



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

RE-EVALUATION APPROVAL FORM
(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

I. Project Information

A. Project Name: Seward Highway: MP 25.5-36, Trail River to Sterling Wye Rehabilitation

B. State Project Number: Z546590000

C. Federal Project Number: 0311031

D. Primary/Ancillary Project Connections: N/A

E. COA Determination: 23 CFR 771.117(d)(13)

F. Project Scope:

TIP or STIP: STIP

Need ID: 2620

Project Scope:

Rehabilitate roadway as needed. Project may include sight distance improvements and other safety improvements.

G. Approval date(s) and impact summary(ies) of the original environmental document and any subsequent Re-Evaluations:

A programmatic categorical exclusion document was approved on May 9, 2018.

The proposed project would require the acquisition of up to 25 partial parcels to accommodate widened roadway shoulders and minor roadway realignments; no full parcel acquisitions would be required. Partial parcels would be acquired from private property owners and from State agencies, including undeveloped parcels owned by the Alaska Department of Natural Resources (ADNR) and the Alaska Mental Health Trust. One structure which serves as a seasonal residence would be moved; however, the property is not eligible for relocation benefits as it is not a primary residence.

A cultural resource and architectural survey in September 2015 by HDR Alaska, Inc. (HDR) identified 26 historic resources in the direct Area of Potential Effect (APE) and 23 in the indirect APE. Of the 26 resources within the direct APE, two properties (SEW-00148; SEW-00592) had been determined eligible for listing in the National Register of Historic Places (NRHP) during previous investigations. As of October 2015, no evidence of SEW-00148 remained within the direct APE. Four of the 23 resources within the indirect APE (SEW-00580; SEW-00583; SEW-00584; SEW-00591) had also been found eligible for inclusion in the NRHP during previous investigations. On November 17, 2016, the State Historic Preservation Officer (SHPO) concurred with the DOT&PF's Finding of No Historic Properties Adversely Affected.

Several lakes, ponds, streams, scattered freshwater emergent and forested shrub wetlands are located along the Seward Highway. Water bodies within the project area flow into Kenai Lake, a traditional navigable water, making them jurisdictional Waters of the U.S. (WOUS). In addition, ten of the streams adjacent to or flowing underneath the project roadway are anadromous water bodies, which are also considered essential fish habitat (EFH) by the National Marine Fisheries Service (NMFS). Potential impacts to WOUS include placing fill to accommodate widening and realigning the roadway; replacing, installing, or extending culverts under the Seward Highway. Moose Creek (an anadromous waterway) would be affected at multiple locations to replace ageing culverts at MP 32.9 and MP 33.1, and the double culverts at DOT&PF bridge number 4090 (MP 32.3). Overall permanent impacts would be reduced by shifting two segments of Moose Creek away from the project roadway to avoid placing fill below OHW in association with roadway widening and realignments. Both stream segments would be recontoured to match existing stream gradients and stream widths.

Several Section 4(f) resources are adjacent to the proposed project corridor, including: Johnson Pass Trail, Carter Lake Trail, three undeveloped parcels managed by the ADNR for eventual inclusion to the KRSMA, and five historic properties determined eligible for listing in the NRHP. On January 26, 2018, the Statewide NEPA Program Manager concurred the proposed project would not result in a permanent incorporation, adverse temporary occupancy, or constructive use of a 4(f) resource.

H. Project Purpose And Need as Stated in the Original Environmental Document:

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

I. Project Description as Stated in the Original Environmental Document:

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

Proposed work would include the following:

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

Attachments

Proposed Action (Re-Eval)

Project Plans & Location Information

- Figure 2_APE sheets 1 to 19.pdf Z546590000.pdf
- Project Plans and Location Info Z546590000.pdf

Environmental Consequences (Re-Eval)

Historic Properties and Cultural Resource Impacts

- Consulting parties responses to July 2023 findings letter.pdf Z546590000.pdf
- Fig 1 Location & Vicinity Map 04.26.2016.pdf Z546590000.pdf
- Figure 2_APE sheets 1 to 19 Z546590000 (1).pdf
- Seward Hwy MP 25.5_36-Trail River_Sterling Wye Rehab_FONAE_ALL combined.pdf Z546590000.pdf

Comments and Coordination (Re-Eval)

Public Involvement (Re-Eval)

- 2023 Example Responses to Comments.pdf Z546590000.pdf
- 54659 Public Involvement documentation.pdf Z546590000.pdf

- 54659_Moose Pass Open House Summary 08-02-22.pdf Z546590000.pdf

Agency Involvement (Re-Eval)

- 2019 Fish Passage Culvert Consult ADFG November.pdf Z546590000.pdf
- 2023 Fish Passage Culvert Emails ADFG summer.pdf Z546590000.pdf
- Seward 25-36_Pipes+Anadromous Waterways.pdf Z546590000.pdf

Environmental Re-Evaluation Determination (Re-Eval)

Environmental Re-Evaluation Determination (Re-Eval)

- SEO Consultation Re-eval for Seward Highway 25.5-36 Rehab.pdf Z546590000.pdf

II. Proposed Action

A. Project Plans & Location Information

Attachments

- Figure 2_APE sheets 1 to 19.pdf Z546590000.pdf
- Project Plans and Location Info Z546590000.pdf

B. Proposed Action

Have there been any changes to the following since the approval of the original environmental document:

	Yes	No
1. Project scope?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Project design?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Project limits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Project funding sources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

The project area has been expanded to accommodate widening shoulders and addressing drainage issues that impact highway safety and cause deterioration of the highway facility. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term. In May 2022, DOT&PF submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review, reflecting the ROW needs to widen the shoulders and address drainage needs. Shortly thereafter, DOT&PF distributed an updated Area of Potential Effect (APE) for the project, which included all permanent proposed acquisitions along with anticipated temporary construction interests because of the potential for ground disturbance. Due to the inclusion of widened shoulders, improvements to address drainage needs, and geotechnical information, the APE sent in May 2022 was larger than the APE sent during scoping and greater than the expectations of many residents. The project design was revised based on new information and concerns expressed at public and private meetings in August 2022. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and found to be in substantial conformance with Borough code on May 8, 2023. A revised APE was also distributed to all consulting parties.

III. Purpose and Need

A. Purpose and Need

	Yes	No
1. Have there been any changes in the project purpose and need since the original environmental document?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. Environmental Consequences

- Identify if there have been any changes in project impacts from those identified in the original environmental document, including prior re-evaluations - For each "yes," summarize the changes - Include any changes to previous proposed mitigation and/or environmental commitments compared to the original environmental document within Section VII. - Attach any supporting analysis or studies.

A. Affected Environment

Yes No

1. Have there been any changes in the affected environment within or adjacent to the project area that could affect any of the impact categories (e.g., new or modified regulations, laws, transportation infrastructure, protected resources, land use plans, etc.)?

Summary

N/A

B. Land Use and Transportation Plans

Have there been any changes to the following since the approval of the original environmental document:

Yes No

1. Land use or transportation plans for the project area?

2. The project's consistency with current land use and transportation plans?

3. The potential for the project to to have adverse indirect and cumulative effects on land use or transportation?

Summary

The State Transportation Improvement Program (STIP) and the Chugach National Forest Land Management Plan have been updated since the original CE document. The project remains consistent with both plans.

C. Right-of-Way Impacts

Have there been any changes to the following since the approval of the original environmental document:

Yes No

1. Temporary right-of-way (ROW) requirements?

2. Permanent ROW requirements?

3. Business or residential relocations?

4. Property needed from a local, state, or federal agency?

5. Project use of ANILCA land that requires an ANILCA Title XI approval?

Summary

As design has progressed, the ROW impacts have increased to 41 partial parcel acquisitions, one full parcel acquisition, one business relocation, and 21 permanent easements. The increased ROW is needed to adequately address numerous drainage issues throughout the road corridor, and to widen shoulders south of MP 29. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term.

The proposed project has identified only one business requiring relocation of facilities. The project team has met with this business owner multiple times to discuss property use, business needs, and impacts to the business of various design concepts. After considering information from these discussions, relocation of the business and impacted features (parking, septic, building) appears to be feasible within the remainder of the parcel after the proposed partial acquisition.

Relocation planning efforts, including a relocation study for the proposed business relocation, will continue as the project advances into the ROW acquisition process. Details of the business relocation will be reviewed with the business owner. All acquisitions and relocations would be conducted in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. Relocation resources are available to all property owners without discrimination. Compliance with the Uniform Act is designed to mitigate the adverse effects of relocation and persons not satisfied with the relocation payments or assistance offered by the Department may file an appeal.

D. Environmental Justice Impacts (E.O. 12898)

Have there been any changes to the following since the approval of the original environmental document: **Yes** **No**

- | | | |
|--|--------------------------|-------------------------------------|
| 1. Project's effects on environmental justice populations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|-------------------------------------|

Summary

N/A

E. Historic Properties and Cultural Resource Impacts

Have there been any changes to the following since the approval of the original environmental document: **Yes** **No**

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. The project's Area of Potential Effect (APE), as described in consultation or findings letters previously submitted to the State Historic Preservation Officer (SHPO) or other consulting parties? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. The status of National Register of Historic Places listed or eligible properties in the project area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Project qualifications as a Programmatic Allowance under Section 106 Programmatic Agreement? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Conclusions reached regarding project effects on cultural and historic resources? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Project activities described in consultation or findings letters previously submitted to SHPO or other consulting parties? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Unresolved project issues or concerns of a federally-recognized Indian Tribe [36 CFR 800.16(m)]? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Unresolved project issues or concerns of other consulting parties? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Summary

In May 2022, DOT&PF submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review, reflecting the ROW needs to widen the shoulders and address drainage needs. Shortly thereafter, DOT&PF distributed an updated APE for the project, which included all permanent proposed acquisitions along with anticipated temporary construction interests because of the potential for ground disturbance. For each eligible historic property that would be impacted by a proposed permanent acquisition, the APE boundary was drawn to the back of the structure, to provide for consideration of impacts to structures adjacent to the proposed work. Due to the inclusion of widened shoulders, improvements to address drainage needs, and geotechnical information, the APE sent in May 2022 was larger than the APE sent during scoping and greater than the expectations of many residents. The expanded APE and preliminary acquisition plat was misinterpreted as direct construction footprints intended to remove historic-era structures along the highway by some members of the community. This misinterpretation propagated before the project team could present more accurate and detailed information to the community and consulting parties. Action before the borough was paused and public and private meetings were held in Moose Pass in August of 2022 to present the project. Concerns expressed at these meetings and new information contributed to the revised design of the project. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and

found to be in substantial conformance with Borough code on May 8, 2023. The APE has been revised to consider these changes to project impacts.

An updated findings letter with the revised APE was sent to all consulting parties on July 17, 2023. On July 27, 2023, SHPO concurred with the Finding of No Historic Properties Adversely Affected. On August 4, 2023, Nancy Erickson responded with a letter expressing disappointment that some sites were not found to be eligible as well as more general criticism of the project. On August 15, 2023, the Chugach National Forest Supervisor responded that they have no further comment. No other responses were received.

Attachments

- Consulting parties responses to July 2023 findings letter.pdf Z546590000.pdf
- Fig 1 Location & Vicinity Map 04.26.2016.pdf Z546590000.pdf
- Figure 2_APE sheets 1 to 19 Z546590000 (1).pdf
- Seward Hwy MP 25.5_36-Trail River_Sterling Wye Rehab_FONAE_ALL combined.pdf Z546590000.pdf

F. Section 4(f)/6(f) Impacts

Have there been any changes to the following since the approval of the original environmental document:

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| 1. The status of Section 4(f) properties affected by the proposed action or the project's effects on Section (f) properties? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The determination of "use" of a Section 4(f) property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The status of Section 6(f) properties affected by the proposed action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. The determination of "conversion of use" of a Section 6(f) property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Summary

N/A

G. Contaminated Sites and Hazardous Materials Impacts

Have there been any changes to the following since the approval of the original environmental document:

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| 1. The status of known or potentially contaminated sites within or adjacent to the existing or proposed ROW? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Excavation dewatering activities within 1,500 feet of a known or potentially contaminated site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The potential for encountering a contaminated site during construction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Summary

N/A

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

Have there been any changes to the following since the approval of the original environmental document:

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

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
1. The project's encroachment into the 100-year floodplain (i.e., base floodplain in fresh or marine waters)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The project's encroachment or potential to encroach into a regulatory floodway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project's potential to involve a longitudinal encroachment or significant encroachment as defined by 23 CFR 650.105(q)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. The status of local flood hazard requirements or ordinances?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. The project's consistency with local flood protection standards and E.O. 11988 (Floodplain Protection)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

N/A

I. Wetland and Waterbody Impacts

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
1. Project activities within wetlands or other Waters of the U.S. (WOTUS), as defined by the U.S. Army Corps of Engineers (USACE) (Section 404)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Wetlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. 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?"	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Estimated area of wetland involvement (acres): 1.6		
c. Estimated fill quantity: 15,200 cubic yards		
d. Estimated dredge quantities: 1,200 cubic yards		
3. Waters?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Estimated fill quantities below:		
OHW: 1800 cubic yards		
MHW: ___ cubic yards		
HTL: ___ cubic yards		
b. Estimated dredge quantities: 1,400 cubic yards		
4. Project activities within or over navigable waters, as defined by USACE (Section 10)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Temporary waterbody involvement or stream diversion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Project activities within or over navigable waters, as defined by the U.S. Coast Guard (USCG) (Section 9)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I. Wetland and Waterbody Impacts

Have there been any changes to the following since the approval of the original environmental document: **Yes** **No**

7. Status of or effects to a designated Wild and Scenic River or land adjacent to a Wild and Scenic River?

Summary

As design has progressed, the quantities of dredge and fill in wetland and water bodies have been revised from the original estimates. There are no substantial changes to overall impacts to wetlands and WOTUS.

J. Fish and Wildlife Impacts

Have there been any changes to the following since the approval of the original environmental document: **Yes** **No**

- 1. Project's effects to anadromous or resident fish habitat?
- 2. Project's effects to Essential Fish Habitat (EFH)?
- 3. Temporary impacts to fish habitat?
- 4. The status of listed, proposed, or candidate Threatened and Endangered (T&E) species or designated critical habitat?
- 5. The project's effects on listed, proposed, or candidate T&E species?
- 6. The project's effects on designated critical habitat?
- 7. The status of species protected by the Marine Mammal Protection Act (MMPA)?
- 8. The project's effects on species protected by the MMPA?
- 9. Project's effects on wildlife resources?
- 10. Project's effects to bald or golden eagles, or migratory birds?

Summary

Portions of two more small streams near Moose Pass were nominated for the anadromous waters catalogue in 2020 (Upper Trail Lake tributary at approximately MP 29.3) and in 2022 (Oliver Creek). Only the reaches downstream of the highway were designated anadromous. The DOT&PF consulted with ADF&G in November 2019 and July 2023 about these and other streams in the project area to determine which culvert replacements would be required to meet fish passage design criteria. After multiple site visits, ADF&G determined that one unnamed stream crossing the highway at approximately MP 26.5 sustains spawning sockeye salmon and advised that this highway culvert should be designed for fish passage. The biologists also determined that Oliver Creek and another unnamed stream in the project area have minimal salmon habitat upstream of the highway, and therefore replacement culverts need not be designed for fish passage. The project team will continue coordination with ADF&G through design and permitting.

K. Invasive Species Impacts

Have there been any changes to the following since the approval of the original environmental document: **Yes** **No**

1. Presence of invasive species in project area?

K. Invasive Species Impacts

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
2. Measures that will be used to minimize the introduction or spread of invasive species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project's consistency with E.O. 13112 (Invasive Species)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

N/A

L. Water Quality Impacts

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
1. The project's involvement with a public or private drinking water source?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. The project's effect on discharges of storm water into WOTUS? [40 CFR 230.3(s)]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The status of or project's effects on an ADEC-designated Impaired Waterbody?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. The area of ground-disturbing activities to more or less than one acre?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. The project's involvement with an area that is covered by a Municipal Separate Storm Sewer System (MS4) APDES permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

One proposed partial acquisition may include a private drinking water well. If that well is removed or decommissioned, DOT&PF would be responsible for replacing the water source for the affected landowner, provided that the original water source already met DEC requirements.

M. Air Quality Impacts

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
1. Temporary degradation of air quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The project's effect on an air quality nonattainment or maintenance area, which will require a new or revised conformity determination?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

N/A

N. Noise Impacts (23 CFR 772)

Have there been any changes to the following since the approval of the original environmental document:	Yes	No
1. Temporary noise impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

N. Noise Impacts (23 CFR 772)

	Yes	No
Have there been any changes to the following since the approval of the original environmental document:		
2. Type I project activities (23 CFR 772.5; listed below) that would require a noise analysis (check all that apply)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction of highway on a new location.	<input type="checkbox"/>	<input type="checkbox"/>
Substantial alteration in a vertical or horizontal alignment as defined in 23 CFR 772.5.	<input type="checkbox"/>	<input type="checkbox"/>
An increase in the number of through lanes.	<input type="checkbox"/>	<input type="checkbox"/>
Addition of an auxiliary lane (except a turn lane).	<input type="checkbox"/>	<input type="checkbox"/>
Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.	<input type="checkbox"/>	<input type="checkbox"/>
Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.	<input type="checkbox"/>	<input type="checkbox"/>
Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.	<input type="checkbox"/>	<input type="checkbox"/>
3. Was a noise analysis completed on the original project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

N/A

O. Social and Economic Impacts

	Yes	No
Have there been any changes to the following since the approval of the original environmental document:		
1. Project's effect on neighborhoods or community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Project's effects on school boundaries, recreation areas, churches, businesses, police and fire protection, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Project's effects on the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Project's effects on travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Temporary delays and detours of traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Project involvement of adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and expenditures, employment opportunities, accessibility, and retail sales?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Project's effects on established businesses or business districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Temporary impacts on businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Summary

One business may be relocated within the same property. As it would be a short move and the business would be able to continue operations, there would be no significant impacts to the business district overall. Details of the relocation

(schedule, parking, septic, new building) would be reviewed with the business owner during the ROW acquisition phase. No other permanent changes to businesses, schools, recreation areas, churches, or other community centers are anticipated.

V. Comments and Coordination

A. Public Involvement

Yes **No**

1. Has any additional public involvement occurred since the original environmental document was approved?

Summary

Following approval of the original CE document in 2018, the project scope and design was presented to the community at a public Open House on October 23, 2019. The project has also been included in numerous regional transportation fairs and Moose Pass community meetings as listed below.

- 2/08/18 - Anchorage Transportation Fair - Anchorage
- 4/06/18 - Moose Pass Advisory Planning Commission Meeting - Moose Pass
- 9/13/18 - Mat-Su Transportation Fair - Wasilla
- 2/06/19 - Anchorage Transportation Fair - Anchorage
- 8/22/19 - Mat-Su Transportation Fair - Palmer
- 1/23/20 - Anchorage Transportation Fair - Anchorage
- 7/20/21 - Moose Pass Safety Committee Meeting - Moose Pass
- 2/25/21 - Kenai Transportation Fair - Online
- 8/05/21 - Moose Pass Planning Advisory Committee meeting - Moose Pass/Virtual
- 6/09/22 - Moose Pass Planning Advisory Committee meeting - Moose Pass/Virtual

In May 2022, the preliminary ROW acquisition plat submitted to the Kenai Peninsula Borough sparked increased community interest, and DOT&PF responded with additional public outreach to answer questions, correct misinformation, and listen to concerns raised. This outreach included a public Open House in Moose Pass on August 2, 2022, which was attended by over 70 people, including members of the Moose Pass Advisory Commission. The project team then met individually with approximately 30 property owners over the next two months to discuss their individual concerns.

At these meetings, DOT&PF provided information about the project including the purpose and need of proposed features and acquisitions, and what the public and impacted property owners should expect during the ROW acquisition process. Moose Pass residents generally understood and agreed on the project need and goals, though impacted residents wanted to see solutions that would affect their individual parcels less. The most frequent comments were concerns about loss of vegetation and private property, resistance to changing existing conditions, concern over traffic speeds and safety, and requests for an extended separated pathway. The project design was further revised based on new information and concerns expressed at these meetings. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and found to be in substantial conformance with Borough code on May 8, 2023.

The project team has also sent several letters to residents and local property owners to provide further details and invite them to discuss their individual concerns. The project website has been regularly updated with public involvement opportunities and new information such as two videos explaining the project, status, decisions, and updates. This coordination continues as the project moves forward into the ROW acquisition phase. A more detailed summary of the recent public involvement, meeting materials, and written comments are attached.

Attachments

- 2023 Example Responses to Comments.pdf Z546590000.pdf
- 54659 Public Involvement documentation.pdf Z546590000.pdf
- 54659_Moose Pass Open House Summary 08-02-22.pdf Z546590000.pdf

B. Agency Involvement

Yes **No**

1. Has additional agency coordination occurred since the original environmental document was approved?

Summary

The DOT&PF consulted with ADF&G in November 2019 and July 2023 to determine which culvert replacements would be required to meet fish passage design criteria. After multiple site visits, ADF&G determined that one unnamed stream crossing the highway at approximately MP 26.5 sustains spawning sockeye salmon and advised that this highway culvert should be designed for fish passage. The biologists also determined that Oliver Creek and another unnamed stream in the project area have minimal salmon habitat upstream of the highway, and therefore replacement culverts need not be designed for fish passage. The project team will continue coordination with ADF&G through design and permitting.

Attachments

- 2019 Fish Passage Culvert Consult ADFG November.pdf Z546590000.pdf
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VI. Permits and Authorizations

A. Permits and Authorizations

Have there been any changes to the status or requirement of the following permits and authorizations since the approval of the original environmental document:

Yes No

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. USACE, Section 404/10 includes Abbreviated Permit Process, Nationwide Permit, and General Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Coast Guard, Section 9 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Flood Hazard | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. ADEC Non-domestic Wastewater Plan Approval | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. ADEC 401 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. ADEC APDES | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Eagle Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Incidental Take Authorization | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Local (Borough or City) permit (e.g., noise) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Other. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Summary

The ADF&G identified one additional stream crossing in the project area that supports anadromous fish. Replacing the culvert at this location and any other work below OHW would require a Fish Habitat Permit.

VII. Environmental Commitments

A. Environmental Commitments and Mitigation Measures [23 CFR 771.109(b)]

Yes No

- | | | |
|---|--------------------------|-------------------------------------|
| 1. Have there been any changes in the environmental commitments or proposed mitigation as addressed in the original environmental document? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|-------------------------------------|

VIII. Environmental Re-Evaluation Determination

A. Environmental Re-Evaluation Determination

Yes No

- 1. Do the conclusions of the original environmental document approval remain valid?
- 2. Does the project meet the criteria of one of the following DOT&PF Programmatic Approvals authorized in the Nov. 13, 2017 "Chief Engineer Directive - Programmatic Categorical Exclusions"?
 - a. Is this a change from the original environmental document?
- 3. Do the changes in the project scope, environmental consequences, environmental commitments, or public or agency controversy require a new or supplemental environmental document?

Summary

The project no longer meets the criteria for programmatic approval because the ROW impacts have increased from 25 partial acquisitions to 41 partial and one full parcel acquisition, as well as one business relocation. The changes to the project and environmental impacts are not significant enough to require a new or supplemental environmental document. Consultation with the NEPA Program Manager is attached.

Attachments

- SEO Consultation Re-eval for Seward Highway 25.5-36 Rehab.pdf Z546590000.pdf

Environmental Re-Evaluation Approval Signatures

Prepared by:

Date: 9/15/2023

Heidi Zimmer
Environmental Team Leader

Reviewed by:

Date: 9/15/2023

Clint Adler
Chief, Mat-Su District Office (Engineer 4)

Recommended by:

Date: 9/15/2023

Brian Elliott
Central Region Environmental Manager

Approved by:

Date: 9/15/2023

Matthew Dietrick
NEPA Manager

APPENDIX A

Historic Properties and Cultural Resources Impacts

Hilsinger, Erik D (DOT)

From: Meitl, Sarah J (DNR)
Sent: Thursday, July 27, 2023 4:36 PM
To: Hilsinger, Erik D (DOT)
Cc: Meitl, Sarah J (DNR)
Subject: RE: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

3130-1R FHWA / 2023-00863

Hi Erik,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated July 17, 2023) concerning the subject project on July 17, 2023. Following our review of the documentation provided, we concur with the finding of No Historic Properties Adversely Affected.

This email serves as our office's official correspondence for the purposes of Section 106. Please note that our office may need to re-evaluate our concurrence if changes are made to the project's scope or design, or comments are received from other consulting parties. 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. Our response 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 National Register of Historic Places eligibility criteria (36 CFR 60.4), in consultation with our office. Please note that some sites can be deeply buried and that fossils are considered cultural resources subject to the Alaska Historic Preservation Act.

Thank you for the opportunity to comment. Please contact me if you have any questions or if we can be of further assistance.

Best,
Sarah

Sarah Meitl

Review and Compliance Coordinator
Alaska State Historic Preservation Office
Office of History and Archaeology
907-269-8720

From: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Sent: Wednesday, July 26, 2023 2:30 PM
To: Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>
Subject: RE: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

Hi,

I'm pretty open tomorrow. If you want to do a teams invite when you have availability I can work with that.

E.

Erik D. Hilsinger

Cultural Resources Specialist
State of Alaska Department of Transportation and Public Facilities
Design and Engineering Services, Central Region
PO Box 196900
Anchorage, AK
99519-6900
Phone: 907-269-0534
Fax: 907 243-6927

From: Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>
Sent: Wednesday, July 26, 2023 2:26 PM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Subject: RE: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

Hi Erik,

Would it be possible to get a little more information about how indirect effects were taken into consideration when assessing effects? The description of the APE could be taken as direct effects only and sites like SEW-00583 are just outside of the defined APE. We can talk tomorrow afternoon if that works for you.

Best,
Sarah

Sarah Meitl

Review and Compliance Coordinator
Alaska State Historic Preservation Office
Office of History and Archaeology
907-269-8720
sarah.meitl@alaska.gov

From: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Sent: Monday, July 17, 2023 4:10 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>
Subject: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

Hi

Please find attached a .pdf format letter finding that our proposed project 54659 Seward Highway MP 25.5-36 will have no adverse effect to historic properties. The figures are large and so are available for download at the following web address:

<https://drop.state.ak.us/drop/pickup.php?claimID=moJMmnU6Gm4osEiR&claimPasscode=fFWZu6C2iU7wZUcp>

Claim ID: moJMmnU6Gm4osEiR

Claim Passcode: fFWZu6C2iU7wZUcp

Please let me know if you wish to comment on this finding or would like further consultation regarding the project.

Best,

E.

Erik D. Hilsinger
Cultural Resources Specialist
State of Alaska Department of Transportation and Public Facilities
Design and Engineering Services, Central Region
PO Box 196900
Anchorage, AK
99519-6900
Phone: 907-269-0534
Fax: 907 243-6927

Hilsinger, Erik D (DOT)

From: Schramm, Jeff - FS, AK <jeff.schramm@usda.gov>
Sent: Tuesday, August 15, 2023 9:29 AM
To: Hilsinger, Erik D (DOT)
Subject: RE: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

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Erick,

Sorry to taking so long to get back to you. The Forest has no additional comment on your findings.

Jeff



Jeff E. Schramm
Forest Supervisor
Forest Service
Chugach National Forest
p: 907-743-9525
jeff.schramm@usda.gov

161 E. 1st Ave. Door 8
Anchorage, AK 99501

www.fs.fed.us



**Caring for the land and serving
people**

From: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Sent: Monday, July 17, 2023 3:50 PM
To: Schramm, Jeff - FS, AK <jeff.schramm@usda.gov>
Subject: 54659 Seward Highway MP 25.5-36 Finding of No Adverse Effect

Hi Mr. Schramm,

Please find attached a .pdf format letter finding that our proposed project 54659 Seward Highway MP 25.5-36 will have no adverse effect to historic properties. The figures are large and so are available for download at the following web address:

<https://drop.state.ak.us/drop/pickup.php?claimID=moJMmnU6Gm4osEiR&claimPasscode=fFWZu6C2iU7wZUcp>

Claim ID: moJMmnU6Gm4osEiR

Claim Passcode: fFWZu6C2iU7wZUcp

Please let me know if you wish to comment on this finding.

Best,

E.

Hilsinger, Erik D (DOT)

From: Hilsinger, Erik D (DOT)
Sent: Monday, July 31, 2023 10:45 AM
To: Marshall, Timothy - FS, AK
Subject: RE: Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation Finding of No Adverse Effect

Hello,

I have submitted the figures to you by ZendTo and they will be available at that link for six days. Let me know if you need longer or desire paper copies of the maps and I can send those to you directly.

DOT&PF is seeking to coordinate with our consulting parties on this project to determine whether there is agreement with a finding of no adverse effect to historic properties for the project. The project was redesigned to avoid direct impacts to historic properties in the Moose Pass Townsite (SEW-580, SEW-583, SEW-584 and SEW-592) and should have no adverse effect to the Seward-Moose Pass Trail (SEW-00148), which does not appear to have any physical traces remaining per the AHRS card. The project should not result in changes to viewshed that would diminish the eligibility of the built environment properties.

Let me know if you need more information or want to chat by phone over these findings. The SHPO has concurred with the finding of no adverse effect and I anticipate more consultation from Moose Pass residents who wished to consult directly.

Best,

E.

Erik D. Hilsinger
Cultural Resources Specialist
State of Alaska Department of Transportation and Public Facilities
Design and Engineering Services, Central Region
PO Box 196900
Anchorage, AK
99519-6900
Phone: 907-269-0534
Fax: 907 243-6927

From: Marshall, Timothy - FS, AK <timothy.marshall@usda.gov>
Sent: Monday, July 31, 2023 10:27 AM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Subject: Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation Finding of No Adverse Effect

You don't often get email from timothy.marshall@usda.gov. [Learn why this is important](#)

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Erik

The Chugach Forest Supervisor forwarded me the *Trail River to Sterling Wye* letter that he received on July 27th. The copy he sent me lacked enclosures- can I get copies of those? The letter addresses the revised design of the project and a new APE, DOT is asking the FS if we agree with the no adverse effect determination- is that correct?

Thank you



Tim Marshall
Heritage Program Manager
Forest Service
Chugach National Forest

phone: (907) 743-9522

Cell: (907) 401-3166

timothy.marshall@usda.gov

CNF Supervisors Office
161 East 1st Ave., Door 8
Anchorage, Alaska 99501

www.fs.fed.us



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THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

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

In Reply Refer To:

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

Letter of Transmittal

July 18, 2023

Nancy E. Erickson
35083 Seward Highway
Moose Pass AK 99631
nancyericksonak@gmail.com

Dear Nancy:

Please find enclosed paper copies of the electronic maps and figures produced for DOT&PF's finding of no adverse effects to historic properties letter submitted July 17, 2023.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik D. Hilsinger".

Erik D. Hilsinger
Cultural Resources Specialist

Enclosures:

- Figure 1: Location and Vicinity
- Figure 2: Area of Potential Effect Sheets 1-19
- Figure 3: Preliminary Right of Way Maps Sheets 1-48

Electronic cc:

Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Matt Dietrick, DOT&PF Statewide NEPA Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager

August 4, 2023

Erik Hilsinger
Cultural Resources Specialist, Central Region
Dept. of Transportation & Public Facilities
PO Box 196900
Anchorage, AK 99519-6900

RE:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect

Comments:

35083 Seward Highway, Moose Pass
Lot 3 Block 4 Moose Pass Townsite
Loucher/Tolsen Cabin and Garage

Thank you for corresponding with the three property owners with Consulting Status on this project. First, I am very relieved my property has been taken off DOT's property acquisition list. The amount of property initially requested for a larger ditch was in excess and caused many stressful months for me. Cheaper solution would be to maintain the current ditches, which hasn't been done in 10+ years. DOT maintenance has records. They requested a couple time I removed my hand-painted "Drive 35" sign so they could dredge the ditch. I removed it and the maintenance was never done.

However, I feel the need to once-again, speak out against many aspects of this project.

A property's historic significance isn't diminished just because it's not eligible for the National Historic Register due to a change in structural integrity. Moose Pass Townsite as a whole is historic, established long before the Seward Highway even existed. Case in point – Estes Bros. Store. Built in 1934 as a roadhouse, the structure was moved to its current location in 1938-1939 by the Estes Bros. and now serves as our only source for groceries and – as tourist and locals alike – enjoy their scrumptious ice cream. Why is a structure that has been in place for 84 years now in DOT's way? The store is filled with historic significance, as is the old garage across the street. It sits in the core of Moose Pass Townsite.

And as for Leora Avenue?! I'm almost speechless. DOT is going to construct approximately 200 feet of a street that ends at the base of a mountain and requires a good portion of the south side of Estes Bros. Store to accomplish-including a portion of the Lyle Saxon House historic eligible property now owned by Ben and Rosella Ikerd.

Moose Pass has a serious traffic problem, and has for years. Very few motorists passing through observe the 45 and 35mph speed zones and vehicles passing on the double yellow is a daily

occurrence. The worn speed limit stenciled on the highway is almost non-existent. Currently the hills and curves on both the south and north end of this speed zone tend to help in slowing traffic down through town. I agree the road before mile post 29 going south needs wider shoulders, but once again, the property DOT wants to accomplish that is excessive. DOT wants 1.950AC of Roland Dickason's 4.263 property at the south end of the project, leaving him with 1.593AC. Imagine working hard for years to upgrade your property, only to have DOT come through and say, either give us what we want or we'll take it by eminent domain? Many property owners along that corridor are facing a similar situation.

What do you think is going to happen to traffic going through Moose Pass when the highway is wider and vegetation lining the highway is cleared? There will be nothing to slow them down. My trees and bushes are the only buffer between me and the highway. Large trucks shake my house when they rumble past. I can't tell from the drawings if the community Christmas tree is on the chopping block. We're a small community and locals and passersby as well welcome the cheery lights in the midst of a dark winter.

