451-2322 or send an email to chris.johnston@alaska.gov. You may also fax your comments to (907) 451-5126.

Comments may be submitted until December 15, 2017.

Seawall

NOME POLICE DEPARTMENT
MEDIA RELEASES 10/23/2017
through 10/29/2017

Disclaimer: This is a record of activity. The issuance of citations or the act of arrest does not assign guilt to any identified party.
During this period there were 140 calls for service received at the Nome Police Communications Center. 75 (54 percent) involved alcohol.
There were 25 arrests made with 9 (36 per-

cent) alcohol related.
NPD responded to 17 calls reporting intoxicated persons needing assistance. Nobody was remanded to AMCC as proactive holds; and 5 remained at the hospital for medical evaluation/treatment. There were 3 ambulance calls and no fire calls during this period.

Monday, October 23, 2017

2:11 a.m., NPD conducted a traffic stop on a vehicle driving outside of the designated lane of travel, as well as driving significantly under

the speed limit on the East end of town. The driver, Noah Thompson, showed impairment throughout Standardized Field Sobriety Testing. Thompson was issued a citation for Insurance Requirements and a report of the incident was forwarded to the District Attorney for the charge of Driving Under the Influence.

4:58 a.m., NPD received a report of an exchange of items for marijuana occurring on the West end of town. The suspects have been identified and a report of the incident will be forwarded to the District Attorney's Office.

12:56 p.m., NPD received a request to conduct a welfare check on a subject residing on the east side of town. Upon arrival, the subject was contacted and declined any assistance offered. No further action was necessary.

2:57 p.m., NPD received a report of a subject that was not breathing inside of a home on the east side of town. Officers and the Nome Volunteer Ambulance Department arrived on scene and found that the person, identified by family members as Timothy Gologergen Jr, was deceased. The State Medical Examiner was contacted and the decedent was released to the family. NPD wishes to extend our collective condolences to the family and friends of Mr. Gologergen in this time of grief.

5:48 p.m., NPD responded to the west side of town for the report of a motor vehicle collision.

Upon arrival and further investigation, it was learned that one of the drivers had parked their vehicle and it did not stay in gear, causing it to collide with another parked vehicle. Damage was minor and no injuries were reported.

8:47 p.m., NPD officers, while patrolling on the west side of town, observed a vehicle operating without functional taillights. The driver, identified as Francis Rochon, was found to have an active Arrest Warrant for Failure to Appear and was subsequently placed under arrest. Rochon was later remanded to AMCC, where he was held on \$150 bail set by the issuing court in Anchorage.

10:52 p.m., NPD received a report of an intoxicated male inside of a residence on the east side of town causing a disturbance. Upon arrival, the subject was escorted off the premises and was issued a warning for Disorderly Conduct prior to being released at the scene.

Tuesday, October 24, 2017

3:11 a.m., NPD received a REDDI Report of a vehicle driving in an erratic manner on the west side of town. Officers responded to the area, located the vehicle and conducted a traffic stop. The driver, identified as Jonathan Davis, was found to be too impaired to drive and was subsequently placed under arrest for Driving Under the Influence (Alcohol). Davis was later remanded to AMCC, where he was held on his own recognizance bail.

7:47 a.m., NPD received a report of a noise disturbance inside of a hotel room on the east side of town. Officers responded and contacted the male and female occupants, who were informed that the hotel requested that they leave the premises. Both parties left upon request and were provided transportation to a separate location for the evening after being issued Criminal Trespass warnings for the property.

8:38 a.m., NPD responded to a hotel on the west side of town for the report of two intoxicated subjects causing a disturbance. Upon arrival, both parties had already vacated the premises and were contacted a short distance away. Both were issued Disorderly Conduct warnings and were released on scene without further incident.

1:08 p.m., NPD received a report of an intoxicated male lying on the ground in front of a business on the west side of town. Officers responded and contacted the male, who requested to be taken to the Norton Sound Regional Hospital due to a minor injury to his forehead. The male was transported to the hospital and was left in the care of ER staff for further medical treatment.

2:23 p.m., NPD responded to a hotel on the west side of town for the report of a subject refusing to vacate a room within the scheduled checkout time. Upon arrival, the subject was contacted and left the premises upon request. The subject was issued a warning for Criminal Trespass and was released at the scene without further incident.

4:10 p.m., NPD received a request to conduct a welfare check on a female and her newborn child, reportedly residing on the west side of town. Officers attempted to contact the female at her residence, but the ad-

dress provided to officers by the reporting party was incorrect. A notice was placed on social media and the female responded, later contacted and found to be in good health, as was her child. No further action was required.

10:20 p.m., a citizen arrived at NPD requesting to be transported to the hospital for a pre-existing medical condition. The subject was provided transportation to the Norton Sound Regional Hospital, where they were left in the care of ER staff for further medical evaluation.

Wednesday, October 25, 2017

12:33 a.m., NPD officers, while patrolling the east side of town, observed an intoxicated male lying on the ground. The male was contacted, woken up and provided transportation to his residence, where he was left in the sober care of his roommate.

1:32 a.m., NPD received a report of an intoxicated subject sleeping in the lobby of a hotel on the west side of town. Officers responded, contacted the subject and provided transportation to their residence, where they were left in the care of sober family members.

4:00 a.m., NPD responded to a hotel on the west side of town for the report of an intoxicated male harassing one of the employees. Upon arrival, the female was contacted, identified and provided transportation to her residence, where she was left in the care of sober family members after being warned for Criminal Trespass at the hotel.

8:46 a.m., NPD officers were notified by building maintenance that a subject was sleeping in the lobby restroom at the Police Station. The subject was contacted, identified and stated they was trying to get to the airport to catch their flight. The Dispatch Center verified the flight itinerary and the subject was provided transportation to the airport without further incident.

6:47 p.m., NPD received a request to conduct a welfare check on an intoxicated male on the west end of town. Upon arrival the male was contacted and identified as Travis Snowball, who once woken up, began yelling expletives at the responding officers. Snowball continued to yell and attempted to fight responding officers and was subsequently placed under arrest for Disorderly Conduct. Snowball was later remanded to AMCC, where he was held on his own recognizance bail.

10:57 p.m., NPD received a report of a highly intoxicated individual requiring assistance on the west side of town. Officers responded, located the subject and transported them to the Norton Sound Regional Hospital, where they were left in the care of the ER staff.

Thursday, October 26, 2017

3:15 a.m., NPD received a report of an intoxicated female causing a disturbance in a hotel on the west side of town. Upon arrival officers contacted the female, who was issued a warning for Criminal Trespass and Disorderly Conduct prior to being released at the scene. No further action was required.

4:02 a.m., NPD responded to a city building on the west side of town for the report of an open door and it was unknown if anyone was inside. Officers responded, conducted a building search and found nobody inside, nor any sign of forced entry. No further action was required.

1:25 p.m., NPD received a request to help locate a subject that had not been heard from in the past several days. Notifications were sent out via social media and with the assistance of multiple citizens the subject was located on the west side of town. The reporting party was informed that the subject was okay and no further action was required.

4:27 p.m., NPD received multiple calls regarding a highly intoxicated male slandering in traffic on the west side of town. Officers responded, contacted the male and provided him with transportation to a sober family member's residence, where he was left in their care for the evening.

5:43 p.m., NPD received a report of intoxicated subjects trespassing in parked vehicles on the west side of town. Upon arrival in the area, none of the vehicles were occupied and all were secured. No further action was necessary.

8:26 p.m., NPD officers, while patrolling on the west side of town, observed a female slagger and fall in front of a business on the west side of town. Upon contact, the female was identified as Jackilynne Mokiuk, who was found to be intoxicated while under the age of twenty-one. Mokiuk was issued a Minor Consuming Alcohol citation and was

transported to the Norton Sound Regional Hospital for further medical evaluation, where she was left in the care of ER staff.

10:21 p.m., NPD officers, while patrolling on the west side of town, observed a female lying on the ground in front of a business on the west side of town. The female was contacted, found to be intoxicated and while helping her to her feet, began attempting to kick a nearby friend that was assisting Officers. The female, identified as Melissa Rookok, continued to physically fight with officers while being placed in the back of the ambulance. Rookok was later remanded to AMCC for two counts of Disorderly Conduct and Resisting Arrest, where she was held on her own recognizance bail.

Friday, October 27, 2017

4:52 p.m., NPD received a report of an intoxicated subject causing a disturbance within the home. Upon arrival, the subject reportedly causing the issue had already left the premises. No further action was required.

8:19 p.m., NPD received a report of an intoxicated male lying on the ground in front of the entrance to a business on the west side of town. Officers responded, contacted the male and provided him with transportation to the Norton Sound Regional Hospital, where he was left in the care of ER staff for further medical evaluation.

9:07 p.m., NPD received a report of possibly underage drinking going on at a building on the west side of town. Officers responded and found an employee within the building, who was sober, catching up on work not finished during the day. No further action was required.

9:14 p.m., officers responded to a residence on the west side of town for the report of two occupants causing a disturbance. Upon arrival, Officers found that the couple was yelling at each other over relationship issues and one of the involved parties elected to stay elsewhere for the evening. Both were issued warnings for Disorderly Conduct prior to being released at the scene.

9:30 p.m., NPD responded to a residence on the north side of town for the report of an intoxicated subject breaking items within the home. Upon arrival and further investigation, Travis Thornton was found to have been the subject breaking multiple items within the home. Thornton was placed under arrest for Criminal Mischief in the Fourth Degree, DV and was later remanded to AMCC, where he was held without bail.

9:55 p.m., NPD officers responded to the west side of town for the report of a male and female fighting in the roadway. Upon arrival and further investigation, the female found to be attempting to help the male home, due to his extreme intoxication. The male was transported to the Norton Sound Regional Hospital to be medically cleared. While at the hospital the male, Ernest Iyapana Jr., struck a security officer and was subsequently placed under arrest for Assault in the Fourth Degree. Iyapana was later remanded to AMCC, where he was held on his own recognizance bail.

10:07 p.m., NPD officers responded to a business on the west side of town for the report of a male who was attempting to fight with multiple patrons within the building. Officers responded and contacted the female, identified as Catherine Pomrenke, who had provided a security officer with the report of a Premise. After being advised she was under arrest, she physically resisted being placed in handcuffs and kicked one of the officers on scene. Pomrenke was later remanded to AMCC for Assault in the Fourth Degree, Resisting Arrest, Criminal Trespass in the Second Degree and Drunk on Licensed Premise, where she was held on her own recognizance bail. Pomrenke was also found to be on current Order and Conditions of Release that prohibited any violations of law and was issued a summons to appear for Violating her Conditions of Release, as well.

2:03 a.m., NPD officers, while patrolling on the north end of town, observed an ATV swerving in the roadway with three persons on board. A traffic stop was initiated, but the ATV failed to stop immediately, continuing for another mile before pulling over. Upon contact with the driver, identified as Dion Williams, he was found to be too impaired to drive and was subsequently placed under arrest for Felony Driving Under the Influence (Alcohol), due to two previous convictions.

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Seppala Drive Upgrades and Nome Port Road Reconstruction

NOTICE OF INTENT/REQUEST FOR PUBLIC COMMENT Seppala Drive Upgrades and Nome Port Road Reconstruction

Seppala Drive Project Nos.: Z620030000/000S828
Port Road Project Nos.: Z621230000/0002278
October 2017

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division Office of the Federal Highway Administration, is proposing two separate projects in Nome, Alaska: Seppala Drive Upgrades Project and Nome Port Road Reconstruction Project.

Nome Port Road Project would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road. The Seppala Drive Upgrades Project would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road.

DOT&PF requests general public comments on these proposed projects as well as information and comments on resources in the project areas that may be affected.

The following executive orders (EOs) apply: EO 11990, Notice of Wetland Involvement; EO 12989, Environmental Justice; EO 11593, Protection and Enhancement of the Cultural Environment; EO 11988, Floodplain Management; EO 13112, Invasive Species.

A public open house is scheduled for **Tuesday, November 14, 2017** at Old St. Joe's on Anvil City Square in Nome, AK from **11:30 am to 2:00 pm**. The project team will be available to answer questions about the project.

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

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 451-2363.

For further information regarding the project, or if you would like to submit comments, you can contact Chris Johnston, P.E., Project Manager, at (907) 451-2322 or send an email to chris.johnston@alaska.gov. You may also fax your comments to (907) 451-5126.

Comments may be submitted until **December 15, 2017**.

Notice of Public Scoping Meetings Ambler Road Environmental Impact Statement

The U.S. Bureau of Land Management (BLM), as lead federal agency, is holding a series of Public Scoping Meetings on the proposed Ambler Road. Meetings will be held in the following locations:

NOVEMBER MEETINGS

- Allakaket, Allakaket Community Hall on Monday November 13, 3-5pm
- Anaktuvuk Pass, Anaktuvuk Community Center on Tuesday, November 14, 4-6pm
- Alatna, Alatna Tribal Office Building on Wednesday, November 15, 10am-12pm
- Fairbanks, Wedgewood Resort, Borealis Ballroom on Thursday, November 16, 6-8:30pm
- Wiseman, Community Center on Friday November 17, 3-5pm
- Anchorage, Dena'ina Civic & Convention Center on Monday, November 20, 6-8pm

DECEMBER MEETINGS

- Kobuk, Kobuk School on Monday, December 4, 4-6pm
- Ambler, Ambler School on Tuesday, December 5, 4-6pm
- Kotzebue, Borough Assembly Chambers on Wednesday, December 6, 4-6pm
- Shungnak, Shungnak School on Thursday, December 7, 4-6pm
- Evansville / Bettles, Evansville Community Center on Tuesday, December 12, 5:30-7:30pm

Visit our website at www.blm.gov/AmblerRoadEIS for full meeting details.



PLEASE HELP
Adopt a Pet or make your donation today!

Dog food, cat food, cat litter and other donations are always welcome at the Nome Animal Shelter!

Nome Animal Control & Adopt-A-Pet
443-8538 or 443-5262

Court

Court Week ending 11/3 Civil
 LVNV Funding LLC v. Daphne Tocktoo; Debt Collection
 Not Published v. Not Published; Domestic Violence: Short-Term Without Children; Sandton Credit Solutions Master Fund III, LP v. Jelco CO., INC.; Debt Collection
 Donald Smith v. Steven Talley; Eviction - District Court
 Kathleen Paniala v. David Magliocca; Domestic Violence: Short-Term With Children
 Eugenia Jemewouk v. Wyman Anasoqak; Stalking: Short-Term

Small Claims
 Cornerstone Credit Services v. Magdeline E. Ahvakana; SC \$2,500 or Less: 1 Deft. Cert Mail

Criminal

State of Alaska v. Sonny Anngoyiuk (7/19/85); Harassment 1; Date of Violation: 5/6/17; 60 days, 0 days suspended; Un-suspended 60 days shall be served; Report to Nome Court on 11/13/17 1:30 for a remand hearing; Initial Jail Surcharge: \$50 per case; Due now; Police Training Surcharge: \$50 shall be paid within 10 days.
 State of Alaska v. Andrew Irrigo (2/22/80); Assault 4; DV; Date of Violation: 10/25/16; 60 days, 0 days suspended; Un-suspended 60 days shall be served; Report to Nome Court on 1/4/18 1:30 pm for a remand hearing; Initial Jail Surcharge: \$50 per case; Due now; Police Training Surcharge: \$50 shall be paid within 10 days.

State of Alaska v. Deshawn Williams (4/28/85); Assault 4; DV; Date of Violation: 12/4/16; 30 days, 30 days suspended; Initial Jail Surcharge: \$50 per case; Due now; Suspended Jail Surcharge: \$100 per case with \$100 suspension; Must be paid if probation is revoked and, in connection, defendant is arrested and taken to jail or is sentenced to jail; Police Training Surcharge: \$50 shall be paid within 10 days; Probation until 11/1/18; Shall comply with all court orders by the deadlines stated; Subject to warrantless arrest for any violation of these conditions of probation; Shall obey all state, federal and local laws and ordinances.

State of Alaska v. Magdeline Ciara Omiak (11/19/87); 2NO-17-658CR Criminal Trespass 2; Date of Violation: 7/21/17; 10 days, 0 days suspended; Un-suspended 10 days shall be served with defendant remanded immediately to AMCC; Initial Jail Surcharge: \$50 per case; Due now; Police Training Surcharge: \$50 shall be paid within 10 days.
 State of Alaska v. Magdeline Omiak (11/19/87); 2NO-17-620CR CTN 001; Harassment 2; Date of Violation: 9/18/17; CTN Chrgs Dismissed: 002, 003; 10 days, 0 days suspended; Un-suspended 10 days shall be served with defendant remanded immediately to AMCC; Initial Jail Surcharge: \$50 per case; Due now; Police Training Surcharge: \$50 shall be paid within 10 days.
 State of Alaska v. Barbara Nichols (6/10/80); CTN 001; Assault 4; Date of Violation: 9/24/17; CTN Chrgs Dismissed: 002; 30 days, 0 days suspended; Un-suspended 30 days shall be served with defendant remanded immediately to AMCC; Initial Jail Surcharge: \$50 per case; Due now; Police Training Surcharge: \$50 shall be paid within 10 days.