I haven't mentioned all the property owners potentially affected by this project – this comment would get way too long. I'm requesting DOT consider the irreparable damage this project could potentially do to our historic community and act accordingly.

Regards,
Nancy Erickson

Hilsinger, Erik D (DOT)

From: Hilsinger, Erik D (DOT)
Sent: Friday, August 18, 2023 11:46 AM
To: Varner, Joel D (DOC)
Subject: RE: Moose Pass road improvement

Hi Joel,

I sent the figures from the findings letter to you via ZendTo, the state's provider for large file transfers. This link will let you forward the download and I made it good for six days.

<https://drop.state.ak.us/drop/pickup.php?claimID=t75dasSFBrNHoumS&claimPasscode=GCTmtcxw5fHVrBEV>

We substantially reduced the footprint of the project to show just the minimum necessary-a lot of the land shown in the platting meetings was for easements to be negotiated so we wouldn't have to ask permission to clear snow every time we needed to.

Let me know if you need any more information.

Best,

E.

Erik D. Hilsinger
Cultural Resources Specialist
State of Alaska Department of Transportation and Public Facilities
Design and Engineering Services, Central Region
PO Box 196900
Anchorage, AK
99519-6900
Phone: 907-269-0534
Fax: 907 243-6927

From: Varner, Joel D (DOC) <joel.varner@alaska.gov>
Sent: Friday, August 18, 2023 11:33 AM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Subject: Moose Pass road improvement

Hello, my name is Joel Varner. I live in the future construction zone in moose pass. I live on lot number 23 which is just south of Brad and Julie Bergholdt. They mentioned they met with you. They have the house that's close to highway in a parallel fashion. The moose pass group I've met with mentioned that the project has been redone.

Any way you can tell me how I currently sit in terms of how far state intends to come into my property? If you're ever in the area stop in. My driveway on the east side of highway has the big yellow mailbox.

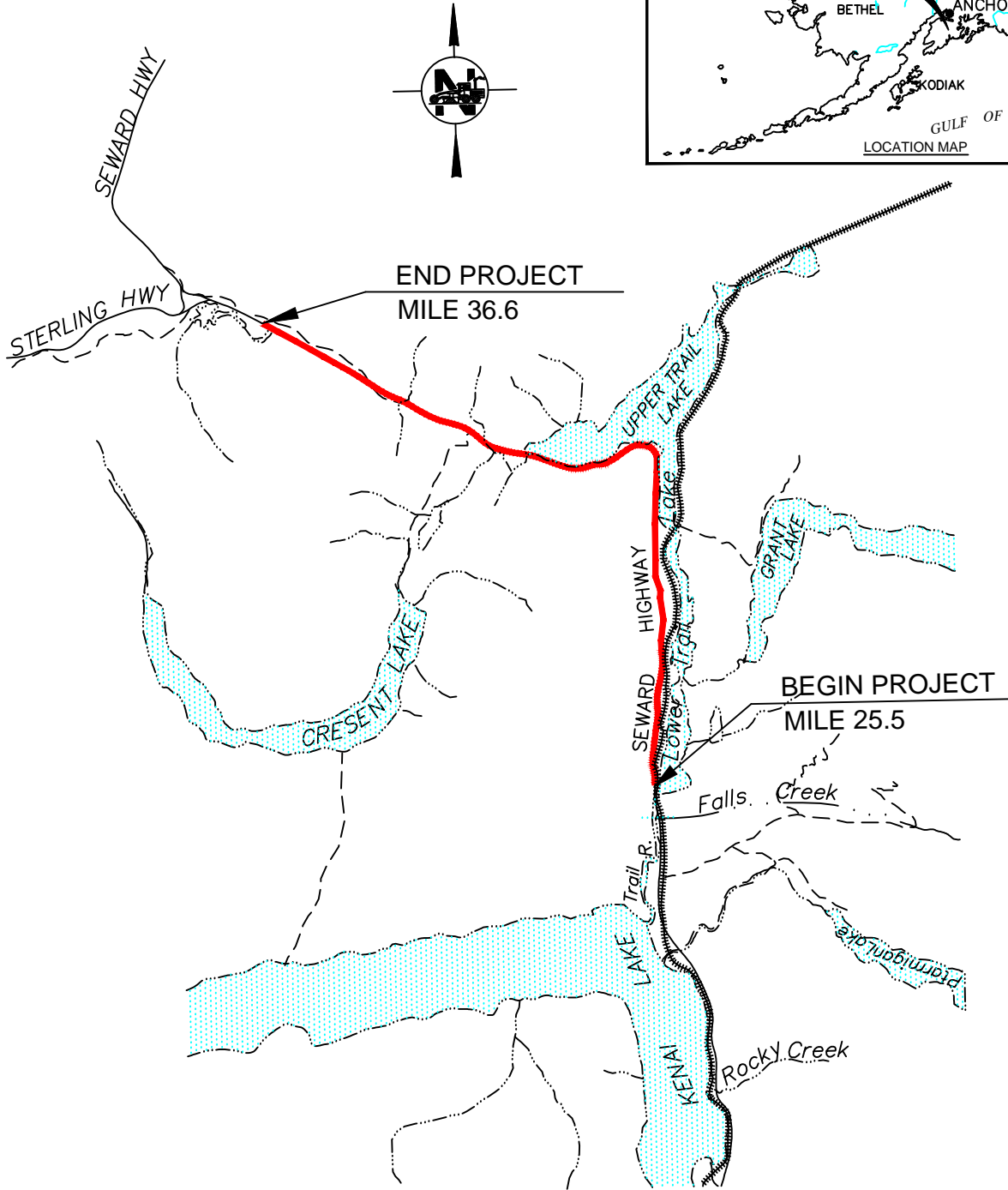
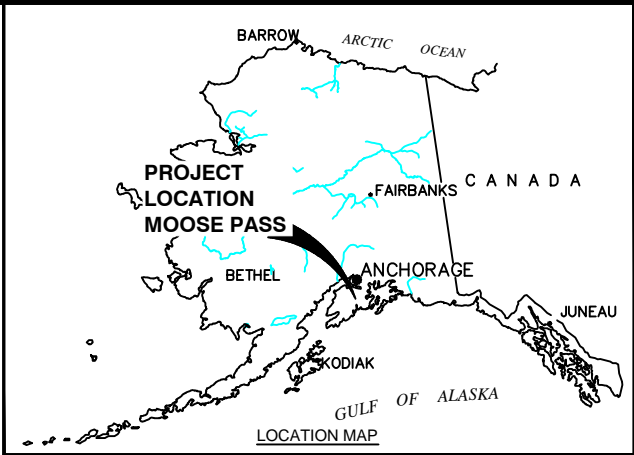
Thank you, Joel 907-715-4991



JOEL VARNER
COII

Alaska Department of Corrections
3600 bette cato drive • seward, AK 99664
Office: (907) 224-8200
joel.varner@alaska.gov





LEGEND
 **PROJECT AREA**



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 PRELIMINARY DESIGN AND
 ENVIRONMENTAL GROUP

SCALE: NTS
 DATE: 9/8/2015
 BY: J McLAURIN

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

FIGURE 1



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

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

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

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

Dear Ms. Bittner:

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

Consultation for this project is being conducted in accordance with the 2017 Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act

“Keep Alaska Moving through service and infrastructure.”

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

Project Description

The proposed work may include the following:

- Rehabilitate roadbed and widen roadway shoulders south of approximate milepoint 29
- Construct additional slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts to reduce project impacts
- Improve pedestrian amenities and traffic calming measures (such as wider pavement markings, and increased signage, and reconstructing the existing pathway) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve drainage facilities including culverts, channels, and roadside ditches
- Improve and/or construct avalanche mitigation
- Install mechanically stabilized earth walls
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

Area of Potential Effect

The Area of Potential Effect (APE) for the project is depicted in yellow in Figures 1-19. Structures and buildings of concern in Moose Pass are found on pages 6 and 7. The APE includes all areas with potential for ground disturbing activities, ingress and egress, and vegetation clearing. Extensive consultation with the community and consulting parties has resulted in a revised project that minimizes the project footprint while improving highway safety and ease of maintenance.

Identification Efforts

DOT&PF has sponsored multiple surveys of this section of the Seward Highway (Stephen R. Braund & Associates with JG Haigh Design 1993; Yarborough, Morrison, Rickman and Stewart 2010; Odell, Keen, Weishar, Teeter and Ellis 2016). Local residents who attended the August

2022 public meeting were queried about the presence of potentially significant properties in the project corridor and no new structures, buildings or sites were reported.

Braund and Haigh (1993) evaluated buildings along the highway in Moose Pass with the Lyle Saxon House (SEW-00589) the only eligible property identified. Yarborough et al. (2010) surveyed the portion of the highway near Moose Pass Elementary School, identified additional buildings and structures and evaluated both the known and newly identified buildings and structures for National Register of Historic Places (NRHP) eligibility. Odell, et al. (2016) again updated the known properties and identified additional resources in the vicinity of the project.

One building, the Estes Brothers Store (SEW-00098) is located in the project APE. The building has been found ineligible previously by DOT&PF and SHPO due to changes to the structure which diminished its integrity.

Finding of Effects

No eligible properties are located in the project APE. No properties would be adversely affected by the minor changes to the vicinity of the road such that they would no longer be eligible for listing on the National Register of Historic Places.

Based on the information in the identification reports and ongoing consultation with the community and consulting parties, DOT&PF finds that the project would have no adverse effect to historic properties.

Consultation

DOT&PF sent initiation of consultation letters to the State Historic Preservation Officer (SHPO), Chugach National Forest, Kenaitze Indian Tribe, Qutekcak Native Tribe, and the Kenai Peninsula Borough on December 4, 2015. DOT&PF submitted a Finding of No Adverse Effect letter for the project on October 25, 2016. The SHPO concurred with a finding of no adverse effect by letter on November 17, 2016.

Numerous drainage issues impact road safety and cause structural deterioration of the roadway. Roadside ditches have been filled by fugitive materials from the roadway, private landowners seeking to expand parking, and rockfall from the mountainside. Narrow, shallow ditches and substandard approaches cause glaciation onto the highway, along with icing on the driving surface and erosion of the shoulder as snowmelt drains onto the highway. Ineffective flow in roadside ditches saturates and weakens the embankment, causing heaving, rutting, and pavement deterioration. Several segments of anthropogenic channels running parallel to the highway, and culverts conveying flow from DOT&PF ROW to receiving waterbodies are located outside of existing ROW, and aren't legally accessible to DOT&PF maintenance staff. Amongst other goals, this project seeks to address drainage issues that impact highway safety and cause deterioration of the highway facility. The project plans to widen the shoulders south of MP 29, filling the final gap of dedicated or shared use accommodations for cyclists and pedestrians between Seward and Anchorage. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term.

In May 2022, DOT&PF submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review, reflecting the ROW needs to widen the shoulders and address drainage needs. Shortly thereafter, DOT&PF distributed an updated APE for the project, which included all permanent proposed acquisitions along with anticipated temporary construction interests because of the potential for ground disturbance. For each eligible historic property that would be impacted by a proposed permanent acquisition, the APE boundary was drawn to the back of the structure, to provide for consideration of impacts to structures adjacent to the proposed work. Due to the inclusion of widened shoulders, improvements to address drainage needs, and geotechnical information, the APE sent in May 2022 was larger than the APE sent during scoping and greater than the expectations of many residents. The expanded APE and preliminary acquisition plat was misinterpreted as direct construction footprints intended to remove historic-era structures along the highway by some members of the community. This misinterpretation propagated before the project team could present more accurate and detailed information to the community and consulting parties. Action before the borough was paused and public and private meetings were held in Moose Pass in August of 2022 to present the project. Concerns expressed

at these meetings and new information contributed to the revised design of the project. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and found to be in substantial conformance with Borough code on May 8, 2023. The APE included in this submission has been revised to consider changes to project impacts as discussed above.

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

Sincerely,

Erik D Hilsinger

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

Enclosures:

Figure 1: Location and Vicinity

Figure 2: Area of Potential Effect Sheets 1-19

Figure 3: Preliminary Right of Way Maps Sheets 1-48

References

- Stephen R. Braund & Associates with J.G. Haigh-Design. 1993. Historical Properties Survey (of the) Seward Highway: MP 0 (Seward) to MP 36 (Sterling Highway Intersection). Prepared for DOT&PF, Project 58713.
- Odell, Molly, Ann Keen, Paul Weishar, Sean Teeter and Danielle Ellis. 2016. Cultural Resources Survey for the Seward Highway Milepost 25.5–36, Trail River to Sterling Wye Rehabilitation Project Kenai Peninsula Borough, Alaska. Prepared by HDR Alaska Inc. for DOT&PF, Anchorage, AK
- Yarborough, L.F., Aubrey Morrison, Summer Rickman and Jessica Stewart. 2010. Cultural Resource Survey of Proposed School Zone Improvements in Six Southcentral Alaska Communities. Prepared by Cultural Resource Consultants LLC, Anchorage, AK for DOWL HKM, Anchorage, AK.

Electronic cc w/ enclosures:

Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Matt Dietrick, DOT&PF Statewide NEPA Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager



THE STATE
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GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities
DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

PO Box 196900
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Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Bernard N and Rosella L. Ikerd
35221 Seward Hwy, Moose Pass
Lot 10 Block 4 Moose Pass Townsite
907-362-7790
PO Box 8, Moose Pass, AK 99631
Email: ikerdhome@gmail.com

Dear Mr. and Mrs. Ikerd:

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

Consultation for this project is being conducted in accordance with the 2017 Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act

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

Project Description

The proposed work may include the following:

- Rehabilitate roadbed and widen roadway shoulders south of approximate milepoint 29
- Construct additional slow vehicle turnouts
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- Minor roadway alignment shifts to reduce project impacts
- Improve pedestrian amenities and traffic calming measures (such as wider pavement markings, and increased signage, and reconstructing the existing pathway) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve drainage facilities including culverts, channels, and roadside ditches
- Improve and/or construct avalanche mitigation
- Install mechanically stabilized earth walls
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

Area of Potential Effect

The Area of Potential Effect (APE) for the project is depicted in yellow in Figures 1-19. Structures and buildings of concern in Moose Pass are found on pages 6 and 7. The APE includes all areas with potential for ground disturbing activities, ingress and egress, and vegetation clearing. Extensive consultation with the community and consulting parties has resulted in a revised project that minimizes the project footprint while improving highway safety and ease of maintenance.

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2022 public meeting were queried about the presence of potentially significant properties in the project corridor and no new structures, buildings or sites were reported.

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One building, the Estes Brothers Store (SEW-00098) is located in the project APE. The building has been found ineligible previously by DOT&PF and SHPO due to changes to the structure which diminished its integrity.

Finding of Effects

No eligible properties are located in the project APE. No properties would be adversely affected by the minor changes to the vicinity of the road such that they would no longer be eligible for listing on the National Register of Historic Places.

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Consultation

DOT&PF sent initiation of consultation letters to the State Historic Preservation Officer (SHPO), Chugach National Forest, Kenaitze Indian Tribe, Qutekcak Native Tribe, and the Kenai Peninsula Borough on December 4, 2015. DOT&PF submitted a Finding of No Adverse Effect letter for the project on October 25, 2016. The SHPO concurred with a finding of no adverse effect by letter on November 17, 2016.

Numerous drainage issues impact road safety and cause structural deterioration of the roadway. Roadside ditches have been filled by fugitive materials from the roadway, private landowners seeking to expand parking, and rockfall from the mountainside. Narrow, shallow ditches and substandard approaches cause glaciation onto the highway, along with icing on the driving surface and erosion of the shoulder as snowmelt drains onto the highway. Ineffective flow in roadside ditches saturates and weakens the embankment, causing heaving, rutting, and pavement deterioration. Several segments of anthropogenic channels running parallel to the highway, and culverts conveying flow from DOT&PF ROW to receiving waterbodies are located outside of existing ROW, and aren't legally accessible to DOT&PF maintenance staff. Amongst other goals, this project seeks to address drainage issues that impact highway safety and cause deterioration of the highway facility. The project plans to widen the shoulders south of MP 29, filling the final gap of dedicated or shared use accommodations for cyclists and pedestrians between Seward and Anchorage. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term.

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Consultation will continue with the SHPO office, Kenai Peninsula Borough, Chugach National Forest-Seward Ranger Station, Kenaitze Indian Tribe, Qutekcak Tribe, Cook Inlet Region Inc., Henry Melville, Bernard and Rosella Ikerd, Nancy Erickson, Moose Pass Chamber of Congress and the Kenai Mountains Turnagain Arm Corridor Heritage Area.

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

Sincerely,



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

Enclosures:

Figure 1: Location and Vicinity

Figure 2: Area of Potential Effect Sheets 1-19

Figure 3: Preliminary Right of Way Maps Sheets 1-48

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Electronic cc w/ enclosures:

Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
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GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

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

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Jeff Schramm, Forest Supervisor
Chugach National Forest
161 East 1st Avenue, Door 8
Anchorage, AK 99501
jeff.schramm@usda.gov

Dear Mr. Schramm:

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DOT&PF

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Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:

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(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Henry Melville
35061 Seward Hwy, Moose Pass
Lot 2 Block 4 Moose Pass Townsite
907-491-1720
PO Box 2451 Seward, AK 99664
akhank101@gmail.com

Dear Mr. Melville:

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Erik D Hilsinger
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Peter Evon, Executive Director
Kenaitze Indian Tribe
150 North Willow St / P.O. Box 988
Kenai, AK 99611
pevon@kenaitze.org

Dear Mr. Evon:

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The Area of Potential Effect (APE) for the project is depicted in yellow in Figures 1-19. Structures and buildings of concern in Moose Pass are found on pages 6 and 7. The APE includes all areas with potential for ground disturbing activities, ingress and egress, and vegetation clearing. Extensive consultation with the community and consulting parties has resulted in a revised project that minimizes the project footprint while improving highway safety and ease of maintenance.

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Finding of Effects

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Consultation will continue with the SHPO office, Kenai Peninsula Borough, Chugach National Forest-Seward Ranger Station, Kenaitze Indian Tribe, Qutekcak Tribe, Cook Inlet Region Inc., Henry Melville, Bernard and Rosella Ikerd, Nancy Erickson, Moose Pass Chamber of Congress and the Kenai Mountains Turnagain Arm Corridor Heritage Area.

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

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

Sincerely,



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

Enclosures:

Figure 1: Location and Vicinity

Figure 2: Area of Potential Effect Sheets 1-19

Figure 3: Preliminary Right of Way Maps Sheets 1-48

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GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

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

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Rachel Blakeslee, Executive Director
Kenai Mountains Turnagain Arm National Heritage Area
PO Box 1934
Girdwood, Alaska 99587
rachelblakeslee@kmtacorridor.org

Dear Ms. Blakeslee:

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

Consultation for this project is being conducted in accordance with the 2017 Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency,

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finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

Project Description

The proposed work may include the following:

- Rehabilitate roadbed and widen roadway shoulders south of approximate milepoint 29
- Construct additional slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts to reduce project impacts
- Improve pedestrian amenities and traffic calming measures (such as wider pavement markings, and increased signage, and reconstructing the existing pathway) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve drainage facilities including culverts, channels, and roadside ditches
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In Reply Refer To:

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(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Mayor Peter Micciche
Kenai Peninsula Borough
144 North Binkley Street
Soldotna, Alaska 99669

Dear Mayor Micciche:

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Moose Pass Chamber of Commerce
Moose Pass, Alaska, 99631
admin@moosepassalaska.com

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substandard approaches cause glaciation onto the highway, along with icing on the driving surface and erosion of the shoulder as snowmelt drains onto the highway. Ineffective flow in roadside ditches saturates and weakens the embankment, causing heaving, rutting, and pavement deterioration. Several segments of anthropogenic channels running parallel to the highway, and culverts conveying flow from DOT&PF ROW to receiving waterbodies are located outside of existing ROW, and aren't legally accessible to DOT&PF maintenance staff. Amongst other goals, this project seeks to address drainage issues that impact highway safety and cause deterioration of the highway facility. The project plans to widen the shoulders south of MP 29, filling the final gap of dedicated or shared use accommodations for cyclists and pedestrians between Seward and Anchorage. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term.

In May 2022, DOT&PF submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review, reflecting the ROW needs to widen the shoulders and address drainage needs. Shortly thereafter, DOT&PF distributed an updated APE for the project, which included all permanent proposed acquisitions along with anticipated temporary construction interests because of the potential for ground disturbance. For each eligible historic property that would be impacted by a proposed permanent acquisition, the APE boundary was drawn to the back of the structure, to provide for consideration of impacts to structures adjacent to the proposed work. Due to the inclusion of widened shoulders, improvements to address drainage needs, and geotechnical information, the APE sent in May 2022 was larger than the APE sent during scoping and greater than the expectations of many residents. The expanded APE and preliminary acquisition plat was misinterpreted as direct construction footprints intended to remove historic-era structures along the highway by some members of the community. This misinterpretation propagated before the project team could present more accurate and detailed information to the community and consulting parties. Action before the borough was paused and public and private meetings were held in Moose Pass in August of 2022 to present the project. Concerns expressed at these meetings and new information contributed to the revised design of the project. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and found to be in substantial conformance with

Borough code on May 8, 2023. The APE included in this submission has been revised to consider changes to project impacts as discussed above.

Consultation will continue with the SHPO office, Kenai Peninsula Borough, Chugach National Forest-Seward Ranger Station, Kenaitze Indian Tribe, Qutekcak Tribe, Cook Inlet Region Inc., Henry Melville, Bernard and Rosella Ikerd, Nancy Erickson, Moose Pass Chamber of Congress and the Kenai Mountains Turnagain Arm Corridor Heritage Area.

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

Sincerely,



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

Enclosures:

- Figure 1: Location and Vicinity
- Figure 2: Area of Potential Effect Sheets 1-19
- Figure 3: Preliminary Right of Way Maps Sheets 1-48

References

- Stephen R. Braund & Associates with J.G. Haigh-Design. 1993. Historical Properties Survey (of the) Seward Highway: MP 0 (Seward) to MP 36 (Sterling Highway Intersection). Prepared for DOT&PF, Project 58713.
- Odell, Molly, Ann Keen, Paul Weishar, Sean Teeter and Danielle Ellis. 2016. Cultural Resources Survey for the Seward Highway Milepost 25.5–36, Trail River to Sterling Wye Rehabilitation Project Kenai Peninsula Borough, Alaska. Prepared by HDR Alaska Inc. for DOT&PF, Anchorage, AK
- Yarborough, L.F., Aubrey Morrison, Summer Rickman and Jessica Stewart. 2010. Cultural Resource Survey of Proposed School Zone Improvements in Six Southcentral Alaska Communities. Prepared by Cultural Resource Consultants LLC, Anchorage, AK for DOWL HKM, Anchorage, AK.

Electronic cc w/ enclosures:

Moose Pass Library, bookmoose@gmail.com
Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Matt Dietrick, DOT&PF Statewide NEPA Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities
DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN &
ENVIRONMENTAL

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

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Nancy E. Erickson
35083 Seward Highway, Moose Pass
Lot 3 Block 4 Moose Pass Townsite
nancyericksonak@gmail.com

Dear Ms. Erickson:

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

Consultation for this project is being conducted in accordance with the 2017 Programmatic Agreement Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency,

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finds no adverse effect on historic properties by the proposed project pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(e).

Project Description

The proposed work may include the following:

- Rehabilitate roadbed and widen roadway shoulders south of approximate milepoint 29
- Construct additional slow vehicle turnouts
- Upgrade, replace, or install new guardrail, signs, and striping
- Minor roadway alignment shifts to reduce project impacts
- Improve pedestrian amenities and traffic calming measures (such as wider pavement markings, and increased signage, and reconstructing the existing pathway) through the community of Moose Pass
- Replace double culvert bridge (DOT&PF bridge #4090) at Moose Creek (MP 32.3)
- Improve drainage facilities including culverts, channels, and roadside ditches
- Improve and/or construct avalanche mitigation
- Install mechanically stabilized earth walls
- Acquire right-of-way (ROW) to facilitate project construction
- Relocate utilities as needed
- Clear vegetation as needed

Area of Potential Effect

The Area of Potential Effect (APE) for the project is depicted in yellow in Figures 1-19. Structures and buildings of concern in Moose Pass are found on pages 6 and 7. The APE includes all areas with potential for ground disturbing activities, ingress and egress, and vegetation clearing. Extensive consultation with the community and consulting parties has resulted in a revised project that minimizes the project footprint while improving highway safety and ease of maintenance.

Identification Efforts

DOT&PF has sponsored multiple surveys of this section of the Seward Highway (Stephen R. Braund & Associates with JG Haigh Design 1993; Yarborough, Morrison, Rickman and Stewart 2010; Odell, Keen, Weishar, Teeter and Ellis 2016). Local residents who attended the August 2022 public meeting were queried about the presence of potentially significant properties in the project corridor and no new structures, buildings or sites were reported.

Braund and Haigh (1993) evaluated buildings along the highway in Moose Pass with the Lyle Saxon House (SEW-00589) the only eligible property identified. Yarborough et al. (2010) surveyed the portion of the highway near Moose Pass Elementary School, identified additional buildings and structures and evaluated both the known and newly identified buildings and structures for National Register of Historic Places (NRHP) eligibility. Odell, et al., (2016) again updated the known properties and identified additional resources in the vicinity of the project.

One building, the Estes Brothers Store (SEW-00098) is located in the project APE. The building has been found ineligible previously by DOT&PF and SHPO due to changes to the structure which diminished its integrity.

Finding of Effects

No eligible properties are located in the project APE. No properties would be adversely affected by the minor changes to the vicinity of the road such that they would no longer be eligible for listing on the National Register of Historic Places.

Based on the information in the identification reports and ongoing consultation with the community and consulting parties, DOT&PF finds that the project would have no adverse effect to historic properties.

Consultation

DOT&PF sent initiation of consultation letters to the State Historic Preservation Officer (SHPO), Chugach National Forest, Kenaitze Indian Tribe, Qutekcak Native Tribe, and the Kenai Peninsula Borough on December 4, 2015. DOT&PF submitted a Finding of No Adverse Effect letter for the project on October 25, 2016. The SHPO concurred with a finding of no adverse effect by letter on November 17, 2016.

Numerous drainage issues impact road safety and cause structural deterioration of the roadway. Roadside ditches have been filled by fugitive materials from the roadway, private landowners

seeking to expand parking, and rockfall from the mountainside. Narrow, shallow ditches and substandard approaches cause glaciation onto the highway, along with icing on the driving surface and erosion of the shoulder as snowmelt drains onto the highway. Ineffective flow in roadside ditches saturates and weakens the embankment, causing heaving, rutting, and pavement deterioration. Several segments of anthropogenic channels running parallel to the highway, and culverts conveying flow from DOT&PF ROW to receiving waterbodies are located outside of existing ROW, and aren't legally accessible to DOT&PF maintenance staff. Amongst other goals, this project seeks to address drainage issues that impact highway safety and cause deterioration of the highway facility. The project plans to widen the shoulders south of MP 29, filling the final gap of dedicated or shared use accommodations for cyclists and pedestrians between Seward and Anchorage. A geotechnical investigation completed in 2021 found that rock formations along this stretch of highway are generally weaker than south of the Trail River, and therefore would require wider cuts in order to remain stable long-term.


In May 2022, DOT&PF submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review, reflecting the ROW needs to widen the shoulders and address drainage needs. Shortly thereafter, DOT&PF distributed an updated APE for the project, which included all permanent proposed acquisitions along with anticipated temporary construction interests because of the potential for ground disturbance. For each eligible historic property that would be impacted by a proposed permanent acquisition, the APE boundary was drawn to the back of the structure, to provide for consideration of impacts to structures adjacent to the proposed work. Due to the inclusion of widened shoulders, improvements to address drainage needs, and geotechnical information, the APE sent in May 2022 was larger than the APE sent during scoping and greater than the expectations of many residents. The expanded APE and preliminary acquisition plat was misinterpreted as direct construction footprints intended to remove historic-era structures along the highway by some members of the community. This misinterpretation propagated before the project team could present more accurate and detailed information to the community and consulting parties. Action before the borough was paused and public and private meetings were held in Moose Pass in August of 2022 to present the project. Concerns expressed at these meetings and new information contributed to the revised design of the project. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai

Peninsula Borough for review in April 2023 and found to be in substantial conformance with Borough code on May 8, 2023. The APE included in this submission has been revised to consider changes to project impacts as discussed above.

Consultation will continue with the SHPO office, Kenai Peninsula Borough, Chugach National Forest-Seward Ranger Station, Kenaitze Indian Tribe, Qutekcak Tribe, Cook Inlet Region Inc., Henry Melville, Bernard and Rosella Ikerd, Nancy Erickson, Moose Pass Chamber of Congress and the Kenai Mountains Turnagain Arm Corridor Heritage Area.

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

Sincerely,



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

Enclosures:

Figure 1: Location and Vicinity

Figure 2: Area of Potential Effect Sheets 1-19

Figure 3: Preliminary Right of Way Maps Sheets 1-48

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Electronic cc w/ enclosures:

Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
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DESIGN & ENGINEERING SERVICES
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ENVIRONMENTAL

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

In Reply Refer To:

Seward Highway: MP 25.5-36, Trail River to Sterling Wye, Rehabilitation
(0311031/Z546590000)
Finding of No Adverse Effect
July 17, 2023
ATTENTION: This finding contains no (0) DOE(s)

Melody Wallace, President
Qutekcak Native Tribe
211 Third Avenue, PO Box 1467
Seward, AK 99664
tribalclerk@qntak.org

Dear Ms. Wallace:

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

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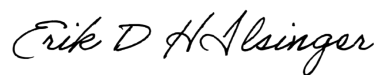
at these meetings and new information contributed to the revised design of the project. An updated preliminary acquisition plat based on the revised design was submitted to the Kenai Peninsula Borough for review in April 2023 and found to be in substantial conformance with Borough code on May 8, 2023. The APE included in this submission has been revised to consider changes to project impacts as discussed above.

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

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

Sincerely,



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

Enclosures:

- Figure 1: Location and Vicinity
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Electronic cc w/ enclosures:

Christopher Bentz, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Matt Dietrick, DOT&PF Statewide NEPA Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager

APPENDIX B

Public Involvement

Valentine, Kirsten (DOT)

From: Valentine, Kirsten (DOT)
Sent: Monday, May 8, 2023 1:01 PM
To: jendboyle@gmail.com
Cc: Bentz, Chris L (DOT)
Subject: Links to visualizations of Seward Hwy MP 25-36 project impacts

Categories: PDF'd For Archive

Hello, Mrs. Boyle.

During the August 2022 Moose Pass Open House, you submitted a comment which included the following question: "Can the DOT provide updated aerial maps prior to the KPB Platting Meeting?" An updated project visualization was uploaded to the project website in January 2023 at the following location: <https://dot.alaska.gov/creg/sewardhwy25-36/Documents/Roll-Plot-Anchorage-Transportation-Fair.pdf>

Design is an ongoing process, and there likely have been some minor tweaks to the physical impacts since that visualization was produced, however it still should largely be representative of the physical impacts of the project as currently designed. More recently produced representations of the project impacts include the preliminary plans (<https://dot.alaska.gov/creg/sewardhwy25-36/Documents/Seward-MP25-36-Preliminary-Plans.pdf>) and the preliminary ROW acquisition plat (<https://dot.alaska.gov/creg/sewardhwy25-36/Documents/Preliminary-ROW-Map-April-2023.pdf>).

I apologize for the delay in this response.

Thanks,

-Valentine

Kirsten Valentine, P.E. (she/her) | Project Engineer

Alaska DOT&PF Central Region Highway Design

(907) 269-0585 | Unavailable: 4/7, 4/21, 5/5, 5/19, 5/26-5/29

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Valentine, Kirsten (DOT)

From: Smarts <smarts@gci.net>
Sent: Monday, May 8, 2023 1:40 PM
To: Valentine, Kirsten (DOT)
Subject: Re: Differing acquisition widths across neighboring parcels - response to Seward Hwy 25-36 question

Categories: PDF'd For Archive

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thx Kirsten

John

On May 8, 2023, at 17:16, Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov> wrote:

Hello, Mr. Smart.

During the August 2022 Moose Pass Open House, you submitted a comment which included the following question: "Why a ROW take is different from two existing side x side lots with same frontage to road [illustration] – Why?"

Proposed acquisitions are determined by answering several different questions:

1. **What are the physical extents of the project impact?**
 1. As you can imagine, digging a ditch or widening a shoulder in mountainous terrain can have huge physical impacts, as the slope is chased up or downhill. Conversely, in flat terrain where the road is at a similar elevation as the surrounding ground, very little width is needed. If you look over the preliminary ROW acquisition plat, the largest acquisitions are proposed in areas where widening the ditches or shoulders will require cutting into a mountainside or filling into a deep hole.
2. **What are the general ROW needs through the area?**
 1. When reasonable, DOT&PF seeks to acquire consistent widths across multiple parcels, such that they will share the same property corner as their neighbor. If the maximum width of physical impacts on each lot jogs in and out by just a few feet from one property to another, DOT&PF will likely pursue a consistent ROW width across the series of properties. When the physical impacts change significantly, the acquisition width changes. For example there are large ROW needs in the southern section in mountainous topography where the shoulders will be widened – these large acquisition widths are not extended into the downtown Moose Pass area or the north segment closer to the Wye where the topography is flatter and the pavement will remain the same width.
3. **What existing improvements on the property are at risk of being impacted? Can they be avoided by jogging the ROW or should the improvement be relocated?**
 1. Within downtown Moose Pass, many wells and septic systems are close to the property boundary. During the May 2022 preliminary plat, several existing wells and septic

systems were identified so close to the property line and proposed impacts that DOT&PF proposed easements encompassing the feature, meaning that DOT&PF was planning on providing the property owner with a new well or septic system as part of the acquisition. In other words, DOT&PF assumed the risk up front that a well or septic may be impacted by the property. Since the August 2022 Open House, DOT&PF has revised the design to reduce both the physical and property impacts where feasible. In areas where no acquisition is proposed and the project impacts will be limited to stay within existing ROW, the property owner now bears the risk that their well or septic system encroaches into existing ROW.

4. What are the temporary access needs to build the project?

1. In general, DOT&PF wants a minimum of 10 feet beyond the top of cut slopes or toe of fill slopes or around any other permanent feature associated with the roadway. This gives room to round the top of the cut to visually blend with the surrounding topography, cut down any trees whose roots may be damaged by the excavation, access the work area. Typically, if a permanent acquisition is already proposed across a property, DOT&PF will propose a single permanent acquisition that encompasses both the permanent and temporary needs. However, DOT&PF could pursue a temporary easement around one area to avoid impacts to a sensitive feature close to the boundary elsewhere on the property.

There are locations on the project where the acquisition width across one property is different from the acquisition width across an adjacent property. These discrepancies are typically due to one or more of the following:

1. The physical impacts by the project on Property A are wider than the physical impacts on Property B.
2. There is a sensitive feature (such as a well or septic or building) on Property B that would be impacted by an acquisition in equal width to the acquisition on Property A.
3. DOT&PF proposes to obtain a permanent acquisition across Property A that will encompass both the permanent impacts and temporary construction needs. DOT&PF proposes to address any temporary access needs across Property B with a temporary easement.

The project team has attempted to address these questions during the Open House, updates to MPAPC, and recorded videos and other informational materials posted to our project website (<https://dot.alaska.gov/creg/sewardhwy25-36/documents.shtml>). However I wanted to reach out and make sure you've received an answer.

Thanks,

-Valentine

Kirsten Valentine, P.E. (she/her) | Project Engineer

Alaska DOT&PF Central Region Highway Design

(907) 269-0585 | *Unavailable: 4/7, 4/21, 5/5, 5/19, 5/26-5/29*

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Valentine, Kirsten (DOT)

From: Valentine, Kirsten (DOT)
Sent: Monday, May 8, 2023 1:02 PM
To: dotguy47@yahoo.com
Cc: Bentz, Chris L (DOT)
Subject: Pathway elevation modifications at driveways by Seward Hwy MP 25-36 project

Categories: PDF'd For Archive

Hello, Mr. Worley.

During the August 2022 Moose Pass Open House, you submitted a comment which included the following question: "Will the rebuilt bike trail be raised to accommodate a paved D/W grade that matches the highway cross slope @ that location?"

Our designers believe that they spoke with you verbally about this question, however I wanted to follow up in writing to make sure you did get an answer. **Yes, the pathway elevation will be raised in the vicinity of approaches to match the elevation of the approach.**

Thanks for attending the Open House, and I apologize for the delay if this is the first time you've received an answer to your question.

-Valentine

Kirsten Valentine, P.E. (she/her) | Project Engineer

Alaska DOT&PF Central Region Highway Design

(907) 269-0585 | Unavailable: 4/7, 4/21, 5/5, 5/19, 5/26-5/29

"Keep Alaska Moving through service and infrastructure"

Barkshire, Brittany D (DOT)

From: Busch, Kristina H (DOT)
Sent: Tuesday, October 8, 2019 2:34 PM
To: Barkshire, Brittany D (DOT)
Subject: FW: Your campaign DOT&PF - Seward Highway MP 25.5-36 Public Open House has been sent

Please save this and all other exhibits or communication to the public to file for this open house.

Thanks,
Kris Busch

From: Wood, Katherine <Katherine.Wood@hdrinc.com>
Sent: Friday, September 27, 2019 11:57 AM
To: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>; Busch, Kristina H (DOT) <kristina.busch@alaska.gov>
Cc: Finko, Vladislav <Vladislav.Finko@hdrinc.com>
Subject: FW: Your campaign DOT&PF - Seward Highway MP 25.5-36 Public Open House has been sent

Just wanted to let you know this went out today. We will add you and Kristina to the mailing list if you're not on there already.

Katherine Wood
D 907.644.2153

hdrinc.com/follow-us

From: Constant Contact [<mailto:support@constantcontact.com>]
Sent: Friday, September 27, 2019 11:38 AM
To: info@sewardhighway25to36.com
Subject: Your campaign DOT&PF - Seward Highway MP 25.5-36 Public Open House has been sent



Dear Summer Hudson,

Your campaign '**DOT&PF - Seward Highway MP 25.5-36 Public Open House**' was sent on 9/27/2019 around 3:37 PM EDT.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports [in your account](#) to get real-time results and stats.

Subject: DOT&PF - Seward Highway MP 25.5-36 Public Open House



Public Open House

Wednesday, October 23

5:00 PM - 6:30 PM

Moose Pass Community Hall

*on the corner of Seward Highway and
Depot Rd - Near MP 29*

Moose Pass, AK

Meeting Purpose

Please join us at a Public Open House on October 23, 2019, to learn about changes to planned improvements and the new construction schedule. Recent safety analysis indicates that the highway performs within standards and many of the proposed improvements, such as passing lanes and changes to the curvature of the roadway, are not warranted. Shoulder widening is still being evaluated and will be incorporated where practical. Improvements will now focus on repaving the highway and pathway and rebuilding drainage. Project team members will be present to share the current highway design and answer questions.

Project Information

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail

River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will extend the life of the highway.

Additional Project Information and Contact

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



web: www.sewardhighway25to36.com



Katherine Wood, Public Involvement Lead

p: 907.644.2153 | e: info@sewardhighway25to36.com

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

The ADOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cv/irts/titlevi.shtml.

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

Project Number: 54659 / 0311(031)

Seward Highway MP 25.5 to 36 Rehabilitation Project, 2525 C Street,
Suite 500, Anchorage, AK 99503

[SafeUnsubscribe™](#) info@sewardhighway25to36.com

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Sent by info@sewardhighway25to36.com in collaboration with



Try email marketing for free today!

Please Sign In.

Seward Highway MP 25.5-36
 Public Open House
 5:00 PM - 6:30 PM | October 23, 2019



Name (Please print)	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kristina Busch				F	W
Tom Tougas				M	W
BEN IKERD				m	w
Ace Worley				M	W
Jesse Labenski				M	w
Marcia Shea				F	w
JEAN NASSON				m	w
Ann Gaule				w	m
Dave Fyhton				w	m
DAVE WEL				m	w
Kyle Albert				m	w
BOUCE JAFFA				-	-
JAN ODINER				M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
 Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Please Sign In.

Seward Highway MP 25.5-36
Public Open House
5:00 PM - 6:30 PM | October 23, 2019



Name <i>(Please print)</i>	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
SCOTT BRASE		Y		M	W
JEFF ESTES		Y		M	W
DENNY OWENS		Y		M	M
TOM LINDQUIST		Y		M	W
DOUG SCHOESSLER		Y		M	W
KEVIN KUOTOK		✓		M	W
MELISSA GUERNSEY		✓		F	—
ELLEN O'BRIEN					
JIM JANSSEN		✓		M	W

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Please Sign In.

Seward Highway MP 25.5-36
 Public Open House
 5:00 PM - 6:30 PM | October 23, 2019



Name <i>(Please print)</i>	E-mail	Join the E-mail list! Y or N	Street Address, City, State, Zip	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
DAMON Rockwell		Y		M	W
Mark + Wendy Milligan		N		M	W
MARC LAIKEN		N		M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
 Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



July 1, 2022

Regarding:
Seward Hwy: MP 25.5-36 Rehabilitation project

Dear Moose Pass resident:

During the past 10 years, The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration and consultation with Moose Pass residents, has been designing a rehabilitation project to improve the safety of 11 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36).

Why is the state upgrading this road?

The purpose of the proposed project is to improve mobility and safety along approximately 11 miles of the Seward Highway and to extend the service life of the highway. The Seward Highway is the primary land surface transportation link connecting the communities of Moose Pass and Seward to the rest of the state, thus providing a critical economic, cultural, and recreational link. This roadway segment has not been significantly improved since its initial construction in 1950 and currently exhibits rutted and cracking pavement, poor drainage, narrow shoulders, limited passing opportunities, and faded pavement markings. The proposed project seeks to address these deficiencies while balancing the associated impacts.

What the design team has been hearing.

We have heard concerns about private property impacts from the community. Many of these concerns have been incorporated into the design decisions, in large part contributing to minimizing impacts. The Department believes



and can demonstrate that the project's impacts on individual private properties and the community viewshed have been minimized to the extent practical while still meeting the purpose and need for the project.

The Department has worked hard to balance the concerns of Moose Pass residents with the many concerns about documented safety concerns, icing problems, lack of pedestrian accommodations, and poor roadway drainage. This project design addresses many of these concerns by providing widened shoulders (south of the pathway section of Moose Pass), drainage improvements, and incorporates proven safety features where practical and warranted.

What will it look like?

The project design has limited the focus of improvements to those most critical to extend the highway's service life and improve safety. The Department expects to keep the impacts on the look and feel of the community minimal while providing much-needed improvements to the roadway. Previous design alternatives included larger impacts and higher costs. With community input and feedback, and design analysis, the project has been streamlined to provide minimal and necessary improvements.

Through the Moose Pass area, where the bike path is present, the typical section will generally look like the typical section shown in Figure 1 below. This includes improvements such as:

- ✓ Resurfacing Roadway
- ✓ Realigning Pathway
- ✓ Drainage/Ditching
- ✓ Culvert Replacement

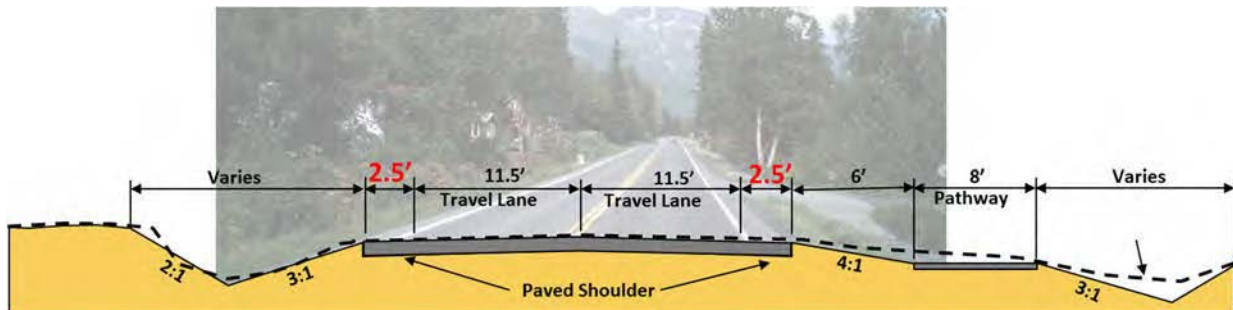


Figure 1. Moose Pass Typical Section (general representation)

The typical section of most of the project will generally look like the typical section shown in Figure 2 below. This includes improvements such as:

- ✓ Resurfacing Roadway
- ✓ Shoulder Widening South of Moose Pass
- ✓ Culvert Replacement
- ✓ Guardrail Upgrades
- ✓ Clearing for Sight Distance

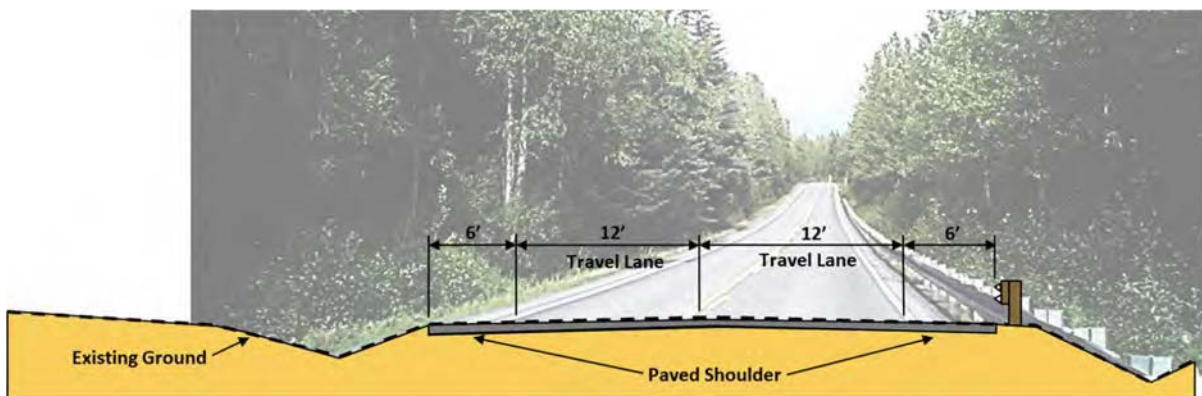


Figure 2. Seward Hwy Typical Section (general representation)

What are the project's status and current schedule?

The project's design is nearing the final stages, preliminary right-of-way (ROW) mapping has been completed and submitted to the Kenai Peninsula Borough for review, and negotiations with impacted property owners will begin soon. The ROW process can take several years and will need to be completed before construction can begin. The current anticipated schedule would have the project to construction in the summer of 2025.

For additional information please visit the project website at: <https://dot.alaska.gov/creg/sewardhwy25-36/>

Sincerely,

Chris Bentz

Chris Bentz, P.E.

Project Manager

Chris.bentz@alaska.gov

907-269-0652



Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

Project Update & Stakeholder Engagement Event

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

When:

**Tuesday, August 2nd
5:00pm - 7:30pm**

Where:

**Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)**

Summary of Extended Public Involvement

(after 2019)

Moose Pass, Alaska

August 2, 2022

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1 Project Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is rehabilitating 10.5 miles of the Seward Highway between the Trail River Bridge (Milepost [MP] 25.5) and the Sterling Wye (MP 36).

The Seward Highway is the only road that connects the communities of Moose Pass and Seward to the rest of the state and is often used by other residents and visitors of Southcentral Alaska.

In most locations, the posted speed limit is 55 miles per hour (mph). Through the community of Moose Pass, the highway has a posted speed limit of 35 mph. The roadway is constrained by lakes (Tern Lake, Upper Trail Lake, and Lower Trail Lake), mountainous terrain, and the Alaska Railroad, which parallels the roadway from approximately Lower Trail Lake to Upper Trail Lake.



2 Public Involvement Overview

A variety of public outreach activities were coordinated with assistance from HDR to help inform and engage the public about the Seward Highway MP 25.5–36 Rehabilitation Project between 2015 and 2019. After the project scope was reduced and final design decision were presented to the community in an Open House in October 2019, no further public involvement was planned, and HDR’s Public Involvement contract was terminated. The project received heightened community interest after DOT&PF submitted the preliminary Right-of-Way (ROW) acquisition plat to the KPB for review in May 2022. The Department conducted extended public outreach during July and August 2022.

3 Public Involvement Strategies

The extended public engagement included a listening session with a Moose Pass community group on 7/12/2022, an open house in Moose Pass on 8/2/2022, individual in-person property owner meetings 8/3/2022 and 8/4/2022, and individual virtual meetings with property owners in July and August 2022. DOT&PF provided information about the project including the purpose and need of proposed features and acquisitions, and what the public and impacted property owners should expect during the ROW

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acquisition process and upon project completion. DOT&PF staff also provided information about the project through interviews to local media, fact sheets and recorded presentations posted to the project webpage, and visual aids provided in the Moose Pass Community Hall. Department staff listened to resident, business, and property owner concerns during the Open House and individual meetings to identify potential design modifications to consider prior to resubmitting for preliminary plat approval.

4 Project Contact List

A project contact list was developed to target stakeholders with high interest regarding the proposed ROW expansion. The stakeholders included all property owners along the project corridor (as identified through the KPB parcel viewer), all post office boxes in Moose Pass, and private individuals who had e-mailed the project team with their concerns. Notifications were also posted to the Moose Pass Messenger.

5 Advertising Methods

The project team used the following methods to advertise the Open House and opportunity to meet individually with the project team:

- Postcards (mailers)
- Project website
- DOT&PF Public Meeting Calendar
- Individual email invitation
- Moose Pass Messenger (list serve)

5.1 Flyer (posted to project website & distributed by community members)

Postcards

A 6.5x9-inch printed postcard announcing for the project update & stakeholder engagement event was mailed to 122 recipients in the Moose Pass community. The postcard provided the date, times, and locations of the meetings; a brief description of the project and the purpose of the meetings; a project map; contact information; and information on joining the project website and mailing list.

5.2 Flyers

Flyers were posted to the project website and Moose Pass Messenger. These flyers were picked up and distributed by community members via social media. The flyers may have been printed and displayed at the Post Office and Community Hall by local residents. The 8.5x11-inch flyers included meeting information, a project map, an invitation to join the project mailing list, contact information, and required ADA information. See Appendix C for a copy of the flyer.

5.3 Listserv

An announcement and reminder was posted to the Moose Pass Messenger, a community webpage for Moose Pass residents which also generates e-mail notifications to subscribers.

The announcements included a brief description of the project and its purpose, contact information, and pertinent information on the meetings.

5.4 E-Mail

An e-mail invitation to attend the Public Open House was distributed the morning of the event to interested residents who had contacted the project team.

5.5 Project Website

The project website (<https://dot.alaska.gov/creg/sewardhwy25-36/>) was created to provide information to the public. The website included the project purpose and a brief description with links to the fact sheet, FAQs, and vicinity map. The website also allowed visitors to join the project email list, submit comments, and contact the Project Manager. Project updates, meeting dates and locations, and new information was posted as needed. Additional website updates were made as new information became available. Meeting materials were posted to the Project Library tab

6 Open House Project Update & Stakeholder Engagement Event

A project update & stakeholder engagement event was held on Tuesday, August 2nd, 2022. The event was held at the Moose Pass Community Hall from 5:00 pm to 7:30 pm. Sixty-eight people signed into the meeting. DOT&PF staff estimate higher attendance than indicated by the sign-in sheet, based on observations of attendees entering and leaving the event without stopping at the sign-in sheet, and the density in the meeting space.

The purpose of the event was to provide project information, answer questions, and engage in one-on-one conversations with community members about their concerns. Attendees included members of the Moose Pass Advisory Planning Commission, and area residents and landowners. Meeting materials included: handouts; sign-in sheets; graphic posters; visual aids depicting the typical sections and anticipated impacts over street view; roll plots showing the impacts over aerial imagery; and refreshments. Handouts included: DOT&PF ROW brochures; project fact sheets; Frequently Asked Questions (FAQs); and comment forms. Seven comments were submitted via comment form during the event. Copies of meeting materials, sign-in sheets, and comments are provided in Appendix A.

7 Individual Property Owner Meetings

In-person meetings with property owners/stakeholders were held in the Moose Pass Community Hall from August 3rd to 4th, 2022. The purpose of these meetings was to inform the individual property owner/stakeholder of the proposed impacts of the project to their property, answer questions, dispel misconceptions, and learn of previously unidentified features, property use, or development plans that should be considered while reviewing the design.

Individual meeting materials included exhibits depicting the anticipated impacts to property boundaries, access, and existing vs proposed slope limits. Stakeholder comments were then noted and chronicled by the project team. Summation of meetings and comments are provided in Appendix B.

8 Overall Promotional Analysis

The outreach goals outlined in the project's Public Involvement Plan are as follows:

Information sharing is at the heart of any public process. This public involvement plan focuses on this basic premise: DOT&PF commits to working with stakeholders to relay accurate and timely information relating to the project and to ensure stakeholders concerns relating to design and construction traffic control are heard and, when possible, addressed.

Our public process objectives are to:

- *Communicate the purpose and need and goals of the project*
- *Inform a wide spectrum of the public with balanced and objective information to assist them in understanding the problem, opportunities, and solutions*
- *Work with the public to ensure public concerns are understood*
- *Demonstrate sensitivity and, when possible, responsiveness to issues and ideas*
- *Manage expectations during the design process*

Goal 1: Communicate project need and goals

Moose Pass residents generally understood and agreed on the project need and goals, though impacted residents wanted to see solutions that would address existing needs in different ways, such that their individual parcel would be impacted less. Comments and concerns generally revolved around three themes:

1. Concern about impacts to existing features, vegetation, private property, context of community; desire for things to stay the same as existing.
2. Concerns about speed compliance, safety as related to speed compliance and reckless driver behavior; desire for changes that will reduce traffic speeds, concerns about whether project changes will result in faster speeds for thru-traffic
3. Desire for extension of existing separated pathway and increasing separation (or physical barriers) of the existing pathway.

Goal 2: Inform a wide spectrum of the public

The extended public engagement effort targeted Moose Pass residents, property owners, and businesses; as this was the demographic that demonstrated heightened interest after the preliminary acquisition plat submission. The 8/2 Open House successfully directly engaged community members who had previously received inaccurate information from other sources. The invitation to engage with the project via virtual means (including virtual meetings and a pre-recorded presentation) drew in participation from residents and property owners who were unable to attend the Open House in-person.

Goal 3: Work with the public to ensure public concerns are understood

Project and Department representatives, led by the Commissioner of DOT&PF, attended a community meeting discussing key community concerns and fears stemming from the preliminary ROW acquisition plat on July 12, 2022. The Department organized additional public outreach (in the form of an Open

House, opportunities to meet individually, and additional material posted to the project webpage) to provide additional opportunities for the general public to learn more about the project and provide feedback to DOT&PF regarding concerns. DOT&PF took notes on the concerns and feedback for the purpose of reviewing and refining the design prior to submitting a revised preliminary ROW mapping. This extended public engagement demonstrated that the Department was listening to public concerns and committed to open and transparent communication regarding the project. This transparency reflected the fact that the project team was listening to and acknowledging public concerns. Various meetings with the Moose Pass Planning Advisory Commission throughout the projects development at their request was an additional method used to update the public about the project status.

Goal 4: Demonstrate responsiveness

Public inquiries were responded to in detail, either via phone, in writing, or via an individual meeting in a timely manner.

Goal 5: Manage expectations

Working with the public early and often so they understand what can be accomplished within the scope of a project is vital to project success and managing the public's expectations. Many community members expected that this project would have minimal impact, due to a separate pavement preservation project with overlapping schedule and scope that was discussed at a shared Open House in 2019. These community members were expecting this project to have scope limited to pavement preservation, and were therefore surprised by the anticipated impacts and ROW acquisitions associated with the shoulder widening and drainage improvements included in this project.

During the August 2022 Open House and subsequent individual meetings, DOT&PF explained the purpose and need for various project elements, anticipated impacts, and next steps. DOT&PF also listened to community member concerns, and gathered information and feedback to consider while reviewing the design. Upon conclusion of the outreach effort, the majority of impacted stakeholders had a better understanding of why impacts had been identified as necessary to complete the project, and what to expect as a result of the project; even if they do not support the changes proposed by the project.

A vocal minority of stakeholders may continue to have unrealistic expectations that cannot be met by this project. These expectations include:

- The project can be re-scoped to exclude shoulder widening and drainage improvements and therefore eliminate impacts to private property.
- The project can be redesigned to include pathway extensions or additional traffic calming features without more significant impacts to private property.
- Community activism can significantly alter the project focus and scope.

Given the past pattern of inaccurate information spread amongst community members, the Department should post regular updates to the publicly available project website so that timely and accurate information is available to interested persons.

9 Conclusion

The public involvement effort provided by this project has exceeded the typical level of outreach provided for similar projects of this magnitude and scope; however, it has been justified by atypical levels of community interest. After meetings with individual property owners conclude, the project will refocus on design and making adjustments sensitive to community concerns where practical and reasonably feasible in consideration with project needs. No further formal public involvement is planned until the final Open House prior to construction. Until then, the Department will provide information about the project to the public via updates to the project webpage and representation at transportation fairs. Additional participation in public meetings and discussions is possible, specifically engagements organized and lead by the Kenai Peninsula Borough. As always, the DOT&PF Project Manager is accessible to the public to answer questions and provide updates upon request.

Appendix A

August 2, 2022, Public Open House Materials

What is a preliminary plat?

A preliminary Right-of-Way acquisition plat shows the proposed right-of-way parcels and property interests that the Department is interested in purchasing from adjacent land owners for the purposes of meeting transportation needs. The Department submits the right-of-plans to the local platting authority to check for conformance with local platting and subdivision code before engaging owners. Approval of the preliminary plat does not "take" property or "lock in" the proposed area.

The Alaska Department of Transportation & Public Facilities (the Department), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Seward Highway from the Trail River Bridge (near historic milepost [MP] 25.5) to the Sterling Wye (near historic MP 36) to extend the service life of the highway. Rehabilitation efforts for the MP 25.5 to 36 project corridor may include:

- » Resurfacing the roadway along the existing alignment
- » Shoulder widening south of Moose Pass
- » Realigning the pathway in Moose Pass
- » Improving drainage and replace drainage structures, including large diameter fish passage culverts
- » Adding traffic calming measures in the community of Moose Pass
- » Upgrading guardrail
- » Clearing vegetation to improve sight distance
- » Relocating utilities, as needed
- » ROW acquisition, as needed

What about safety?

A 3R Analysis was completed to evaluate the need for safety improvements along this corridor. The analysis indicated that the highway performs within standards and many of the initial proposed improvements such as passing lanes and changes to the curvature of the roadway are not warranted. As a result of the safety analysis, this project's scope has changed to focus primarily on improving the drainage infrastructure, providing continuous pedestrian accommodation, and rehabilitating the existing roadway.



Project Status

The project team has completed the initial environmental analysis, a 75% design, and submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review. The Department received many questions and concerns and postponed the plat review to conduct additional public outreach. Other ongoing activities necessary to deliver the project include:

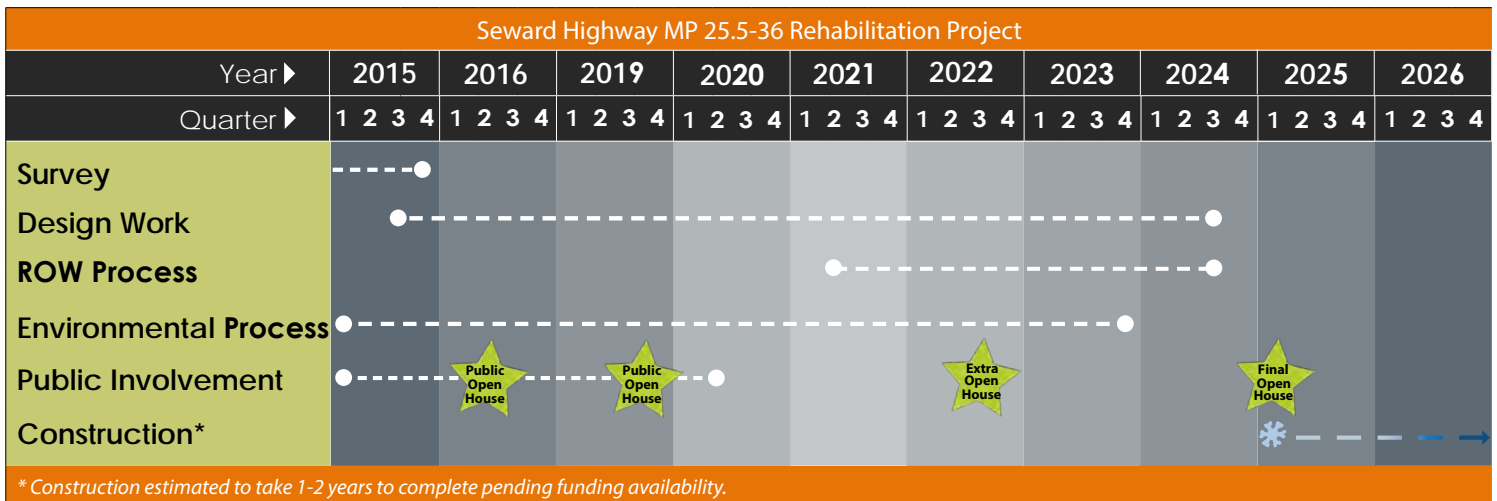
- » Drainage design
- » Environmental reevaluation
- » ROW involvement
- » Coordination with utility companies and the Alaska Railroad
- » Completion of project plans, specifications, and estimate
- » Additional survey, as needed

Cost

The project is estimated to cost \$50 million for all phases, and will use State and Federal funds.

Schedule

This project team is proceeding with the final design process. Project construction timelines are directly linked to the successful acquisition of properties needed for the improvements; current estimates for all acquisition needs place construction in 2025 at the earliest. In addition to the availability of funding and ROW acquisition, the start of construction is also dependent on utility relocation agreements.



More Information

Preliminary plans and a new video discussing common questions, concerns, and project history are available for the public to view under the "Library" tab on our website:

dot.alaska.gov/creg/sewardhwy25-36/

If you would like to request additional information, please contact:

Chris Bentz, PE, Project Manager
chris.bentz@alaska.gov, (907) 269-0652

WELCOME

PUBLIC OPEN HOUSE

AUGUST 2, 2022

MEETING PURPOSE:

- » Provide a project update.
- » Address questions and concerns raised by community of Moose Pass following submission of preliminary plat to Kenai Peninsula Borough.

PROJECT PURPOSE



The project will rehabilitate the Seward Highway MP 25.5 - 36 (defined as a 3R project) in order to enhance safety, extend the service life of the highway, and improve drainage.

Key Project Elements:

- » Resurface the roadway along the existing route
- » Improve the existing pathway
- » Build 6-ft wide shoulders south of MP 28.8
- » Improve drainage and replace drainage structures
- » Add traffic calming measures in the community of Moose Pass
- » Upgrade guardrail
- » Clear vegetation to improve sight distance
- » Relocate utilities, as needed

Project Sponsors:

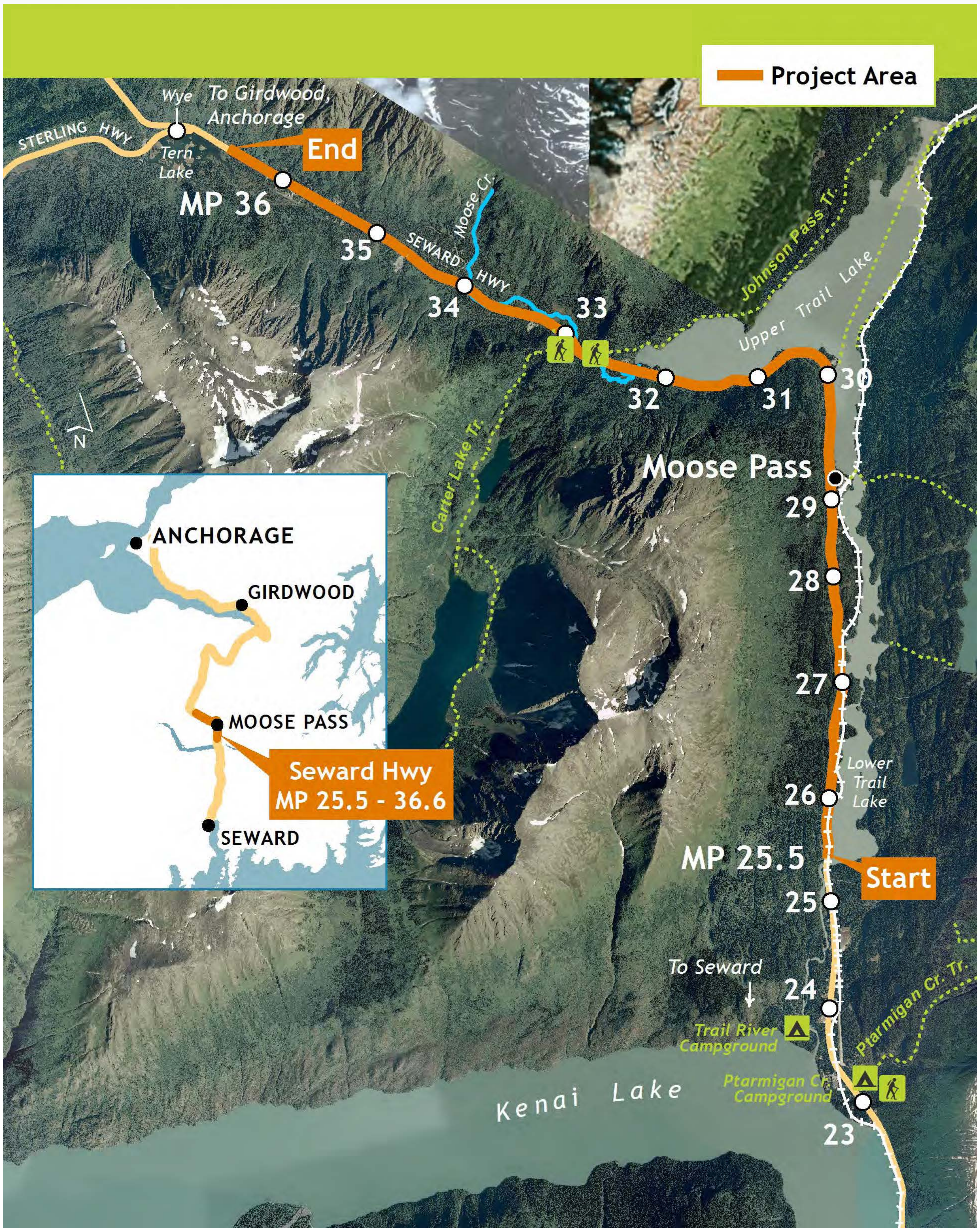
State of Alaska Department of Transportation and Public Facilities (DOT&PF)
Federal Highway Administration (FHWA)



U.S. Department
of Transportation
**Federal Highway
Administration**

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

PROJECT AREA



The Seward Highway was built in the 1950's and is a Scenic Byway. The Seward Highway traverses the Chugach National Forest and the Kenai Mountains, and shares portions of its corridor with the Alaska Railroad.

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

HAVE QUESTIONS?

We're here to share info and talk to you!