State of Alaska v. Edward Soxie (6/22/92); Judgment and Order of Commitment; Plea: Guilty; Plea Agreement: Yes; CTN 001: AS11-46.310; Burglary 2; C Felony; Offense Date: 3/11/17; The following charges were dismissed: CTN 002: Attempted AS11-46.140(a)(1); Theft 3-Value \$250-\$999; Dismissal Reason: DPA; Offense Date: 3/11/17; Defendant came before the court on (sentencing date) 10/30/17 with counsel, Gazewood/Weiner, OPA, and the DA present; Incarceration: CTN 001: Six (6) months flat; Defendant to be credited for time already served in this case; Sur-charges: Police Training Surcharge: The defendant shall pay a \$100 police training surcharge to the court pursuant to AS 12.55.039 within 10 days; Initial Jail Surcharge: Defendant was arrested and taken to a correctional facility or is being ordered to serve a term of imprisonment; Therefore, the defendant shall immediately pay a correctional facilities surcharge of \$100 per case; AS 12.55.041(b)(1); How and where to pay fines, surcharges, other costs, and restitution: Find payment instruction at www.courts.alaska.gov/trialcourts/htm, or contact your local court clerk; DNA Identification: If this conviction is for a "crime against a person" as defined in AS 44.41.035, or felony under AS 11 of AS 28.35, the defendant is ordered to provide samples for the DNA Registration System when requested to do so by a health care professional acting on behalf of the state and to provide oral samples for the DNA Registration System when requested by the state and to provide oral samples for the DNA Registration System when requested by the state and to provide oral samples for the DNA Registration System when requested by the state.

and 004: 5/17/16; CTN 007: 9/7/16; The following charges were dismissed: CTN 006: AS11.56.75(b)(1); Violate Condition Of Release For Felony; Offense Date: 5/17/16; Dismissal: DPA; Defendant came before the court on (sentencing date) 10/30/17 with the DA present and Mr. Rhodes present; Incarceration: CTN 001: 2 years, 1 year suspended; Un-suspended 1 year shall be served immediately; Consecutive CTN 004 & CTN 007; CTN 002: Mergers with CTN 004; CTN 003: One year all suspended; Concurrent with all other counts; CTN 004: 13 years with 6 years suspended; Un-suspended 7 years served immediately; CTN 007: 3 years with 1 year suspended; Un-suspended 2 years shall be served immediately; Consecutive to other counts; Defendant to be credited for time already served in this case; Surcharges: Police Training Surcharge: The defendant shall pay a \$100 police training surcharge to the court pursuant to AS 12.55.039 within 10 days; Initial Jail Surcharge: Defendant was arrested and taken to a correctional facility or is being ordered to serve a term of imprisonment; Therefore, the defendant shall immediately pay a correctional facilities surcharge of \$100 per case; AS 12.55.041(b)(1); Suspended Jail Surcharge: Defendant is being placed on probation;

Therefore, the defendant shall pay an additional \$100 correctional facility surcharge; This surcharge is suspended and must only be paid if defendant's probation is revoked and, in connection with the revocation, defendant is arrested and taken to a correctional facility or jail time is ordered served; AS 12.55.041(c); DNA Identification: If this conviction is for a "crime against a person" as defined in AS 44.41.035, or felony under AS 11 of AS 28.35, the defendant is ordered to provide samples for the DNA Registration System when requested to do so by a health care professional acting on behalf of the state and to provide oral samples for the DNA Registration System when requested by the state and to provide oral samples for the DNA Registration System when requested by the state and to provide oral samples for the DNA Registration System when requested by the state. Probation for 5 years under the following conditions: General and Special Conditions of Probation set, as stated in order; Any appearance or performance bond in this case: No Bail Posted.

Norton Sound/Bering Strait Regional Aquaculture Association (NoBSRAA) Annual Meeting

Date: **Monday, November 20 at 1:30 pm**
 Location: **NSEDC Office, 1212 W 5th Ave, Nome, AK**

The NoBSRAA is the Alaska Department of Fish and Game recognized regional aquaculture association for the Norton Sound region.

NOTICE OF PUBLIC COMMENT PERIOD AND MEETING

NORTON SOUND/BERING STRAIT REGIONAL PLANNING TEAM MEETING
 Tuesday, November 21, 2017 (9:00 a.m.)
 City Council Chambers
 Nome

The Norton Sound/Bering Strait Regional Planning Team (NSBS RPT) will meet Tuesday, November 21, 2017, at 9:00 am in the Nome City Council Chambers. The meeting is open to public attendance and participation.

For additional information please call 907-465-4235 or email samuel.rabung@alaska.gov



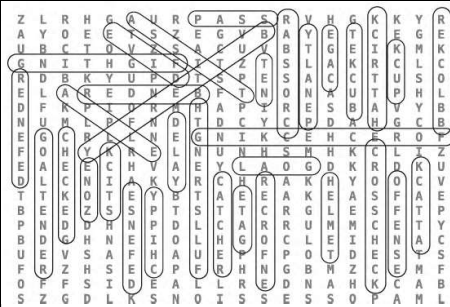
PLEASE HELP

Adopt a Pet or make your donation today!

Dog food, cat food, cat litter and other donations are always welcome at the Nome Animal Shelter!

Nome Animal Control & Adopt-A-Pet
443-8538 or 443-5262

Word Search Answers




Nome Eskimo Community

Vacant Tribal Council Seat

Nome Eskimo Community currently has one (1) vacant Tribal Council seat. The seat will expire in November 2018. Candidates must be a Tribal member of Nome Eskimo Community, live in Nome, and be 21 years of age or older to serve.

Applications and a Letter of Intent will be accepted until Friday, November 17th, 2017 at 5:00PM.

Interested members may pick up an application at the NEC office building at:

200 W. 5th Avenue.

For more information, contact (907) 443-2246; email at info@necalaska.org or visit our website: www.necalaska.org

11-9-16



Seppala Drive Upgrades and Nome Port Road Reconstruction

NOTICE OF INTENT/REQUEST FOR PUBLIC COMMENT
Seppala Drive Upgrades and Nome Port Road Reconstruction
 Seppala Drive Project Nos.: Z620030000/0005828
 Port Road Project Nos.: Z621230000/0002278
October 2017

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division Office of the Federal Highway Administration, is proposing two separate projects in Nome, Alaska: Seppala Drive Upgrades Project and Nome Port Road Reconstruction Project.

Nome Port Road Project would reconstruct and improve approximately 0.6 miles of Port Road between Submarine Beach Road and Jetty Road. The Seppala Drive Upgrades Project would rehabilitate approximately 1.3 miles of Seppala Drive between Bering Street and Airport Terminal Road.

DOT&PF requests general public comments on these proposed projects as well as information and comments on resources in the project areas that may be affected.

The following executive orders (EOs) apply: EO 11990, Notice of Wetland Involvement; EO 12989, Environmental Justice; EO 11593, Protection and Enhancement of the Cultural Environment; EO 11988, Floodplain Management; EO 13112, Invasive Species.

A public open house is scheduled for **Tuesday, November 14, 2017** at Old St. Joe's on Anvil City Square in Nome, AK from **11:30 am to 2:00 pm**. The project team will be available to answer questions about the project.

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

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 451-2363.

For further information regarding the project, or if you would like to submit comments, you can contact Chris Johnston, P.E., Project Manager, at (907) 451-2322 or send an email to chris.johnston@alaska.gov. You may also fax your comments to (907) 451-5126.

Comments may be submitted until **December 15, 2017**.

Publisher's Affidavit

UNITED STATES OF AMERICA,

State Of Alaska

Second Division

SS:

Bills Hahn

_____ , being first duly sworn on oath deposes and says:

That I am and was at all times herein this affidavit mentioned,

Ad manager

_____ of THE NOME NUGGET, a newspaper of general circulation and published weekly at Nome, Second Division, State of Alaska, and online that the Seppels Drive Upgrades

_____ a printed copy of which is hereto annexed, was published in said paper once and every week for three successive and consecutive weeks in the issues of the following dates:

10-26, 11-2, 11-9-2017

[Signature]

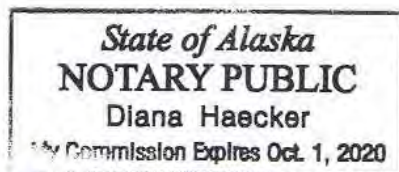
SUBSCRIBED and SWORN to before me this

9. day of NOV., 2017

NOTARY PUBLIC in and for the State of Alaska.

My commission expires

Oct. 1, 2020



D. Haecker

Mailer Advertisement and Recipients

Front of Mailer

Seppala Drive Upgrades and Nome Port Road Reconstruction

Seppala Dr. Project Nos.: 2620030000/0000828
Port Rd. Project Nos.: 2621230000/0002278

STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION
AND PUBLIC
FACILITIES

c/o Solstice Alaska Consulting, Inc.
2607 Fairbanks Street, Suite B
Anchorage, Alaska 99503

PROJECT
001
PAGE
1
DATE
11/14/17

The Alaska Department of Transportation and Public Facilities Seppala Drive Upgrades and Nome Port Road Reconstruction are separate projects to improve two Nome roadways.

Learn more at the **November 14, 2017** open house described on the reverse.

Back of Mailer

Announcing a public open house for two DOT&PF road projects

Seppala Drive Upgrades and Nome Port Road Reconstruction

The purpose of the projects is to improve safety, extend roadway service life, and reduce maintenance from degraded roadways and poor drainage.

The **Seppala Drive** project will

- Rehabilitate about 1.3 miles of Seppala Drive
- Include pedestrian facilities
- Address poor drainage

View of Port Road

The **Port Road** project will

- Reconstruct and improve about 0.6 miles of Port Road
- Include pedestrian facilities
- Address pavement and intersections issues

ATTEND THE PUBLIC OPEN HOUSE:

WHERE: Old St. Joe's, 407 Bering Street

WHEN: Tuesday, November 14, 2017
stop by any time between
11:30 am – 2:00 pm
- Lunch Provided -

OR SEND WRITTEN COMMENTS BY DECEMBER 15, 2017 TO:

Robin Reich, Public Involvement Coordinator,
Solstice Alaska Consulting, Inc.
2607 Fairbanks St., Ste. B, Anchorage, AK 99503
solsticeak@solsticeak.com

For more information, visit the website at dot.alaska.gov/nreg/projects/seppala/index.shtml

From: Madison Whybark-Marshall <madison@pipalaska.com>
Sent: Tuesday, November 7, 2017 10:30 AM
To: Olivia Cohn
Subject: Re: Seppala Port Mailer Invoices

Hi Olivia,

Yes, the mailers went out. They should arrive in the next couple days.

Thanks,

Madison Whybark- Marshall | Customer Service Representative
PIP Printing of Alaska | 833 East 4th Avenue | Anchorage, AK 99501-2711
P 907.274.3584 | D 907.265.7708 | F 907.274.7477 | pipalaska.com



On Tue, Nov 7, 2017 at 10:14 AM, Olivia Cohn <olivia@solsticeak.com> wrote:

Thank you. Does this mean that the mailers went out? When should we expect the mailers to arrive to recipients?

Thanks!

Olivia Cohn

Environmental Planner

Solstice Alaska Consulting, Inc.

[2607 Fairbanks Street, Suite B, Anchorage, AK 99503](http://2607FairbanksStreet,SuiteB,Anchorage,AK99503)

907-929-5960 | olivia@solsticeak.com

www.solsticeak.com



Seppala Drive Upgrades and Nome Port Road Reconstruction
Mailer Recipients

FIRSTNAME	LASTNAME	TITLE	ORGANIZATION-ADDED	ADDRESS	ADDRESS2LINE	CITY	STATE	ZIP
Robin	Reich		Solstice Alaska Consulting, Inc.	2607 Fairbanks St.	Suite B	Anchorage	AK	99503
			Alaska Legal Services Corporation (Nome Office)	P.O. Box 1429		Nome	AK	99762
			Bering Sea Women's Group	P.O. Box 1596		Nome	AK	99762
			Bering Strait Resource Conservation and Development	P.O. Box 1009		Nome	AK	99762
			Bering Straits Development Council	P.O. Box 948		Nome	AK	99762
Gail	Schubert	CEO	Bering Straits Native Corporation	P.O. Box 1008		Nome	AK	99762
			Bering Straits Regional Housing Authority	P.O. Box 995		Nome	AK	99762
Bryant	Hammond	City Clerk	City of Nome	P.O. Box 281		Nome	AK	99762
			Eskimo Walrus Commission	P.O. Box 948		Nome	AK	99762
Melanie	Bahnke	President and CEO	Kawerak, Incorporated	P.O. Box 948		Nome	AK	99762
			Kegoayah Kozga Library	P.O. Box 281		Nome	AK	99762
Benjamin	Payenna	Chief	King Island Native Community	P.O. Box 682		Nome	AK	99762
Chase	Gray	Chairman	Native Village of Council	P.O. Box 2050		Nome	AK	99762
			Nome Alaska State Trooper Post	P.O. Box 1050		Nome	AK	99762
			Nome Chamber of Commerce	P.O. Box 250		Nome	AK	99762
			Nome Community Center, Incorporated	P.O. Box 98		Nome	AK	99762
			Nome Convention and Visitors Bureau	P.O. Box 240		Nome	AK	99762
Janice	Doherty	President	Nome Eskimo Community	P.O. Box 1090		Nome	AK	99762
			Nome Joint Utility System	P.O. Box 281		Nome	AK	99762
			Nome Nugget	P.O. Box 610		Nome	AK	99762
			Nome Police Department	P.O. Box 1230		Nome	AK	99762
			Nome Post Office	113 W. Front St.		Nome	AK	99762
			Nome Public Health Center	P.O. Box 1710		Nome	AK	99762
Steve	Gast	Superintendent	Nome Public Schools	P.O. Box 131		Nome	AK	99762
			Nome Volunteer Fire Department	P.O. Box 82		Nome	AK	99762
			Norton Sound Economic Development Corporation	420 L St.	Suite 310	Anchorage	AK	99501
			Norton Sound Health Corporation	P.O. Box 966		Nome	AK	99762
			Norton Sound Regional Hospital- Behavioral Health	P.O. Box 966		Nome	AK	99762
			Sitnasuak Native Corporation	P.O. Box 905		Nome	AK	99762
Kirsten	Timbers	President	Village of Solomon	P.O. Box 2053		Nome	AK	99762
Jerald	Brown	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Lew	Tobin	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Adam	Martinson	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Stan	Andersen	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Mark	Johnson	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Doug	Johnson	Councilman	City Council	P.O. Box 281		Nome	AK	99762
Richard	Beneville	Mayor	City of Nome	P.O. Box 281		Nome	AK	99762
Tom	Moran	City Manager	City of Nome	P.O. Box 281		Nome	AK	99762
Julie	Liew	Finance Director	City of Nome	P.O. Box 281		Nome	AK	99762
Jill	Nederhood	Deputy City Clerk	City of Nome	P.O. Box 281		Nome	AK	99762
Larry	Penderson	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Chris	Williamson	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Ken	Hughes	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Sara	Lizak	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Robert	Cahoon	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Jessica	Farley	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
John	Odden	Planning Commission Member	City of Nome	P.O. Box 281		Nome	AK	99762
Barb	Amarok	School Board Member	Nome Public Schools	P.O. Box 131		Nome	AK	99762
Brandy	Arrington	School Board Member	Nome Public Schools	P.O. Box 131		Nome	AK	99762
Jennifer	Reader	School Board Member	Nome Public Schools	P.O. Box 131		Nome	AK	99762
Nancy	Mendenhall	School Board Member	Nome Public Schools	P.O. Box 131		Nome	AK	99762
Sandy	Martinson	School Board Member	Nome Public Schools	P.O. Box 131				
Jim	West	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Charlie	Lean	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Shane	Smithhisler	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Doug	Johnson	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Scot	Henderson	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Derek	McLarty	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Tony	Cox	Nome Port Commissioners	Port of Nome	P.O. Box 281		Nome	AK	99762
Joy	Baker	Port Director	City of Nome	P.O. Box 281		Nome	AK	99762
Lucas	Stotts	Harbor Master	Port of Nome	P.O. Box 281		Nome	AK	99762
Roy & Carol	Piscoya		Industrial lot	P.O. Box 947		Nome	AK	99762
City of Nome		Sewer and water	Industrial lot	P.O. Box 70		Nome	AK	99762
CPD Alaska, LLC.			Industrial lot	P.O. Box 700		Nome	AK	99762
U.S. Postal Service		USPS	Industrial lot	518 Port Rd.	Block 20 Lot 1	Nome	AK	99762
River of Life Assembly of God				P.O. Box 1		Nome	AK	99762
Builders Industrial Supply				P.O. Box 947		Nome	AK	99762
Evergreen Helicopters of Alaska				P.O. Box 1091		Nome	AK	99762
Bering Air, Inc.				P.O. Box 1650		Nome	AK	99762

Seppala Drive Upgrades and Nome Port Road Reconstruction
Mailer Recipients

FIRSTNAME	LASTNAME	TITLE	ORGANIZATION-ADDED	ADDRESS	ADDRESS2LINE	CITY	STATE	ZIP
Alaska Airlines, Inc.				P.O Box 929		Nome	AK	99762
Hageland Aviation Services, Inc.				P.O. Box 1490		Nome	AK	99762
Frontier Flying Services				PO Box 1856		Nome	AK	99762
National Weather Service				P.O. Box 1170		Nome	AK	99762
Alaska Marine Lines	Nome Service Center			P.O. Box 1250		Nome	AK	99762
Chris	Johnston	Project Manager	DOT&PF	2301 Peger Rd		Fairbanks	AK	99709
Keith	Hanneman	Project Manager	PDC	1028 Aurora Dr		Fairbanks	AK	99709

Door Hanger and Poster Advertisement and
Distribution Documentation

Date: November 6, 2017

To: Alaska Dept. of Transportation and Public Facilities C/O Matt Culley P.O. Box 1048 Nome, AK 99762	From: Solstice Alaska Consulting, Inc. 2607 Fairbanks Street, Suite B Anchorage, AK 99503
--	---

We are sending you the following items:

Copies	Date	Description
X		Door hangers for Nov 14 open house
X		Fliers for Nov 14 open house
X		Project area maps where materials may be distributed.

The above items are transmitted to you for:

- For approval
 For your review/comments
 For use
 Per your request

Remarks:

Hi Matt, Enclosed are copies of the fliers and door hangers for the Seppala Drive and Port Road projects November 14 open house in Nome. Per our emails, would you help with distributing these materials, please?
 The enclosed maps identify businesses and residences where we thought either a door hanger or flier may be left (of course, you know the area better, so I defer to your judgement).

Copies to: Thank you very much

Signed

Olivia Cohen

929-5960





A majority of this section is industrial/businesses. There should be approximately five (5) businesses along port road that need Posters and one (1) poster should be distributed to Alaska Airlines at the airport.



B

There are approximately five (5) houses in this area that should receive door hangers.



C

There is approximately fifteen (15) houses/business in this section that will need to receive door hangers.



There is approximately fifteen (15) houses/business in this section that will need to receive door hangers.



STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION
& PUBLIC FACILITIES
(DOT&PF)

Announcing a public open house for two
DOT&PF road projects

**Seppala Drive Upgrades and Nome
Port Road Reconstruction**



Seppala Drive Project Nos.: 6Z620030000/0005828
Port Road Project Nos.: Z621230000/0002278

ATTEND THE PUBLIC OPEN HOUSE:

WHERE: Old St. Joe's, 407 Bering Street

WHEN: Tuesday, November 14, 2017
stop by any time between
11:30 am – 2:00 pm
– Lunch Provided –

**OR SEND WRITTEN COMMENTS BY
DECEMBER 15, 2017 TO:**

Robin Reich, Public Involvement Coordinator,
Solstice Alaska Consulting, Inc.
2607 Fairbanks St., Ste. B, Anchorage, AK 99503
solsticeak@solsticeak.com

The projects will improve safety, extend roadway
service life, and reduce maintenance from degraded
roadways and poor drainage.

For more information, visit the website at
dot.alaska.gov/nreg/projects/seppala/index.shtml



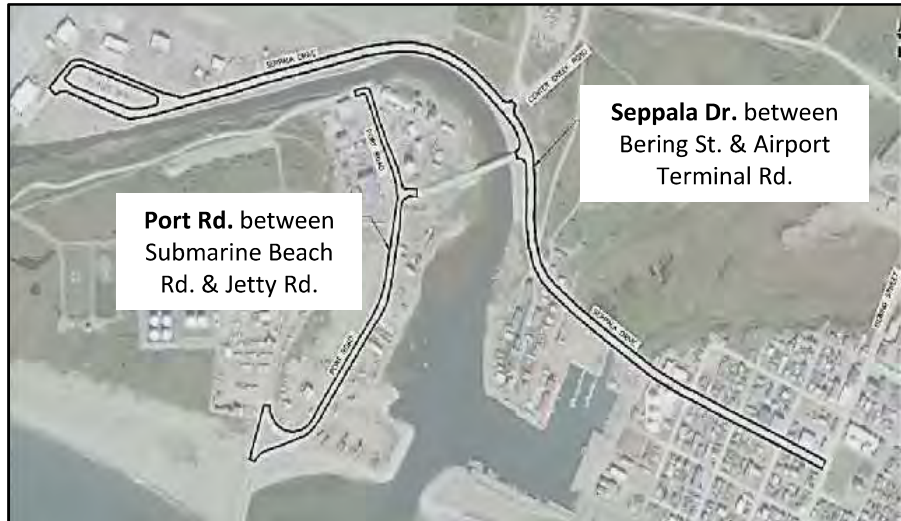
Announcing a public open house for two DOT&PF road projects

Seppala Drive Upgrades and Nome Port Road Reconstruction

The Seppala Drive project will

- Rehabilitate about 1.3 miles of Seppala Drive
- Include pedestrian facilities
- Address poor drainage

Seppala Drive Project Nos.:
Z620030000/000S828



The Port Road project will

- Reconstruct and improve about 0.6 miles of Port Road
- Include pedestrian facilities
- Address pavement and intersections issues

Port Road Project Nos.:
Z621230000/0002278

Come to the PUBLIC OPEN HOUSE

**Old St. Joe's
407 Bering Street**

**Tuesday, November 14, 2017
stop by any time between
11:30 am – 2:00 pm
- Lunch Provided -**

Or send written comments by December 15, 2017 to
Robin Reich, Public Involvement, Solstice Alaska Consulting, Inc., at
2607 Fairbanks St., Ste. B, Anchorage, AK 99503 or solsticeak@solsticeak.com

For more information, visit the website at
dot.alaska.gov/nreg/projects/seppala/index.shtml

ii. Public Open House Materials

Open House Station Overview

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)

PUBLIC OPEN HOUSE MEETING • NOVEMBER 14, 2017

OPEN HOUSE PURPOSE

- To provide an overview of the Seppala Drive Upgrades and Nome Port Road Reconstruction projects including needs and challenges to be addressed, preliminary designs, and schedules
- To gather input from community members



OPEN HOUSE FORMAT

- **Open House Hours:** 11:30 am to 2:00 pm
- **Format:** It's an open house! Please *sign in* and then *visit the information stations*
 - Make your way around the room, stopping at stations to learn about these projects
 - Help yourself to lunch while you learn and give input on the projects
 - At each station:
 - Learn about the project purpose, needs that will be addressed, and considerations that necessitated the projects
 - View location figures
 - View typical cross-sections, and learn about proposed work to be completed
 - Review the proposed schedules, and learn about key project milestones
 - Give your written comments on the projects

OPEN HOUSE STATIONS OVERVIEW

- **Station #1: Welcome and Sign In**
- **Station #2: Seppala Drive Upgrades**
 - *Project Details*
 - *Project Schedule*
 - *Comments*
- **Station #3: Nome Port Road Reconstruction**
 - *Project Details*
 - *Project Schedule*
 - *Comments*

Thank you for your time and participation!

Sign-In Sheet

*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**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Seppala Drive Upgrades-Project Z620030000/000S828
Nome Port Road Reconstruction-Project Z621230000/0002278

DATE: November 14, 2017 11:30 a.m.-2:00 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Charles Lean	P.O. Box 1716	443-5508	M	W
Joe Hordon	Po Box 19411	304-1188	M	AN
Adrian Lust	629	804-2526	M	W
Neil Strandberg	Po Box 2093	304-2394	M	W
Vanessa Musick	Box 1801	443-3415	F	P
Robert Luce	PO Box 1310	304-2127	M	W
Zoe Gmeshin	PO Box 1847	202-322-3567	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Seppala Drive Upgrades-Project Z620030000/000S828
Nome Port Road Reconstruction-Project Z621230000/0002278

DATE: November 14, 2017 11:30 a.m.-2:00 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Missy Jensen	melissa.jensen@alaska.gov 2301 Regs Rd. Nome	451- 5377	F	W
Robin Reuch	2607 Fairbanks St. Anchorage 99516	909- 5960	F	W
Cynthia Karmun	Box 244 Nome AK 99762	434. 1587	F	AN
Joy Baker	PO Box 281 Nome	204- 1905	F	
JAMYS MASON	Ben Del Nome 99762	301 2658	M	W
JOHN BOCKMAN	NOME			
John Handeland	POB 70 Nome johnh@njus.org	443- 6302	M	W

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

*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**

PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Seppala Drive Upgrades-Project Z620030000/000S828
Nome Port Road Reconstruction-Project Z621230000/0002278

DATE: November 14, 2017 11:30 a.m.-2:00 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Larissa Figley	Box 1993	443-3415	F	W
George R. Bard	Box 1783	443-2013	M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Seppala Drive Upgrades-Project Z620030000/0005828
Nome Port Road Reconstruction-Project Z621230000/0002278

DATE: November 14, 2017 11:30 a.m.-2:00 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Inho Chung	PO Box 1684	304-2508	M	A
Stephen Sherman	PO Box 1316	434-2011	W	N
Ken Morton	NIJUS PO Box 70	443-6304		
Marguerite LaRiviere	Box 1201	304-1065	F	

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

*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

PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: Seppala Drive Upgrades-Project Z620030000/000S828
Nome Port Road Reconstruction-Project Z621230000/0002278

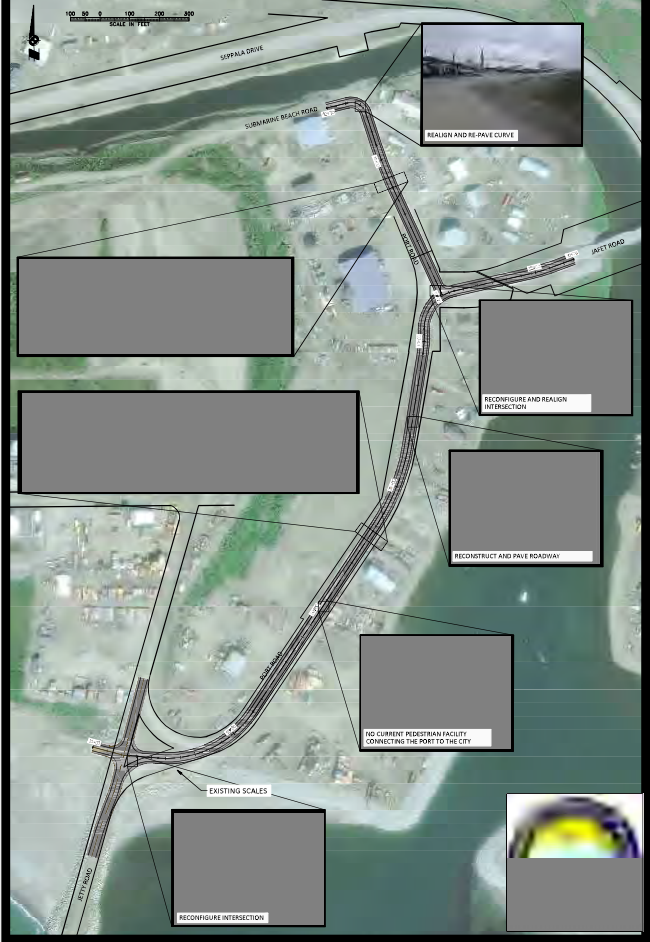
DATE: November 14, 2017 11:30 a.m.-2:00 p.m.

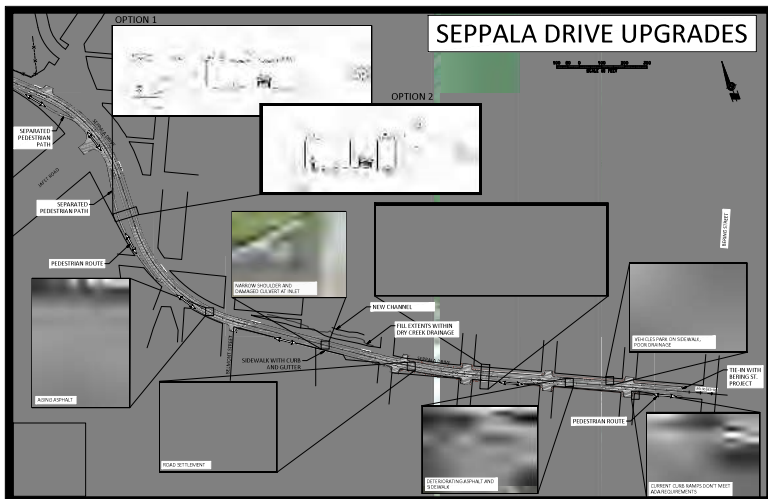
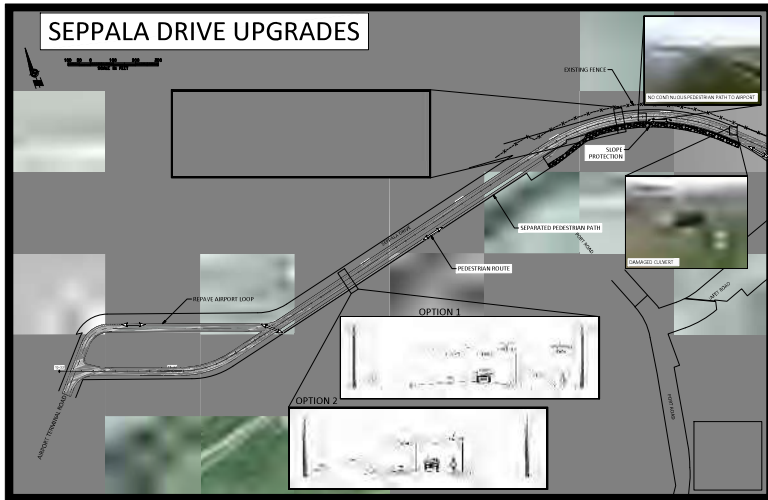
NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Cheryl THOMPSON	Box 1542 Nome 99762 cthompson@nomealaska.org	4304- 1669	F	W
Derek Stearnoff	P.O. Box 1158 Nome. 99762	639- 1049	M	AN
Shane Yarriv	P.O. Box 1173 Nome 99762	434- 2243	M	AN
Sig Strandberg, Jr.	P.O. Box 1537 Nome, AK	304 5003	M	W
Carol J. Piscopa	P.O. Box 94 Nome	304 1824 443-5693	F	AN

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

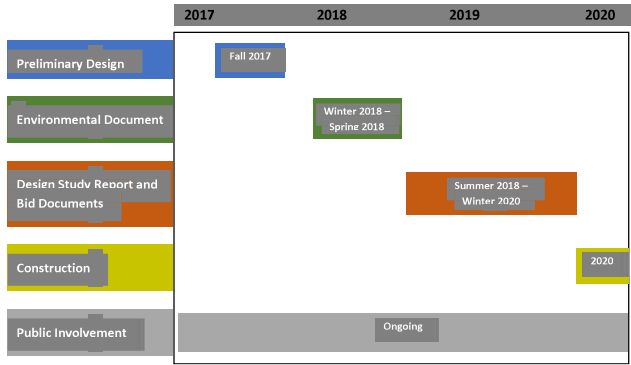
Open House Materials Displayed

PORT ROAD UPGRADES

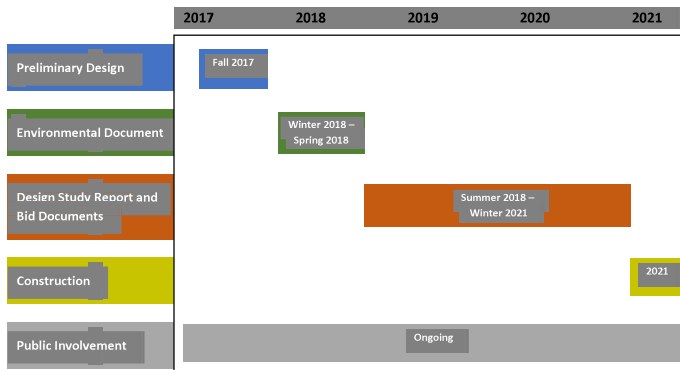




Port Road Project Schedule:



Seppala Drive Project Schedule:



iii. Written Public Comments Received

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)



The Seppala Drive Upgrades and Nome Port Road Reconstruction projects team **REQUESTS YOUR COMMENTS** regarding the information provided at today's meeting.

Write your comments below, and submit this sheet in the comment box today.

Or, mail this comment sheet later, or comment via email **BY DECEMBER 15, 2017**. Thank you!

EMAIL: SolsticeAK@solsticeak.com

MAIL: Attn: Robin Reich, Solstice Alaska Consulting, Inc. (Flip comment sheet over for address)

COMMENT HERE: Provide thoughts regarding information presented at this meeting or the project in general.

NAME (OPTIONAL): _____



- This comment is regarding **SEPPALA DRIVE**
- This comment is regarding **PORT ROAD**
- This comment is regarding **BOTH PROJECTS**

COMMENTS: _____

Bridge approach needs lifting - very difficult to make big moves w/ equipment trailer in transitioning from bridge or to Airport. Difficult to see oncoming traffic and single lanes tend to block traffic. Lighting is horrible in darkness during the fall. No reflective materials on guard ways is also a problem

If needed, attach sheets to provide additional comments

Projects Website: <http://dot.alaska.gov/nreg/projects/seppala/public.shtml>

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)



The Seppala Drive Upgrades and Nome Port Road Reconstruction projects team **REQUESTS YOUR COMMENTS** regarding the information provided at today's meeting.

Write your comments below, and submit this sheet in the comment box today.

Or, mail this comment sheet later, or comment via email **BY DECEMBER 15, 2017**. Thank you!

EMAIL: SolsticeAK@solsticeak.com

MAIL: Attn: Robin Reich, Solstice Alaska Consulting, Inc. (Flip comment sheet over for address)

COMMENT HERE: Provide thoughts regarding information presented at this meeting or the project in general.

NAME (OPTIONAL): Charles Lean



This comment is regarding **SEPPALA DRIVE**

This comment is regarding **PORT ROAD**

This comment is regarding **BOTH PROJECTS**

COMMENTS: Lighting on the Northern end of the Port Bridge is a problem in winter. The Bridge is also an overpass for river traffic (boat or Snow machine) Lighting during dark hours would be good to help people avoid piling, rough ice, and shallows.

If needed, attach sheets to provide additional comments

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)



The Seppala Drive Upgrades and Nome Port Road Reconstruction projects team **REQUESTS YOUR COMMENTS** regarding the information provided at today's meeting.

Write your comments below, and submit this sheet in the comment box today.

Or, mail this comment sheet later, or comment via email **BY DECEMBER 15, 2017**. Thank you!

EMAIL: SolsticeAK@solsticeak.com

MAIL: Attn: Robin Reich, Solstice Alaska Consulting, Inc. (Flip comment sheet over for address)

COMMENT HERE: Provide thoughts regarding information presented at this meeting or the project in general.

NAME (OPTIONAL): _____



- This comment is regarding **SEPPALA DRIVE**
- This comment is regarding **PORT ROAD**
- This comment is regarding **BOTH PROJECTS**

COMMENTS: _____

Separated bike/pedestrian path, though it doesn't go the full length of the project, adds a lot of value to the community. Not only is it safer, it allows more public access/enjoyment to the road. Please do the pedestrian paths!

If needed, attach sheets to provide additional comments

Projects Website: <http://dot.alaska.gov/nreg/projects/seppala/public.shtml>

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)



The Seppala Drive Upgrades and Nome Port Road Reconstruction projects team **REQUESTS YOUR COMMENTS** regarding the information provided at today's meeting.

Write your comments below, and submit this sheet in the comment box today.

Or, mail this comment sheet later, or comment via email **BY DECEMBER 15, 2017**. Thank you!

EMAIL: SolsticeAK@solsticeak.com

MAIL: Attn: Robin Reich, Solstice Alaska Consulting, Inc. (Flip comment sheet over for address)

COMMENT HERE: Provide thoughts regarding information presented at this meeting or the project in general.