You can also:

» Visit the project webpage at:
dot.alaska.gov/creg/sewardhwy25-36/

» Watch a **video** discussing common questions and concerns

» Review project documents

» **Meet with the design team**

» In-person Aug 3 or 4, 2022

» Virtual or by phone

See the sign-up sheet or request online under "Reservations"

» Contact the Project Manager:

Alaska Department of Transportation & Public Facilities

Chris Bentz, PE, Project Manager

Email: chris.bentz@alaska.gov

Phone: 907-269-0652

MAKE A COMMENT



We want to
know!

Have additional information for the project team to consider?

There are several ways to leave your feedback.

You may:

- » Leave a comment here using the comment forms provided.
- » Download the comment form at:
dot.alaska.gov/creg/sewardhwy25-36
- » Contact the Project Manager
 - Alaska Department of Transportation and Public Facilities
Chris Bentz, PE, Project Manager
Email: chris.bentz@alaska.gov
Phone: 907-269-0652

ENVIRONMENTAL PROCESS

To comply with the National Environmental Policy Act (NEPA), the project team is developing a Categorical Exclusion (CE). This study will evaluate the project and its impacts on the human and natural environment.

Seward Highway MP 25.5 - 36 NEPA Process - Areas of Interest



Cultural Resources



Recreational trails
and resources



Viewshed

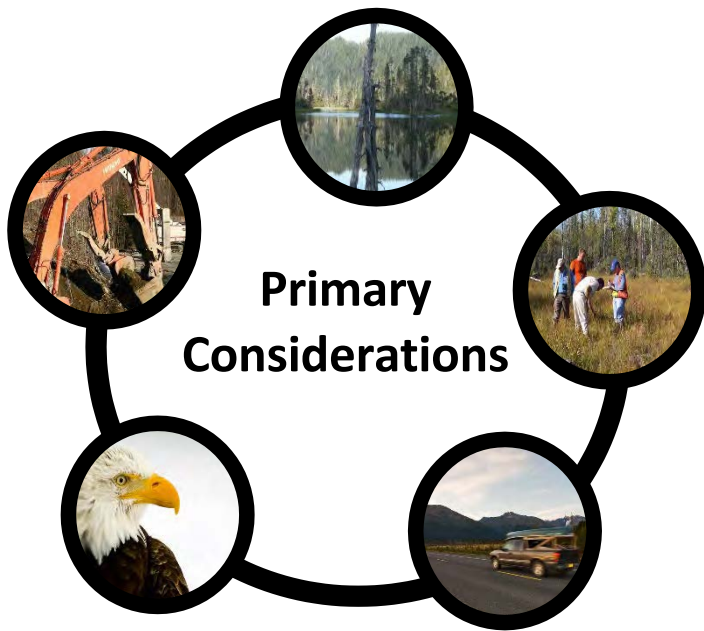


Moose Pass
Community

During scoping, the DOT&PF is identifying concerns and ideas from the public for consideration and agencies for consideration, review and approval. Please share your thoughts on alternatives to consider and what DOT&PF should study.

ENVIRONMENTAL PROCESS

- Categorical Exclusion (CE)
- Regulatory Agency review/approval
- Primary considerations:

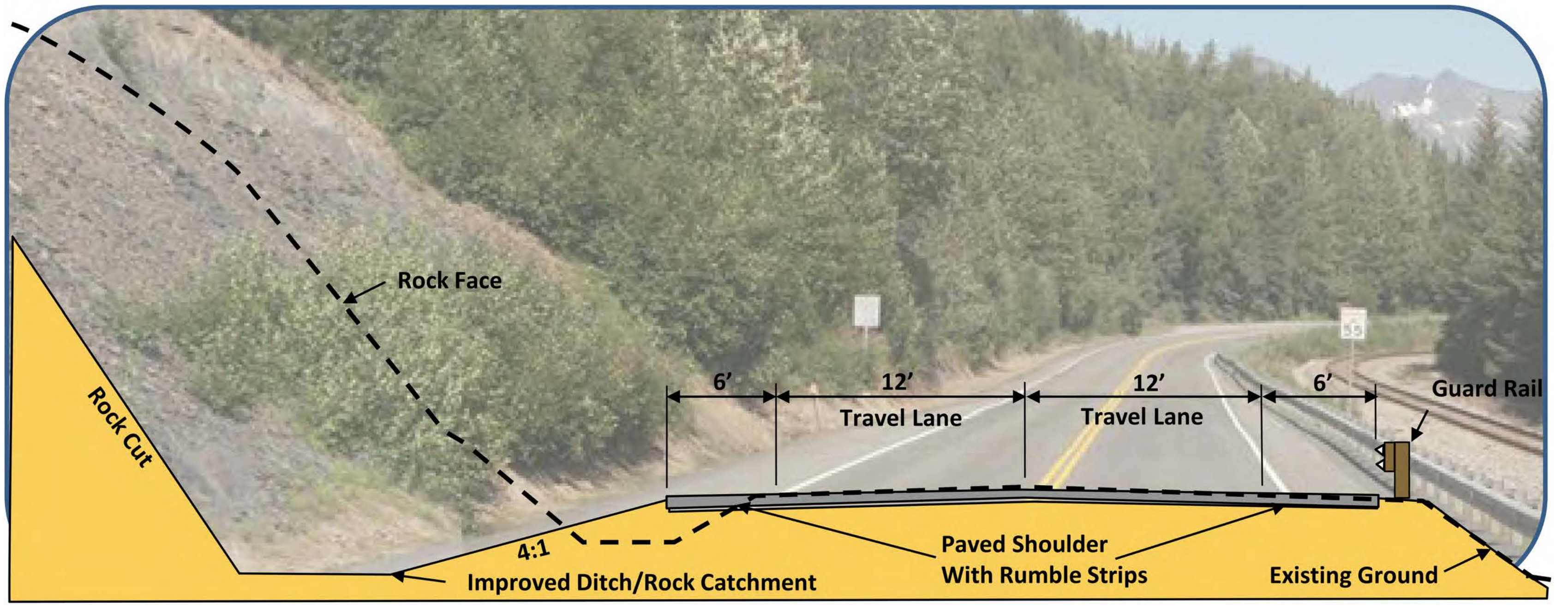


- Noise
- Water/air quality
- Wetlands
- Public lands and recreational areas
- Wildlife habitat
- Right-of-way acquisition

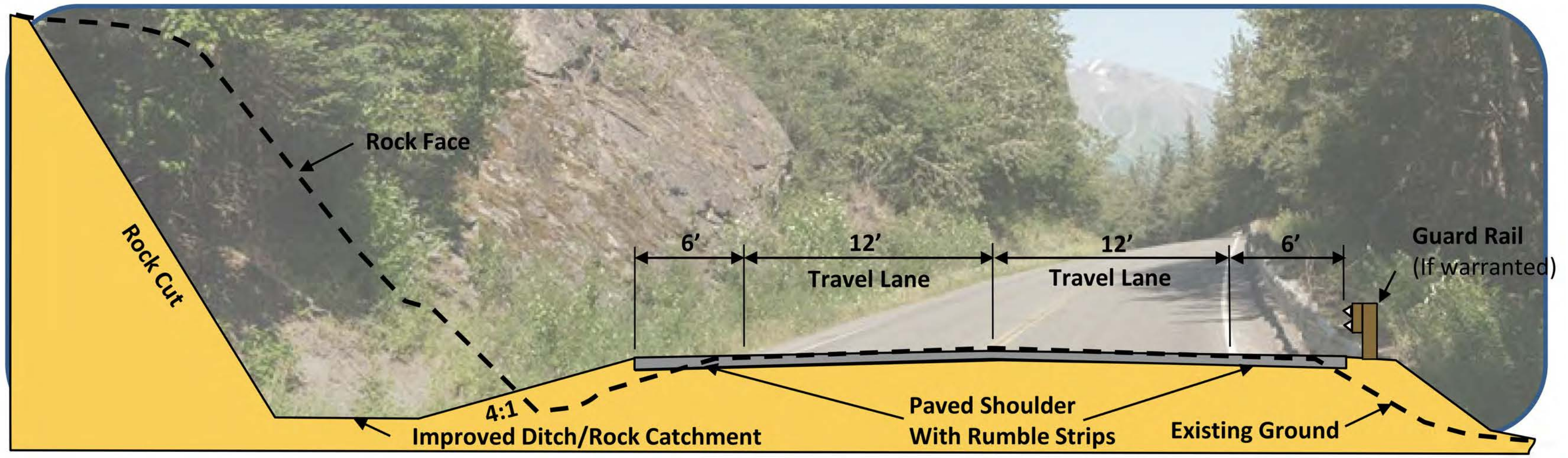
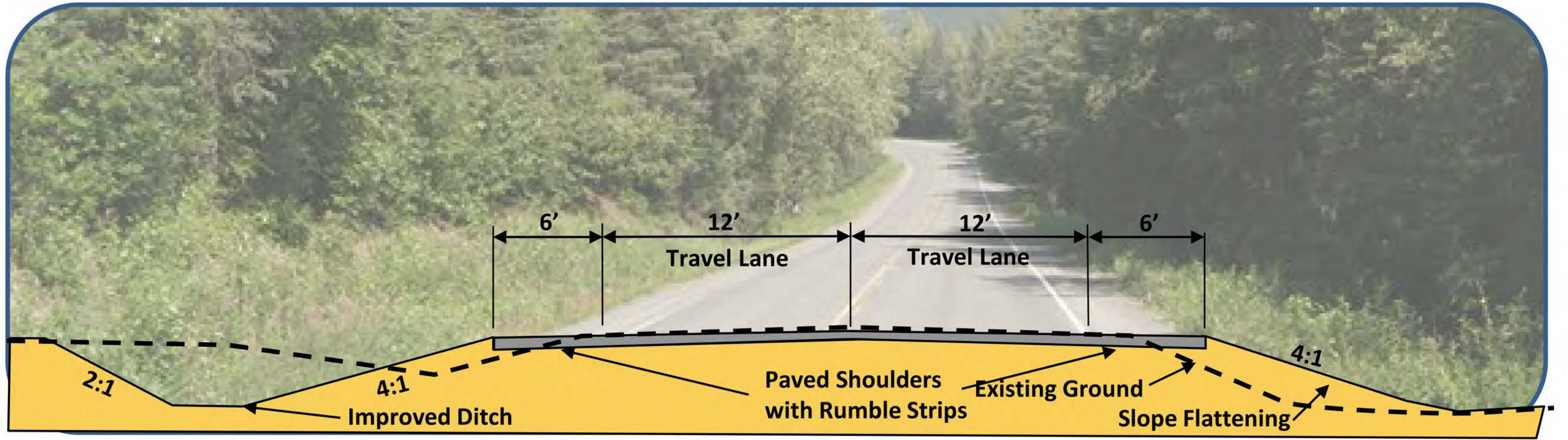
NEPA PROCESS

2015 to 2017	Field Studies
2016 to 2018	Agency and Public Scoping
Spring 2018	CE Document
Fall 2022	CE Re-Evaluation

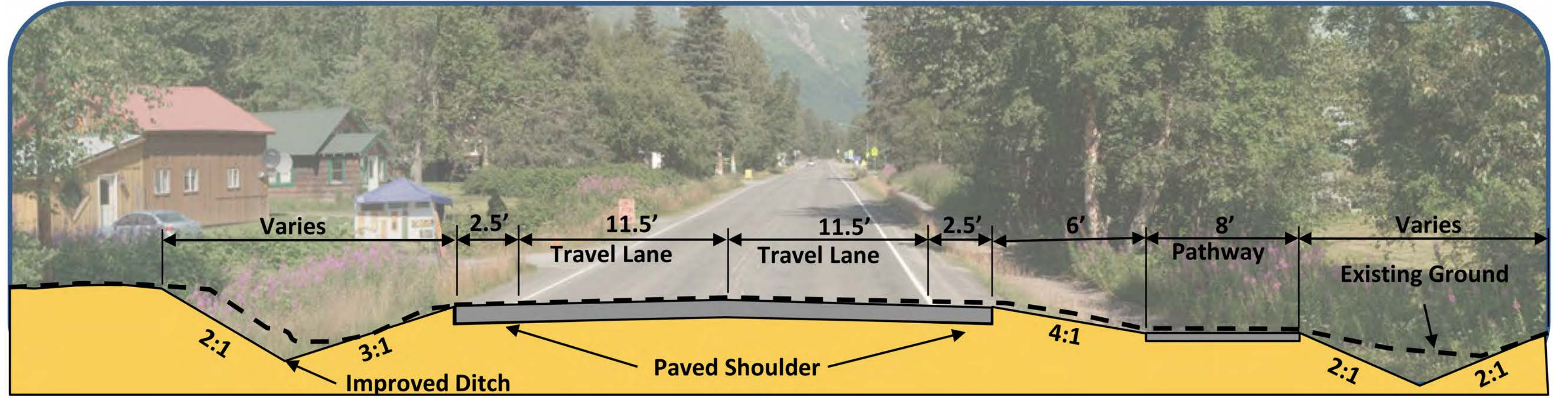
Seward Highway
 Typical Section
 MP 25.5-26.0



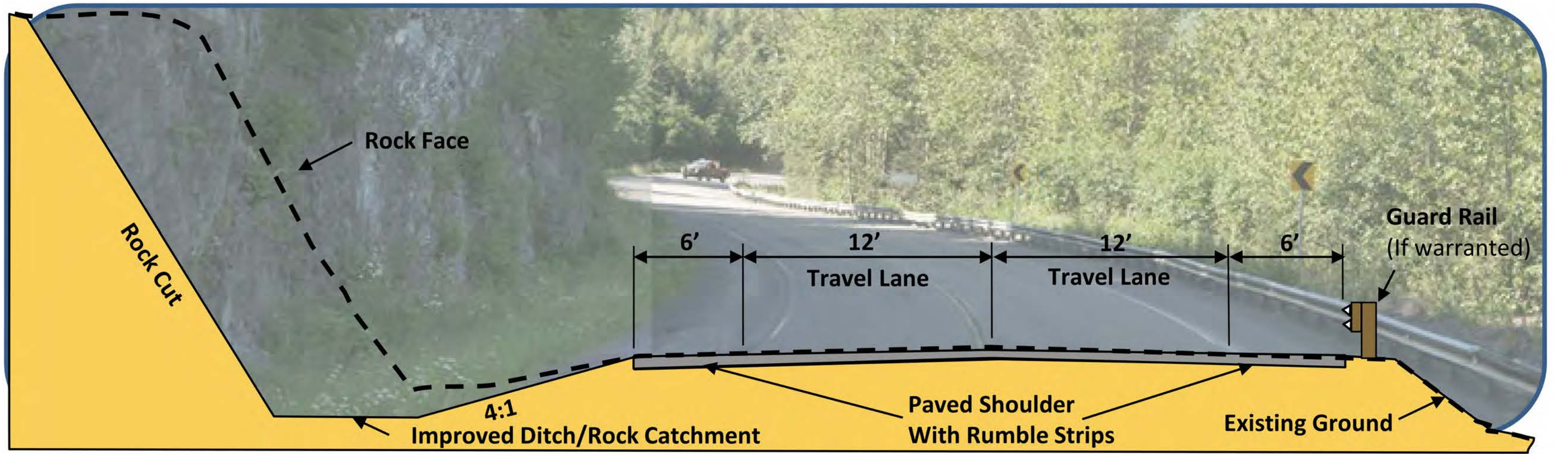
Seward Highway
 Typical Section
 MP 26.0-28.8



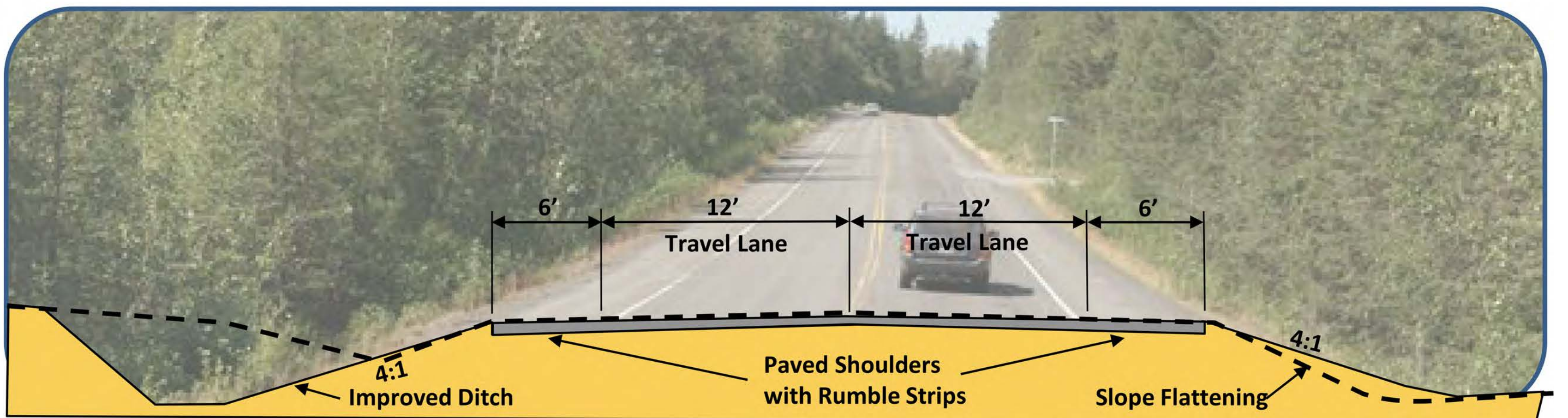
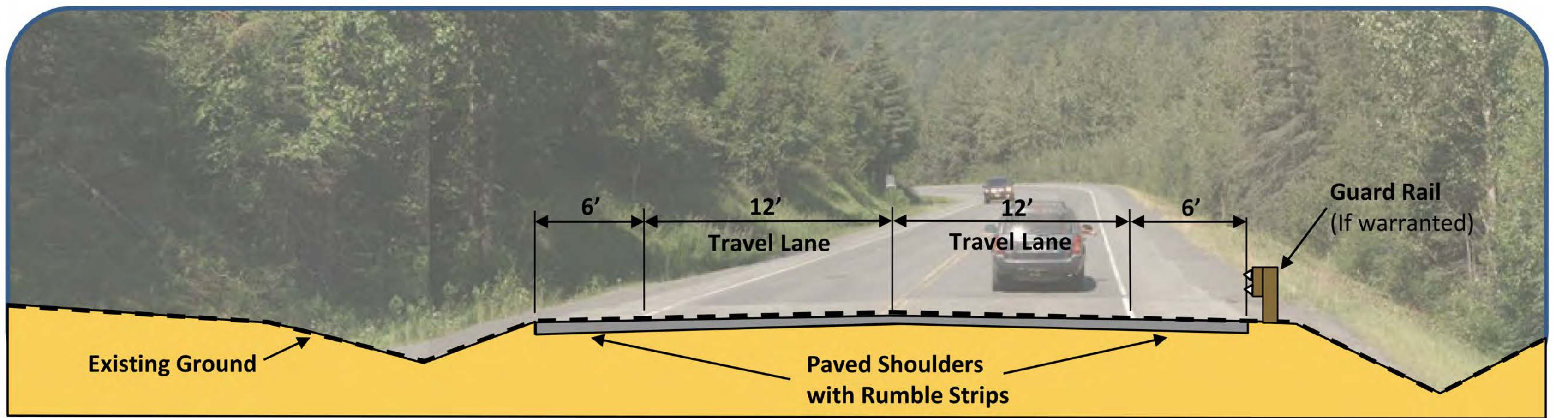
Moose Pass
 Typical Section
 MP 28.8-30.1



Seward Highway
 Typical Section
 MP 30.1 – 31.8



Seward Highway
 Typical Sections
 MP 31.8-36



Frequently Asked Questions

1. **Is platting approval the same as approval for the project?**

No. Platting approval is to ensure conformance of local code and standards related to properties, allowing us to then develop an estimate of the cost that could reasonably be expected. This is a necessary step in requesting funding for the project and proceeding to the right-of-way phase of the design process. It is important to note that plat maps that are submitted for approval are not final. Adjustments are still possible as we meet with property owners during the right-of-way phase.

2. **What has been done to inform the public about this project?**

DOT&PF has held 16 public outreach and other events in the years between 2016 and 2022 to inform the public, including three Public Open House events. Six of these events have been in Moose Pass. A list of public involvement events can be found on the [Public Involvement page of this website](#).

3. **Will this project change the community of Moose Pass or its historic places?**

The project as proposed is intended to replicate existing conditions as much as possible while fixing the underlying problems causing degradation of the roadway, and provide specific safety improvements. It is not moving the road any closer to residents north of Mile 28.7. Drainage improvements may necessitate some additional area as existing drainage facilities are frequently undersized, non-existent, or outside existing Right-of-Way.

The project has been scaled down significantly since its' inception, in large part due to feedback from the community, paired with additional data and analysis indicating lower crash rates and lower traffic projections than were expected during initial planning. Initial concept designs included much larger improvements.

The project is complying with NEPA and Section 106 processes. Consultation regarding impacts to historic properties is ongoing. No significant adverse impacts on historic properties are currently expected. This is one of the many things reviewed during the environmental process. Environmental impacts are re-evaluated at each significant milestone during project development.

4. **Is this project going to make people lose their homes or cause them to become unlivable due to the removal of wells and septic systems?**

DOT&PF currently anticipates that no residential structures will be impacted by the project, and only one business has been identified for relocation. The project

has tried to avoid impacts to structures, drinking water sources, and septic systems. If an impact to existing drinking water or sanitation is unavoidable, mitigation options include replacement with a system that meets current standards (e.g. relocation, advanced treatment system, shared system), or full acquisition and relocation (none identified at this time). DOT&PF will not leave a residence in unlivable conditions without safe drinking water and sanitation due to impacts by the project.

5. Will you be changing the speed limit through Moose Pass?

No. The existing 45 mph and 35 mph speed zones will remain in place.

A recent analysis of the speed zones performed by the DOT&PF found that the stencils painted on the roadway within the speed zones produced a small, but measurable speed lowering effect. The speed stencils will be replaced in-kind.

6. Why isn't the pathway being extended to the Johnson Pass Trailhead as part of this project?

Along the segment of the highway between the 'ball fields' where the pathway currently ends and the Johnson Pass Trailhead, shoulders at least 6 feet wide will be provided. The roadway shoulders will function as a shared use thoroughfare for bicyclists and pedestrians. The existing separated pathway is not proposed to be extended with this project as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional ROW impacts, increased environmental impacts, and increased project costs. The current project was prioritized and included in the State Transportation Improvement Plan (STIP) without a pathway extension. However, if the community feels strongly that a pathway should be developed, you can nominate the pathway as a separate project for future STIP consideration.

7. Why do we have a school zone right in Moose Pass? It is not next to the school and there are no bus stops in that area.

The DOT&PF implements a Safe Routes to School program to enable and encourage children to safely walk or bicycle to school. The school zone and crosswalk in Moose Pass were provided and located to serve approximately 13 homes across the highway from Moose Pass Elementary School, providing a route to school for children at those residences. The times that the flashing beacons are turned on and off are set to match each half hour time window that students would walk to school at the start and the end of the school day.

8. How can I find out where the DOT&PF's Right-Of-Way (ROW) is located in relation to my property?

The ROW basemap has been recorded and the plat can be viewed on DNR's website here:

<http://int.dnr.alaska.gov/ssd/recoff/search/docdisplay?District=314&SelectedDoc=20190001410>

If you have difficulty downloading the maps or if you have a question, please contact:

Rachel Shoemake
Engineering Assistant 3
[\(907\) 269-0697](tel:(907)269-0697)
rachel.shoemake@alaska.gov

9. Can we afford this project in our current fiscal climate?

This project is funded with a combination of state and federal funds. The State of Alaska provides about 9% of the funding and the Federal Highway Administration provides about 91% of the funding. Currently, the funding for project design, ROW acquisitions, and construction are included in the STIP (Statewide Transportation Improvement Program).

This project is being designed to minimize additional maintenance needs for this section of the highway.

10. How will my property be impacted by the project?

Property impacts are not yet fully known, however the preliminary design posted to the Project Library shows potential impacts including driveway relocations and ROW acquisitions. In the summer of 2021, the design team sent letters to owners of driveways to be relocated with an invitation to meet onsite and discuss access needs. Contact with directly impacted owners will also be made once the ROW acquisitions phase has been opened, which is expected to occur in 2022.

11. Will roadway shoulders be provided? Will they be paved?

The shoulders will be paved. Where there's a pathway adjacent to the road, the shoulders will be 2.5 feet wide (total pavement width will be same as existing). Where there is no pathway, the shoulders will be 6 feet wide. There will be rumble strips on the shoulders in the 55 mph speed zones. The widening in the paved surface south of Moose Pass will generally be shared equally on both sides of the road.

Milepost 25.5 - 36 SEWARD HWY *Rehabilitation Project*

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Name: _____ Email: _____

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Please fold here and tape at bottom for mailing

APPLY
POSTAGE
HERE

**Seward Highway MP 25.5-36 Rehabilitation Project
attn: Chris Bentz, P.E.
Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, AK 99519**

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

The aerial images w/ map keys were extremely useful tonight. We would appreciate having access to more of these as the project is ~~revised~~ updated/edited. Can the DOT provide updated aerial maps prior to the KPB platting meeting?

Also, probably too late to the game, but it is upsetting that we can not extend the current bike path further North connecting town, hiking paths and avalanche acres. It would go a long way toward our community, ~~and feeling like~~
~~the DOT~~ ~~is~~ ~~not~~ ~~listening~~

Name: JENNIFER BOYLE Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Please add me to the project e-mail list.

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Regarding the revised D/W located right
of Sta 217+70:

The existing bike trail is approx. 20"
below the existing roadway shoulder elevation.
Will the rebuilt bike trail be raised
to accommodate a paved D/W grade that
matches the highway cross slope @ that
location?

Name:

Ace Worley

Email:

[Redacted]

Address:

[Redacted]

City:

[Redacted]

State:

[Redacted]

Zip:

[Redacted]

Please add me to the project e-mail list.



Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed to chris.bentz@alaska.gov

- Meeting is VERY un-organized.
No direction given on how it should work.
No real answers being given.
- Community heading into 1 on 1's w/ DOT w/ no real information on agreements on how property and businesses will be affected

DOT Video

Ice snow DID NOT cause the death - the driver was WAY DRUNK and driving too fast for conditions

When were we going to find out that our ditches couldn't be cleared out due to legal access Big excuse!! Should have been discussed a LONG TIME AGO.

Name: John Smart — Email: You know me

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

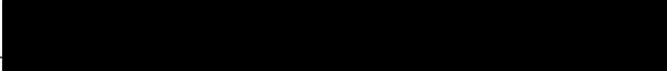
Please share your comments.

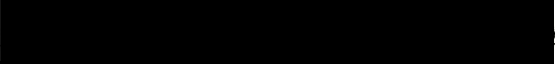
Comments can also be e-mailed
to chris.bentz@alaska.gov


UPGRADE EXISTING ROAD SURFACE
MAINTAIN CURRENT DITCHES
PRESERVE PRIVATE PROPERTY
FIX + MAINTAIN CULVERT IN FRONT
OF TRAIL LAKE LODGE THAT DRAINS
TO LAKE.

WE REALIZE THE LAYOUT OF TOWNS
CREATES CHALLENGES WITH WINTER
MAINTENANCE BUT PRESERVING THE
HISTORIC CULTURE OF MOOSE PASS
YEAR ROUND MUST TAKE

PRIORITY

Name: SHAWN McFONALD Email: 

Address: 

City:  State: _____ Zip: _____

Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

I'd like to see minimal change to the highway
in this section - maybe 1 passing section.
Especially going thru Moose Pass proper!
We'd like drivers to slow down as they go thru and
look around, stop for a meal or at the Estes Store.
We don't need a wide road thru this section!

Name:

Jennifer Headtke

Email:

[Redacted]

Address:

[Redacted]

City:

[Redacted]

State:

[Redacted]

Zip:

[Redacted]

Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Please contact me regarding
driveway design at Mile 30

Name: Allison Smith Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

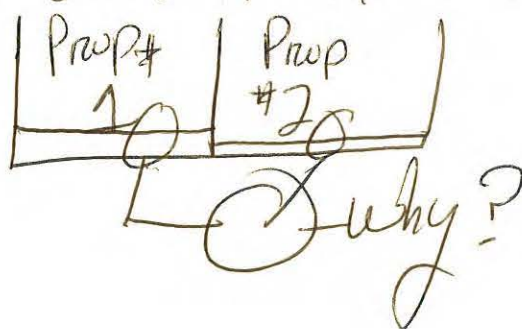
Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed to chris.bentz@alaska.gov

Would appreciate a better engineered answer to why a ROW take is different from (2) existing side x side lot's w/ same frontage ~~on~~ to road



Name: John Smart Email: _____

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Please SIGN IN

<u>NAME</u>	<u>Phone</u>	<u>Address</u>	<u>E-Mail</u>	<u>OK to Contact?</u>
CHRISTOS ARGIRIS				
GARY BAKER				
Steve Wilson				
Randy Boyer				
BRAD BERGHOLDT				
Bruce JAFFA				
RICHARD + KARLEEN JACKSON				
Allison Smith				
Riley Board				
KEN WILKINSON				
Ann Whitmore-Tainter				
DENNIS OWENS				
Claire Bauhinimer				
Nathan Bauhinimer				
Ace Worley				
Brodie Estes				
Stephanie Wright				
Nikki Berry				
NANCY ERICKSON				
Jeff Estes				
Lynne Lawrence				
Alana				
Dae Crowell				
Mark & Wendy Milligan				
WAY & KRISTIN BISSONAT				
JD Boyle				
SHAWN Mc DONALD				
Cloheva Tiner				
Matthew Perkins				
Jim Janssen				
TERESA ESTES				
Ben Ikerd				

Please Sign IN

Name Phone Address Email OK to Contact?

A Claude Higbee
Scott ROTH
Mark Stamble
Kathleen Roth Stamble
Dawn Ernst
Deborah Green
James Rodney Burrill
Jimmekathy Strong
Sack + Katie Hamilton
Diane Holt
Catherine Worley
John + Annie Goube
Adam + Ruhl Sullivan
~~Bill LAWRENCE~~
Heather Lindquist
Jennifer Heath
Dani Koschak
JENNIFER BOYLE
Mandy Andy
Angele Kelley
JONG JUM OHLER
Dixie Lugesell for Mowpassfire
Rose Sutphin
Juckermain Babcock
Tam McRae
David Pearson
JEFF Hetich

Appendix B

August 3-4, 2022, Individual Property Owner Meeting Materials

General themes observed from conversations during open house and individual meetings:

- Concerns from community about speed compliance, safety as related to speed compliance
- Impacts to property, not wanting property impacted
- People don't want a change to context of community, look & feel
- Pullouts: complaints people who have them in front of their properties (poop in the woods, trespass on private property)
- Lots of advocacy for extension of bike path and more pedestrian accommodations
- Fire company requesting additional signage
- Questions about schedule (non-impacted people want soon, impacted want delayed)
- Questions about why it's a highway
- Questions about ROW acquisition process – DOT&PF provided a lot of emphasis on preliminary nature of preliminary plat
- Misconceptions – not at condemnation at this time, compensation even if condemnation
- A lot of people concerned about loss of trees, screening value (visual/noise)
- Misconceptions about shoulder widening through Moose Pass & north of Moose Pass
- Concerns about impacts to water sources, even when proposed ground disturbance was far away
- A lot of feedback on frequency of maintenance in the area
- One out-of-towner: would like higher speeds similar to rest of mainline corridor
- Pushback on acquisitions of vacant land
- Many people looking to purchase additional land from Mental Health Trust (MHT), or have recently purchased
- Concerns that clearing + ditching will feel wider & more speeding-friendly
- Parking on pathway/pulling across pathway/driving on pathway like it's a road conflicts with pedestrian use
- Incomplete survey data, ie Wolf Lake Lodge has buildings not surveyed
- "I'm not impacted but I'm against the project anyway."
- "Oh, this isn't as bad as I was picturing."
- Liked the visuals, appreciated the additional outreach effort
- Request for guardrail or Jersey barrier to be placed between pathway and roadway
- Requests for ROW boundaries to be marked on individual properties
- Questions about why the proposed acquisitions changes from one property to the next: "Why isn't my neighbor impacted?"
- Concerns about staging of material/equipment during construction
- Mailings went to the MHT; people under contract to purchase were not made aware of project

These themes were compiled by DOT&PF staff in follow-up meetings after the public open house and property owner meetings.