NAME (OPTIONAL): _____



- This comment is regarding **SEPPALA DRIVE**
- This comment is regarding **PORT ROAD**
- This comment is regarding **BOTH PROJECTS**

COMMENTS: Super happy to see pedestrian traffic
being considered in the plans! Good Job!

If needed, attach sheets to provide additional comments

Seppala Drive Upgrades (Project No. Z620030000/000S828) and Nome Port Road Reconstruction (Project No. Z621230000/0002278)



The Seppala Drive Upgrades and Nome Port Road Reconstruction projects team **REQUESTS YOUR COMMENTS** regarding the information provided at today's meeting.

Write your comments below, and submit this sheet in the comment box today.

Or, mail this comment sheet later, or comment via email **BY DECEMBER 15, 2017**. Thank you!

EMAIL: SolsticeAK@solsticeak.com

MAIL: Attn: Robin Reich, Solstice Alaska Consulting, Inc. (Flip comment sheet over for address)

COMMENT HERE: Provide thoughts regarding information presented at this meeting or the project in general.

NAME (OPTIONAL): ADAM LUST



- This comment is regarding **SEPPALA DRIVE**
- This comment is regarding **PORT ROAD**
- This comment is regarding **BOTH PROJECTS**

COMMENTS: _____

At 607 to 609 Seppala Drive
is it possible to combine
the entrances of both
properties into one large
entrance instead of two
regular sized entrances with
a landing inbetween?

If needed, attach sheets to provide additional comments

iv. Stakeholder Meeting Highlights

City and Port of Nome and Nome Joint Utility System

Date: November 14, 2017

Time: 3:00 pm

Location: Old St. Joseph Church

Meeting Subject: Nome Port Road and Seppala Drive Improvements Stakeholder Meeting #2

Meeting Attendees: Al Beck, Margaret Carpenter, Missy Jensen, DOT&PF; Joe Horton, City of Nome Public Works; Ken Morton, NJUS; Lucas Stotts, Joy Baker, Port of Nome; Keith Hanneman, Anne Nelson, PDC Engineers; Robin Reich, Olivia Cohn, SolsticeAK.

Notes

Seppala Drive Upgrades Project

Anne Nelson, PDC Engineers, provided an overview of the Seppala Drive project referencing Figures 1 and 2 (attached). She said that the project would follow the existing alignment and involve improvements to the pedestrian facilities, curb and gutters, and lighting. She said that a separated pathway is under consideration in areas where the Right-of-Way is wide enough.

The following topics were discussed regarding the Seppala Drive Upgrades Project:

Lighting. Joe Horton, City of Nome, Public Works Department, asked if more lighting would be added.

- Anne noted that adding lighting was a common comment during the public open house.
- Al Beck, DOT&PF, noted that the challenge with lighting is maintenance and energy costs.
- Al asked if light pollution is an issue for the community like it has been in Fairbanks.
 - Joy Baker, Port of Nome, and Joe said light pollution would not be an issue in Nome, adding that people complain that there are not enough lights.
- Joe emphasized that lights are needed, that it is a safety issue, and it seems that the entity that owns the road should pay for their operation and maintenance.

Striping and signage. Anne stated that the project is also looking at airport circulation, striping, and signage.

- Joe said that current airport parking infrastructure was built in the 1980s, and said that improvements are needed.



Driveways. The Seppala Drive project is entirely DOT&PF roadway. Driveway access may change with the project.

Nome Port Road Reconstruction Project

Keith Hanneman, PDC Engineers, provided an overview of the Port Road project referencing Figure 3 (attached). He said that the project would involve few changes to the current alignment, except possibly at intersections. It would involve adding shoulders and adding or improving the pavement.

The following topics were discussed regarding the Nome Port Road Reconstruction Project.

Sinking road/permafrost. Joe mentioned that the road is sinking near the north end of the project, and Keith mentioned that they would be doing some geotechnical drilling in the north end of the project to determine what might be causing the sinking (i.e. permafrost conditions).

Existing Contamination. Joy reminded the team about the existing contamination in the Port area; if material is removed it should be replaced because there is no local disposal of contaminated soils. Keith acknowledged that the project team is aware of contamination and will plan accordingly.

Pedestrian Facilities. The public open house feedback preferred a separated pathway rather than a wider shoulder along Port Road.

Property Access and Driveways. Lucas Stotts, Port of Nome, asked how properties by Carol Piscoya's house will be accessed. He was interested in driveway designs.

- Al explained that DOT&PF provides driveway permits along roads owned by the State. The owner of the land is granted a driveway permit by DOT&PF. It is possible that access to properties along Port Road could be narrowed down from the entire length of the property to a 30-foot driveway.
- Al also noted that a portion of the Port Road project belongs to the City of Nome, and he is not certain how the City handles access and driveways. No one at the meeting was familiar with this information, but the Port and City representatives said they could find out.
- Joy said that residents pay for their own access and may want it maintained.
 - Al commented that this is a common issue with DOT&PF (that residents want the rights to driveways that they paid for but that are on DOT&PF ROW). The DOT&PF approach suggests that, just because people paid for something themselves does not mean that it was done correctly.
- Joe commented that wider access is better for snow removal.



- Al acknowledged that access will need to be maintained as it is now for some buildings.

Runoff/drainage and Ditches. It was noted that property owners complain about water flow across their land. Ditches may be the solution.

- Lucas stated that boats are off loaded onto ramps toward the southern end of the project, and a ditch on the side of the road could be problematic.
 - Al added that ditches function to redirect water, which is a liability for this project. A ditch may be needed to control water.
- Joy and Lucas confirmed that, currently, without a ditch, the water drains onto some areas; however, Joy said that standing water and drainage is not an issue in most locations along Port Road.
 - Joe commented that there is not a lot of runoff in the Port Road area during spring because snow is hauled away.
 - Al responded that the improvements may change this, and if the project does not have a ditch, adjoining property owners would need to be made aware of that.
 - Joy added that “Ken and Craig’s” drainage will need to be accommodated.

Grading. Keith said that if the project needs to raise a portion of the road, the side slopes will be graded 4:1 or 6:1

- Joy commented that they use a Travel Lift, which may not be able to cross that. Also, barges on airbags are transported across the roadway which cannot handle a steep grade.
 - Joy said that she would obtain and provide Travel Lift specifications to PDC.
- Al commented that road grades will be tied to building heights. The road cannot be raised in areas if building heights are already established.
- Joy said that DEC may restrict excavation into the gravel cap on the Air Force/City lot which may block access to the Air Force/City pad at the proposed location. A different access point may be needed.

Port Properties.

- Joy said that the Air Force is still working to convey their land to the City.
- Lucas said that the Port’s South Pad is being redeveloped to accommodate private leases. The South Pad would be for transient freight, fork lifts, pickups. (For design it should accommodate tractor trailers and big carriers.) He added that traffic to the pad would be frequent in the summer and occasional at other times.
- Lucas said that a lay down space for transient cargo is needed. All equipment coming into Nome has to drive through there. Joy added that some equipment could include asphalt plants and crushers.
- Lucas said that they will be releasing the upper pad to customers to hold materials such as wood pellets and miner gear.



North Side of Port Road. Al commented that little will be done to the road near the north part of the project.

- Joe responded that the road is pretty good in the northern area.
- Someone noted that river erosion is an issue north of the post office which would be west of the northern end of the road.
- Lucas added that they would like a smooth transition between the asphalt and gravel roads.

Pedestrian Facilities. Al asked whether there is the possibility to continue pedestrian facilities out onto the dock.

- Lucas said that there is not room to add sidewalk out to the dock. Foot traffic is coordinated from an operational standpoint. No other solution is viable since there is no room for it.
- Joy asked whether pedestrian facilities could be added to the Snake River bridge. She asked whether a foot bridge on the side would work. Joy stated that, in Portland, bridges use a footpath for pedestrian traffic that is separate from the bridge. Currently, there is a safety issue, and it seems like safety would dominate other issues. The trucks crossing while foot traffic is happening is dangerous.
 - Al said that a pedestrian facility across the bridge could be designed but would be cost-prohibitive to construct.

NJUS Property. Ken Morton, NJUS, noted that NJUS would like the adjacent parcel to their office. The Utility has the design for a shop but does not have the land or money to build it.

Submarine Beach Road. Al said that the Utility had mentioned that a guardrail would be helpful near the intersection of Submarine Beach Road and Port Road, (where Submarine Beach Road runs along the Snake River), and wanted to discuss the potential for placing a barrier. He elaborated that he wanted to raise the guardrail idea at the meeting because he understands that it could also impose new challenges with removing snow.

- Joe said that a guardrail would not be a big deal. They would just drive next to it to catch and remove snow.

Jafet Road-Port Road Intersection. Keith said that they are working to change it so that the turning traffic between Jafet and Port can proceed without stopping. The south traffic from the northern portion of Port Road will now stop. Keith said that they need a general solution (preliminary design) for the environmental document. They are planning on completing it by the end of the year.

- Joy said that the Port would like to see the revised plan.
- Al asked for the design vehicle.



- Joy and Lucas said that the WB-60 would be suitable for the design.

Jetty Road-Port Road intersection. Keith mentioned that there would be some reconfiguration of the Jetty Road and Port Road intersection at the southern end of the project. Currently, there is confusion about who should yield.

- Keith said that that the project will not create paths at the intersection.
- Joy said that the current narrow approach does not work. The beach access side is fine (at the west side of the intersection), but the east side of the intersection is very busy, and the “Y” there is constantly used.
- Joe noted that the path to the beach intersection is potholed, which is intentional.

Utilities. Keith asked NJUS and others for additional utilities information including: water, sewer, fuel, and old abandoned Air Force line in the ROW.

- Joy said that they can provide fuel line information and old drawings of old Air Force fuel lines.
- Denali Drilling is storing a drill rig in the Port right now. Keith said that they will need approval from DOT&PF before drilling, which they would like to do this winter/fall.
 - Ken asked who will be doing the geotechnical work, and Keith responded that it would be done by Golder.
- Joy said that GCI and TelAlaska are the resources for overhead utilities. She added that one telephone wire is very low that interferes a lot, and any burial of overhead wires would be good.
 - Al noted that the project will have to address low utilities.

Scales. Al asked if the scales are privately owned. Joy stated that they are, and that the Port wants access maintained. The person who owns the scales just renewed his lease for one year, and they have been discussing the best place for relocating him after the project is complete.

- Al said that if DOT&PF knows where the Port would like the scales to be located, they can make sure to provide access.
 - Joy said that they are thinking of relocating the scales northeast of where they are now.



Additional information.

- Joy said that there might be an underground creek in the project area, about which she can provide information.
- It was noted that John, at Bristol, is an engineer for the City and can provide more information.

Follow-up comments and actions.

- Joy said that they will provide written comments before December 26. She asked when a revised figure would be available.
- PDC will draft the preliminary design and share it with Port, City, and NJUS for feedback. Keith said that they would probably need a week or two to provide the draft.
- The Port and City representatives will provide information on how the City handles access and driveways to City-owned roads.
- Keith said that he will talk with the traffic consultant to determine the suitability of pedestrian improvements and Jetty Road/Port Road reconfiguration concepts.
- PDC is drafting the environmental document by the end of the year and will continue to work on the preliminary design.
- Al said that DOT&PF will share design vehicle specifications so the group can see what it would look like.
 - Keith said that they are using a 60-ft wheelbase. Lucas agreed that size would work and said that they would probably not use anything larger.
- Ken will provide grade information for manholes on Seppala Drive.



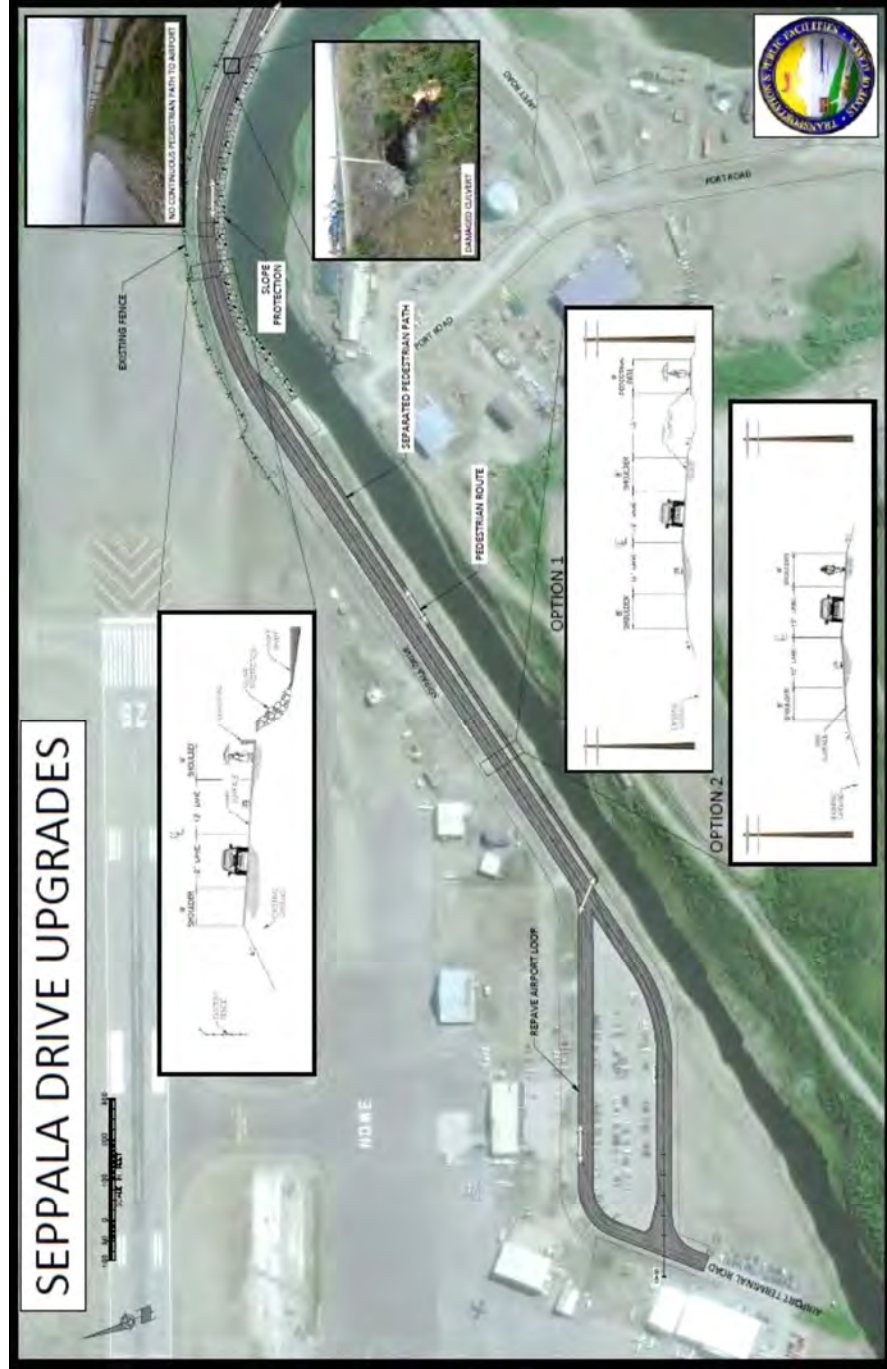


Figure 1. Seppala Drive Upgrades (west project section)



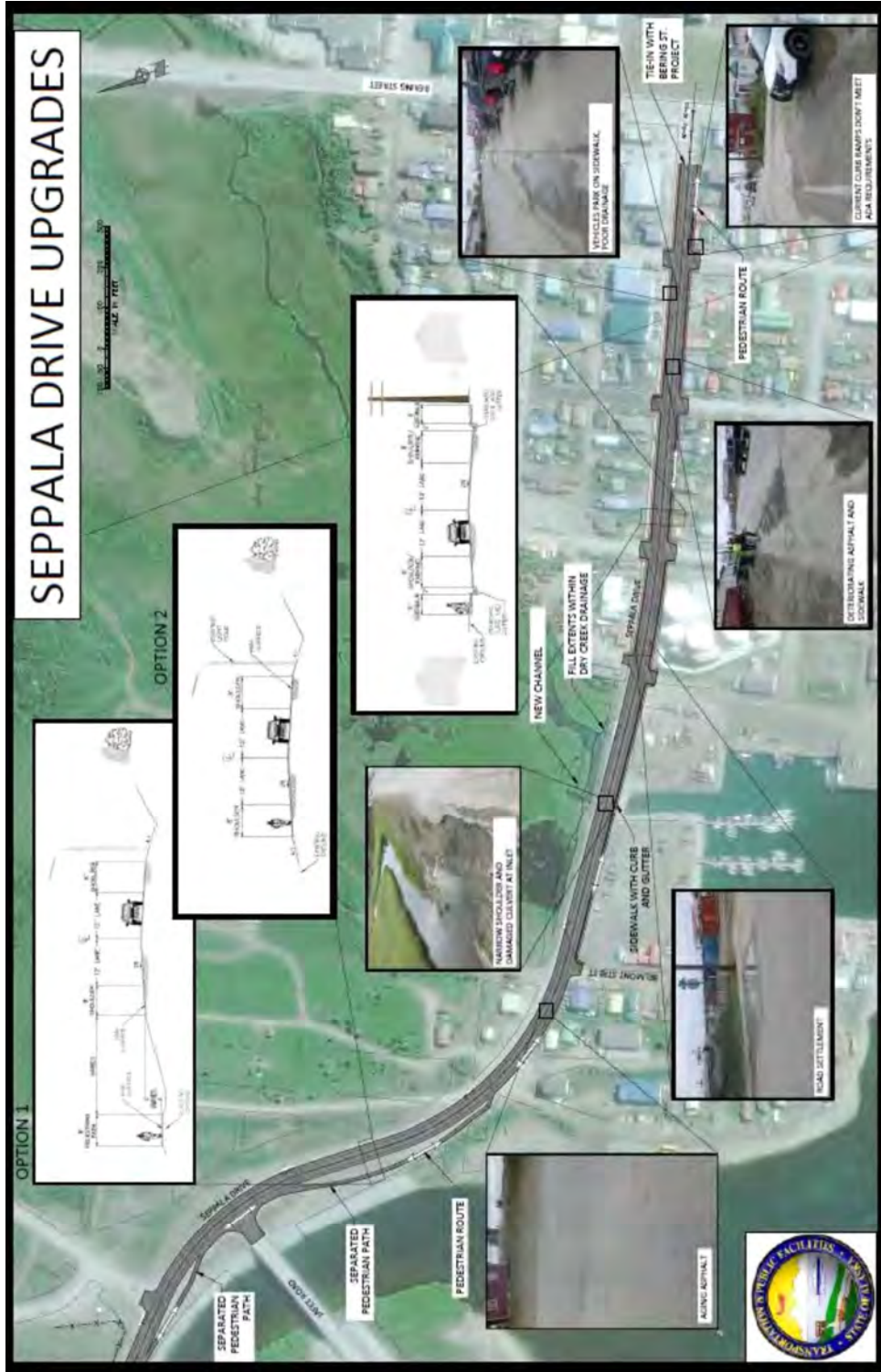


Figure 2. Seppala Drive Upgrades (east project section)