In Person Meeting Schedule: August 3, 2022

Date	Time	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/3/2022	9:00	Kuykendall	Randall				12519007	19	USS 2528 LOT 19	34334 SEWARD HWY	~158+75 to ~162+50 RT	Alaska Mental Health Trust	Mental Health Trust Lot 19
8/3/2022	9:30	Ikerd	Bernard				12521004	E-51	USS 2676 BLK 4 LOT 10	35221 Seward Hwy	~206+25 to 207+50 LT	ROSELLA J & BERNARD N IKERD	Block 4 Lot 10
8/3/2022	10:00	Lynch	Jonnie				12527032	N/A	TERN LAKE ESTATES SUB LOT 8 BLK 3	41331 Seward Hwy	~530+75 to 532+60 LT	LYNCH JONNIE C	Tern Lake Estates, Moose Pass Ak., Lot 8, Block 3
8/3/2022	10:30	Boyer	Randy				12539002 & 12523008	60 & 61	BROOKS SUB LOT 4 & U S SURVEY 2529 LOT C (HS 34)	35773 & 35821 SEWARD HWY	~234+25 to 240+75 LT	BOYER RANDY & ROBINSON MARY MELISSA	35821 Seward Hwy
8/3/2022	11:00	Milligan	Wendy				12522013	E-58	WESLEY SUBD PLAT NO 89-17 LOT 2	35676 Seward Hwy.	~230+20 to 231+75 LT	MILLIGAN MARK	35676 Seward Hwy.
8/3/2022	11:30	Erickson	Nancy				12521011	E-48	USS 2676 BLK 4 LOT 3	35083 Seward Hwy	~199+25 to 200+25 LT	ERICKSON NANCY ELLEN	35083 Seward Hwy
8/3/2022	12:00	Stauble	Mark				12523019	64	LOTS F-1, F-2, F-3 SUBD PLAT NO 77 LOT F-1	36075 Seward Highway	~251+00 to 253+50 LT	MARK K STAUBLE & KATHLEEN M TOT-H STAUBLE	36075 Seward Highway
8/3/2022	12:30	Dickerson	Linda				12521005 & 12521006	N/A	MOOSE PASS TOWNSITE ALASKA LOTS 8 & 9 BLK 4	35197 Seward Hwy	~204+25 to 206+25 LT	DICKERSON LINDA	35197 Seward Hwy
8/3/2022	13:00	LUNCH (1HR)											
8/3/2022	14:00	Gaule	John				12523004 & 12523015	66 & 67	USS 2529 LOT G & USS 2529 LOT E1/2 LOT H	36215 Seward Hwy	~255+50 to 265+50 LT	JOHN B & ANN E GAULE	36215 Seward Hwy
8/3/2022	14:30	Condit	Robert				12518005	6	USS 2528 LOT 12	33817 SEWARD HWY	~131+50 to 135+00 RT	ROBERT P CONDIT	12518005
8/3/2022	15:00	Bergholdt	Brad				12536023	31	STAFFORD SUBD PLAT NO 38 LOT 16	34740 SEWARD HWY	~181+75 to 182+50 RT	BERGHOLDT TRUST	34740 Seward Highway
8/3/2022	15:30	Nathan	Bawtinhimer				12519012	N/A	U S SURVEY 2528 LOT 6	34169 Seward Hwy	~150+50 to 155+25 LT	Alaska Mental Health Trust	34169 Seward Hwy
8/3/2022	16:00	Wilson	Steven				12520003 & 12520004	23 & 26	USS 2528 LOTS 1 & 2	34599 SEWARD HWY	~169+00 to 177+50 LT	STEVEN J WILSON	
8/3/2022	16:30	Trampus	Barhaug				12526020	N/A	TOKLAT ESTATES SUB LOT 4 BLK 1	37114 Hannisford Drive	~486+20 to 488+10 RT	BARHAUG TRAMPUS ROME	37114 Hannisford Drive
8/3/2022	17:00	Argiris	Christos				12536006 to 12536009	N/A	STAFFORD SUB LOT(S) 6 to 9 BLK 1	34847 Seward Hwy, Moose Pass AK 99631	~186+90 to 190+00 LT	ARGIRIS CHRISTOS	34847 Seward Hwy, Moose Pass AK 99631
8/3/2022	17:30	Berry	Curtis				12527004	N/A	MERIDIAN SW COMMENCING AT CORNER NO 1 OF USS 1365 N 62 DEG 13 MIN W 500 FT	41215 Seward Hwy	~525+25 to 530+40 LT	BERRY CURTIS M	41215 Seward Hwy

In Person Meeting Schedule: August 4, 2022

Date	Time	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/4/2022	9:00	Estes	Jeff				12521002 & 12521003	56, E-56, E-56A	USS 2064	35285 Seward Highway	~208+10 to 212+25 RT/LT	EDWARD R ESTES DECLARATION OF TRUST	35285
8/4/2022	9:30	Estes	Jeff				12521001 & 12522010	N/A	MOOSE PASS TOWNSITE ALASKA LOT 1 & 2 BLK 5	35365 Seward Highway	~212+70 to 215+40 LT	ESTES JEFF L & TERRY A	35365 Swd Hwy
8/4/2022	10:00	Burrill	Jane				12521010	E-49	USS 2676 BLK 4 LOT 4	35105 Seward Highway	~200+25 to 201+25 LT	RODNEY & JANE BURRILL	35105 Seward Highway, Moose Pass, AK 99631
8/4/2022	10:30	Hall	Marques				12527076	N/A	TERN LAKE ESTATES 2015 ADDN LOT 6	41122 SEWARD HWY	~520+50 to 527+00 RT (All lots on platted culdesac)	HALL MARQUES R	12527076
8/4/2022	11:00	Odhner	Jan				12526032	70	TOKLAT ESTATES SUBD PLAT NO 77-02 BLK 1 LOT 1	Corner of Baneberry Ln & Seward Hwy	~478+75 to 483+25 RT	JAN L & JUDY A ODHNER	Block 1 lot 1 Toklat estates subdivision
8/4/2022	11:30	Smart	John & Kat				12526014	N/A	T 5N R 1W SEC 17 SEWARD MERIDIAN SW 0770002 TOKLAT ESTATES SUB LOT 5 BLK 2	29998 Toklat Way Moose Pass, 99631	Off Toklat Outside of project limits...	SMART JOHN C	29998 Toklat Way Moose Pass, 99631
8/4/2022	12:00	Owens	Dennis				12536019	E-28	STAFFORD SUB LOT 19 BLK 1	34701 Seward Highway	~178+00 to 180+00 LT	OWENS DENNIS C	34701 Seward highway
8/4/2022	12:30	Boyle	JD				12536010-12536012	N/A	STAFFORD SUB LOTS 10 to 12 BLK 1	34815 Seward Highway	~ 184+00 to 187+00 LT	Joseph D Boyle	
8/4/2022	12:30	Koschak	Dani				12536013 - 12536016	N/A	STAFFORD SUB LOT 13 to 16 BLK 1	34779 Seward Hwy	~181+75 to 184+00 LT	KOSCHAK DARREN WILLIAM	34779 Seward Hwy
8/4/2022	13:00	LUNCH (1HR)											
8/4/2022	14:00	Jackson	Richard				12519023	9	U S SURVEY 2528 LOT 9		~139+50 to 142+75 LT	JACKSON RICHARD AND KARLEEN LIVING TRUST	Lot 9, USS 2528
8/4/2022	14:30	Hetrick	Jeff				Multiple Lots		Moose Pass Community Hall	Multiple Lots		HETTRICK AND SONS LLC	Moose Pass Community Hall (MPSC President)
8/4/2022	15:00	Hetrick	Jeff				12521030	E-46	USS 2676 BLK 3 LOT 5	33661 Post Office Drive	~200+00 to ~202+25 RT	HETTRICK AND SONS LLC	33661 Post Office Drive (Hetrick & Sons)
8/4/2022	15:30	Rohr	Scott				12521041, 12521023	E-51 & N/A	USS 2676 BLK 2 LOT 7 & MOOSE PASS TOWNSITE ALASKA LOT 5 & 6 BLOCK 1	35168 SEWARD HWY & 33654 DEPOT RD	~203+00 to 204+20 & ~206+50 to 208+25 RT	ROHR BROTHERS PROPERTY LLC	12521023, 12521041
8/4/2022	16:00	Hamilton	Katie				12518001 & 12518002	8 & 5	U S SURVEY 2528 LOT(S) 10 & 11	33865 Seward Hwy	~131+50 to 138+25 LT	HAMILTON KATIE	33865 Seward Hwy
8/4/2022	16:30	Lawrence	Bill				12523024	62	EMILY ROSE SUBD PLAT NO 2007-17 LOT 2	35905 Seward Highway	~240+90 to 243+20 LT	WILLIAM J & LYNNE M LAWRENCE	35905 Seward Highway
8/4/2022	17:00	Jaffa	Bruce				12527055	72	GOAT HAVEN ESTATES SUBD PLAT NO 77-12 BLK 2 LOT 1	Corner of Ewe Lp & Seward Hwy	~545+50 to 547+25 RT	BRUCE E & CAROLE A JAFFA	12527055
8/4/2022	17:30	Wright	Stephanie				12536038	E-42	STAFFORD SUBD NO PLAT BLK 2 LOT 1	34984 Seward Highway	~192+90 to 196+50 RT	STEPHANIE WRIGHT	34984 Seward Highway

Virtual Meetings, August 2022

Date	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/8/2022	Rohr	Scott				12521041, 12521023	E-51 & N/A	USS 2676 BLK 2 LOT 7 & MOOSE PASS TOWNSITE ALASKA LOT 5 & 6 BLOCK 1	35168 SEWARD HWY & 33654 DEPOT RD	~203+00 to 204+20 & ~206+50 to 208+25 RT	ROHR BROTHERS PROPERTY LLC	12521023, 12521041
8/9/2022	Merrill	Julie				12536028 - 12536031	E-32 to E-35	STAFFORD SUB LOTS 8 to 11 BLK 2	34848 Seward Hwy	Sta 185+50 to 188+50	Julie M Osgood	
8/9/2022	Ryan	Kathy				12518003	7	USS 2528 LOT 13		~135+00 to 139+75 RT	Kathy Ryan	
8/9/2022	Westlund	Carter				12522004	E-57	USS 2676 BLK 5 LOT 8		~222+25 to 223+25 LT	WESTLUND CARTER	12522004
8/10/2022	Labrake	Tripp				12521013	N/A	MOOSE PASS TOWNSITE ALASKA LOT 1 BLK 4	35049 Seward Highway	STA 198+00 LT	SHERRILL WILLOW M	
8/15/2022	O'Quinn	Aaron				12519015	15	USS 2528 LOT 16		148+00 to 151+50 RT	Mental Health Trust	
8/15/2022	Sattler-Smith	Petra				12519004 - 12519005	21	USS 2528 LOTS 20 & 21	34416 SEWARD HWY	STA ~165+00 RT	SATTLER-SMITH PETRA	
8/24/2022	Argiris	Christos				12536006 to 12536009	N/A	STAFFORD SUB LOT(S) 6 to 9 BLK 1	34847 Seward Hwy, Moose Pass AK 99631	~186+90 to 190+00 LT	ARGIRIS CHRISTOS	34847 Seward Hwy, Moose Pass AK 99631
8/25/2022	Kuykendall	Randall				12519007	19	USS 2528 LOT 19	34334 SEWARD HWY	~158+75 to ~162+50 RT	Alaska Mental Health Trust	Mental Health Trust Lot 19
8/25/2022	Shaffer	Boyd				12519009	18	USS 2528 LOT 5	34265 Seward Highway	Sta 155+00 to 160+00 LT	Boyd Shaffer Jr	34265 Seward Highway. Mile 28. Parcel ID# 12519009. T5NR1WSec36, Seward Meridian SW0002528 Trail Lake Group. US Survey 2528
8/25/2022	Hetrick	Jeff				12521030	E-46	USS 2676 BLK 3 LOT 5	33661 Post Office Drive	~200+00 to ~202+25 RT	HETRICK AND SONS LLC	33661 Post Office Drive (Hetrick & Sons)

Appendix C

Advertising Materials



Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 - 36
Rehabilitation Project

When:
Tuesday, August 2nd
5:00pm - 7:30pm

Where:
Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)

You are invited to attend a project update and stakeholder engagement event on August 2nd, 2022 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project.

The meeting will be an open house style format for participants to informally speak with the project team, in addition a prerecorded presentation about the project can be viewed on the project website.

The project has received heightened community interest after the preliminary plat was distributed. DOT&PF will discuss the project history, how the design was developed, other alternatives considered, the next phases of the project, and common questions the project has received.

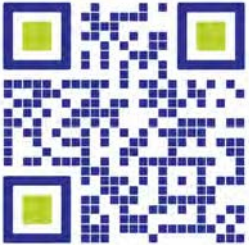
The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will extend the service life of the highway.



Project Number: 54659 / 0311(031)



STAY UP-TO-DATE!
Please visit the project website and
join our mailing list:
<https://dot.alaska.gov/creg/sewardhwy25-36/>



If you have any questions or require additional information, please contact Chris Bentz, Project Manager, at 907-269-0652. The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Chris Bentz, (907) 269-0652 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.



Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 to 36 Rehabilitation Project

Please join us for a project update and stakeholder engagement event on August 2nd, 2022. The project has received heightened community interest after the preliminary plat was distributed. DOT&PF will discuss the project history, how the design was developed, other alternatives considered, the next phases of the project, and common questions the project has received.

Property owners adjacent to the highway are invited to meet individually with the design team for 30-60 minutes on August 3rd & 4th to discuss the design and anticipated impacts specific to their properties. Please schedule a time at this website portal: <https://dot.alaska.gov/creg/sewardhwy25-36/reservation.php>



MEETING DETAILS

**Tuesday
August 2nd
5:00 PM – 7:30 PM**

**LOCATION
Moose Pass
Community Hall
33657 Depot Rd
Moose Pass, AK
(near MP 29)**



Project Number: 54659 / 0311(031)

If you have any questions or require additional information, please contact Chris Bentz, Project Manager at 907-269-0652.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

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STAY UP-TO-DATE!

Please visit the project website
and join our mailing list:
dot.alaska.gov/creg/sewardhwy25-36/



WELCOME TO

MOOSE PASS MESSENGER


HOME



MESSAGES

SUBSCRIBE

WHAT IS THE MESSENGER?

A simple bulletin board where anyone can **post** and **share**  **messages**. Users do not need to register an account before participating in the community.

- ◆ Receive messages weekly in your inbox: **SUBSCRIBE** to the mailing list!
- ◆ Read the **rules** before posting
- ◆ [Create a Messenger shortcut on your phone / desktop](#)
- ◆ The Messenger works best using Google Chrome or Mozilla Firefox browsers

MOST RECENT MESSAGE:

POSTED: JULY 19, 2022 @ 12:43PM

views: 1

**Seward
Highway MP 25.5-36
Rehabilitation**

REHABILITATION. Project Update and Stakeholder Engagement Event

The Department of Transportation and Public Facilities will hold a project update and stakeholder engagement event from 5:00 pm to 7:30 pm on Tuesday August 2 at the Moose Pass Community Hall. The meeting will consist of a presentation followed by an open house style format for participants to informally speak with the project team. For those who cannot attend in person, the presentation will be recorded and posted to the project website at <https://dot.alaska.gov/creg/sewardhwy25-36/>.

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 - 36
Rehabilitation Project

When:

Tuesday, August 2nd
5:00pm - 7:30pm

Where:

Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)

Property owners adjacent to the highway are also invited to meet individually with the design team in person August 3 and 4, or virtually at a later date. Request a meeting time at <https://dot.alaska.gov/creg/sewardhwy25-36/reservation.php>

PROJECT AREA MAP





[EventFlyer.pdf](#)

DIRECT LINK

TAGS: HIGHWAY

LOOK FOR THIS ON THE CALENDAR: 8/2/2022 @ 5:00PM

>> CLICK HERE to see ALL the latest **MESSAGES!**

EVENTS CALENDAR:

UPCOMING EVENTS:

Russian River Road, Campground to close Aug. 1, 2022 for construction - 8/1/2022 @ 12:00AM

Hike for Hospice - Seward Area Hospice - 7/23/2022 @ 10:00PM

July 2022

today

<

>

Sun	Mon	Tue	Wed	Thu	Fri	Sat	
						1	2

Sun	Mon	Tue	Wed	Thu	Fri	Sat
3	4	5	6	7	8	9
10 9a Huge Garage Sale	11	12	13	14 6p MPAPC July Meeting	15	16
17	18	19	20	21	22	23 10p Hike for Hospice - Seward Area Hospice
24	25	26	27	28	29	30
31	12a Russian River Road, Campground to close Aug. 1, 2022 for construction					
		5p Seward Highway MP 25.5-36 Rehabilitation Project Update and Stakeholder Engagem Event				

TO ADD AN EVENT: **POST A MESSAGE**  AND CLICK 'ADD TO CALENDAR'

COMMUNITY LINKS

- [Moose Pass Public Library](#)
- [Community Info](#)

[Community info](#)

- [Summer Solstice](#)
- [Chamber of Commerce](#)
- [Sportsmen's Club Homepage](#)
- [Sportsmen's Club Facebook](#)
- [Moose Pass Volunteer Fire Company](#)
- [KPBA Moose Pass Advisory Planning Commission](#)
- [Become a member of the Moose Pass Sportsmen's Club](#)

questions, comments, help?
help@moosepassalaska.com

♥ Moose Pass, Alaska

© 2019 Moose Pass Sportsmen's Club



Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

Project Update & Stakeholder Engagement Event

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

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5:00pm - 7:30pm**

Where:

**Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)**

Summary of Extended Public Involvement

(after 2019)

Moose Pass, Alaska

August 2, 2022

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1 Project Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is rehabilitating 10.5 miles of the Seward Highway between the Trail River Bridge (Milepost [MP] 25.5) and the Sterling Wye (MP 36).

The Seward Highway is the only road that connects the communities of Moose Pass and Seward to the rest of the state and is often used by other residents and visitors of Southcentral Alaska.

In most locations, the posted speed limit is 55 miles per hour (mph). Through the community of Moose Pass, the highway has a posted speed limit of 35 mph. The roadway is constrained by lakes (Tern Lake, Upper Trail Lake, and Lower Trail Lake), mountainous terrain, and the Alaska Railroad, which parallels the roadway from approximately Lower Trail Lake to Upper Trail Lake.



2 Public Involvement Overview

A variety of public outreach activities were coordinated with assistance from HDR to help inform and engage the public about the Seward Highway MP 25.5–36 Rehabilitation Project between 2015 and 2019. After the project scope was reduced and final design decision were presented to the community in an Open House in October 2019, no further public involvement was planned, and HDR’s Public Involvement contract was terminated. The project received heightened community interest after DOT&PF submitted the preliminary Right-of-Way (ROW) acquisition plat to the KPB for review in May 2022. The Department conducted extended public outreach during July and August 2022.

3 Public Involvement Strategies

The extended public engagement included a listening session with a Moose Pass community group on 7/12/2022, an open house in Moose Pass on 8/2/2022, individual in-person property owner meetings 8/3/2022 and 8/4/2022, and individual virtual meetings with property owners in July and August 2022. DOT&PF provided information about the project including the purpose and need of proposed features and acquisitions, and what the public and impacted property owners should expect during the ROW

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acquisition process and upon project completion. DOT&PF staff also provided information about the project through interviews to local media, fact sheets and recorded presentations posted to the project webpage, and visual aids provided in the Moose Pass Community Hall. Department staff listened to resident, business, and property owner concerns during the Open House and individual meetings to identify potential design modifications to consider prior to resubmitting for preliminary plat approval.

4 Project Contact List

A project contact list was developed to target stakeholders with high interest regarding the proposed ROW expansion. The stakeholders included all property owners along the project corridor (as identified through the KPB parcel viewer), all post office boxes in Moose Pass, and private individuals who had e-mailed the project team with their concerns. Notifications were also posted to the Moose Pass Messenger.

5 Advertising Methods

The project team used the following methods to advertise the Open House and opportunity to meet individually with the project team:

- Postcards (mailers)
- Project website
- DOT&PF Public Meeting Calendar
- Individual email invitation
- Moose Pass Messenger (list serve)

5.1 Flyer (posted to project website & distributed by community members)

Postcards

A 6.5x9-inch printed postcard announcing for the project update & stakeholder engagement event was mailed to 122 recipients in the Moose Pass community. The postcard provided the date, times, and locations of the meetings; a brief description of the project and the purpose of the meetings; a project map; contact information; and information on joining the project website and mailing list.

5.2 Flyers

Flyers were posted to the project website and Moose Pass Messenger. These flyers were picked up and distributed by community members via social media. The flyers may have been printed and displayed at the Post Office and Community Hall by local residents. The 8.5x11-inch flyers included meeting information, a project map, an invitation to join the project mailing list, contact information, and required ADA information. See Appendix C for a copy of the flyer.

5.3 Listserv

An announcement and reminder was posted to the Moose Pass Messenger, a community webpage for Moose Pass residents which also generates e-mail notifications to subscribers.

The announcements included a brief description of the project and its purpose, contact information, and pertinent information on the meetings.

5.4 E-Mail

An e-mail invitation to attend the Public Open House was distributed the morning of the event to interested residents who had contacted the project team.

5.5 Project Website

The project website (<https://dot.alaska.gov/creg/sewardhwy25-36/>) was created to provide information to the public. The website included the project purpose and a brief description with links to the fact sheet, FAQs, and vicinity map. The website also allowed visitors to join the project email list, submit comments, and contact the Project Manager. Project updates, meeting dates and locations, and new information was posted as needed. Additional website updates were made as new information became available. Meeting materials were posted to the Project Library tab

6 Open House Project Update & Stakeholder Engagement Event

A project update & stakeholder engagement event was held on Tuesday, August 2nd, 2022. The event was held at the Moose Pass Community Hall from 5:00 pm to 7:30 pm. Sixty-eight people signed into the meeting. DOT&PF staff estimate higher attendance than indicated by the sign-in sheet, based on observations of attendees entering and leaving the event without stopping at the sign-in sheet, and the density in the meeting space.

The purpose of the event was to provide project information, answer questions, and engage in one-on-one conversations with community members about their concerns. Attendees included members of the Moose Pass Advisory Planning Commission, and area residents and landowners. Meeting materials included: handouts; sign-in sheets; graphic posters; visual aids depicting the typical sections and anticipated impacts over street view; roll plots showing the impacts over aerial imagery; and refreshments. Handouts included: DOT&PF ROW brochures; project fact sheets; Frequently Asked Questions (FAQs); and comment forms. Seven comments were submitted via comment form during the event. Copies of meeting materials, sign-in sheets, and comments are provided in Appendix A.

7 Individual Property Owner Meetings

In-person meetings with property owners/stakeholders were held in the Moose Pass Community Hall from August 3rd to 4th, 2022. The purpose of these meetings was to inform the individual property owner/stakeholder of the proposed impacts of the project to their property, answer questions, dispel misconceptions, and learn of previously unidentified features, property use, or development plans that should be considered while reviewing the design.

Individual meeting materials included exhibits depicting the anticipated impacts to property boundaries, access, and existing vs proposed slope limits. Stakeholder comments were then noted and chronicled by the project team. Summation of meetings and comments are provided in Appendix B.

8 Overall Promotional Analysis

The outreach goals outlined in the project's Public Involvement Plan are as follows:

Information sharing is at the heart of any public process. This public involvement plan focuses on this basic premise: DOT&PF commits to working with stakeholders to relay accurate and timely information relating to the project and to ensure stakeholders concerns relating to design and construction traffic control are heard and, when possible, addressed.

Our public process objectives are to:

- *Communicate the purpose and need and goals of the project*
- *Inform a wide spectrum of the public with balanced and objective information to assist them in understanding the problem, opportunities, and solutions*
- *Work with the public to ensure public concerns are understood*
- *Demonstrate sensitivity and, when possible, responsiveness to issues and ideas*
- *Manage expectations during the design process*

Goal 1: Communicate project need and goals

Moose Pass residents generally understood and agreed on the project need and goals, though impacted residents wanted to see solutions that would address existing needs in different ways, such that their individual parcel would be impacted less. Comments and concerns generally revolved around three themes:

1. Concern about impacts to existing features, vegetation, private property, context of community; desire for things to stay the same as existing.
2. Concerns about speed compliance, safety as related to speed compliance and reckless driver behavior; desire for changes that will reduce traffic speeds, concerns about whether project changes will result in faster speeds for thru-traffic
3. Desire for extension of existing separated pathway and increasing separation (or physical barriers) of the existing pathway.

Goal 2: Inform a wide spectrum of the public

The extended public engagement effort targeted Moose Pass residents, property owners, and businesses; as this was the demographic that demonstrated heightened interest after the preliminary acquisition plat submission. The 8/2 Open House successfully directly engaged community members who had previously received inaccurate information from other sources. The invitation to engage with the project via virtual means (including virtual meetings and a pre-recorded presentation) drew in participation from residents and property owners who were unable to attend the Open House in-person.

Goal 3: Work with the public to ensure public concerns are understood

Project and Department representatives, led by the Commissioner of DOT&PF, attended a community meeting discussing key community concerns and fears stemming from the preliminary ROW acquisition plat on July 12, 2022. The Department organized additional public outreach (in the form of an Open

House, opportunities to meet individually, and additional material posted to the project webpage) to provide additional opportunities for the general public to learn more about the project and provide feedback to DOT&PF regarding concerns. DOT&PF took notes on the concerns and feedback for the purpose of reviewing and refining the design prior to submitting a revised preliminary ROW mapping. This extended public engagement demonstrated that the Department was listening to public concerns and committed to open and transparent communication regarding the project. This transparency reflected the fact that the project team was listening to and acknowledging public concerns. Various meetings with the Moose Pass Planning Advisory Commission throughout the projects development at their request was an additional method used to update the public about the project status.

Goal 4: Demonstrate responsiveness

Public inquiries were responded to in detail, either via phone, in writing, or via an individual meeting in a timely manner.

Goal 5: Manage expectations

Working with the public early and often so they understand what can be accomplished within the scope of a project is vital to project success and managing the public's expectations. Many community members expected that this project would have minimal impact, due to a separate pavement preservation project with overlapping schedule and scope that was discussed at a shared Open House in 2019. These community members were expecting this project to have scope limited to pavement preservation, and were therefore surprised by the anticipated impacts and ROW acquisitions associated with the shoulder widening and drainage improvements included in this project.

During the August 2022 Open House and subsequent individual meetings, DOT&PF explained the purpose and need for various project elements, anticipated impacts, and next steps. DOT&PF also listened to community member concerns, and gathered information and feedback to consider while reviewing the design. Upon conclusion of the outreach effort, the majority of impacted stakeholders had a better understanding of why impacts had been identified as necessary to complete the project, and what to expect as a result of the project; even if they do not support the changes proposed by the project.

A vocal minority of stakeholders may continue to have unrealistic expectations that cannot be met by this project. These expectations include:

- The project can be re-scoped to exclude shoulder widening and drainage improvements and therefore eliminate impacts to private property.
- The project can be redesigned to include pathway extensions or additional traffic calming features without more significant impacts to private property.
- Community activism can significantly alter the project focus and scope.

Given the past pattern of inaccurate information spread amongst community members, the Department should post regular updates to the publicly available project website so that timely and accurate information is available to interested persons.

9 Conclusion

The public involvement effort provided by this project has exceeded the typical level of outreach provided for similar projects of this magnitude and scope; however, it has been justified by atypical levels of community interest. After meetings with individual property owners conclude, the project will refocus on design and making adjustments sensitive to community concerns where practical and reasonably feasible in consideration with project needs. No further formal public involvement is planned until the final Open House prior to construction. Until then, the Department will provide information about the project to the public via updates to the project webpage and representation at transportation fairs. Additional participation in public meetings and discussions is possible, specifically engagements organized and lead by the Kenai Peninsula Borough. As always, the DOT&PF Project Manager is accessible to the public to answer questions and provide updates upon request.

Appendix A

August 2, 2022, Public Open House Materials

What is a preliminary plat?

A preliminary Right-of-Way acquisition plat shows the proposed right-of-way parcels and property interests that the Department is interested in purchasing from adjacent land owners for the purposes of meeting transportation needs. The Department submits the right-of-plans to the local platting authority to check for conformance with local platting and subdivision code before engaging owners. Approval of the preliminary plat does not "take" property or "lock in" the proposed area.

The Alaska Department of Transportation & Public Facilities (the Department), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Seward Highway from the Trail River Bridge (near historic milepost [MP] 25.5) to the Sterling Wye (near historic MP 36) to extend the service life of the highway. Rehabilitation efforts for the MP 25.5 to 36 project corridor may include:

- » Resurfacing the roadway along the existing alignment
- » Shoulder widening south of Moose Pass
- » Realigning the pathway in Moose Pass
- » Improving drainage and replace drainage structures, including large diameter fish passage culverts
- » Adding traffic calming measures in the community of Moose Pass
- » Upgrading guardrail
- » Clearing vegetation to improve sight distance
- » Relocating utilities, as needed
- » ROW acquisition, as needed



What about safety?

A 3R Analysis was completed to evaluate the need for safety improvements along this corridor. The analysis indicated that the highway performs within standards and many of the initial proposed improvements such as passing lanes and changes to the curvature of the roadway are not warranted. As a result of the safety analysis, this project's scope has changed to focus primarily on improving the drainage infrastructure, providing continuous pedestrian accommodation, and rehabilitating the existing roadway.

Project Status

The project team has completed the initial environmental analysis, a 75% design, and submitted a preliminary ROW acquisition plat to the Kenai Peninsula Borough for review. The Department received many questions and concerns and postponed the plat review to conduct additional public outreach. Other ongoing activities necessary to deliver the project include:

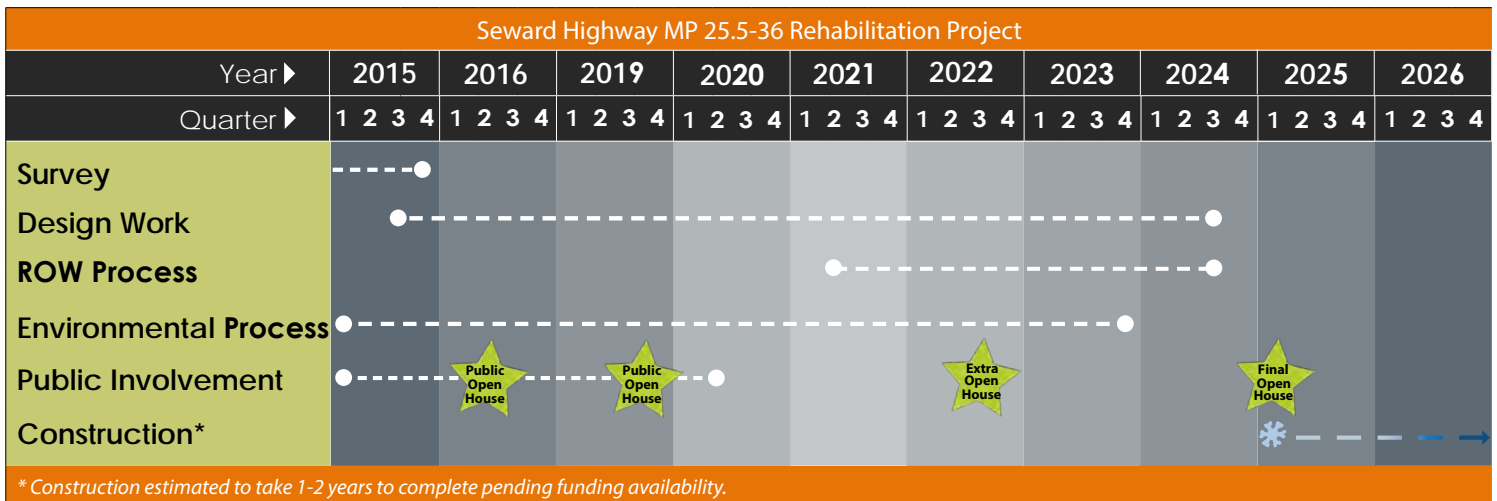
- » Drainage design
- » Environmental reevaluation
- » ROW involvement
- » Coordination with utility companies and the Alaska Railroad
- » Completion of project plans, specifications, and estimate
- » Additional survey, as needed

Cost

The project is estimated to cost \$50 million for all phases, and will use State and Federal funds.

Schedule

This project team is proceeding with the final design process. Project construction timelines are directly linked to the successful acquisition of properties needed for the improvements; current estimates for all acquisition needs place construction in 2025 at the earliest. In addition to the availability of funding and ROW acquisition, the start of construction is also dependent on utility relocation agreements.



More Information

Preliminary plans and a new video discussing common questions, concerns, and project history are available for the public to view under the "Library" tab on our website:

dot.alaska.gov/creg/sewardhwy25-36/

If you would like to request additional information, please contact:

Chris Bentz, PE, Project Manager
chris.bentz@alaska.gov, (907) 269-0652

WELCOME

PUBLIC OPEN HOUSE

AUGUST 2, 2022

MEETING PURPOSE:

- » Provide a project update.
- » Address questions and concerns raised by community of Moose Pass following submission of preliminary plat to Kenai Peninsula Borough.

PROJECT PURPOSE



The project will rehabilitate the Seward Highway MP 25.5 - 36 (defined as a 3R project) in order to enhance safety, extend the service life of the highway, and improve drainage.