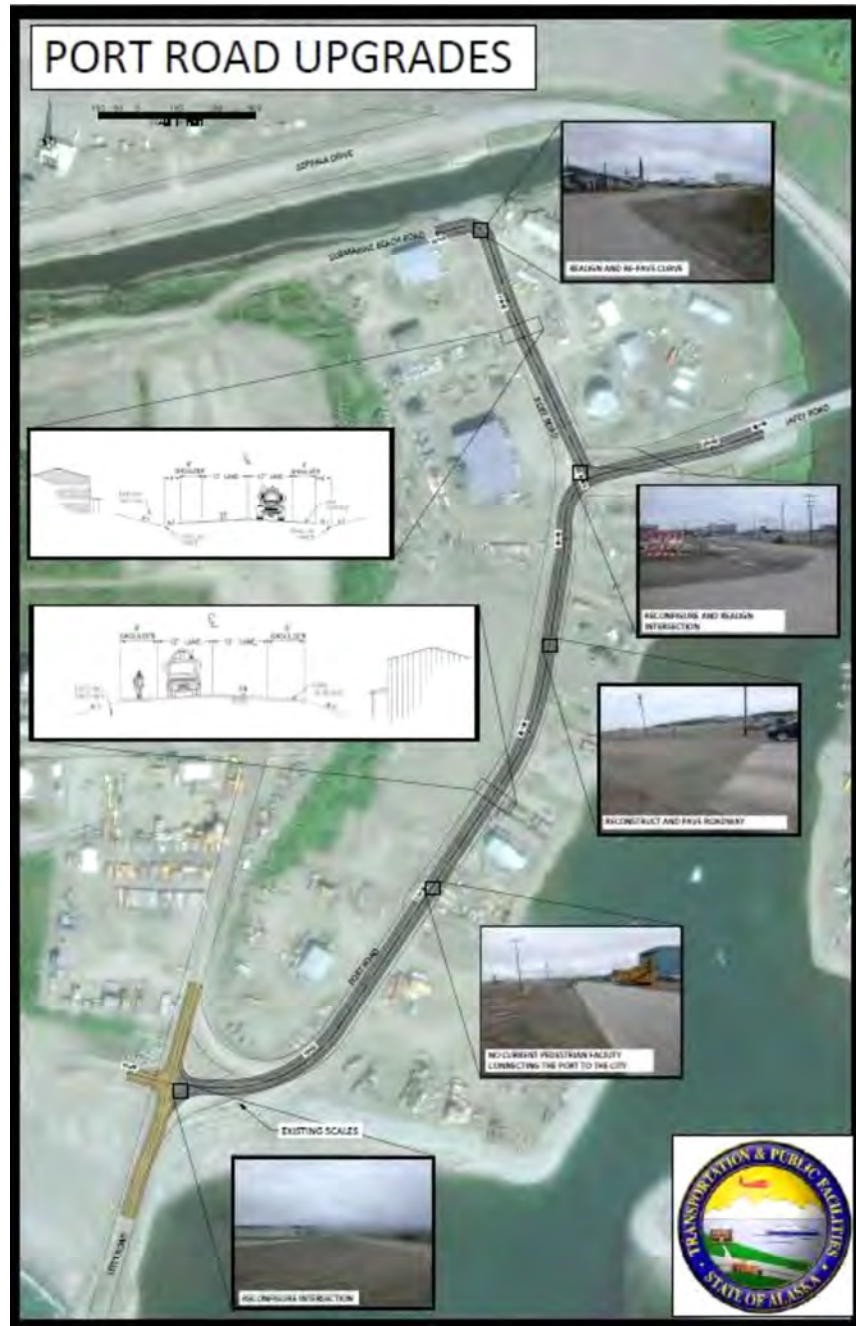


Figure 3. Port Road Upgrades



Kawerak, Inc.

Meeting Notes

Date: November 14, 2017

Time: 4:00 pm

Location: Old St. Joseph Church

Meeting Subject: Nome Port Road and Seppala Drive Improvements Stakeholder Meeting #2

Meeting Attendees: Nina Hanebuth, Kawerak, Inc.; Al Beck, Margaret Carpenter, Missy Jensen, DOT&PF; Keith Hanneman, Anne Nelson, PDC Engineers; Robin Reich, Olivia Cohn, SolsticeAK.

Notes

Robin Reich, Solstice Alaska Consulting, Inc. (SolsticeAK), introduced the meeting, noting that the Alaska Department of Transportation & Public Facilities (DOT&PF) wanted to meet with Kawerak, Inc. while project staff are in Nome to discuss the improvements to Seppala Drive relevant to Kawerak.

Introductions were made. Nina Hanebuth introduced herself as the Kawerak Executive Assistant. She stated that Kawerak owns the lots on the south side of Seppala Drive and two buildings to the north.

Kawerak employee access and parking. Nina highlighted important Kawerak issues including access and parking.

- Nina said that she needs to know if employees will be able to walk across the street during construction. Al Beck, DOT&PF, responded that an area will be maintained.
 - Nina asked whether work would occur outside the road area. Anne Nelson, PDC Engineers, responded that it will occur within the right-of-way (ROW).
- Nina said that she needs to know what to tell Kawerak employees regarding where to park. She noted that people usually park across the street in the parking lot next to the telephone pole so that they can plug in their cars.

Permanent and construction impacts. Robin Reich, SolsticeAK, clarified that it could be helpful to discuss permanent impacts and then construction impacts.

- Anne gave an overview of the project, noting especially that, in the Kawerak area, there would be asphalt reconstruction, curb and gutter work, Americans with Disabilities Act access/compliance work, and vehicles will not be able to hang over into the road.
 - Robin noted that this may limit parking in front of the building.



Telephone pole relocation. Nina mentioned that there is a telephone pole that Kawerak employees use as a plug-in for power.

- Anne mentioned that some poles may need to be moved out of the sidewalk for the project. She added that the project can relocate the telephone pole to still accommodate power needs.
- Nina emphasized that the pole is very important for five Kawerak departments.

Fencing. Nina expressed concern about employee access if a fence were to be constructed for the project. It was noted that no fence is planned for this project.

Parking reconfiguration. Nina stated Kawerak would like to know if parking on the north side of Seppala Drive would be different.

- PDC said that they are working on an answer to this.
- PDC asked if it would be possible to park smaller, compact vehicles in this area.
 - Nina responded that she had just rearranged the parking to put elders and others nearer to the building, but the challenge is that people are not following her suggestions.
- Nina said that the current parking configuration is dangerous. She elaborated that when vehicles back out of the parking spaces into traffic, especially at lunchtime, it is dangerous.

Hard curb design. It was noted from PDC and DOT&PF that a hard curb could be designed along the north side of Seppala Drive.

- Keith Hanneman, PDC Engineers, said that they want to increase safety.
- Nina said that there are two separate entryways to Kawerak, and she asked if a hard curb could be done to both. Keith said that it could probably be done to both and added that the project could bump up the curb by C Street to discourage parking.
- Nina responded that this approach seems realistic and would increase safety.
- Al said that if Kawerak wants DOT&PF to create curbs, the projects can do it.

Resistance to parking changes. Nina said she is open to anything to increase safety, emphasizing that people will not be happy with limits to parking, but the way people are currently backing out is scary, especially in slick conditions.

- Al asked if there are plug-ins in the parking area across the street.
 - Nina said that she needs to talk to the utilities to get a pole placed there.
 - Al asked if DOT&PF should put plug-ins in the parking area.
 - Nina said that they need the pole to be next to the shed

Next Steps

DOT&PF will draw a proposed new parking arrangement so that Nina can bring it to Kawerak, react to it, and comment.



Addendum

Following the November 14, 2017 meeting, Chris Johnston, DOT&PF Project Manager for the Seppala Drive Upgrades and Nome Port Road Reconstruction projects, spoke with Nina again regarding Seppala Drive parking. From this conversation, the following issues were confirmed.

- Kawerak confirmed that they cannot lose the number of parking spaces along their building, and DOT&PF agreed to send revised figures.
- Kawerak asked if the project could extend toward the road rather than toward the building, and DOT&PF noted that it will work within the ROW.



From: Johnston, Christopher F (DOT) <chris.johnston@alaska.gov>
Sent: Monday, November 20, 2017 9:25 AM
To: Keith Hanneman (KeithHanneman@pdceng.com); annenelson@pdceng.com
Cc: Beck, Albert M L (DOT); Jensen, Melissa L (DOT); Erica Betts (EricaBetts@pdceng.com) (EricaBetts@pdceng.com); Olivia Cohn
Subject: Seppala Dr - Kawarek parking

Keith & Anne,

I spoke with Nina from Kawarek and after re-counting the number of parking spaces they have along their building, she says they can't afford to lose all of those spots. So we need to minimize the loss of parking to them. I told her we'd have the next iteration of figures in a few weeks for them to look at.

She was under the impression that we will need to widen the sidewalk in that area and asked if we can extend into the road vs towards the building. We'll work within the ROW we have, but it did make me think that since there will be no parallel parking along that section of road, could use some of the 8' shoulder in that area to assist with the transition in grade so that we can build an ADA sidewalk and minimize the steepening of the parking area outside our ROW.

Christopher Johnston, P.E.

Engineering Manager | Northern Region Design | Alaska Department of Transportation
2301 Peger Road, Fairbanks, AK 99709 | (907)451-2322 | chris.johnston@alaska.gov
Physical office at 2720 Picket Place, Fairbanks, AK

SHPO Communication

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
Project Number: Z621230000
Consultation Initiation

September 11, 2017

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed responsibilities of the Federal Highway Administration under 23 U.S.C. §326, and is proposing the Nome Port Road Reconstruction project (Z621230000), located in Nome, Alaska; K011S034W|26 and K011S034W|27, USGS topographical map NOM-C1 (see Figure 1).

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

Project Description

The project consists of reconstructing and realigning Port Road from the Port of Nome to Seppala Drive. Project activities along this route include, but are not limited to, drainage improvements and construction of sidewalks.

Study Area

The proposed Study Area includes both sides of Port Road, from the Port of Nome to Seppala Drive, and all lots adjacent to the Right-of-Way (ROW) that have over 50 percent visibility of the ROW (route shown on Figures 1 and 2).

The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts

Information identified to date includes: DOT&PF has requested professional environmental services, including an architectural historian, for this project. DOT&PF has contracted ASRC Energy Services Alaska, Inc. (AES Alaska) and their subcontractor True North Sustainable Development Solutions (TNSDS) to complete the following:

- Desktop study to include research of previous reports, relevant literature, and an inventory and evaluation of the subject buildings located within the approved APE. This includes a summary of the Alaska Heritage Resources Survey (AHRS) sites in the vicinity and previous cultural resource surveys within or near the project area.
- Conduct a historic structures survey: fieldwork methods and documentation will adhere to state and federal guidelines, including the Secretary of Interior's Standards for Archaeology and Historic Preservation (36 CFR§61). AES Alaska and TNSDS will follow guidelines established in the National Register Bulletin #24 – *Guidelines for Local Surveys: A Basis for Preservation Planning* and National Register Bulletin #15 – *How to Apply the National Register Criteria for Evaluation*. Guidelines established by the Alaska Office of History and Archaeology (OHA) under the Historic Preservation Series will also be followed, including *Standards and Guidelines for Investigating and Reporting Archaeological and Historic Properties in Alaska* (No. 11); *Guidelines for Preparing a Historic Structures Report* (No. 5); and *Determinations of Eligibility* (No. 7). AES Alaska and TNSDS will use the OHA-published *Alaska Historic Resources Survey Manual* and the *Alaska Architectural Style Guide* to assist in field documentation.
 - The historic structures survey will include all lots in the recommended APE discussed above (all lots adjacent to the ROW along Seppala Drive from the intersection with Bering Street to Airport Terminal Drive that have over 50 percent visibility of the ROW), unless other direction is given based on the results of consultation.
 - Identification and analysis will be completed on properties believed to be 45 years of age or older. The age of buildings will be determined by research at the Tax Assessors office. If tax assessment information is not available, an observable estimate of age will be determined based on baseline data available.

Appendix A includes a table of known AHRS properties and buildings that are 45 years of age or older located within the preliminary APE. The table is based on an initial search of the OHA database and online tax records database. Buildings with unknown dates of construction have been included in this table. This is a draft table and will likely change and expand as the research efforts continue.

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

Consultation Efforts

The following consulting parties are being contacted regarding this project: the Alaska State Historic Preservation Officer (SHPO); Bering Straits Native Corporation; City of Nome; King Island Native Corporation, King Island Native Community; Nome Eskimo Community, and; Sitnasuak Native Corporation.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-451-5293, or by e-mail at thomas.gamza@alaska.gov.

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

Sincerely,

Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF, Northern Region

Figure:

Figure 1: Project Area Overview

Figure 2: Project Study Area and location of proposed work

Attachment A:

AHRS and Properties within Preliminary APE

Electronic cc w/ enclosures:

Christopher Johnston, P.E., DOT&PF Northern Region, Project Manager

Brett Nelson, DOT&PF Northern Region, Environmental Manager

Kathy Price, DOT&PF, Statewide Cultural Resources Specialist

Amy Sumner, DOT&PF Statewide Environmental NEPA Manager

ATTACHMENT A
AHRS sites and properties within preliminary APE, 45 years of age or older

AHRS Number	Address	Block	Lot	Owner	Date Constructed	Type
	512 Port Road	20	2	State of Alaska: DOT&PF	Unknown	Industrial
	1435 Port Road	1	1	City of Nome	Unknown	Industrial
	1421 Port Road	1	2, 3	City of Nome/Crowley Marine	Unknown	Industrial
NOM-00224	1226 Port Road	136	7-12	Nome Joint Utility	1960	Industrial
NOM-00177	Port Road			Private	1944	Industrial
NOM-00178	Port Road			Private	1944	Industrial
NOM-00179	Port Road			Private	1944-1945	Industrial
NOM-00180	Snake River Bridge			DOT&PF	1944-45	Bridge
NOM-00224	Port Road				1960	Industrial

Notes: DOT&PF = Department of Transportation and Public Facilities

From: [Rollins, Mark W \(DNR\)](#)
To: [Gamza, Thomas A \(DOT\)](#)
Subject: Nome Port Road Reconstruction, Z621230000, Consultation Initiation
Date: Tuesday, September 12, 2017 11:54:56 AM

3130-1R FHWA
RevComp ID # 2017-01040

Hi Tom,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated September 11, 2017) on September 11, 2017. Following our review of the documentation provided in the initiation letter, we have no objections to the proposed study area/ area of potential effects (APE) or level of effort conducted for identification at this time. We look forward to receiving the results of the evaluation of the project area as well as DOT&PF's findings for this undertaking and will respond with our concurrence and/or comments at that time. We recommend that DOT&PF evaluate the properties within the APE that do not have a determination of eligibility (DOE), as listed in Table 1 of your letter, and continue your investigation on the additional structures (listed in Table 2) for construction dates.

Thank you for sending a Section 106 consultation initiation letter to our office. Please let me know if we can be of further assistance.

Mark W. Rollins
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501

(907) 269-8722

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected
ATTENTION: This finding contains Seven (7) DOE(s)

March 13, 2018

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. §327, and is proposing to reconstruct and realign Port Road from the Port of Nome to Seppala Drive. The proposed project is located in Nome, Alaska; K011S034W|26 and K011S034W|27, USGS topographical map NOM-C1 (Figure 1).

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Proposed safety improvements and road repairs include:

- Replace the existing 12 inch culvert just south of Jafet Road with a larger sized culvert;
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- Repave all of Port Road;
- Modify the intersection with Jafet Road to allow for a larger turning radius between Port Road and Jafet Road;
- Modify the intersection with Jetty Road to the south to provide better sight distances.

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The proposed APE includes the entire length and both sides of Port Road, from the Port of Nome to its terminus to the north (Figure 1), To take into account any possible visual effect the lots adjacent to the Right-of-Way (ROW) that have over 50 percent visibility of the ROW. Excavation depths will not exceed 4 feet except where culvert replacement is occurring within previously disturbed soils.

Identification Efforts

Eight (8) Alaska Heritage Resources Survey (AHRs) sites have been identified within or immediately adjacent to Port Road that contain resources (buildings, structures, sites, objects) 45 years or older (Figure 2). Five of these sites were previously recorded in the AHRs database. A Historic Structures Survey Report (HSSR)¹ completed by True North Sustainable Development Solutions, LLC (TNSDS) in 2017 documented an additional two resources. All seven (7) have received not eligible determinations for listing in the National Register of Historic Places (NRHP). The remaining AHRs site is (NOM-00158), a Subsurface Historic District. NOM-00158 is a previously recorded subsurface site which extends throughout the southern portion of the project APE. Brief details regarding the sites are listed in Table 1 below:

Table 1: AHRs Sites located within the Project APE

AHRs Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
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NOM-00177	Cowin Hut-North Example	1944-45	Prefabricated round-roofed utility building of metal panels	Determined Not Eligible pending

¹ The TNSDS investigation resulted in the drafting of the following report: *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, Located in Nome Alaska (DOT&PF #Z62123000), January 2018 (referred to in this letter as the Report)* which is included with this correspondence.

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
			and angle iron, sited perpendicular to the bank of the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	SHPO concurrence; Demolished sometime after 2010 (pp.52 of the Report)
NOM-00178	Cowin Hut-South Example	1944-45	Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	Determined Not Eligible pending SHPO concurrence (pp. 48 of the Report)
NOM-00179	Valve/Pumphouse	1944-45	At the former fuel tank farm is a one-story gable-roofed frame building with little roof overhang. One of few buildings erected by the U.S. Army near or shortly after the end of WWII that are remaining at the port area.	Determined Not Eligible pending SHPO concurrence; Demolished sometime after 2010 (pp.53 of the Report)
NOM-00180	Snake River Bridge ADOTPF Bridge 881	1944, 1967, 1979	Consisted of one 101ft span of five steel girders supported by four concrete pilings and timber-cribbed wing-walls on each side of the river. Structurally it is a steel stringer type. Portions have been salvaged and repurposed during the multiple renovations.	Determined Not Eligible 03/22/2012 Demolished and replaced with bridge now located to the southeast
NOM-00224	Old Nome Power Plant	1960	Long 1.5 story gable roofed building with corrugated metal walls and roof connected to a second smaller block on the east end of the north elevation, with several large vertical metal exhaust stacks protruding along the south wall.	Determined Not Eligible 03/22/2012; Agreed with by DOT&PF 2018 pending SHPO concurrence (pp.51 of the Report)
NOM-00286	Small House 1	Undetermined	Front-gabled, single-story frame structure, with shed style bump out at the rear. Clad in T1-11, painted brown with a standing seam metal roof	Determined Not Eligible 2018 pending SHPO concurrence; (pp.49 of the Report)
NOM-00287	Small House 2	Undetermined; likely younger than 45 years old	Single-story, front-gabled, wood-frame structure is a charming amalgam of Queen Anne, Cape Cod and Minimal	Determined Not Eligible 2018 pending SHPO concurrence;

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
			Traditional elements. With unpainted clapboard siding and a rolled asphalt shingle roof, the primary façade faces west and features a bay window with three fixed lights	(pp.50 of the Report)

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). Port Road is not one of the roads.

Determinations of Eligibility

The DOT&PF agrees with the TNSDS's recommendation that none of the seven (7) identified properties within the APE are potentially eligible for the NRHP. All assessments by the TNSDS can be found in the attached Report (pp. 48-54). NOM-00158 (Subsurface Historic District) was not evaluated for the NRHP by TNSDS or the DOT&PF as evaluation of the entire district was outside of the project scope.

Finding of Effect

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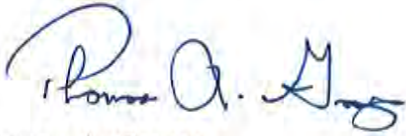
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Please direct your concurrence or comments to me at the address above, by telephone at 907-451-5293, or by e-mail at thomas.gamza@alaska.gov.

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Sincerely,



Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

Enclosures:

- Figure 1. Project Vicinity and Location
- Figure 2. AHRS Sites within the Area of Potential Effect (APE)

Report:

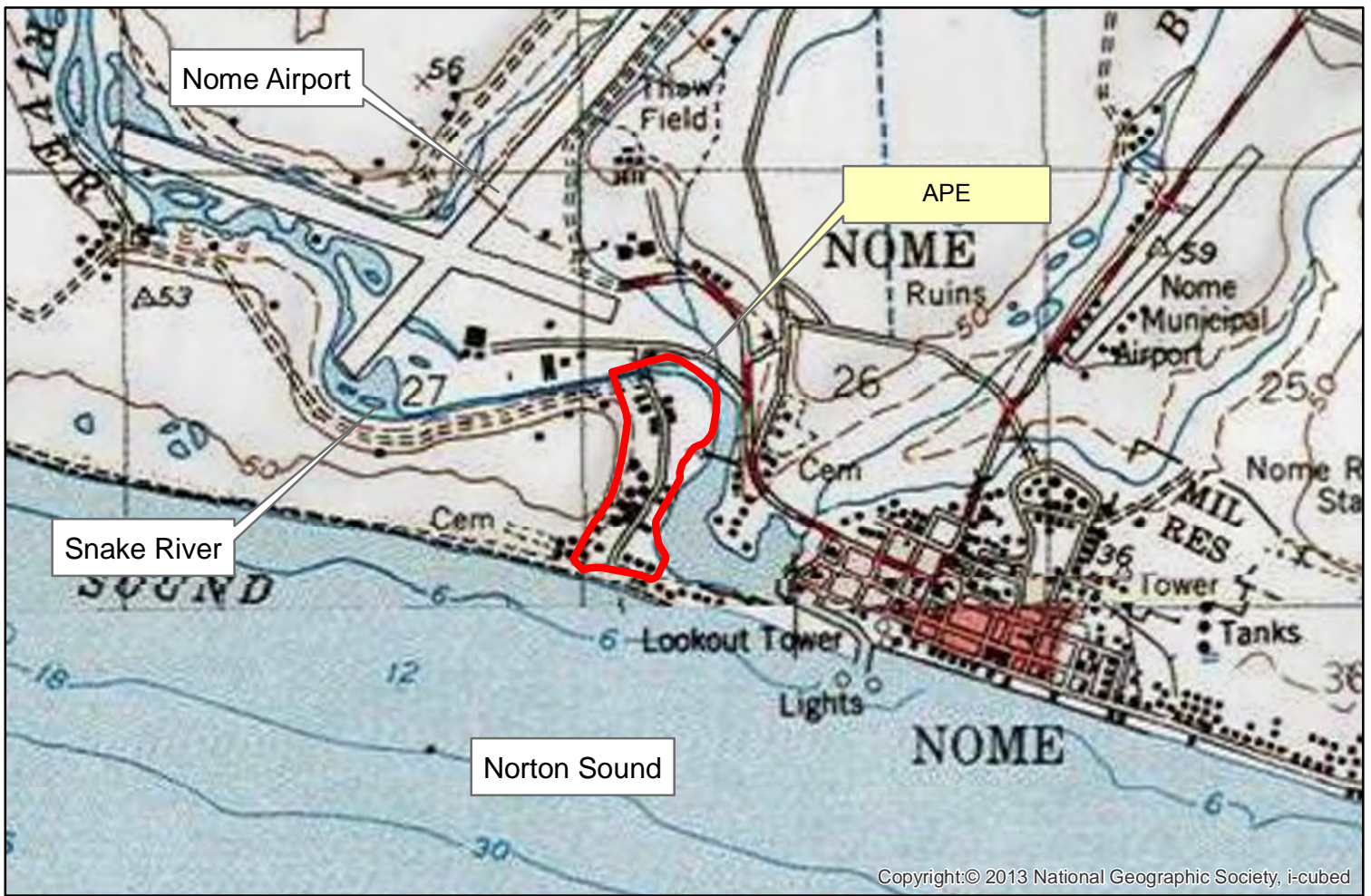
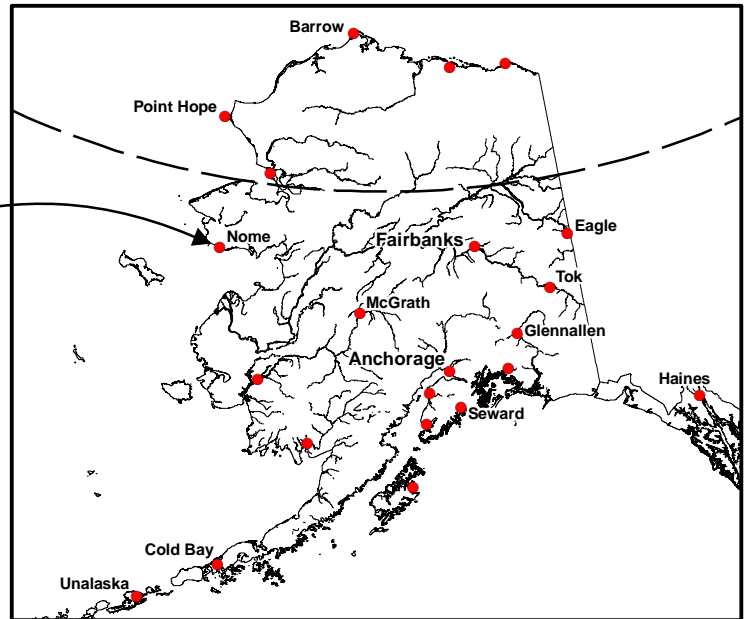
OHA Coversheet & Report- *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, Located in Nome Alaska (DOT&PF #Z62123000), January 2018*

Electronic cc w/ enclosures:

Melissa Jensen, DOT&PF Northern Region, Environmental Impact Analyst
Christopher Johnson, P.E., DOT&PF Northern Region, Project Manager
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Kathy Price, DOT&PF Statewide Cultural Resources Manager
Amy Sumner DOT&PF Statewide Environmental NEPA Manager



PROJECT
LOCATION



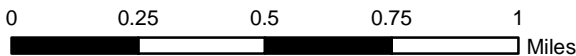
Copyright:© 2013 National Geographic Society, i-cubed



Project Origin: City of Nome, north-end Nome Port Road,
Cape Nome Recording District, Section 26, Township 011S,
Range 034W, Kateel River Meridian.
Project Terminus: South-end Nome Port Road, Section 27,
Township 011S, Range 034W, Kateel River Meridian.

STATE OF ALASKA
Department of Transportation and Public Facilities
2301 Peger Road Fairbanks, AK 99709





Nome Port Road Reconstruction
Location and Vicinity Map



DATE: March 2018

FIGURE 1



-  = Area of Potential Effect
-  = AHSR Site Location
-  = No longer extant
-  = Historic District Boundary



**NOME PORT ROAD RECONSTRUCTION
STUDY AREA**
Nome Port Road Reconstruction Project
Nome, Alaska

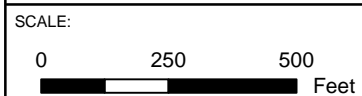


FIGURE:
2

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**

GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Carmelita Nattungak, Chief
King Island Native Community
P.O. Box 682
Nome, AK 99762

Dear Chief Nattungak:

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Sincerely,

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Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

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Department of Transportation and Public Facilities



THE STATE
of **ALASKA**

GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Janice Doherty, President
Nome Eskimo Community
P.O. Box 1090
Nome, AK 99762

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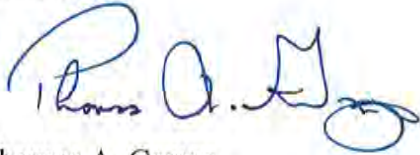
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- Figure 2. AHR Sites within the Area of Potential Effect (APE)

Electronic cc w/ enclosures:

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- Brett Nelson DOT&PF Northern Region, Regional Environmental Manager
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- Amy Sumner DOT&PF Statewide Environmental NEPA Manager

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**

GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Jennifer Little, President
King Island Native Corporation
P.O. Box 992
Nome, Alaska 99762

Dear Ms. Little:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. §327, and is proposing to reconstruct and realign Port Road from the Port of Nome to Seppala Drive. The proposed project is located in Nome, Alaska; K011S034W|26 and K011S034W|27,28, USGS topographical map NOM-C1 (Figure 1).

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

Consultation for this project is being conducted in accordance with the 2017 First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency, finds that *no historic properties would be affected* by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

Proposed safety improvements and road repairs include:

- Replace the existing 12 inch culvert just south of Jafet Road with a larger sized culvert;
- Grade and pave approaches for side streets and driveways;
- Add a separated path along the west side of Port Road from Jetty Road to Jafet Road;
- Repave all of Port Road;
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Area of Potential Effect (APE)

The proposed APE includes the entire length and both sides of Port Road, from the Port of Nome to its terminus to the north (Figure 1), To take into account any possible visual effect the lots adjacent to the Right-of-Way (ROW) that have over 50 percent visibility of the ROW. Excavation depths will not exceed 4 feet except where culvert replacement is occurring within previously disturbed soils.

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Eight (8) Alaska Heritage Resources Survey (AHRS) sites have been identified within or immediately adjacent to Port Road that contain resources (buildings, structures, sites, objects) 45 years or older (Figure 2). Five of these sites were previously recorded in the AHRS database. A Historic Structures Survey Report (HSSR)¹ completed by True North Sustainable Development Solutions, LLC (TNSDS) in 2017 documented an additional two resources. All seven (7) have received not eligible determinations for listing in the National Register of Historic Places (NRHP). The remaining AHRS site is (NOM-00158), a Subsurface Historic District. NOM-00158 is a previously recorded subsurface site which extends throughout the southern portion of the project APE. Brief details regarding the sites are listed in Table 1 below:

Table 1: AHRS Sites located within the Project APE

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
NOM-00158	Subsurface Historic District	Late 19 th -Early 20 th Century	The exact boundary of this Euro-American subsurface horizon is unknown and plotted in the AHRS based on the original townsite plat for Nome. The site features are present at 4-7 feet below the current ground surface underneath fill (Shaw 2006).	No Determination of Eligibility
NOM-00177	Cowin Hut-North Example	1944-45	Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of	Determined Not Eligible pending SHPO concurrence;

¹ The TNSDS investigation resulted in the drafting of the following report: *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, Located in Nome Alaska (DOT&PF #Z62123000), January 2018 (referred to in this letter as the Report).*

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
			the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	Demolished sometime after 2010
NOM-00178	Cowin Hut-South Example	1944-45	Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	Determined Not Eligible pending SHPO concurrence
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NOM-00180	Snake River Bridge ADOTPF Bridge 881	1944, 1967, 1979	Consisted of one 101ft span of five steel girders supported by four concrete pilings and timber-cribbed wing-walls on each side of the river. Structurally it is a steel stringer type. Portions have been salvaged and repurposed during the multiple renovations.	Determined Not Eligible 03/22/2012 Demolished and replaced with bridge now located to the southeast
NOM-00224	Old Nome Power Plant	1960	Long 1.5 story gable roofed building with corrugated metal walls and roof connected to a second smaller block on the east end of the north elevation, with several large vertical metal exhaust stacks protruding along the south wall.	Determined Not Eligible 03/22/2012; Agreed with by DOT&PF 2018 pending SHPO concurrence
NOM-00286	Small House 1	Undetermined	Front-gabled, single-story frame structure, with shed style bump out at the rear. Clad in T1-11, painted brown with a standing seam metal roof	Determined Not Eligible 2018 pending SHPO concurrence;
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Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). Port Road is not one of the roads.

Determinations of Eligibility

The DOT&PF agrees with the TNSDS's recommendation that none of the seven (7) identified properties within the APE are potentially eligible for the NRHP. All assessments by the TNSDS can be found in the Report. NOM-00158 (Subsurface Historic District) was not evaluated for the NRHP by TNSDS or the DOT&PF as evaluation of the entire district was outside of the project scope.

Finding of Effect

The DOT&PF has concluded that a **no historic properties affected** determination is appropriate for this project. Activities associated with this project will not have an effect on the only potential archaeological property within the APE, NOM-00158 (Subsurface Historic District), as no subsurface ground disturbing activities associated with this project are occurring within the site's presumed boundary at a depth in which potential associated archaeological materials may be present (below 4-7 feet according to Shaw 2006²). The proposed culvert replacement is occurring in an area outside of the potential historic districts boundaries (Figure 2). DOT&PF seeks concurrence with a finding of **no historic properties affect** for this project from the Alaska SHPO.

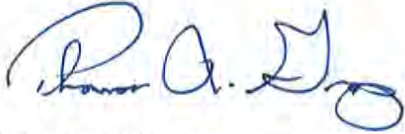
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Initiation of Consultation letters were sent on September 7, 2017. Consulting parties included the Alaska State Historic Preservation Officer (SHPO); Nome Museum and Library Commission; Bering Straits Native Corporation; City of Nome; King Island Native Corporation, King Island Native Community; Nome Eskimo Community, and; Sitnasuak Native Corporation. A response from the SHPO received September 12, 2017 stated they had no objections to the proposed study area or level of effort conducted for identification at that time. No other responses were received.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-451-5293, or by e-mail at thomas.gamza@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

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Sincerely,



Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

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In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Michael Orr, President,
Sitnasuak Native Corporation
P.O. Box 905
Nome, AK 99762

Dear Mr. Orr:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. §327, and is proposing to reconstruct and realign Port Road from the Port of Nome to Seppala Drive. The proposed project is located in Nome, Alaska; K011S034W|26 and K011S034W|27,28, USGS topographical map NOM-C1 (Figure 1).

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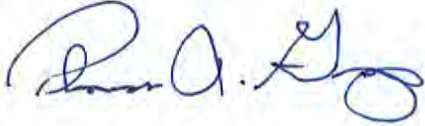
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Nome Port Road Reconstruction
State/Federal Project No: Z621230000/0002278
No Historic Properties Affected

5

March 13, 2018

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Thomas A. Gamza
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In Reply Refer To:
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State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Gail Schubert, President & CEO
Bering Straits Native Corporation
4600 DeBarr Road, Suite 200
Anchorage, Alaska 99508-3126

Dear Ms. Schubert:

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Dear Mr. Beneville:

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

Consultation for this project is being conducted in accordance with the 2017 First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency, finds that *no historic properties would be affected* by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

Proposed safety improvements and road repairs include:

- Replace the existing 12 inch culvert just south of Jafet Road with a larger sized culvert;
- Grade and pave approaches for side streets and driveways;
- Add a separated path along the west side of Port Road from Jetty Road to Jafet Road;
- Repave all of Port Road;
- Modify the intersection with Jafet Road to allow for a larger turning radius between Port Road and Jafet Road;
- Modify the intersection with Jetty Road to the south to provide better sight distances.