Key Project Elements:

- » Resurface the roadway along the existing route
- » Improve the existing pathway
- » Build 6-ft wide shoulders south of MP 28.8
- » Improve drainage and replace drainage structures
- » Add traffic calming measures in the community of Moose Pass
- » Upgrade guardrail
- » Clear vegetation to improve sight distance
- » Relocate utilities, as needed

Project Sponsors:

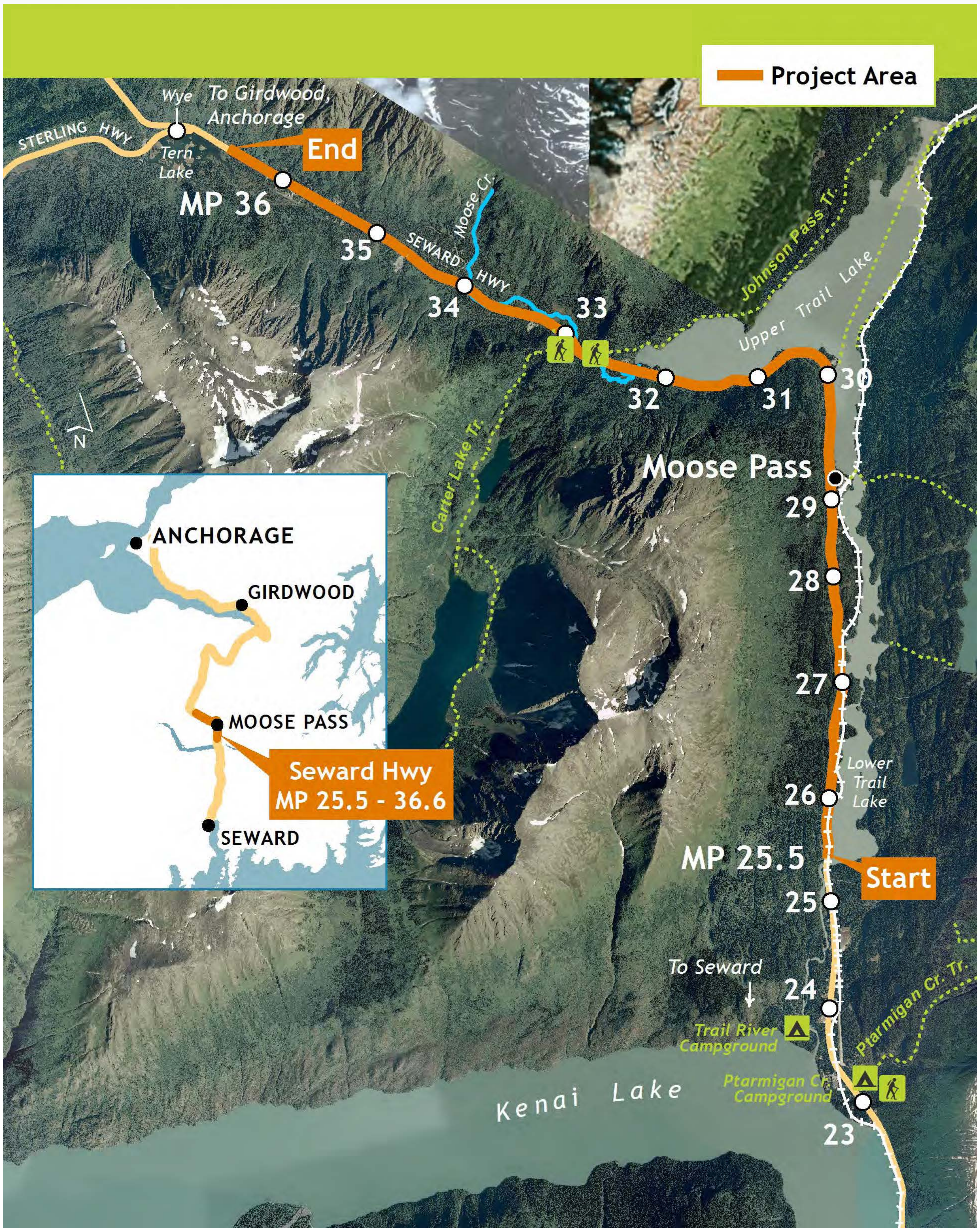
State of Alaska Department of Transportation and Public Facilities (DOT&PF)
Federal Highway Administration (FHWA)



U.S. Department
of Transportation
**Federal Highway
Administration**

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

PROJECT AREA



The Seward Highway was built in the 1950's and is a Scenic Byway. The Seward Highway traverses the Chugach National Forest and the Kenai Mountains, and shares portions of its corridor with the Alaska Railroad.


Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

HAVE QUESTIONS?

We're here to share
info and talk to you!



You can also:

- » Visit the project webpage at:
dot.alaska.gov/creg/sewardhwy25-36/
- » Watch a **video** discussing common questions and concerns
- » Review project documents
- » **Meet with the design team** 
- » In-person Aug 3 or 4, 2022
- » Virtual or by phone

See the sign-up sheet or request online under "Reservations"

- » Contact the Project Manager:

Alaska Department of Transportation & Public Facilities
Chris Bentz, PE, Project Manager

Email: chris.bentz@alaska.gov

Phone: 907-269-0652

MAKE A COMMENT



We want to know!

Have additional information for the project team to consider?

There are several ways to leave your feedback.

You may:

- » Leave a comment here using the comment forms provided.
- » Download the comment form at:
dot.alaska.gov/creg/sewardhwy25-36
- » Contact the Project Manager
 - Alaska Department of Transportation and Public Facilities
Chris Bentz, PE, Project Manager
Email: chris.bentz@alaska.gov
Phone: 907-269-0652

ENVIRONMENTAL PROCESS

To comply with the National Environmental Policy Act (NEPA), the project team is developing a Categorical Exclusion (CE). This study will evaluate the project and its impacts on the human and natural environment.

Seward Highway MP 25.5 - 36 NEPA Process - Areas of Interest



Cultural Resources



Recreational trails
and resources



Viewshed

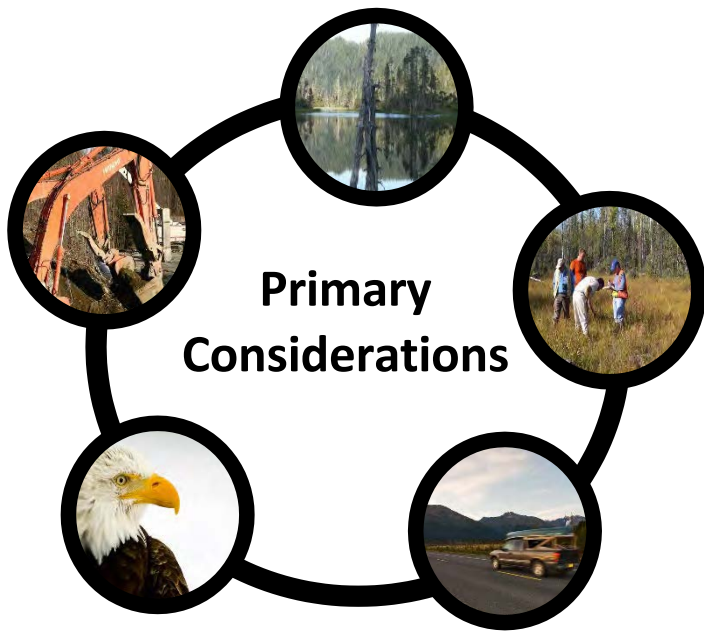


Moose Pass
Community

During scoping, the DOT&PF is identifying concerns and ideas from the public for consideration and agencies for consideration, review and approval. Please share your thoughts on alternatives to consider and what DOT&PF should study.

ENVIRONMENTAL PROCESS

- Categorical Exclusion (CE)
- Regulatory Agency review/approval
- Primary considerations:

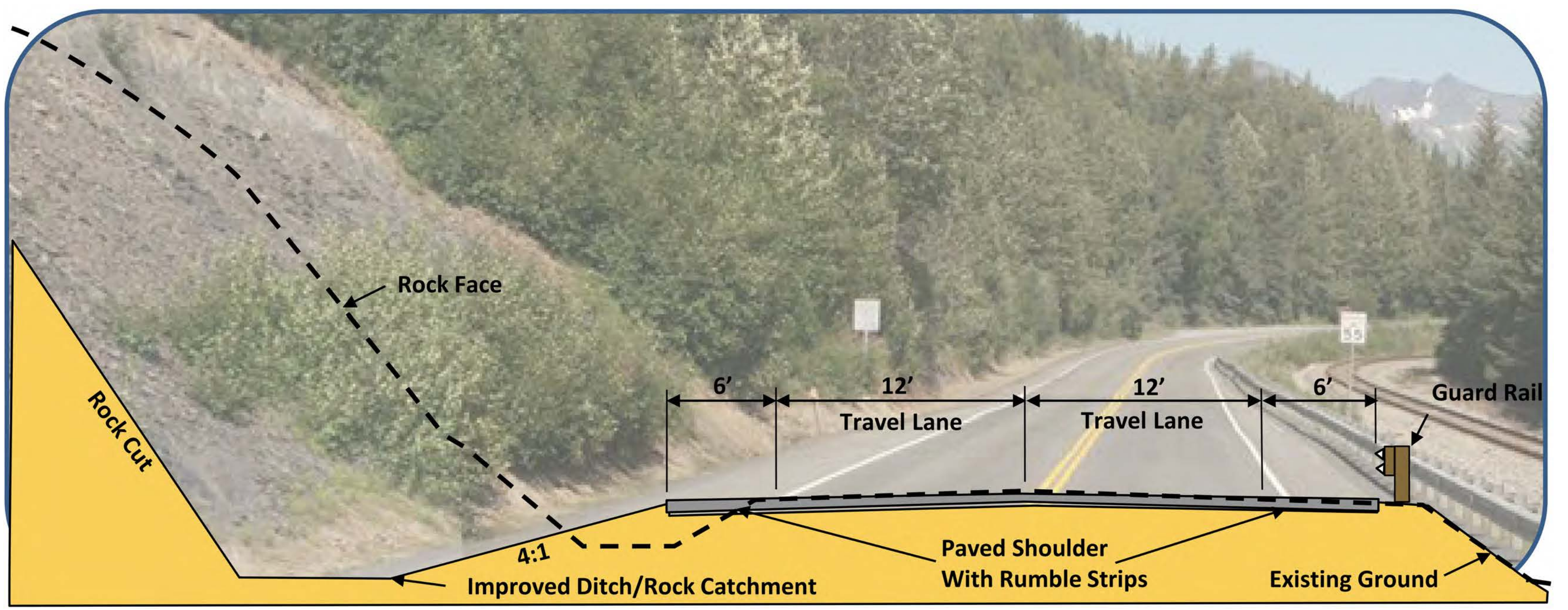


- Noise
- Water/air quality
- Wetlands
- Public lands and recreational areas
- Wildlife habitat
- Right-of-way acquisition

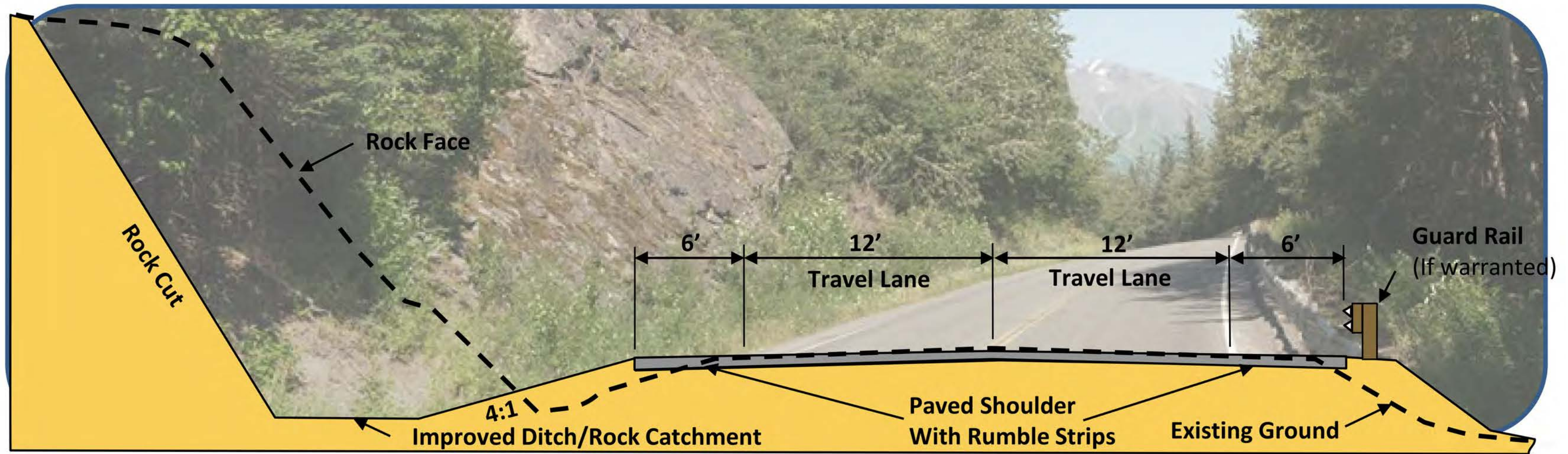
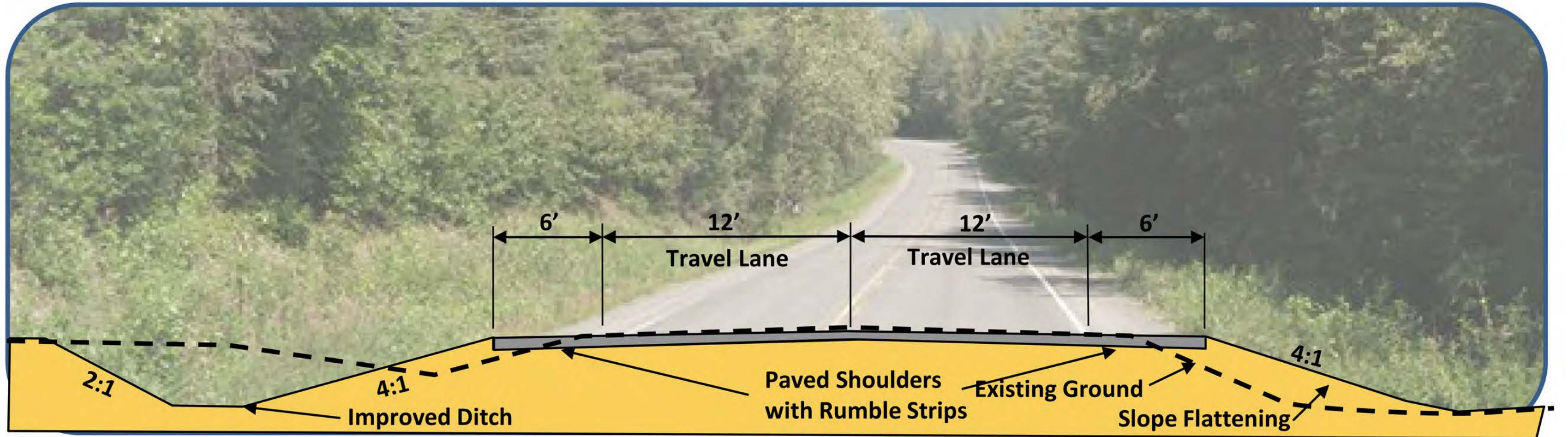
NEPA PROCESS

2015 to 2017	Field Studies
2016 to 2018	Agency and Public Scoping
Spring 2018	CE Document
Fall 2022	CE Re-Evaluation

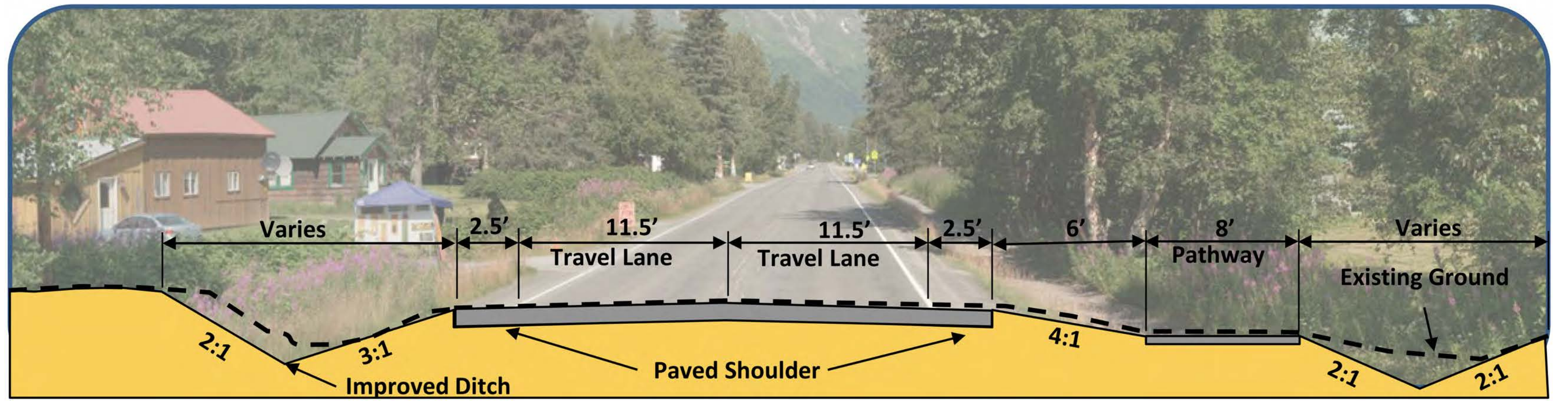
Seward Highway
 Typical Section
 MP 25.5-26.0



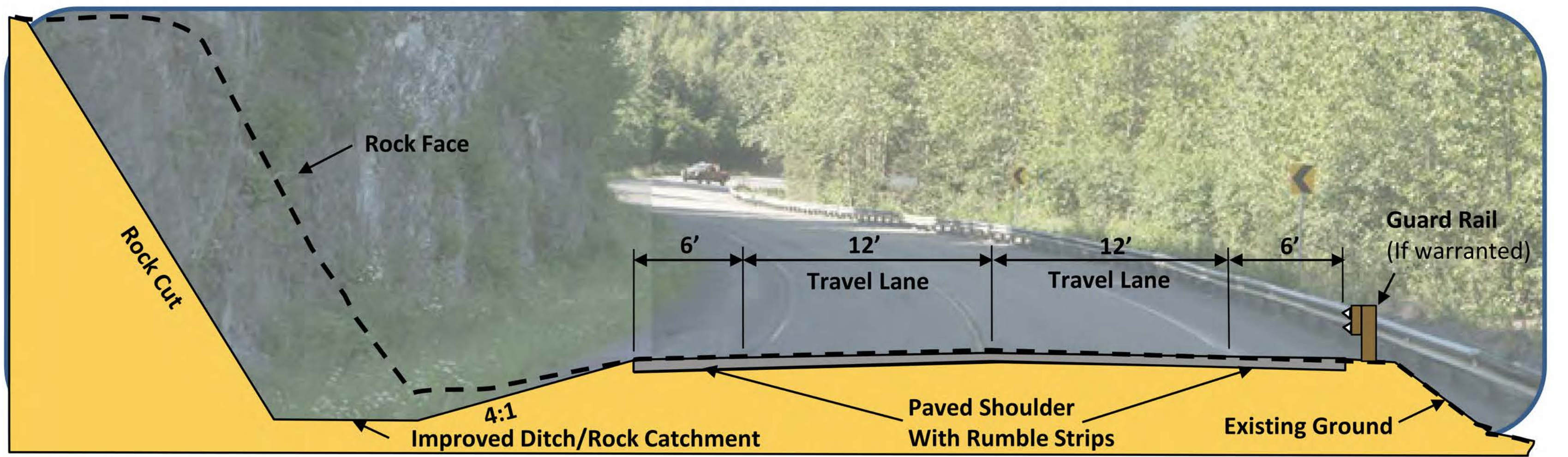
Seward Highway
 Typical Section
 MP 26.0-28.8



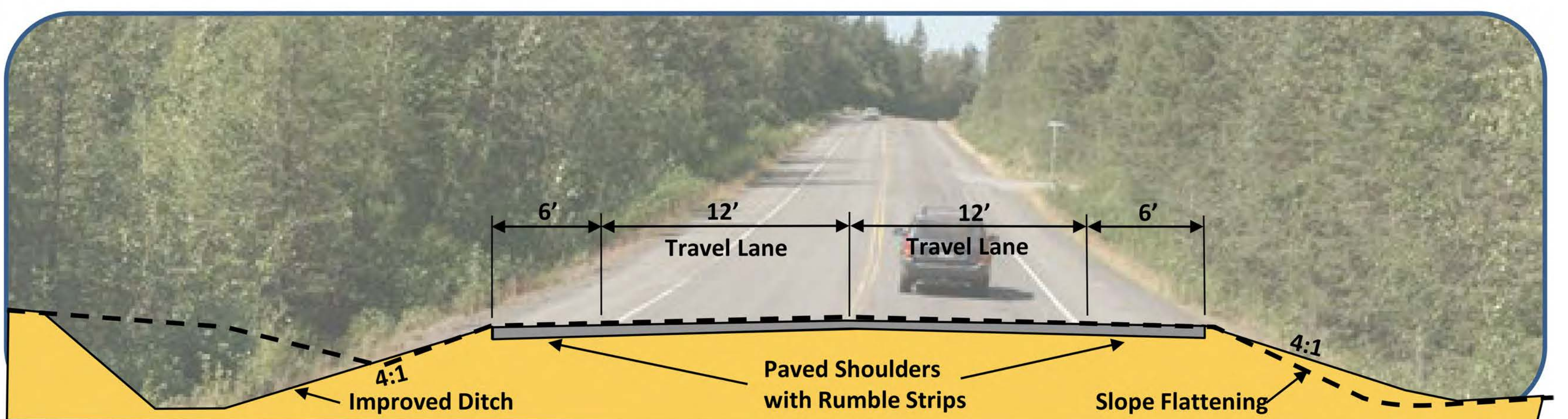
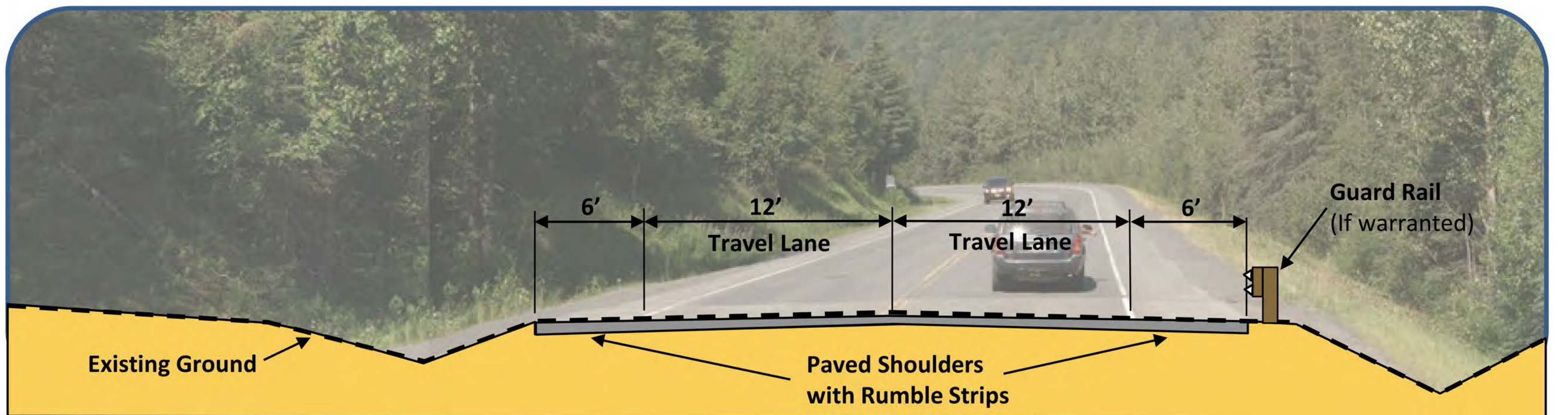
Moose Pass
 Typical Section
 MP 28.8-30.1



Seward Highway
 Typical Section
 MP 30.1 – 31.8



Seward Highway
 Typical Sections
 MP 31.8-36



Frequently Asked Questions

1. **Is platting approval the same as approval for the project?**

No. Platting approval is to ensure conformance of local code and standards related to properties, allowing us to then develop an estimate of the cost that could reasonably be expected. This is a necessary step in requesting funding for the project and proceeding to the right-of-way phase of the design process. It is important to note that plat maps that are submitted for approval are not final. Adjustments are still possible as we meet with property owners during the right-of-way phase.

2. **What has been done to inform the public about this project?**

DOT&PF has held 16 public outreach and other events in the years between 2016 and 2022 to inform the public, including three Public Open House events. Six of these events have been in Moose Pass. A list of public involvement events can be found on the [Public Involvement page of this website](#).

3. **Will this project change the community of Moose Pass or its historic places?**

The project as proposed is intended to replicate existing conditions as much as possible while fixing the underlying problems causing degradation of the roadway, and provide specific safety improvements. It is not moving the road any closer to residents north of Mile 28.7. Drainage improvements may necessitate some additional area as existing drainage facilities are frequently undersized, non-existent, or outside existing Right-of-Way.

The project has been scaled down significantly since its' inception, in large part due to feedback from the community, paired with additional data and analysis indicating lower crash rates and lower traffic projections than were expected during initial planning. Initial concept designs included much larger improvements.

The project is complying with NEPA and Section 106 processes. Consultation regarding impacts to historic properties is ongoing. No significant adverse impacts on historic properties are currently expected. This is one of the many things reviewed during the environmental process. Environmental impacts are re-evaluated at each significant milestone during project development.

4. **Is this project going to make people lose their homes or cause them to become unlivable due to the removal of wells and septic systems?**

DOT&PF currently anticipates that no residential structures will be impacted by the project, and only one business has been identified for relocation. The project

has tried to avoid impacts to structures, drinking water sources, and septic systems. If an impact to existing drinking water or sanitation is unavoidable, mitigation options include replacement with a system that meets current standards (e.g. relocation, advanced treatment system, shared system), or full acquisition and relocation (none identified at this time). DOT&PF will not leave a residence in unlivable conditions without safe drinking water and sanitation due to impacts by the project.

5. Will you be changing the speed limit through Moose Pass?

No. The existing 45 mph and 35 mph speed zones will remain in place.

A recent analysis of the speed zones performed by the DOT&PF found that the stencils painted on the roadway within the speed zones produced a small, but measurable speed lowering effect. The speed stencils will be replaced in-kind.

6. Why isn't the pathway being extended to the Johnson Pass Trailhead as part of this project?

Along the segment of the highway between the 'ball fields' where the pathway currently ends and the Johnson Pass Trailhead, shoulders at least 6 feet wide will be provided. The roadway shoulders will function as a shared use thoroughfare for bicyclists and pedestrians. The existing separated pathway is not proposed to be extended with this project as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional ROW impacts, increased environmental impacts, and increased project costs. The current project was prioritized and included in the State Transportation Improvement Plan (STIP) without a pathway extension. However, if the community feels strongly that a pathway should be developed, you can nominate the pathway as a separate project for future STIP consideration.

7. Why do we have a school zone right in Moose Pass? It is not next to the school and there are no bus stops in that area.

The DOT&PF implements a Safe Routes to School program to enable and encourage children to safely walk or bicycle to school. The school zone and crosswalk in Moose Pass were provided and located to serve approximately 13 homes across the highway from Moose Pass Elementary School, providing a route to school for children at those residences. The times that the flashing beacons are turned on and off are set to match each half hour time window that students would walk to school at the start and the end of the school day.

8. How can I find out where the DOT&PF's Right-Of-Way (ROW) is located in relation to my property?

The ROW basemap has been recorded and the plat can be viewed on DNR's website here:

<http://int.dnr.alaska.gov/ssd/recoff/search/docdisplay?District=314&SelectedDoc=20190001410>

If you have difficulty downloading the maps or if you have a question, please contact:

Rachel Shoemake
Engineering Assistant 3
[\(907\) 269-0697](tel:(907)269-0697)
rachel.shoemake@alaska.gov

9. Can we afford this project in our current fiscal climate?

This project is funded with a combination of state and federal funds. The State of Alaska provides about 9% of the funding and the Federal Highway Administration provides about 91% of the funding. Currently, the funding for project design, ROW acquisitions, and construction are included in the STIP (Statewide Transportation Improvement Program).

This project is being designed to minimize additional maintenance needs for this section of the highway.

10. How will my property be impacted by the project?

Property impacts are not yet fully known, however the preliminary design posted to the Project Library shows potential impacts including driveway relocations and ROW acquisitions. In the summer of 2021, the design team sent letters to owners of driveways to be relocated with an invitation to meet onsite and discuss access needs. Contact with directly impacted owners will also be made once the ROW acquisitions phase has been opened, which is expected to occur in 2022.

11. Will roadway shoulders be provided? Will they be paved?

The shoulders will be paved. Where there's a pathway adjacent to the road, the shoulders will be 2.5 feet wide (total pavement width will be same as existing). Where there is no pathway, the shoulders will be 6 feet wide. There will be rumble strips on the shoulders in the 55 mph speed zones. The widening in the paved surface south of Moose Pass will generally be shared equally on both sides of the road.

Milepost 25.5 - 36 SEWARD HWY *Rehabilitation Project*

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Name: _____ Email: _____

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Please fold here and tape at bottom for mailing

APPLY
POSTAGE
HERE

**Seward Highway MP 25.5-36 Rehabilitation Project
attn: Chris Bentz, P.E.
Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, AK 99519**

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

The aerial images w/ map key were extremely useful tonight. We would appreciate having access to more of these as the project is ~~revised~~ updated/edited. Can the DOT provide updated aerial maps prior to the KPB platting meeting?

Also, probably too late to the game, but it is upsetting that we can not extend the current bike path further North connecting town, hiking paths and avalanche acres. It would go a long way toward our community, ~~and feeling like~~
~~the DOT~~ ~~is~~ ~~not~~ ~~listening~~

Name: JENNIFER BOYLE Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Please add me to the project e-mail list.

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Regarding the revised D/W located right
of Sta 217+70:

The existing bike trail is approx. 20"
below the existing roadway shoulder elevation.
Will the rebuilt bike trail be raised
to accommodate a paved D/W grade that
matches the highway cross slope @ that
location?

Name: Ace Worley Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed to chris.bentz@alaska.gov

- Meeting is VERY un-organized.
No direction given on how it should work.
No real answers being given.
- Community heading into 1 on 1's w/ DOT w/ no real information on agreements on how property and businesses will be affected

DOT Video

Ice snow DID NOT cause the death - the driver was WAY DRUNK and driving too fast for conditions

When were we going to find out that our ditches couldn't be cleared out due to legal access Big excuse!! Should have been discussed a LONG TIME AGO.

Name: John Smart — Email: You know me

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

UPGRADE EXISTING ROAD SURFACE
MAINTAIN CURRENT DITCHES
PRESERVE PRIVATE PROPERTY
FIX + MAINTAIN CULVERT IN FRONT
OF TRAIL LAKE LODGE THAT DRAINS
TO LAKE.

WE REALIZE THE LAYOUT OF TOWNS
CREATES CHALLENGES WITH WINTER
MAINTENANCE BUT PRESERVING THE
HISTORIC CULTURE OF MOOSE PASS
YEAR ROUND MUST TAKE

PRIORITY

Name: SHAWN McFOWAN Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: _____ Zip: _____
Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

I'd like to see minimal change to the highway
in this section - maybe 1 passing section.
Especially going thru Moose Pass proper!
We'd like drivers to slow down as they go thru and
look around, stop for a meal or at the Estes Store.
We don't need a wide road thru this section!

Name:

Jennifer Headtke

Email:

[Redacted]

Address:

[Redacted]

City:

[Redacted]

State:

[Redacted]

Zip:

[Redacted]

Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed
to chris.bentz@alaska.gov

Please contact me regarding
driveway design at Mile 30

Name: Allison Smith Email: [REDACTED]
Address: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Please add me to the project e-mail list.

Milepost 25.5 - 36

SEWARD HWY

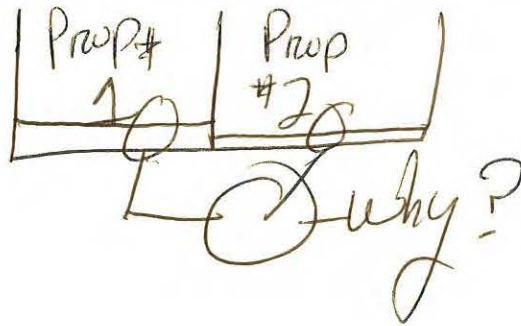
Rehabilitation Project

dot.alaska.gov/creg/sewardhwy25-36

Please share your comments.

Comments can also be e-mailed to chris.bentz@alaska.gov

Would appreciate a better engineered answer to why a ROW take is different from (2) existing side x side lot's w/ same frontage ~~on~~ to road



Name: John Smart Email: _____

Address: _____

City: _____ State: _____ Zip: _____

Please add me to the project e-mail list.

Please SIGN IN

<u>NAME</u>	<u>Phone</u>	<u>Address</u>	<u>E-Mail</u>	<u>OK to Contact?</u>
CHRISTOS ARGIRIS				
GARY BAKER				
Steve Wilson				
Randy Boyer				
BRAD BERGHOLDT				
Bruce JAFFA				
RICHARD + KARLEEN JACKSON				
Allison Smith				
Riley Board				
KEN WILKINSON				
Ann Whitmore-Tainter				
DENNIS OWENS				
Claire Bauhinimer				
Nathan Bauhinimer				
Ace Worley				
Brodie Estes				
Stephanie Wright				
Nikki Berry				
NANCY ERICKSON				
Jeff Estes				
Lynne Lawrence				
Alana				
Dae Crowell				
Mark + Wendy Milligan				
WAY + KRISTIN BISSONAT				
JD Boyle				
SHAWN + MEG DONAHUE				
Olshava Tiner				
Matthew Perkins				
Jim Janssen				
TERESA ESTES				
Ben Ikerd				

Please Sign IN

Name Phone Address Email OK to Contact?

A Claude Higbee
Scott ROTH
Mark Stamble
Kathleen Roth Stamble
Dawn Ernst
Deborah Green
James Rodney Burrill
Jimmekathy Strong
Sack + Katie Hamilton
Diane Holt
Catherine Worley
John + Annie Goube
Adam + Ruhl Sullivan
~~Bill LAWRENCE~~
Heather Lindquist
Jennifer Heath
Dani Koschak
JENNIFER BOYLE
Mandy Andy
Angele Kelley
JONG JUM OHLBERG
Dixie Lugesell for MowPassfire
Rose Sutphin
Juckermain Babcock
Tam McRae
David Pearson
Jeff Hetich

Appendix B

August 3-4, 2022, Individual Property Owner Meeting Materials

General themes observed from conversations during open house and individual meetings:

- Concerns from community about speed compliance, safety as related to speed compliance
- Impacts to property, not wanting property impacted
- People don't want a change to context of community, look & feel
- Pullouts: complaints people who have them in front of their properties (poop in the woods, trespass on private property)
- Lots of advocacy for extension of bike path and more pedestrian accommodations
- Fire company requesting additional signage
- Questions about schedule (non-impacted people want soon, impacted want delayed)
- Questions about why it's a highway
- Questions about ROW acquisition process – DOT&PF provided a lot of emphasis on preliminary nature of preliminary plat
- Misconceptions – not at condemnation at this time, compensation even if condemnation
- A lot of people concerned about loss of trees, screening value (visual/noise)
- Misconceptions about shoulder widening through Moose Pass & north of Moose Pass
- Concerns about impacts to water sources, even when proposed ground disturbance was far away
- A lot of feedback on frequency of maintenance in the area
- One out-of-towner: would like higher speeds similar to rest of mainline corridor
- Pushback on acquisitions of vacant land
- Many people looking to purchase additional land from Mental Health Trust (MHT), or have recently purchased
- Concerns that clearing + ditching will feel wider & more speeding-friendly
- Parking on pathway/pulling across pathway/driving on pathway like it's a road conflicts with pedestrian use
- Incomplete survey data, ie Wolf Lake Lodge has buildings not surveyed
- "I'm not impacted but I'm against the project anyway."
- "Oh, this isn't as bad as I was picturing."
- Liked the visuals, appreciated the additional outreach effort
- Request for guardrail or Jersey barrier to be placed between pathway and roadway
- Requests for ROW boundaries to be marked on individual properties
- Questions about why the proposed acquisitions changes from one property to the next: "Why isn't my neighbor impacted?"
- Concerns about staging of material/equipment during construction
- Mailings went to the MHT; people under contract to purchase were not made aware of project

These themes were compiled by DOT&PF staff in follow-up meetings after the public open house and property owner meetings.