Area of Potential Effect (APE)

The proposed APE includes the entire length and both sides of Port Road, from the Port of Nome to its terminus to the north (Figure 1), To take into account any possible visual effect the lots adjacent to the Right-of-Way (ROW) that have over 50 percent visibility of the ROW. Excavation depths will not exceed 4 feet except where culvert replacement is occurring within previously disturbed soils.

Identification Efforts

Eight (8) Alaska Heritage Resources Survey (AHRS) sites have been identified within or immediately adjacent to Port Road that contain resources (buildings, structures, sites, objects) 45 years or older (Figure 2). Five of these sites were previously recorded in the AHRS database. A Historic Structures Survey Report (HSSR)¹ completed by True North Sustainable Development Solutions, LLC (TNSDS) in 2017 documented an additional two resources. All seven (7) have received not eligible determinations for listing in the National Register of Historic Places (NRHP). The remaining AHRS site is (NOM-00158), a Subsurface Historic District. NOM-00158 is a previously recorded subsurface site which extends throughout the southern portion of the project APE. Brief details regarding the sites are listed in Table 1 below:

Table 1: AHRS Sites located within the Project APE

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
NOM-00158	Subsurface Historic District	Late 19 th -Early 20 th Century	The exact boundary of this Euro-American subsurface horizon is unknown and plotted in the AHRS based on the original townsite plat for Nome. The site features are present at 4-7 feet below the current ground surface underneath fill (Shaw 2006).	No Determination of Eligibility
NOM-00177	Cowin Hut-North Example	1944-45	Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of	Determined Not Eligible pending SHPO concurrence;

¹ The TNSDS investigation resulted in the drafting of the following report: *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, Located in Nome Alaska (DOT&PF #Z62123000), January 2018 (referred to in this letter as the Report).*

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
			the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	Demolished sometime after 2010
NOM-00178	Cowin Hut-South Example	1944-45	Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII.	Determined Not Eligible pending SHPO concurrence
NOM-00179	Valve/Pumphouse	1944-45	At the former fuel tank farm is a one-story gable-roofed frame building with little roof overhang. One of few buildings erected by the U.S. Army near or shortly after the end of WWII that are remaining at the port area.	Determined Not Eligible pending SHPO concurrence; Demolished sometime after 2010
NOM-00180	Snake River Bridge ADOTPF Bridge 881	1944, 1967, 1979	Consisted of one 101ft span of five steel girders supported by four concrete pilings and timber-cribbed wing-walls on each side of the river. Structurally it is a steel stringer type. Portions have been salvaged and repurposed during the multiple renovations.	Determined Not Eligible 03/22/2012 Demolished and replaced with bridge now located to the southeast
NOM-00224	Old Nome Power Plant	1960	Long 1.5 story gable roofed building with corrugated metal walls and roof connected to a second smaller block on the east end of the north elevation, with several large vertical metal exhaust stacks protruding along the south wall.	Determined Not Eligible 03/22/2012; Agreed with by DOT&PF 2018 pending SHPO concurrence
NOM-00286	Small House 1	Undetermined	Front-gabled, single-story frame structure, with shed style bump out at the rear. Clad in T1-11, painted brown with a standing seam metal roof	Determined Not Eligible 2018 pending SHPO concurrence;
NOM-00287	Small House 2	Undetermined; likely younger than 45 years old	Single-story, front-gabled, wood-frame structure is a charming amalgam of Queen Anne, Cape Cod and Minimal Traditional elements. With unpainted clapboard siding and a rolled asphalt shingle roof,	Determined Not Eligible 2018 pending SHPO concurrence;

AHRS Number	Site Name/Address	Time Period/Year Built	Comments	Evaluation Status
			the primary façade faces west and features a bay window with three fixed lights	

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). Port Road is not one of the roads.

Determinations of Eligibility

The DOT&PF agrees with the TNSDS's recommendation that none of the seven (7) identified properties within the APE are potentially eligible for the NRHP. All assessments by the TNSDS can be found in the Report. NOM-00158 (Subsurface Historic District) was not evaluated for the NRHP by TNSDS or the DOT&PF as evaluation of the entire district was outside of the project scope.

Finding of Effect

The DOT&PF has concluded that a **no historic properties affected** determination is appropriate for this project. Activities associated with this project will not have an effect on the only potential archaeological property within the APE, NOM-00158 (Subsurface Historic District), as no subsurface ground disturbing activities associated with this project are occurring within the site's presumed boundary at a depth in which potential associated archaeological materials may be present (below 4-7 feet according to Shaw 2006²). The proposed culvert replacement is occurring in an area outside of the potential historic districts boundaries (Figure 2). DOT&PF seeks concurrence with a finding of **no historic properties affect** for this project from the Alaska SHPO.

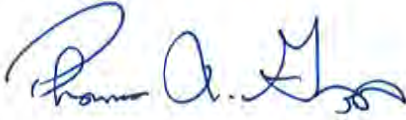
Consultation

Initiation of Consultation letters were sent on September 7, 2017. Consulting parties included the Alaska State Historic Preservation Officer (SHPO); Nome Museum and Library Commission; Bering Straits Native Corporation; City of Nome; King Island Native Corporation, King Island Native Community; Nome Eskimo Community, and; Sitnasuak Native Corporation. A response from the SHPO received September 12, 2017 stated they had no objections to the proposed study area or level of effort conducted for identification at that time. No other responses were received.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-451-5293, or by e-mail at thomas.gamza@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

² Shaw, Robert D. 2006 *Nome's West Side: Archaeological Monitoring During 2005 Filed Season for Construction of Water and Sewer Lines along East Front Street between Steadman Street and East N Street*. Robert Shaw Enterprises, Anchorage, Alaska. On file at the Office of History and Archaeology, Anchorage, Alaska.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas A. Gamza". The signature is stylized and cursive.

Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

Enclosures:

- Figure 1. Project Vicinity and Location
- Figure 2. AHRs Sites within the Area of Potential Effect (APE)

Electronic cc w/ enclosures:

Melissa Jensen, DOT&PF Northern Region, Environmental Impact Analyst
Christopher Johnson, P.E., DOT&PF Northern Region, Project Manager
Brett Nelson DOT&PF Northern Region, Regional Environmental Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager
Amy Sumner DOT&PF Statewide Environmental NEPA Manager

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Jake Kenick, Chair
Museum and Library Commission
P.O. Box 291
102 Division Street
Nome, AK 99762

Dear Mr. Kenick:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. §327, and is proposing to reconstruct and realign Port Road from the Port of Nome to Seppala Drive. The proposed project is located in Nome, Alaska; K011S034W|26 and K011S034W|27,28, USGS topographical map NOM-C1 (Figure 1).

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Consultation for this project is being conducted in accordance with the 2017 First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency, finds that *no historic properties would be affected* by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

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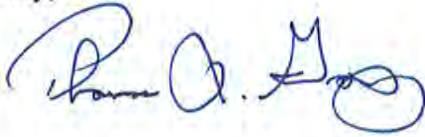
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Sincerely,

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Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

Enclosures:

- Figure 1. Project Vicinity and Location
- Figure 2. AHRs Sites within the Area of Potential Effect (APE)

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Melissa Jensen, DOT&PF Northern Region, Environmental Impact Analyst
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Brett Nelson DOT&PF Northern Region, Regional Environmental Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager
Amy Sumner DOT&PF Statewide Environmental NEPA Manager



THE STATE
of ALASKA

GOVERNOR BILL WALKER

Department of Natural Resources

DIVISION OF PARKS & OUTDOOR RECREATION
Office of History & Archaeology

550 West 7th Ave., Suite 1310
Anchorage, Alaska 99501-3565
Main: 907.269.8721
<http://dnr.alaska.gov/parks/oha>

March 22, 2018

File No.: 3130-1R FHWA/2017-01040

Subject: Nome Port Road Reconstruction, Z621230000/0002278

Thomas Gamza
Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

Dear Mr. Gamza,

The Alaska State Historic Preservation Office (AK SHPO) received your letter (dated March 13, 2018) on March 15, 2018. Following our review of your letter and the report titled *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, located in Nome, Alaska (DOT&PF #Z621230000)*, our office concurs with the following determinations of eligibility for listing on the National Register of Historic Places (Table 1).

Table 1. Determinations of Eligibility

No.	AHRS#	Street Address/Site Name	DOT&PF Determination	AK SHPO Comment
1	NOM-178	Cowin Hut-South Example	Not Eligible	Concur
2	NOM-286	Small House 1	Not Eligible	Concur
3	NOM-287	Small House 2	Not Eligible	Concur

The AK SHPO acknowledges that the Subsurface Historic District (NOM-158) was not evaluated because it is outside the scope of the project. Also, the remaining sites located within your area of potential effect (APE) have been previously determined not eligible and/or demolished; i.e., NOM-177, NOM-179, NOM-180, and NOM-224. Additionally, we reviewed the subject undertaking pursuant to Section 106 of the National Historic Preservation Act. Following our review, we concur with your finding of no historic properties affected for the subject undertaking.

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

parties. Should unidentified cultural resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the NRHP eligibility criteria (36 CFR § 60.4) in consultation with our office.

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

Sincerely,

A handwritten signature in black ink, reading "Judith E. Bittner". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke extending across the middle of the name.

Judith E. Bittner
State Historic Preservation Officer

JEB:mwr

Appendix B: Supporting Documents

Location Hydraulic Study

Highway Wetlands Avoidance and Minimization Form

Bald and Golden Eagle Nest Correspondence

Location Hydraulic study

Nome Port Road Reconstruction
Project No. Z621230000/002278

Keith Hanneman, P.E., Principal
January 18, 2018

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing to Port Road in Nome. The purpose of the proposed project is to improve safety, extend the service life of the roadway, and provide pedestrian facilities along or near Port Road.

The Port of Nome is an important component of the economy of Nome. The active port is a hub of activity receiving goods to be transported throughout Nome and the adjacent road system. The Port Road is the primary artery connecting this activity to the rest of Nome via the crossing of the Snake River at Jafet Road. The road itself is paved with two short gravel sections. The increased utilization of the port by ships has brought attention to the need for pedestrian facilities along Port Road to allow crew and tourists disembarking from the ships better access to downtown Nome. The intersection with Jetty Road has raised concerns about improper yielding from large trucks and machinery as well as from people coming off of West Beach.

Proposed safety improvements and road repairs would:

- Replace the existing 12 inch culverts with larger culverts sized to better handle the 100-year storm surge elevation.
- Grade and pave approaches for side streets and driveways
- Add a separated path along the west side of Port Road from Jetty Road to Jafet Road.
- Repave all of Port Road.
- Modify the and northeast onto Jafet Road.
- Modify the intersection with Jetty Road to the south to provide better sight distances and reduce confusion.

This project requires consideration of general criteria presented in Executive Order (EO) 11988, which mandates agencies to take floodplain encroachments into account when evaluating any water and land use plans. This Location Hydraulic Study fulfills the requirements of 23 CFR 650. The Provisions of CFR 650. Subpart A "Location and Hydraulic Design of Encroachments on Flood Plains" apply to all encroachments and to all actions which affect base flood plains. The project is located within a National Flood Insurance Program regulated floodplain. The attached FIRM panel (Panel 0043C, Map revised May 3, 2010) shows that most of Port Road lies within Zone AE (River) with the southern intersection with Jetty Road being located in Zone V (Coastal). Zone AE on the identified FIRM panel identifies the base flood elevation as 15 feet as referenced to the MLLW Tidal Datum. The Nome, Norton Sound tide station has a Mean Lower Low Water (MLLW) station datum of 3.72 feet.

Risks Associated with the Implementation of the Action

The risks associated with the project are low. In this context, "risk" means the consequences associated with the probability of flooding attributable to the encroachment. An "encroachment" is an action within the limits of the base flood plain. While the project does represent a longitudinal encroachment, the

change to the elevation profile of Port Road is minimal. The current roadway profile for the area within the 100-year floodplain ranges from the 15 foot base flood elevation down to 8.9 feet between the existing culverts. To make the recommended improvements to the Jafet Road intersection, the current low-point along Port Road will be raised to 11.3 feet. The new low point will be located 250 feet to the south and will have an elevation of 10 feet. The new low point will still occur between the two culverts. The extent of the roadway remaining below the 15 foot base flood elevation will remain the same. The new culverts will be sized to handle the 100-year storm elevation with acceptable headwater to diameter ratio. The proposed roadway geometry would allow for a 36-inch culvert at the culvert closest to the Jafet Road intersection. A foot of excavation would be required at the culvert location to the south in order to install a 24-inch culvert.

Impacts on Natural and Beneficial Flood Plain Values

"Natural and beneficial flood-plain values" include, but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. The project should not significantly impact the natural and beneficial flood plain values. The DOT&PF has minimized the footprint of the project to the extent practicable. By replacing the existing 12-inch culverts with larger ones, this project will improve the survivability of the culverts during flood events and their ability to convey floodwaters west of Port Road once water levels recede to below the road surface.

Measures to Minimize Flood Plain Impacts Associated with the Action

"Minimize" means to reduce to the smallest practicable amount or degree, and "practicable" means capable of being done within reasonable natural, social, or economic constraints. DOT&PF routinely does the following on highway design projects:

- Maintain the existing flow distributions to the extent practicable.
- Minimizes the footprint of the project to the extent practicable.
- Erosion and sediment control measures will be implemented during construction.

The project will not involve significant encroachments and does not support incompatible flood plain development. Proposed work will improve water conveyance and no adverse flood plain impacts are anticipated. There will be no loss of flow conveyance to carry base flood and storage capacity will not be affected by proposed improvements in this project's final condition.

Submitted by:



Keith Hanneman, P.E.
PDC Engineers

Attachments:

Project Location & Vicinity map
Project Details map
FEMA FIRM panel



Legend

 Project Boundary

Section: 26 Township: 11S
Range: 34W Meridian: Kateel River
USGS Quad: Nome C-1

0 1,500 3,000 Feet



Nome, Alaska

Date: 1/18/2018

Figure: 1

State of Alaska

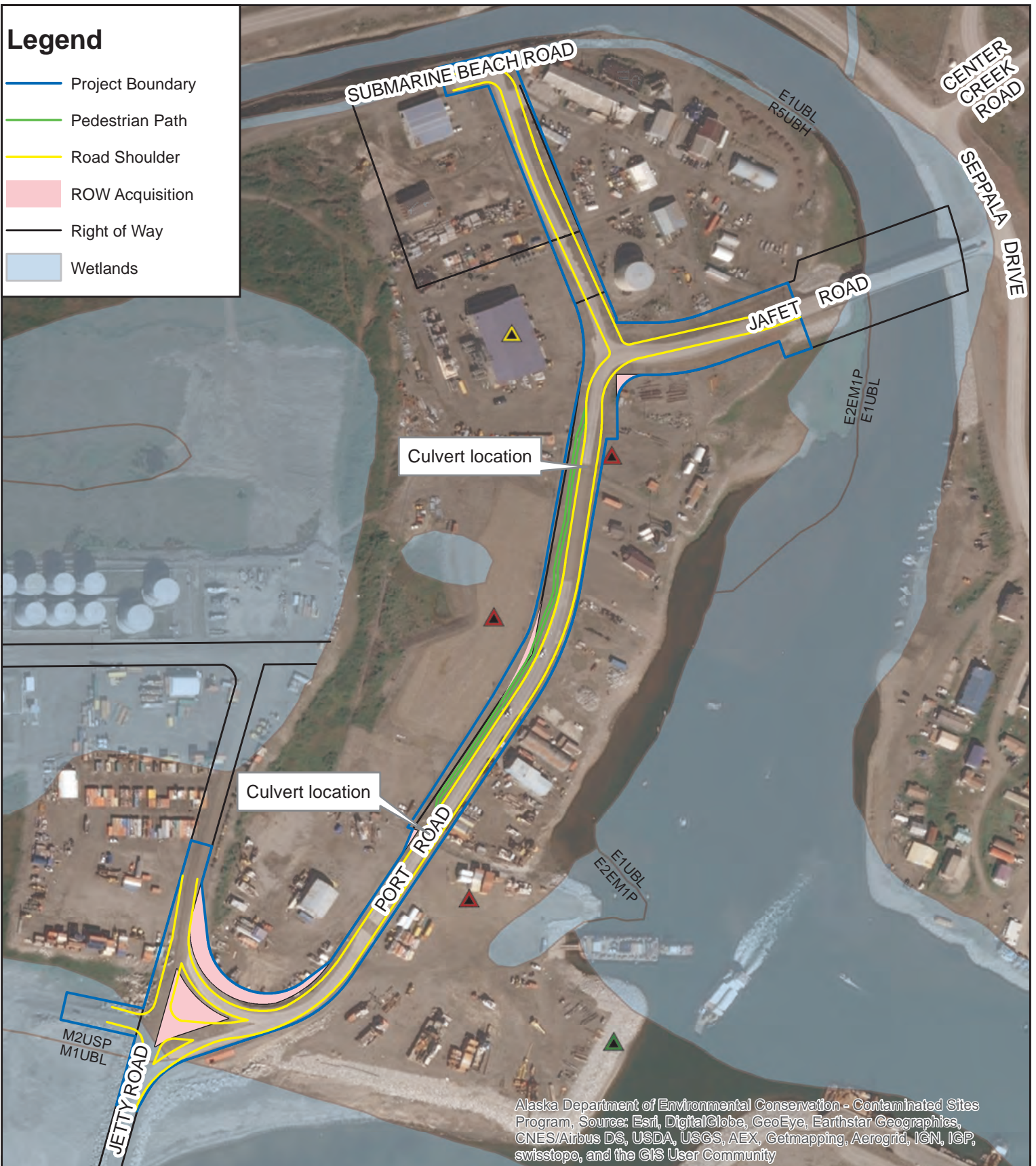
Department of Transportation and Public Facilities
Northern Region



Port Road Rehabilitation
Categorical Exclusion
Location & Vicinity Map

Legend

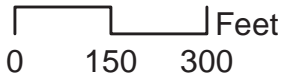
- Project Boundary
- Pedestrian Path
- Road Shoulder
- ROW Acquisition
- Right of Way
- Wetlands



Alaska Department of Environmental Conservation - Contaminated Sites Program. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Contaminated Sites

- ▲ Active
- ▲ Cleanup Complete
- ▲ Cleanup Complete - Institutional Controls
- ▲ Informational



Nome, Alaska

Date: 1/18/2018

Figure: 2

State of Alaska

Department of Transportation and Public Facilities
Northern Region



Port Road Rehabilitation
Categorical Exclusion
Project Details

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the **Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations** tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0' Mean Lower Low Water (MLLW) Tidal Datum. Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Alaska State Plane 8 zone (FIPSZONE 5008). The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the Mean Lower Low Water tidal datum. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description and/or location information for **benchmark** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was derived from multiple sources. Base map files were provided in digital format by AK DNR, AK DCED, USACE, NGS and BLM. This information was compiled at various map scales during the time period 2001-2007. Orthoimagery provided by City of Nome.

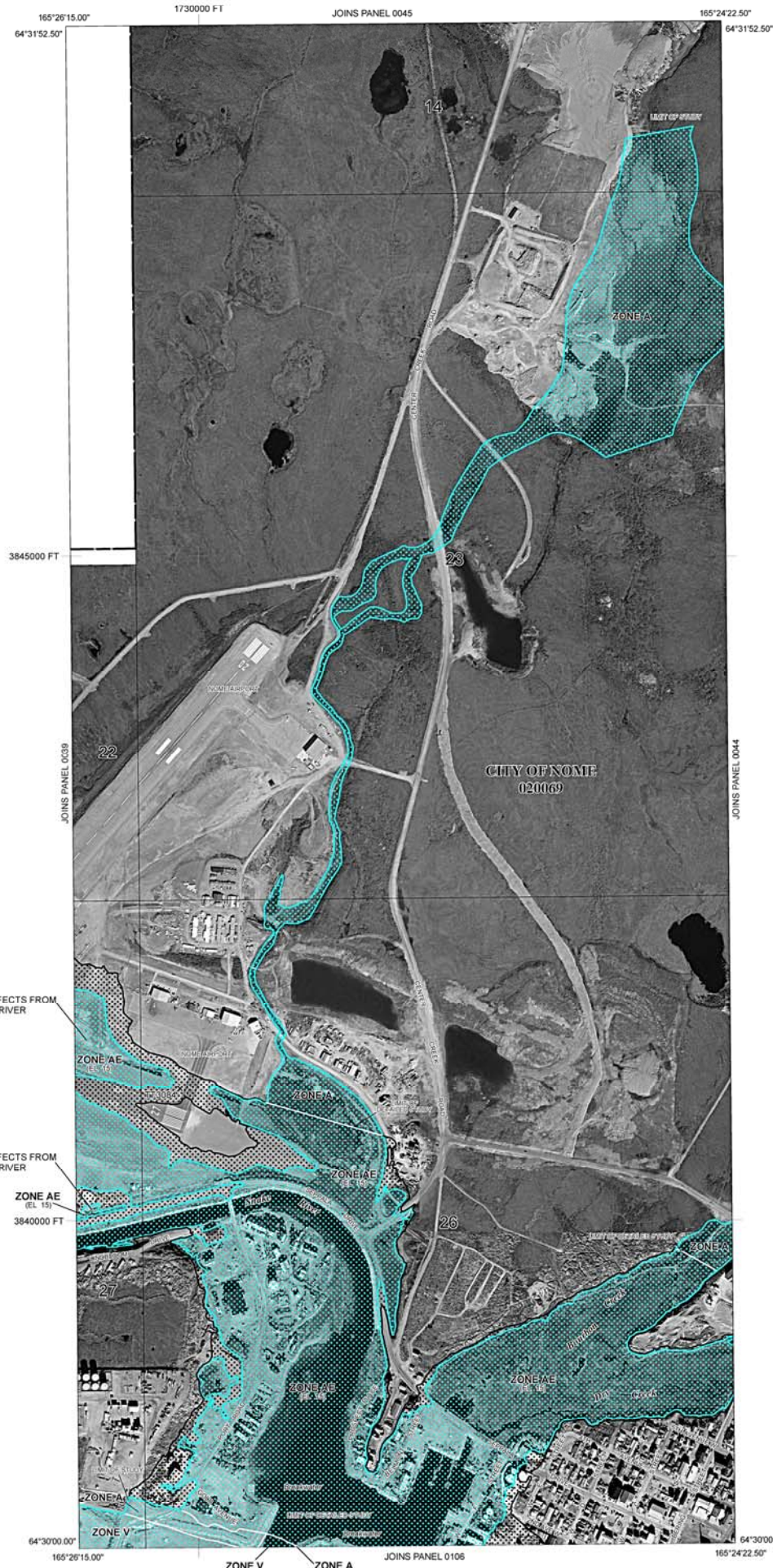
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the layout of map panels for this jurisdiction.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decreafed. Zone AR indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
Base Flood Elevation line and value; elevation in feet*
Base Flood Elevation value where uniform within zone; elevation in feet*
*referenced to the Mean Lower Low Water (MLLW) Tidal Datum

97°07'30", 32°22'30"
4276^m
6000000 FT
DX5510 x
M1.5
River Mile

MAP REPOSITORIES
102 Division Street, Nome, Alaska 99762 (Maps available for reference only, not for distribution.)

INITIAL NFIP MAP DATE
June 28, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS
August 9, 1977

FLOOD INSURANCE RATE MAP EFFECTIVE
September 1, 1983

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
May 3, 2010 - to update map format and to change Special Flood Hazard Areas.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0043C

FIRM FLOOD INSURANCE RATE MAP

CITY OF NOME, ALASKA
NOME CENSUS AREA

PANEL 43 OF 130
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
NOME, CITY OF	020069	0043	C

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
0200690043C

MAP REVISED
MAY 3, 2010

Federal Emergency Management Agency



Highway Wetlands Avoidance and Minimization Form

Project Name: Nome Port Road Reconstruction
Project Number: Z621230000/002278
Date: 12/15/17

Question	Yes	No	NA
I. Project Scope: Provide a brief description of and reason for the project.			
Widened and resurface the existing Port Road, including drainage improvements, safety improvements and pedestrian facilities			
II. Avoidance Measures			
1. Can the proposed project or project components be located in an upland area? If not, explain in detail. (Refer to preliminary jurisdictional wetland determination.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, does this upland area provide unique habitat to the area or contain other protected resources, such as cultural resources, federally listed or candidate species, bald eagles, or other raptors? Consult with the agency with jurisdiction or expertise if appropriate, such as the Corps, USF&WS, NMFS, or ADF&G.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there other project-related impacts to the upland area that are considered substantial, such as subsistence use or other socioeconomic factors? Consult with the agency with jurisdiction or expertise, if appropriate.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe: The project occurs within the existing alignment of Port Road and is limited to previously disturbed areas.			
2. In consideration of future traffic forecasts, future transportation projects, or expected community growth and maintenance considerations, has the project or project components been sited to avoid wetland impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Can design options such as steeper side slopes, flexible design or flexible design standards be used to avoid impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Can the footprint of any specific project component be reduced to avoid wetlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Can improvements be consolidated to avoid impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Have existing roads, material sites, and other facilities been incorporated into the design of the proposed project to avoid wetland impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe: The wetland impact areas occur where Port Road intersects with other roads at the northern and southern ends of the project. To avoid wetlands in these areas would mean not improving the connections to these roads which would lead to poor road conditions and likely drainage issues and safety concerns.			
3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog or contact ADF&G for information on fish-bearing waters.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question	Yes	No	NA
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Describe: No fish streams occur within the project area.			
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4. If the regional environmental manager has determined that the project may adversely affect Essential Fish Habitat (EFH), list the preliminary EFH conservation measures below.			
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Describe:			
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III. Minimization Measures (If the impacts can't be avoided, continue.)			
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1. Can the proposed project or project components be located in a lower-value wetland area? If not, explain in detail. (Refer to appropriate resource mapping or functional value assessment.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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If yes, would construction affect other protected resources, such as cultural resources, federally listed or candidate species, bald eagles, or other raptors? Consult with the agency with jurisdiction or expertise, if appropriate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Are there other project-related impacts to this lower-value wetland that are considered substantial, such as to cultural resources, subsistence use, or other socioeconomic factors? Consult with the agency with jurisdiction or expertise, if appropriate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Describe: The impacted wetlands identified by the National Wetlands Inventory are located in industrial areas on already disturbed ground. The value of these wetlands is expected to be of low value.			
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2. In consideration of traffic forecast changes in use, future projects, expected community growth, and maintenance, has the proposed project or project components been sited to minimize wetland impacts? Has this been applied to all individual components of the highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Can the footprint of specific project components be reduced, e.g. steeper side slopes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Can improvements be consolidated to minimize impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Have existing roads, material sites and other facilities been incorporated into the design of the proposed project to minimize wetlands impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Describe: By limiting the project area to previously disturbed areas, the impact to wetlands has been minimized to the fullest extent possible.			
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3. Have crossings of fish streams been located to minimize adverse effects to the extent practicable? (Contact agencies with jurisdiction or expertise as appropriate.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Have adverse effects on fish spawning habitat been minimized?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Have stream crossings been designed in accordance with the DOT&PF/ADF&G Culvert Design and Construction Memorandum of Agreement?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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4. If the regional environmental manager has determined that the project may adversely affect EFH, list the preliminary EFH conservation measures below.			
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Describe:			
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VI. Material Site Considerations			
Contractor-supplied and commercial material sites are not subject to an avoidance and minimization review.			

1. Has a material site been designated for the project? If yes, continue. If no, go to V.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Question	Yes	No	NA
If a new material site is required have you considered locating and accessing material an adequate distance from the project so that it can be reclaimed as wetlands or other wildlife habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would a new site, located a safe distance from the project, require a new road, resulting in additional wetland resource or community use impacts? Are there means to avoid a new access road? Describe below if development of this new site would result in more or fewer wetlands impacts than a new or existing material site located close to the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If a new or existing material site has been selected that would be located a safe distance from the project and requires minimal additional road building, is there a mine reclamation plan? If located an appropriate distance from the project, can the material site be reclaimed to provide open water habitat such as shallows, islands, and irregular shorelines? (Consult agencies with jurisdiction or expertise as appropriate.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has geotechnical and hydrological information been collected and used to maximize gravel exploitation while minimizing wetland impacts (such as mining deeper, adjusting material site boundaries, and using portions of the pit for temporary stockpiling of material)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has a long-term material site been considered? If so, can a portion of the site be closed and reclaimed at the end of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Describe: Commercial material sources are available in and near Nome. The road system to and from these sources is well-maintained and will not need any additional work to support this project.			
V. Additional Material Site Considerations			
1. Will project overburden be stockpiled, preferably in uplands, for use as "top soil" or in reclamation of material sites or previously disturbed areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Describe: Excavation of new ground is not prescribed as part of this project. The commercial material source utilized will be managed according to its reclamation plan.			
2. How will access roads and other fills associated with the material site be restored upon project completion?			
Describe:			
3. Can development of the material site be timed to avoid or minimize effects during spawning, migration, and nesting periods? (Consult agencies with jurisdiction or special expertise.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Describe:			

Avoidance and Minimization Procedures (AMPs) Highway Projects

These avoidance and minimization procedures (AMPs) are to assist the Alaska Department of Transportation and Public Facilities (DOT&PF) staff or the Consultant in their evaluation of practicable alternatives and design options for highway construction projects to avoid or minimize adverse effects on Waters of the United States (U.S.) and wetlands.

DOT&PF staff or the Consultant must evaluate avoidance and minimization measures to meet the requirements of Executive Order 11990, the National Environmental Policy Act and Section 404(b)(1) of the Clean Water Act. The E.O. and Section 404(b)(1) require that impacts on wetlands be avoided or minimized if there is a practicable alternative. Thoroughly evaluating design and location alternatives and balancing the highway planning and engineering considerations, including cost, with environmental factors (e.g. functions and values) is what determines if there are practicable alternatives.

In evaluating avoidance and minimization options, DOT&PF staff or the Consultant will consult as appropriate with the agency or agencies with jurisdiction and special expertise (e.g. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, National Marine Fisheries Service, Alaska Department of Fish and Game, Alaska Department of Natural Resources, Alaska State Historical Preservation Office, DNR – Division of Ocean and Coastal Management, or the local coastal district). DOT&PF staff or the Consultant will document the evaluation of avoidance and minimization options on this form. The form should be appended to the project specific environmental document (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement) and included in the project specific Corps of Engineers Section 404 permit application.

Consider the following in evaluating measures to avoid and minimize impacts to Waters of the U.S. and to wetlands:

1. Locate highway improvements in uplands where practicable. Practicable is defined as “feasible and reasonable in consideration of other project-related impacts, including cost.” For example, cultural resources; eagle nest trees; threatened, endangered, or candidate species habitat; subsistence and socio-economic factors. Document the rationale for determining that siting in uplands is not practicable.
2. Evaluate build alternatives and design options that avoid wetlands. If there are no suitable upland sites for accommodating highway improvements within reasonable proximity to the community, or proximity to the existing highway, then locating the site in uplands is not considered practicable.
3. Evaluate the design standards to determine if they can be adjusted to avoid or lessen the footprint in wetlands or high-value habitats. This includes adjustments in the height of fill, line, and grade; steepness of slope for support facilities; and other appropriate measures that will be evaluated to decrease the wetlands footprint.
4. Evaluate measures to minimize the proposed project impacts on wetlands, particularly on higher value wetlands (open water, emergent, and estuarine wetlands). These measures will include locating the improvements to minimize the effects of the project on higher-value wetlands, incorporating existing fills into the project, rehabilitating abandoned fills, and other appropriate measures.

5. Evaluate appropriate measures to avoid and minimize involvement in fish streams (i.e. catalogued anadromous fish streams and resident fish streams). These measures may include realignment of facilities to avoid streams, bridging, or culverts that simulate the stream under normal conditions. If the stream provides spawning habitat at the proposed crossing site, then evaluate consideration of a bridge or realignment to a section of the creek where spawning does not occur. All culverts in fish streams will be designed in accordance with the DOT&PF/ADF&G Culvert Design and Construction Memorandum of Agreement (August 2001).
6. To comply with the Bald and Golden Eagle Protection Act, identify all existing bald eagle nests within ¼ mile of the project area (by search existing databases, aerial photographs, etc. and if necessary conducting a field survey). If the project is located within 330 feet of an active eagle nest, then DOT&PF will follow the latest USF&WS Bald Eagle Guidelines.
7. Consult with or confer with USF&WS or NMFS in accordance with the requirements of the Endangered Species Act if it is determined that the project could affect a federally listed or candidate species. If the consultation or conference results in a determination that the project may adversely affect a listed or candidate species or critical habitat, the consultation process defined in the act will be completed by DOT&PF.

The form is designed to document the avoidance and minimization evaluation and assist in the process of determining if there are practicable alternatives to first avoid, then minimize impacts on aquatic resources. The form should be completed for all projects that may affect Waters of the U.S. and wetlands and should be completed as early as practicable using appropriate resource, planning, and engineering data developed for the environmental document, but prior to submittal of the Section 404 permit application. It is not intended to reduce or replace the resource assessments necessary for completing the environmental document. Attach the form to the DOT&PF Section 404 permit application. The Corps will incorporate the AMP Form to the extent practicable in their Section 404(b)(1) determination and permit decision.

Although each project is developed to statewide standards, each is unique in terms of location, environment, and design considerations. For each individual project, there will ultimately be a mixture of measures that best meets the project purpose and need while avoiding or minimizing wetlands impacts to the extent practicable. The extent to which this can be done will depend on the project's site-specific conditions, design criteria, technical feasibility, and cost. In certain situations, protection may be appropriate for higher value upland habitats, such as riparian, deep water, and unique or locally rare upland habitats. Under such circumstances, avoidance may be appropriate.

Erica Betts

From: Lewis, Steve <steve_b_lewis@fws.gov>
Sent: Monday, May 28, 2018 11:47 AM
To: Erica Betts
Subject: Re: [EXTERNAL] Bald Eagle nest locations

Hi Erica,

Definitely no issue with golden eagle nests there and I'm pretty sure no issue with bald eagles either.

Steve

On Fri, May 25, 2018 at 5:15 PM, Erica Betts <EricaBetts@pdceng.com> wrote:

Steve,

Thank you so much for the response. The projects will repair existing roads, Seppala Drive (from Nome Airport into town), Port Road connecting the Port of Nome to town, and Bering Street. The projects are within existing ROW.

Have a great holiday weekend.

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

[1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414](#)

From: Lewis, Steve <steve_b_lewis@fws.gov>
Sent: Friday, May 25, 2018 3:08 PM
To: Erica Betts <EricaBetts@pdceng.com>
Subject: Re: [EXTERNAL] Bald Eagle nest locations

Hello Erica,

Thanks for your note.

As far as I know, there are no documented Bald Eagle nests in the Nome area. At this time, that may be a little far north for them but I would guess they are moving that way. Depending on where your projects are located, Golden Eagle nests could be an issue. There are quite a few of them on the Seward Peninsula. They are mostly on cliffs but also rock outcrops and bluffs. I wouldn't expect them in the city limits itself, but not that far outside of town. Unfortunately, I do not have a good database of Golden Eagle nests.

Perhaps you can give me a better idea of what the project entail?

Thanks,

Steve

On Thu, May 24, 2018 at 3:58 PM, Erica Betts <EricaBetts@pdceng.com> wrote:

Hello,

I am assessing environmental impacts for a couple of transportation projects in Nome, Alaska and am trying to determine whether Bald eagle nests are located nearby. If you are aware of any information regarding eagle nest locations in Nome, please let me know.

Thank you so much for your time,

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

[1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414](https://www.pdcinc.com)

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Stephen B. Lewis

U.S. Fish and Wildlife Service

[3000 Vintage Blvd., Suite 240](#)

[Juneau, AK 99801](#)

907-780-1163; steve_b_lewis@fws.gov

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