In Person Meeting Schedule: August 3, 2022

Date	Time	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/3/2022	9:00	Kuykendall	Randall	[REDACTED]	[REDACTED]	[REDACTED]	12519007	19	USS 2528 LOT 19	34334 SEWARD HWY	~158+75 to ~162+50 RT	Alaska Mental Health Trust	Mental Health Trust Lot 19
8/3/2022	9:30	Ikerd	Bernard	[REDACTED]	[REDACTED]	[REDACTED]	12521004	E-51	USS 2676 BLK 4 LOT 10	35221 Seward Hwy	~206+25 to 207+50 LT	ROSELLA J & BERNARD N IKERD	Block 4 Lot 10
8/3/2022	10:00	Lynch	Jonnie	[REDACTED]	[REDACTED]	[REDACTED]	12527032	N/A	TERN LAKE ESTATES SUB LOT 8 BLK 3	41331 Seward Hwy	~530+75 to 532+60 LT	LYNCH JONNIE C	Tern Lake Estates, Moose Pass Ak., Lot 8, Block 3
8/3/2022	10:30	Boyer	Randy	[REDACTED]	[REDACTED]	[REDACTED]	12539002 & 12523008	60 & 61	BROOKS SUB LOT 4 & U S SURVEY 2529 LOT C (HS 34)	35773 & 35821 SEWARD HWY	~234+25 to 240+75 LT	BOYER RANDY & ROBINSON MARY MELISSA	35821 Seward Hwy
8/3/2022	11:00	Milligan	Wendy	[REDACTED]	[REDACTED]	[REDACTED]	12522013	E-58	WESLEY SUBD PLAT NO 89-17 LOT 2	35676 Seward Hwy.	~230+20 to 231+75 LT	MILLIGAN MARK	35676 Seward Hwy.
8/3/2022	11:30	Erickson	Nancy	[REDACTED]	[REDACTED]	[REDACTED]	12521011	E-48	USS 2676 BLK 4 LOT 3	35083 Seward Hwy	~199+25 to 200+25 LT	ERICKSON NANCY ELLEN	35083 Seward Hwy
8/3/2022	12:00	Stauble	Mark	[REDACTED]	[REDACTED]	[REDACTED]	12523019	64	LOTS F-1, F-2, F-3 SUBD PLAT NO 77 LOT F-1	36075 Seward Highway	~251+00 to 253+50 LT	MARK K STAUBLE & KATHLEEN M TOT-H STAUBLE	36075 Seward Highway
8/3/2022	12:30	Dickerson	Linda	[REDACTED]	[REDACTED]	[REDACTED]	12521005 & 12521006	N/A	MOOSE PASS TOWNSITE ALASKA LOTS 8 & 9 BLK 4	35197 Seward Hwy	~204+25 to 206+25 LT	DICKERSON LINDA	35197 Seward Hwy
8/3/2022	13:00	LUNCH (1HR)											
8/3/2022	14:00	Gaule	John	[REDACTED]	[REDACTED]	[REDACTED]	12523004 & 12523015	66 & 67	USS 2529 LOT G & USS 2529 LOT E1/2 LOT H	36215 Seward Hwy	~255+50 to 265+50 LT	JOHN B & ANN E GAULE	36215 Seward Hwy
8/3/2022	14:30	Condit	Robert	[REDACTED]	[REDACTED]	[REDACTED]	12518005	6	USS 2528 LOT 12	33817 SEWARD HWY	~131+50 to 135+00 RT	ROBERT P CONDIT	12518005
8/3/2022	15:00	Bergholdt	Brad	[REDACTED]	[REDACTED]	[REDACTED]	12536023	31	STAFFORD SUBD PLAT NO 38 LOT 16	34740 SEWARD HWY	~181+75 to 182+50 RT	BERGHOLDT TRUST	34740 Seward Highway
8/3/2022	15:30	Nathan	Bawtinhimer	[REDACTED]	[REDACTED]	[REDACTED]	12519012	N/A	U S SURVEY 2528 LOT 6	34169 Seward Hwy	~150+50 to 155+25 LT	Alaska Mental Health Trust	34169 Seward Hwy
8/3/2022	16:00	Wilson	Steven	[REDACTED]	[REDACTED]	[REDACTED]	12520003 & 12520004	23 & 26	USS 2528 LOTS 1 & 2	34599 SEWARD HWY	~169+00 to 177+50 LT	STEVEN J WILSON	
8/3/2022	16:30	Trampus	Barhaug	[REDACTED]	[REDACTED]	[REDACTED]	12526020	N/A	TOKLAT ESTATES SUB LOT 4 BLK 1	37114 Hannisford Drive	~486+20 to 488+10 RT	BARHAUG TRAMPUS ROME	37114 Hannisford Drive
8/3/2022	17:00	Argiris	Christos	[REDACTED]	[REDACTED]	[REDACTED]	12536006 to 12536009	N/A	STAFFORD SUB LOT(S) 6 to 9 BLK 1	34847 Seward Hwy, Moose Pass AK 99631	~186+90 to 190+00 LT	ARGIRIS CHRISTOS	34847 Seward Hwy, Moose Pass AK 99631
8/3/2022	17:30	Berry	Curtis	[REDACTED]	[REDACTED]	[REDACTED]	12527004	N/A	MERIDIAN SW COMMENCING AT CORNER NO 1 OF USS 1365 N 62 DEG 13 MIN W 500 FT	41215 Seward Hwy	~525+25 to 530+40 LT	BERRY CURTIS M	41215 Seward Hwy

In Person Meeting Schedule: August 4, 2022

Date	Time	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/4/2022	9:00	Estes	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	12521002 & 12521003	56, E-56, E-56A	USS 2064	35285 Seward Highway	~208+10 to 212+25 RT/LT	EDWARD R ESTES DECLARATION OF TRUST	35285
8/4/2022	9:30	Estes	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	12521001 & 12522010	N/A	MOOSE PASS TOWNSITE ALASKA LOT 1 & 2 BLK 5	35365 Seward Highway	~212+70 to 215+40 LT	ESTES JEFF L & TERRY A	35365 Swd Hwy
8/4/2022	10:00	Burrill	Jane	[REDACTED]	[REDACTED]	[REDACTED]	12521010	E-49	USS 2676 BLK 4 LOT 4	35105 Seward Highway	~200+25 to 201+25 LT	RODNEY & JANE BURRILL	35105 Seward Highway, Moose Pass, AK 99631
8/4/2022	10:30	Hall	Marques	[REDACTED]	[REDACTED]	[REDACTED]	12527076	N/A	TERN LAKE ESTATES 2015 ADDN LOT 6	41122 SEWARD HWY	~520+50 to 527+00 RT (All lots on platted culdesac)	HALL MARQUES R	12527076
8/4/2022	11:00	Odhner	Jan	[REDACTED]	[REDACTED]	[REDACTED]	12526032	70	TOKLAT ESTATES SUBD PLAT NO 77-02 BLK 1 LOT 1	Corner of Baneberry Ln & Seward Hwy	~478+75 to 483+25 RT	JAN L & JUDY A ODHNER	Block 1 lot 1 Toklat estates subdivision
8/4/2022	11:30	Smart	John & Kat	[REDACTED]	[REDACTED]	[REDACTED]	12526014	N/A	T 5N R 1W SEC 17 SEWARD MERIDIAN SW 0770002 TOKLAT ESTATES SUB LOT 5 BLK 2	29998 Toklat Way Moose Pass, 99631	Off Toklat Outside of project limits...	SMART JOHN C	29998 Toklat Way Moose Pass, 99631
8/4/2022	12:00	Owens	Dennis	[REDACTED]	[REDACTED]	[REDACTED]	12536019	E-28	STAFFORD SUB LOT 19 BLK 1	34701 Seward Highway	~178+00 to 180+00 LT	OWENS DENNIS C	34701 Seward highway
8/4/2022	12:30	Boyle	JD	-- Walk-in --	[REDACTED]	[REDACTED]	12536010-12536012	N/A	STAFFORD SUB LOTS 10 to 12 BLK 1	34815 Seward Highway	~ 184+00 to 187+00 LT	Joseph D Boyle	
8/4/2022	12:30	Koschak	Dani	[REDACTED]	[REDACTED]	[REDACTED]	12536013 - 12536016	N/A	STAFFORD SUB LOT 13 to 16 BLK 1	34779 Seward Hwy	~181+75 to 184+00 LT	KOSCHAK DARREN WILLIAM	34779 Seward Hwy
8/4/2022	13:00	LUNCH (1HR)											
8/4/2022	14:00	Jackson	Richard	[REDACTED]	[REDACTED]	[REDACTED]	12519023	9	U S SURVEY 2528 LOT 9		~139+50 to 142+75 LT	JACKSON RICHARD AND KARLEEN LIVING TRUST	Lot 9, USS 2528
8/4/2022	14:30	Hetrick	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	Multiple Lots			Moose Pass Community Hall	Multiple Lots		Moose Pass Community Hall (MPSC President)
8/4/2022	15:00	Hetrick	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	12521030	E-46	USS 2676 BLK 3 LOT 5	33661 Post Office Drive	~200+00 to ~202+25 RT	HETRICK AND SONS LLC	33661 Post Office Drive (Hetrick & Sons)
8/4/2022	15:30	Rohr	Scott	[REDACTED]	[REDACTED]	[REDACTED]	12521041, 12521023	E-51 & N/A	USS 2676 BLK 2 LOT 7 & MOOSE PASS TOWNSITE ALASKA LOT 5 & 6 BLOCK 1	35168 SEWARD HWY & 33654 DEPOT RD	~203+00 to 204+20 & ~206+50 to 208+25 RT	ROHR BROTHERS PROPERTY LLC	12521023, 12521041
8/4/2022	16:00	Hamilton	Katie	[REDACTED]	[REDACTED]	[REDACTED]	12518001 & 12518002	8 & 5	U S SURVEY 2528 LOT(S) 10 & 11	33865 Seward Hwy	~131+50 to 138+25 LT	HAMILTON KATIE	33865 Seward Hwy
8/4/2022	16:30	Lawrence	Bill	[REDACTED]	[REDACTED]	[REDACTED]	12523024	62	EMILY ROSE SUBD PLAT NO 2007-17 LOT 2	35905 Seward Highway	~240+90 to 243+20 LT	WILLIAM J & LYNNE M LAWRENCE	35905 Seward Highway
8/4/2022	17:00	Jaffa	Bruce	[REDACTED]	[REDACTED]	[REDACTED]	12527055	72	GOAT HAVEN ESTATES SUBD PLAT NO 77-12 BLK 2 LOT 1	Corner of Ewe Lp & Seward Hwy	~545+50 to 547+25 RT	BRUCE E & CAROLE A JAFFA	12527055
8/4/2022	17:30	Wright	Stephanie	[REDACTED]	[REDACTED]	[REDACTED]	12536038	E-42	STAFFORD SUBD NO PLAT BLK 2 LOT 1	34984 Seward Highway	~192+90 to 196+50 RT	STEPHANIE WRIGHT	34984 Seward Highway

Virtual Meetings, August 2022

Date	Last Name	First Name	Phone Number	Mailing Address	E-mail	KPB ID	Take ID	Legal Description	Address	Station Range	Listed Owner	Description Given in Scheduler
8/8/2022	Rohr	Scott	[REDACTED]	[REDACTED]	[REDACTED]	12521041, 12521023	E-51 & N/A	USS 2676 BLK 2 LOT 7 & MOOSE PASS TOWNSITE ALASKA LOT 5 & 6 BLOCK 1	35168 SEWARD HWY & 33654 DEPOT RD	~203+00 to 204+20 & ~206+50 to 208+25 RT	ROHR BROTHERS PROPERTY LLC	12521023, 12521041
8/9/2022	Merrill	Julie	[REDACTED]	[REDACTED]	[REDACTED]	12536028 - 12536031	E-32 to E-35	STAFFORD SUB LOTS 8 to 11 BLK 2	34848 Seward Hwy	Sta 185+50 to 188+50	Julie M Osgood	
8/9/2022	Ryan	Kathy	[REDACTED]	[REDACTED]	[REDACTED]	12518003	7	USS 2528 LOT 13		~135+00 to 139+75 RT	Kathy Ryan	
8/9/2022	Westlund	Carter	[REDACTED]	[REDACTED]	[REDACTED]	12522004	E-57	USS 2676 BLK 5 LOT 8		~222+25 to 223+25 LT	WESTLUND CARTER	12522004
8/10/2022	Labrake	Tripp	[REDACTED]	[REDACTED]	[REDACTED]	12521013	N/A	MOOSE PASS TOWNSITE ALASKA LOT 1 BLK 4	35049 Seward Highway	STA 198+00 LT	SHERRILL WILLOW M	
8/15/2022	O'Quinn	Aaron	[REDACTED]	[REDACTED]	[REDACTED]	12519015	15	USS 2528 LOT 16		148+00 to 151+50 RT	Mental Health Trust	
8/15/2022	Sattler-Smith	Petra	[REDACTED]	[REDACTED]	[REDACTED]	12519004 - 12519005	21	USS 2528 LOTS 20 & 21	34416 SEWARD HWY	STA ~165+00 RT	SATTLER-SMITH PETRA	
8/24/2022	Argiris	Christos	[REDACTED]	[REDACTED]	[REDACTED]	12536006 to 12536009	N/A	STAFFORD SUB LOT(S) 6 to 9 BLK 1	34847 Seward Hwy, Moose Pass AK 99631	~186+90 to 190+00 LT	ARGIRIS CHRISTOS	34847 Seward Hwy, Moose Pass AK 99631
8/25/2022	Kuykendall	Randall	[REDACTED]	[REDACTED]	[REDACTED]	12519007	19	USS 2528 LOT 19	34334 SEWARD HWY	~158+75 to ~162+50 RT	Alaska Mental Health Trust	Mental Health Trust Lot 19
8/25/2022	Shaffer	Boyd	[REDACTED]	[REDACTED]	[REDACTED]	12519009	18	USS 2528 LOT 5	34265 Seward Highway	Sta 155+00 to 160+00 LT	Boyd Shaffer Jr	34265 Seward Highway. Mile 28. Parcel ID# 12519009. T5NR1WSec36, Seward Meridian SW0002528 Trail Lake Group. US Survey 2528
8/25/2022	Hetrick	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	12521030	E-46	USS 2676 BLK 3 LOT 5	33661 Post Office Drive	~200+00 to ~202+25 RT	HETRICK AND SONS LLC	33661 Post Office Drive (Hetrick & Sons)

Appendix C

Advertising Materials



Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 - 36
Rehabilitation Project

When:

Tuesday, August 2nd
5:00pm - 7:30pm

Where:

Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)

You are invited to attend a project update and stakeholder engagement event on August 2nd, 2022 to discuss the Seward Highway MP 25.5 to 36 Rehabilitation project.

The meeting will be an open house style format for participants to informally speak with the project team, in addition a prerecorded presentation about the project can be viewed on the project website.

The project has received heightened community interest after the preliminary plat was distributed. DOT&PF will discuss the project history, how the design was developed, other alternatives considered, the next phases of the project, and common questions the project has received.

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to rehabilitate and improve the safety of 10.5 miles of the Seward Highway between the Trail River Bridge (MP 25.5) and the Sterling Wye (MP 36). The project will extend the service life of the highway.



Project Number: 54659 / 0311(031)



STAY UP-TO-DATE!
Please visit the project website and
join our mailing list:
<https://dot.alaska.gov/creg/sewardhwy25-36/>



If you have any questions or require additional information, please contact Chris Bentz, Project Manager, at 907-269-0652

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability.

Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Chris Bentz, (907) 269-0652 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.



Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 to 36 Rehabilitation Project

Please join us for a project update and stakeholder engagement event on August 2nd, 2022. The project has received heightened community interest after the preliminary plat was distributed. DOT&PF will discuss the project history, how the design was developed, other alternatives considered, the next phases of the project, and common questions the project has received.

Property owners adjacent to the highway are invited to meet individually with the design team for 30-60 minutes on August 3rd & 4th to discuss the design and anticipated impacts specific to their properties. Please schedule a time at this website portal: <https://dot.alaska.gov/creg/sewardhwy25-36/reservation.php>



MEETING DETAILS

**Tuesday
August 2nd
5:00 PM – 7:30 PM**

**LOCATION
Moose Pass
Community Hall
33657 Depot Rd
Moose Pass, AK
(near MP 29)**



Project Number: 54659 / 0311(031)

If you have any questions or require additional information, please contact Chris Bentz, Project Manager at 907-269-0652.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Chris Bentz, 907-269-0652, or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

STAY UP-TO-DATE!

Please visit the project website
and join our mailing list:
dot.alaska.gov/creg/sewardhwy25-36/



WELCOME TO

MOOSE PASS MESSENGER


HOME



MESSAGES

SUBSCRIBE

WHAT IS THE MESSENGER?

A simple bulletin board where anyone can **post** and **share**  **messages**. Users do not need to register an account before participating in the community.

- ◆ Receive messages weekly in your inbox: **SUBSCRIBE** to the mailing list!
- ◆ Read the **rules** before posting
- ◆ [Create a Messenger shortcut on your phone / desktop](#)
- ◆ The Messenger works best using Google Chrome or Mozilla Firefox browsers

MOST RECENT MESSAGE:

POSTED: JULY 19, 2022 @ 12:43PM

views: 1

**Seward
Highway MP 25.5-36
Rehabilitation**

REHABILITATION. Project Update and Stakeholder Engagement Event

The Department of Transportation and Public Facilities will hold a project update and stakeholder engagement event from 5:00 pm to 7:30 pm on Tuesday August 2 at the Moose Pass Community Hall. The meeting will consist of a presentation followed by an open house style format for participants to informally speak with the project team. For those who cannot attend in person, the presentation will be recorded and posted to the project website at <https://dot.alaska.gov/creg/sewardhwy25-36/>.

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

Project Update & Stakeholder Engagement Event

Seward Highway MP 25.5 - 36
Rehabilitation Project

When:

Tuesday, August 2nd
5:00pm - 7:30pm

Where:

Moose Pass Community Hall
33657 Depot Road, Moose Pass AK
(near Seward Hwy MP 29)

Property owners adjacent to the highway are also invited to meet individually with the design team in person August 3 and 4, or virtually at a later date. Request a meeting time at <https://dot.alaska.gov/creg/sewardhwy25-36/reservation.php>

PROJECT AREA MAP





[EventFlyer.pdf](#)

DIRECT LINK

TAGS: HIGHWAY

LOOK FOR THIS ON THE CALENDAR: 8/2/2022 @ 5:00PM

>> CLICK HERE to see ALL the latest **MESSAGES!** 

EVENTS CALENDAR:

UPCOMING EVENTS:

Russian River Road, Campground to close Aug. 1, 2022 for construction - 8/1/2022 @ 12:00AM

Hike for Hospice - Seward Area Hospice - 7/23/2022 @ 10:00PM

July 2022

today

<

>

Sun	Mon	Tue	Wed	Thu	Fri	Sat	
						1	2

Sun	Mon	Tue	Wed	Thu	Fri	Sat
3	4	5	6	7	8	9
10 9a Huge Garage Sale	11	12	13	14 6p MPAPC July Meeting	15	16
17	18	19	20	21	22	23 10p Hike for Hospice - Seward Area Hospice
24	25	26	27	28	29	30
31	12a Russian River Road, Campground to close Aug. 1, 2022 for construction					
		5p Seward Highway MP 25.5-36 Rehabilitation Project Update and Stakeholder Engagement Event				

TO ADD AN EVENT: **POST A MESSAGE**  AND CLICK 'ADD TO CALENDAR'

COMMUNITY LINKS

- [Moose Pass Public Library](#)
- [Community Info](#)

[Community info](#)

- [Summer Solstice](#)
- [Chamber of Commerce](#)
- [Sportsmen's Club Homepage](#)
- [Sportsmen's Club Facebook](#)
- [Moose Pass Volunteer Fire Company](#)
- [KPBA Moose Pass Advisory Planning Commission](#)
- [Become a member of the Moose Pass Sportsmen's Club](#)

questions, comments, help?
help@moosepassalaska.com

♥ Moose Pass, Alaska

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APPENDIX C

Agency Involvement

Dutchuk, Theresa (DOT)

From: Bentz, Chris L (DOT)
Sent: Tuesday, November 19, 2019 4:17 PM
To: Blossom, Brian D (DFG)
Cc: Dutchuk, Theresa (DOT)
Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Thank you very much on taking the time to look at these culvert needs throughout our project. Very helpful information and I hope this leads to providing the needs in the area. We do plan on looking into the EVOS funding to supplement were it can.

Thanks Again,

Chris Bentz, P.E.
Project Manager
Central Region Highway Design
Alaska Dept. of Transportation & Public Facilities
Division of Design & Engineering Services
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone: (907) 269-0652 | Fax: (907) 243-4409
Email: chris.bentz@alaska.gov

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Sent: Tuesday, November 19, 2019 3:57 PM
To: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Cc: Dutchuk, Theresa (DOT) <theresa.dutchuk@alaska.gov>
Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Chris,

I looked at the blue highlighted culverts 139-174 along with Kyle Graham (USFWS) and David Pearson (USFS). Based on walking streams, assessing habitat available, and current culvert condition, I would recommend replacing all the culverts along the Moose Creek mainstem (numbers 139, 145, 149, 152, and 154) with culverts or bridges meeting fish passage guidelines. Culvert 153 is part of the Moose Creek drainage but does not flow under the highway and could potentially be removed if access is no longer needed down the old road at this site.

Culverts 147, 151, and 172 through 176 do not need to be designed for fish passage. Culverts 147 and 151 are tributaries to Moose Creek, in the case of 151 this stream provides no fish habitat, and 147 provides limited fish habitat upstream of the Seward Highway due to steep topography. Replacing culverts 139, 145, and 149 with fish passage structures I would rate as the highest priorities. Culvert 149 right now is likely a complete barrier to adult and juvenile fish passage. For instance, baited minnow traps were set overnight above culvert 149 and caught no coho and few dolly varden, but catches of both species and rainbow trout were captured below culvert 149. Culverts 145 and 139 are susceptible to time periods where fish passage may be impaired, the beavers seem to be good at plugging the culverts at the 139 site and when we were there one of the two culverts at site 139 was completely blocked to fish passage from a beaver dam and caused high velocities through the open culvert that could impede fish passage.

We ran out of time to assess the culvert at milepost 27.76 (33 on spreadsheet), but since it is classified anadromous downstream I would recommend fish passage if a replacement is needed. On my next trip to Seward I will try to stop there and take a look at it.

From Kyle and Gillian, I know there is strong interest to try to secure EVOS funding to potentially help fund some of these replacements, so I encourage DOT to maintain contact with them and see if funding help for fish passage structures is available.

The culvert spreadsheet is appreciated and really helped identify the culverts and provide a quality field evaluation.

Thanks,

Brian

Brian Blossom
Kenai Peninsula Area Manager
Department of Fish and Game
Habitat Section
907-714-2481

From: Bentz, Chris L (DOT)
Sent: Friday, November 15, 2019 8:36 AM
To: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Cc: Dutchuk, Theresa (DOT) <theresa.dutchuk@alaska.gov>
Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

How did the trip go?
Any updates to the list of fish passage needs list?

Thanks,

Chris Bentz, P.E.
Project Manager
Central Region Highway Design
Alaska Dept. of Transportation & Public Facilities
Division of Design & Engineering Services
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone: (907) 269-0652 | Fax: (907) 243-4409
Email: chris.bentz@alaska.gov

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Sent: Tuesday, November 5, 2019 5:05 PM
To: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Chris,

I plan on being in that highway stretch this Thursday, and possibly following up on Friday depending on how much is accomplished on Thursday.

Thanks,

Brian

Brian Blossom
Kenai Peninsula Area Manager
Department of Fish and Game
Habitat Section
907-714-2481

From: Bentz, Chris L (DOT)
Sent: Tuesday, November 5, 2019 4:48 PM
To: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Cc: Ciufu, Jake A (DOT) <jake.ciufu@alaska.gov>; Dutchchuk, Theresa (DOT) <theresa.dutchchuk@alaska.gov>; Janke, Paul A (DOT) <paul.janke@alaska.gov>
Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Good Afternoon Brian,

Thank you for inquiring on this project. Please feel free to proceed with inspections in this area in support of the project. Cc'd to this email is our area M&O superintendent so he can make appropriate staff aware of your presence. Are you anticipating being in the area this week or next?

Thanks again,

Chris Bentz, P.E.
Project Manager
Central Region Highway Design
Alaska Dept. of Transportation & Public Facilities
Division of Design & Engineering Services
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone: (907) 269-0652 | Fax: (907) 243-4409
Email: chris.bentz@alaska.gov

From: Janke, Paul A (DOT) <paul.janke@alaska.gov>
Sent: Tuesday, November 5, 2019 12:08 PM
To: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Cc: Ciufu, Jake A (DOT) <jake.ciufu@alaska.gov>; Florey, Victoria A (DOT) <victoria.florey@alaska.gov>
Subject: FW: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Chris,
Brian Blossom is the ADF&G Kenai Peninsula Area Manager responsible for issuing permits for work in fish streams. He wants to spend one to two days in the field to gather data on the fish streams within the limits of the Seward Highway MP 25.5 to 36 project. Providing DOT&PF approval for this work by ADF&G should come from the project manager. I think this should be granted because the data should help with the permits we will request from ADF&G.

Please respond to Brian's email.
Thanks, Paul

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Sent: Tuesday, November 5, 2019 8:53 AM

To: Ciufu, Jake A (DOT) <jake.ciufo@alaska.gov>; Janke, Paul A (DOT) <paul.janke@alaska.gov>

Subject: FW: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Paul and Jake,

Would one of you mind authorizing a site visit on the Seward Hwy MP 25-36 stretch for DOT RSA work? I plan on spending at least one day, possibly two, on site reviewing culverts in the project area for fish passage culvert design recommendations.

Thanks,

Brian

Brian Blossom
Kenai Peninsula Area Manager
Department of Fish and Game
Habitat Section
907-714-2481

From: Dutchuk, Theresa (DOT)

Sent: Wednesday, October 30, 2019 1:43 PM

To: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>

Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Hi Brian,

Thank you for your response. Additional comments next week would be great. We will likely await that follow-up before putting out an RFP for design so we are using best info available.

Thank you,
Theresa

From: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>

Sent: Wednesday, October 30, 2019 12:57 PM

To: Dutchuk, Theresa (DOT) <theresa.dutchuk@alaska.gov>

Subject: RE: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Theresa,

Based on viewing the culvert points on imagery, I would agree that all of the culverts highlighted in blue are likely fish culverts and should be designed as fish culverts. I can probably get up to that area next week and get a look at a few of the ones that are possible fish culverts. Without looking on the ground, I would recommend all of the ones highlighted in blue be treated as needing to meet fish passage design.

Would following up with possible additional comments next week be ok?

Thanks,

Brian

Brian Blossom

Kenai Peninsula Area Manager
Department of Fish and Game
Habitat Section
907-714-2481

From: Dutchuk, Theresa (DOT)
Sent: Thursday, October 24, 2019 4:51 PM
To: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Subject: FW: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Hi Brian,

I wanted to follow-up because our design team was able to get me exact locations of culverts they identified within the project area. Highlighted in blue are the culverts they know or suspect are fish passage. We would appreciate if you could review the list and let us know which we should design to meet fish passage criteria.

Let me know if you need any further information.

Thank you,
Theresa Dutchuk

From: Dutchuk, Theresa (DOT)
Sent: Thursday, October 17, 2019 7:52 AM
To: Blossom, Brian D (DFG) <brian.blossom@alaska.gov>
Subject: DOT&PF Seward Highway - Trail River to Sterling Wye Rehab Project

Hi Brian,

I am reaching out regarding a proposed pavement preservation project on the Seward Highway from Trail River to the Sterling Wye (mileposts 25.5-36). We are proposing to resurface the road and improve drainage, including culverts. We reached out to ADF&G in 2016 with scoping materials and received a response from Ginny Litchfield (attached). At this point in design we are trying to identify which culverts need to meet the fish passage criteria. Would it be reasonable to assume culverts that are associated with waters determined anadromous in the Anadromous Waters Catalogue will require fish passage culverts? Would there be reason to conduct any additional investigations of waters in the area to determine if fish passage culverts are necessary?

Thank you for your response.
Theresa



Theresa Dutchuk
Environmental Impact Analyst
Alaska Dept. of Transportation & Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone (907) 269-0524 | Fax (907) 243-6927
Email: theresa.dutchuk@alaska.gov

From: Kathryn.Cafferty@alaska.gov
To: Zimmer.Heidi@alaska.gov; Valentine.Kirsten@alaska.gov; Farr.John.D@alaska.gov; Munter.Tony.P@alaska.gov
Cc: Kathryn.Cafferty@alaska.gov
Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation
Date: Monday, July 23, 2023 1:28:24 PM
Attachments: [Screenshot 2023-07-23 at 1:28 PM](#)

Hi Heidi,

Yes, this culvert will need to meet fish passage standards because there is available habitat upstream of the highway. Some of the other culverts along this corridor were determined to have very limited upstream habitat and therefore are not required to meet fish passage standards. This location, however, has available habitat for anadromous fish. I've attached a photo of what the stream looks like upstream of the highway.

On a related note, there is a culvert in the old highway alignment upstream of the current highway that should probably be replaced or removed if the downstream culvert is replaced with a fish passage structure. Not sure if this is in DOT's right of way or who is responsible for this one- I've attached two photos of it as well.

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pease River Road
Sitka, AK 99589
(907)734-2461

From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Monday, July 31, 2023 12:05 PM
To: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>
Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>
Subject: RE: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Kathryn,

Thanks for the information! This means that the culvert will need to meet fish passage standards if replaced, correct?

Heidi

From: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>
Sent: Monday, July 31, 2023 11:37 AM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>
Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Hi Heidi,

Tony and I did a site visit last week at Mr. Dickson's property along the Seward Highway between MP 26 & 27. This is the culvert in question on page 2 of the attached map you sent.

We documented spawning sockeye up to the culvert under the highway here. There were no salmon on the other side of the highway, likely due to the culvert being impassable.

I've attached photos here. The pond with the milling sockeye is located downstream of the highway. The purple dots in the map I've attached represent locations where the spawning adults were documented during the site visit. There were likely more than 50 spawning sockeye here during our visit last Friday.



Let me know if you need any more information or if you have any additional questions.

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pease River Road
Sitka, AK 99589
(907)734-2461

From: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Sent: Monday, July 24, 2023 10:41 AM
To: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>
Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>
Subject: RE: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Kathryn,

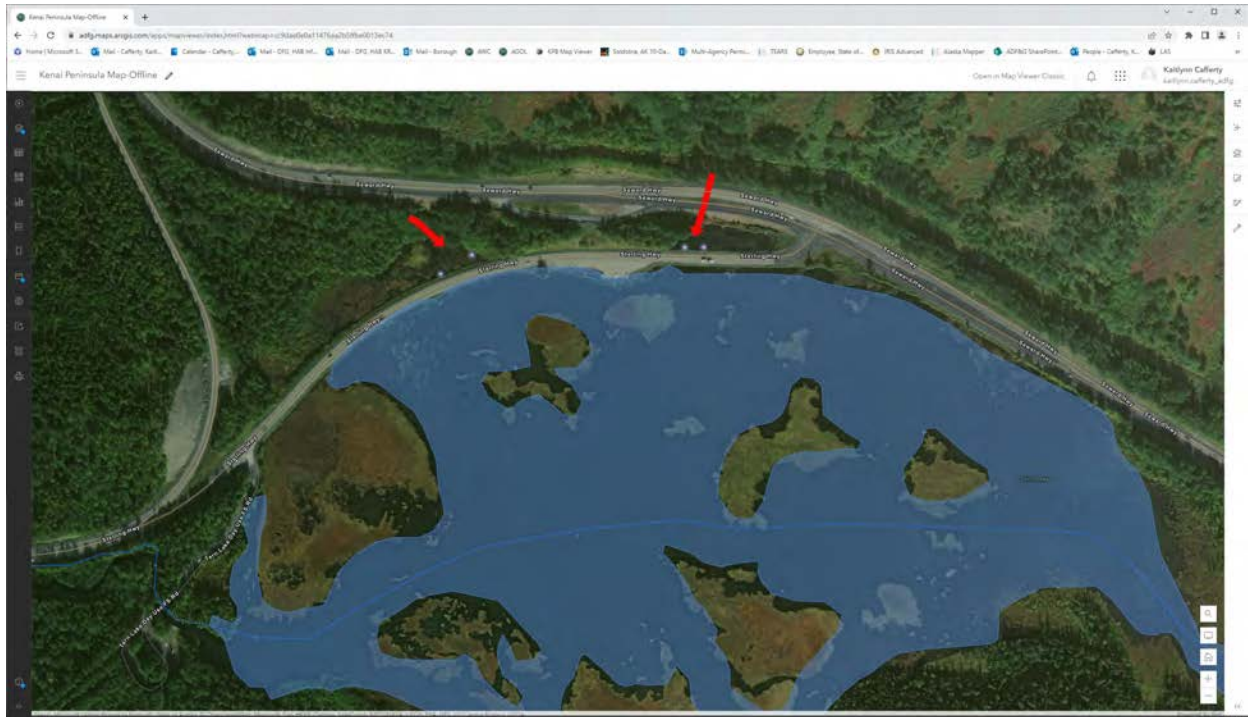
Thank you for all the information! The Seward 25.5-36 project will not affect the Tern Lake ponds, but another project (Seward and Sterling Intersection Improvements) is just starting out in design and will definitely involve a significant change to the Sterling by Tern Lake.

Heidi

From: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>
Sent: Monday, July 24, 2023 9:58 AM
To: Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>
Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>
Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Hi Heidi,

Just a follow-up here. I wanted to let you know that Tony and I also caught anadromous fish in ponds connected to Tern Lake under the Sterling Highway at the Sterling Wye. Not sure if this project will address those crossings but I wanted to let you know of the fish presence. These are not in the Anadromous Waters Catalog yet but will likely be adopted next year. The locations are the purple dots in the map below.



Feel free to reach out with additional questions.

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pungy River Road
Seldovia, AK 99589
(907)714-2483

From: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>

Sent: Friday, July 21, 2023 1:40 PM

To: Zimmer, Heidi (DOT) <heid.zimmer@alaska.gov>

Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>

Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Hi Heidi,

Tony and I went on a site visit this week to take a look at the stream crossings you requested.

The stream on page 2 (between MP 26 and MP 27) is one we'd like to take another look at next week. There have been local reports of fish here so we would like to take a look during peak season and I will get back to you with confirmation as soon as I know more.

The stream on page 5 (near MP 28) will **NOT** need a culvert designed for fish passage. There is limited fish habitat upstream here and we do not believe fish are utilizing the drainage upstream of the highway.

I can also confirm that Oliver Creek does not have upstream fish habitat and the crossing at that drainage will **NOT** need to be designed for fish passage.

Hopefully that is helpful and I will plan to follow up with a final determination on the stream between MP 26 and 27 in the coming weeks.

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pungy River Road
Seldovia, AK 99589
(907)714-2483

From: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>

Sent: Monday, June 19, 2023 10:38 AM

To: Zimmer, Heidi (DOT) <heid.zimmer@alaska.gov>

Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>

Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Thanks Heidi! That's helpful information. I will plan on getting out for a site visit this July and giving you an assessment of the sites in question afterward.

Thanks for reaching out about this early and giving us plenty of time for field visits!

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pungy River Road
Seldovia, AK 99589
(907)714-2483

From: Zimmer, Heidi (DOT) <heid.zimmer@alaska.gov>

Sent: Friday, June 16, 2023 2:57 PM

To: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>

Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>

Subject: RE: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Kathryn,

Thank for looking at this. I think we have a fairly flexible timeline, as we are still mid-way through design (Valentine and John, please feel free to correct me?). We mainly wanted to ask our fish questions during the summer when there is still time for site visits, etc. A July site visit sounds good. Let me know if I can provide any other information about the project.

Heidi

Heidi Zimmer (she/her)
Environmental Impact Analyst/ Team Leader
Alaska Dept. of Transportation & Public Facilities
Prevention Design and Environmental Section
P.O. Box 10900, Anchorage, Alaska 99519-0900
Phone: (907) 269-6279
Email: heid.zimmer@alaska.gov

From: Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>

Sent: Friday, June 16, 2023 2:42 PM

To: Zimmer, Heidi (DOT) <heid.zimmer@alaska.gov>

Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>; Munter, Tony P (DFG) <tony.munter@alaska.gov>

Subject: Re: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Hi Heidi,

Tony is currently out of the office and will be working from home in the coming weeks so I will field these questions for now. Thanks for sending along the attached map and notes.

We have received reports of adult sockeye utilizing the stream in question on page 2 but would like to verify before requiring fish passage designs. However, I likely won't be able to confirm this until mid-July. I'd like to take a look at the other unnamed stream in question and Oliver Creek as well.

What is your time frame on this project? I assume you will want an assessment of the unknown streams soon so you can start working on designs but I'm curious if there will be time for me to do a site visit during the sockeye season (July). I'll also do some research based on previous scoping for this project to get myself up to speed in the meantime. Let me know if there is some flexibility in the timeline.

Feel free to give me a call if you'd like to discuss as well.

Thanks,

Kathryn Cafferty (she/her)
Habitat Biologist
Alaska Department of Fish and Game
514 Pungy River Road
Seldovia, AK 99589
(907)714-2483

From: Zimmer, Heidi (DOT) <heid.zimmer@alaska.gov>

Sent: Friday, June 9, 2023 4:30 PM

To: Munter, Tony P (DFG) <tony.munter@alaska.gov>; Cafferty, Kathryn L (DFG) <kathryn.cafferty@alaska.gov>

Cc: Valentine, Kirsten (DOT) <kirsten.valentine@alaska.gov>; Farr, John D (DOT) <john.farr@alaska.gov>

Subject: Fish habitat questions for Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation

Hi Tony,

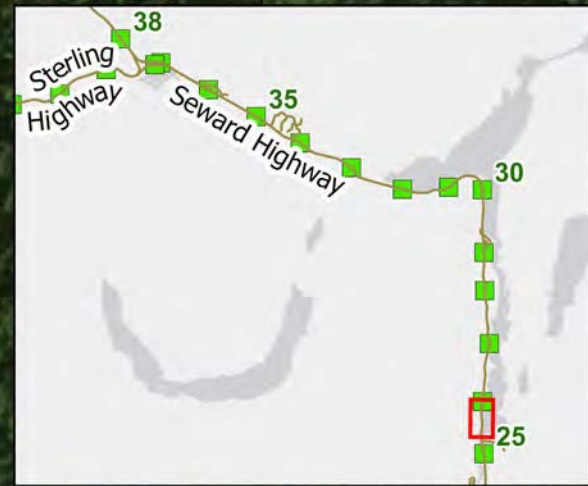
For the Seward Highway MP 25.5-36 Trail River to Sterling Wye Rehabilitation project, DOT&PF anticipates applying for Tide 16 Fish Habitat permits and is working to design fish passage culverts as required where proposed work will impact anadromous water crossings. We have used the Anadromous Waters Catalogue currently available online, as well as email correspondence with ADF&G after a

site visit in 2019, to determine which culverts will need to match fish passage standards. The attached map shows the current plan.

We still have some questions about two culverts, and would like to confirm that fish passage is not needed. On the attached pdf, the two culvert locations are on pages 2 and 5 where the comments are attached. We would also like to confirm that there is no anadromous fish habitat upstream of the portion of Oliver Creek mapped on page 6.

I'd be happy to talk with you over the phone and/or meet you in Moose Pass for a site visit to clarify the fish habitat needs for this project. I'll give you a call next week to follow up.

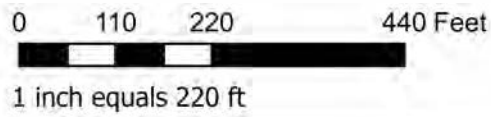
Heidi Zimmer (she/her)
Environmental Impact Analyst/ Team Leader
Alaska Dept. of Transportation & Public Facilities
Permitting Design and Environmental Section
P.O. Box 105095, Anchorage, Alaska 99510-0095
Phone: (907) 269-0270
Email: Heidi.zimmer@alaska.gov



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

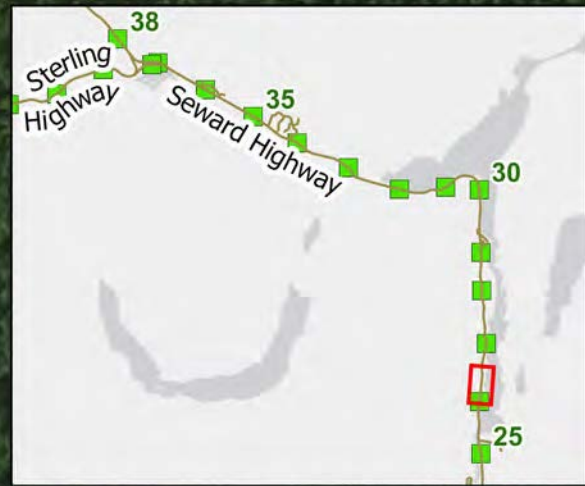


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Date: June 2023

Figure 1 of 19

Moose Pass, Alaska

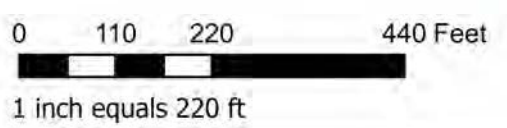


AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Lower Trail Lake

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000



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Date: June 2023

Figure 2 of 19

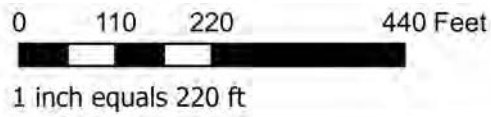
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

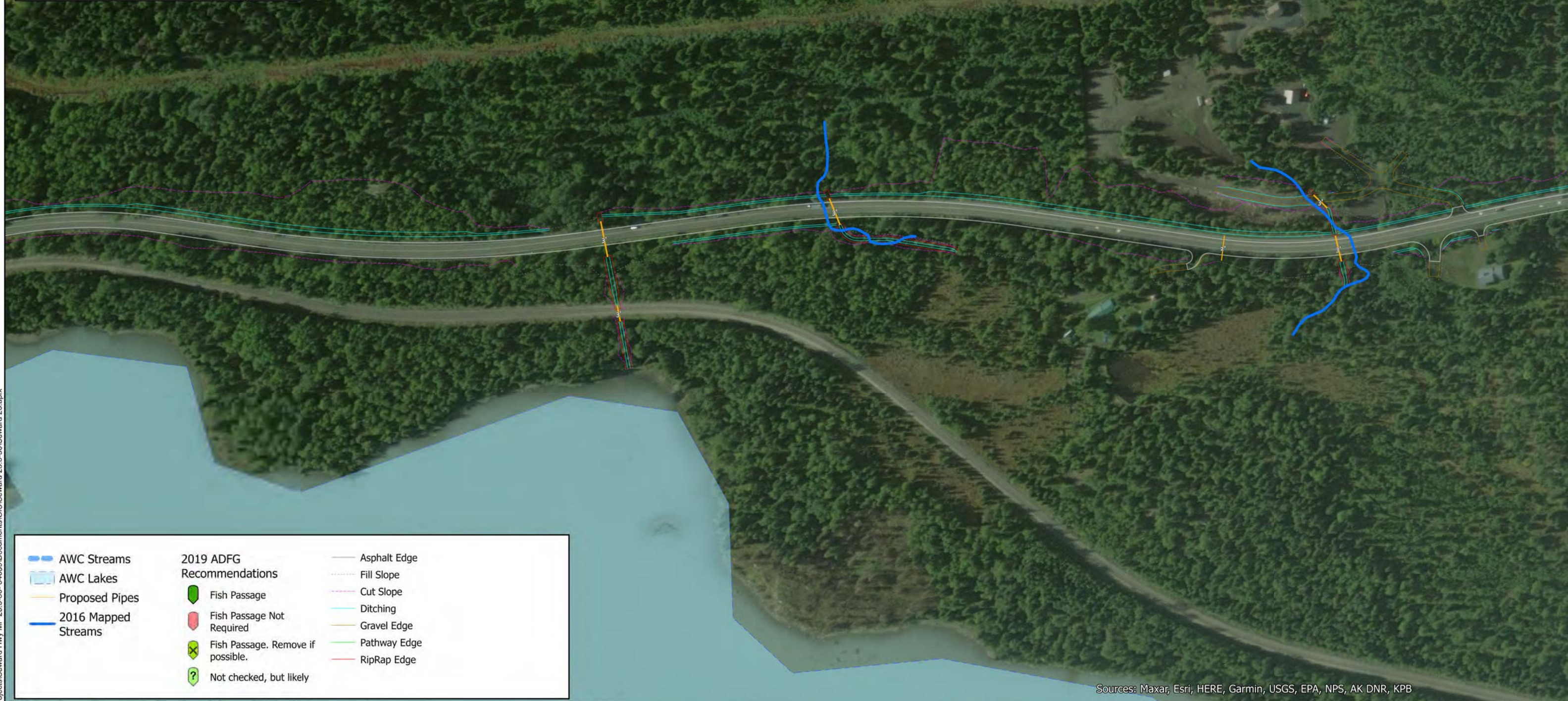
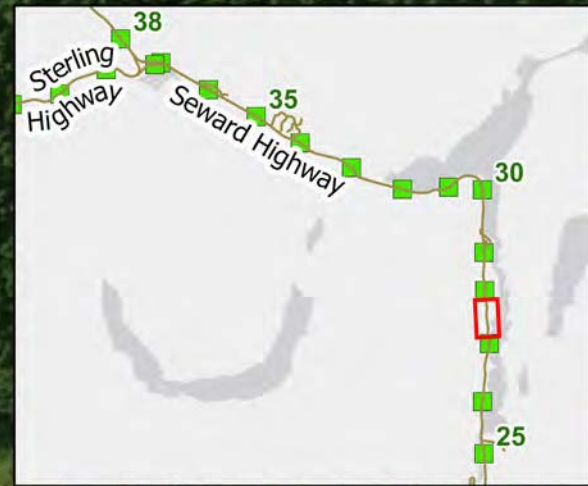


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Figure 3 of 19

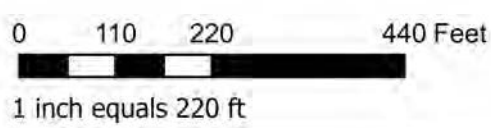
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

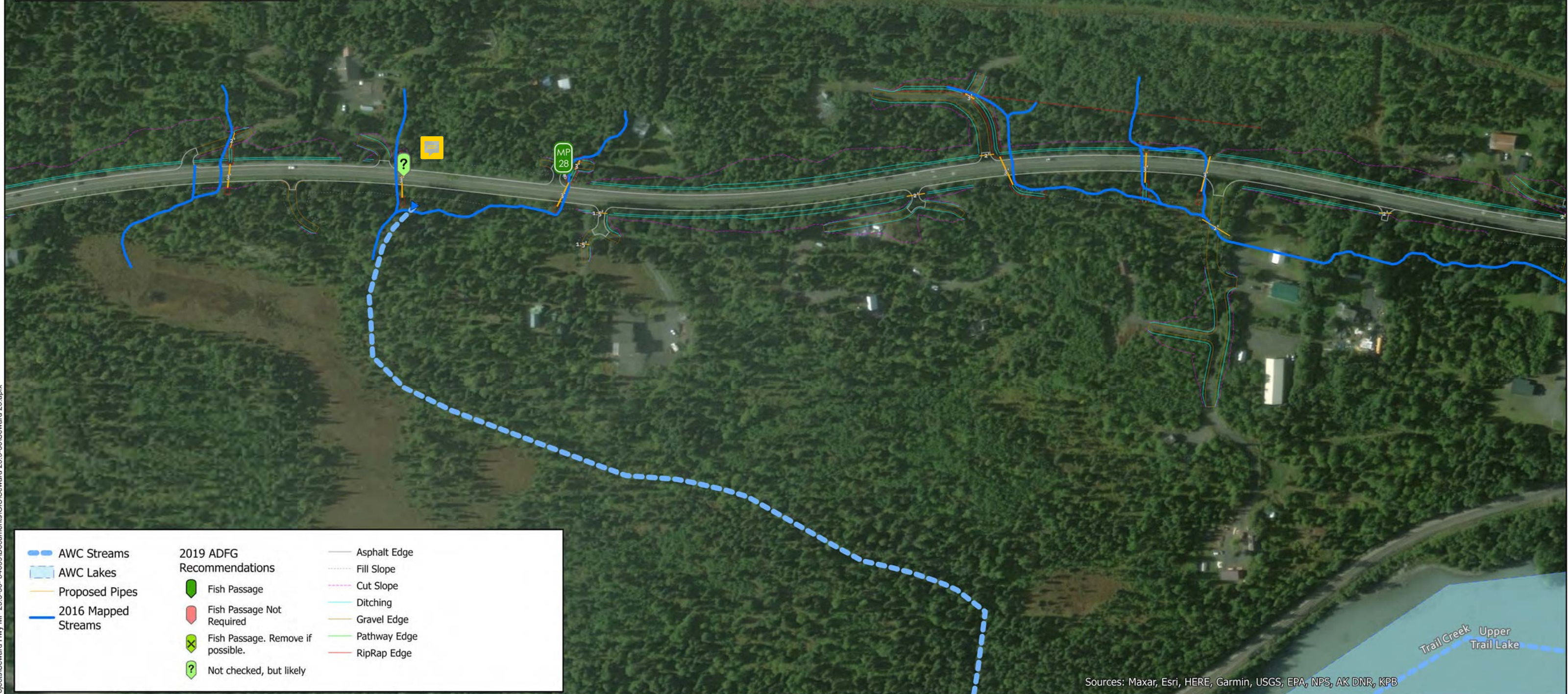
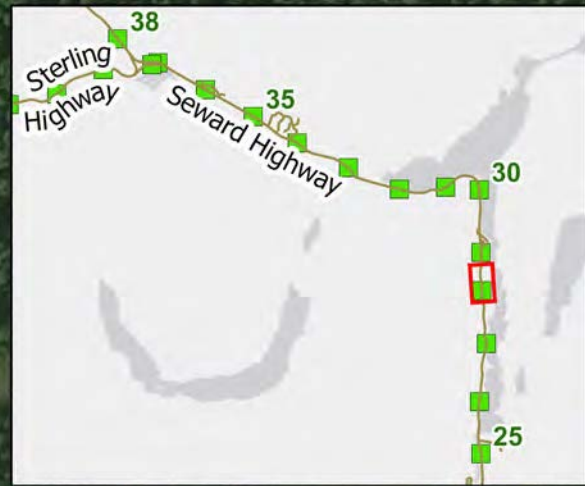


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Figure 4 of 19

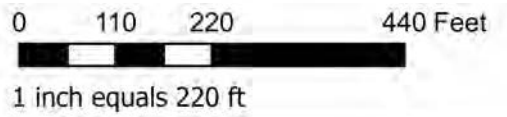
Moose Pass, Alaska



<ul style="list-style-type: none"> AWC Streams AWC Lakes Proposed Pipes 2016 Mapped Streams 	2019 ADFG Recommendations <ul style="list-style-type: none"> Fish Passage Fish Passage Not Required Fish Passage. Remove if possible. Not checked, but likely 	<ul style="list-style-type: none"> Asphalt Edge Fill Slope Cut Slope Ditching Gravel Edge Pathway Edge RipRap Edge
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Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

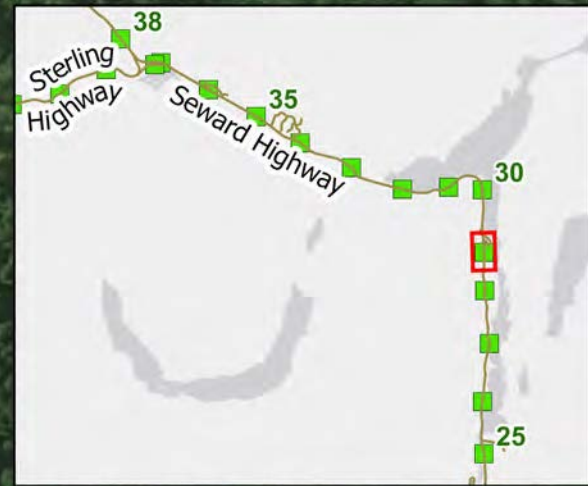


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Figure 5 of 19

Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Upper Trail Lake

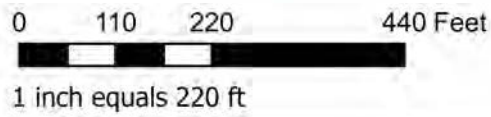
MP 29

*Oliver Creek

Trail Creek

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

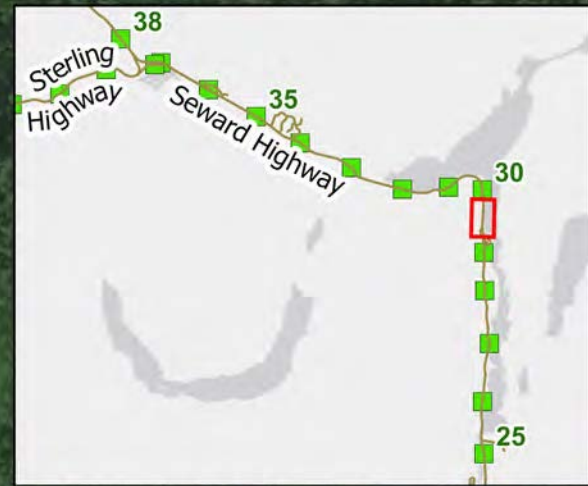


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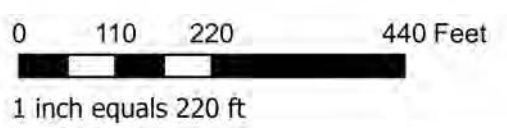
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

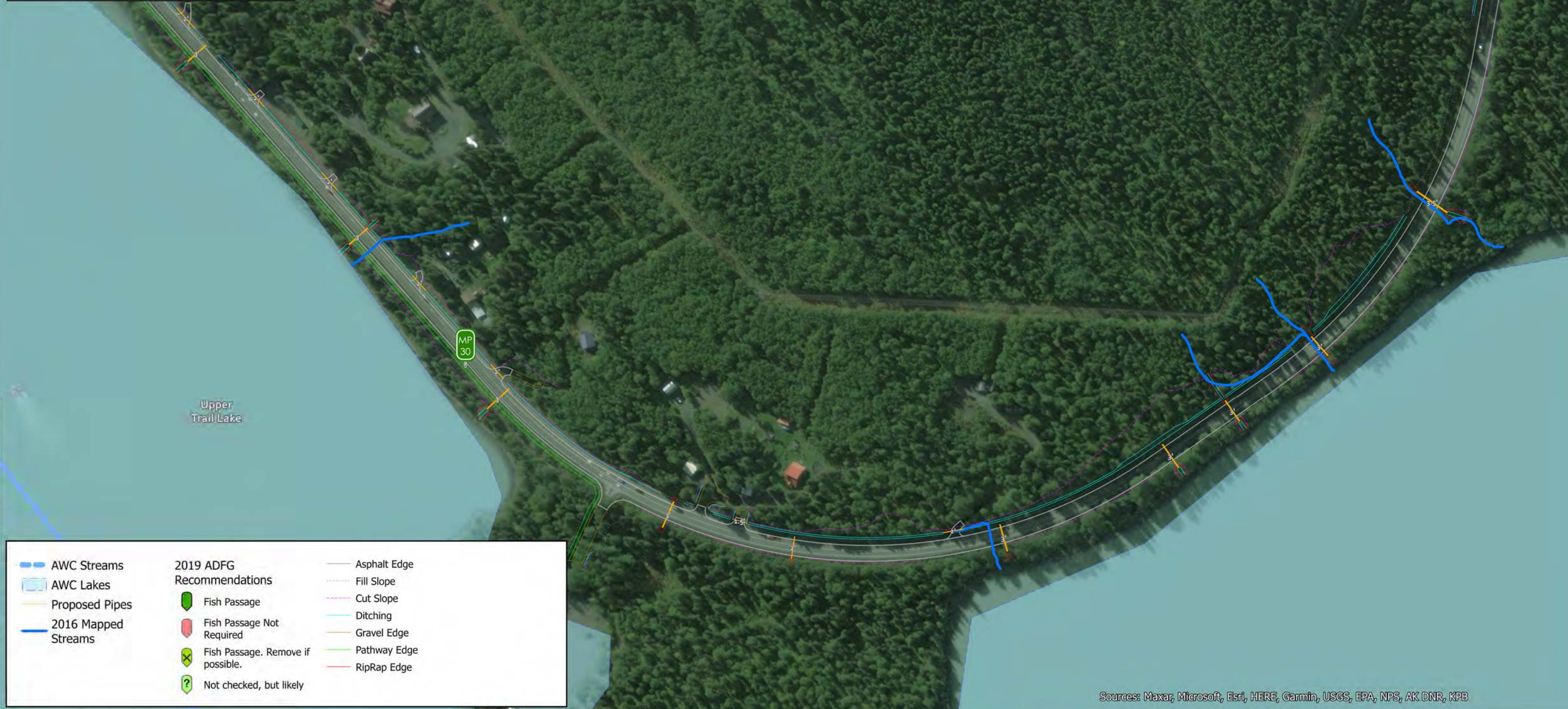
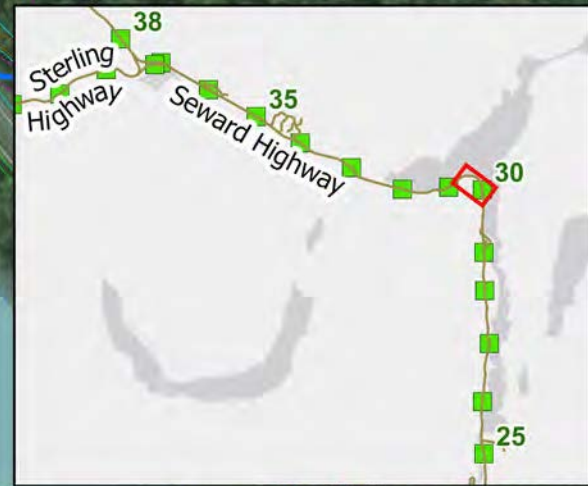


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Moose Pass, Alaska



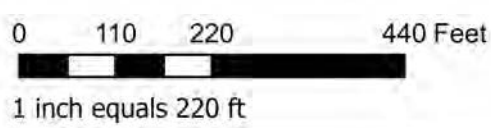
Upper Trail Lake

MP 30

AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

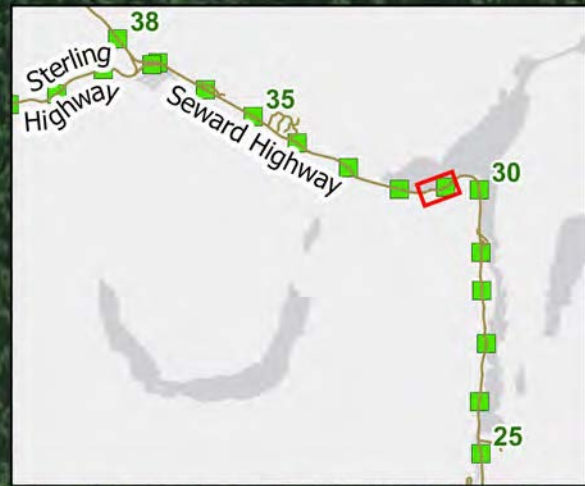


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Figure 8 of 19

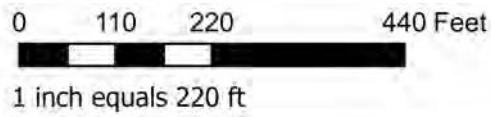
Moose Pass, Alaska



<ul style="list-style-type: none"> AWC Streams AWC Lakes Proposed Pipes 2016 Mapped Streams 	2019 ADFG Recommendations <ul style="list-style-type: none"> Fish Passage Fish Passage Not Required Fish Passage. Remove if possible. Not checked, but likely 	<ul style="list-style-type: none"> Asphalt Edge Fill Slope Cut Slope Gravel Edge Pathway Edge RipRap Edge Ditching
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Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000



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Moose Pass, Alaska

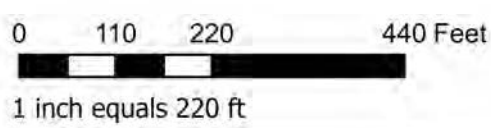


Upper Trail Lake

AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

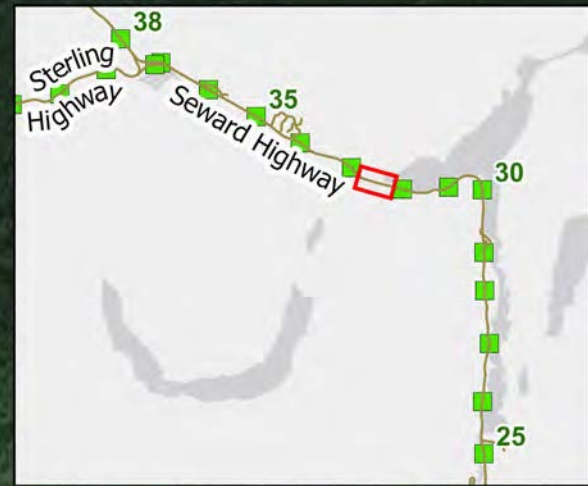


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Figure 10 of 19

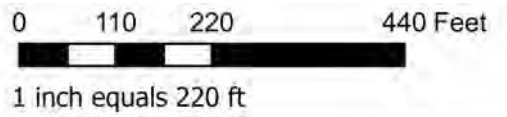
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
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		RipRap Edge

Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

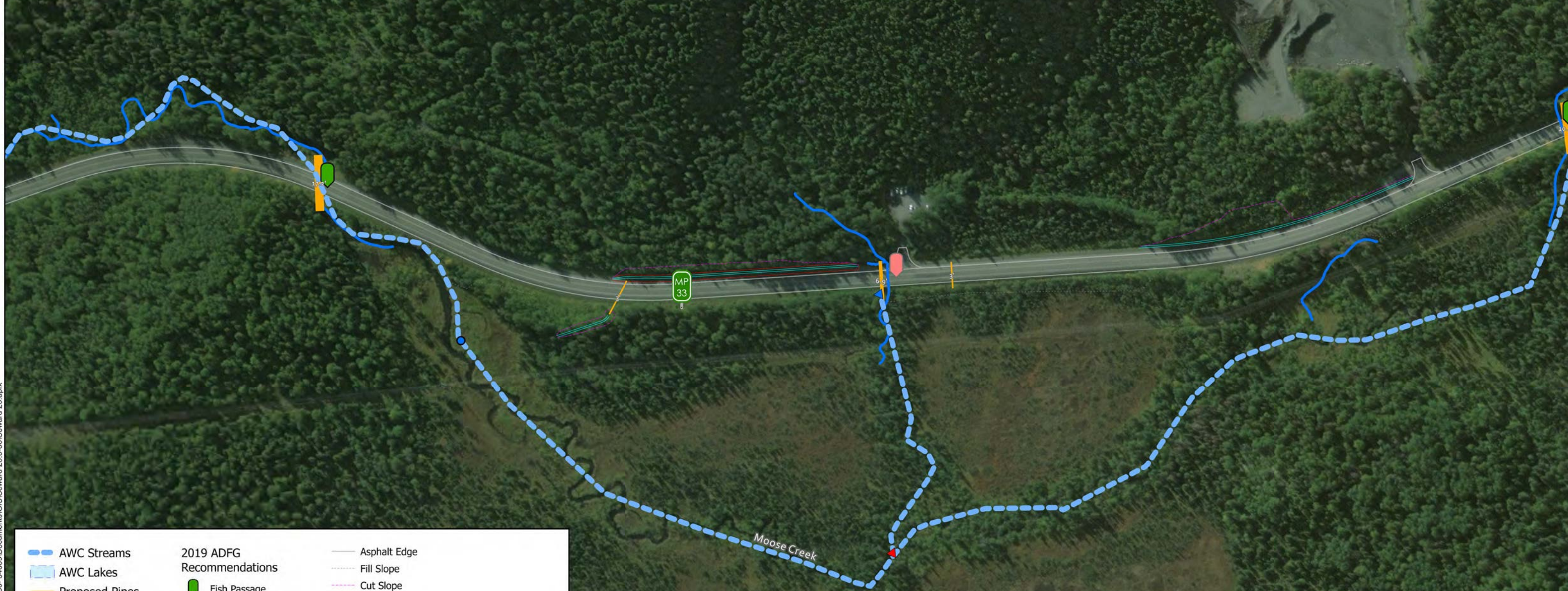
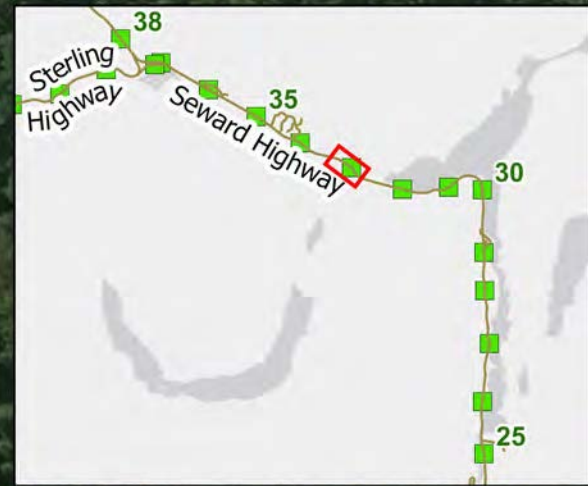


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Date: June 2023

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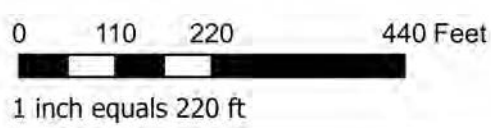
Moose Pass, Alaska



<ul style="list-style-type: none"> AWC Streams AWC Lakes Proposed Pipes 2016 Mapped Streams 	<p>2019 ADFG Recommendations</p> <ul style="list-style-type: none"> Fish Passage Fish Passage Not Required Fish Passage. Remove if possible. Not checked, but likely 	<ul style="list-style-type: none"> Asphalt Edge Fill Slope Cut Slope Ditching Gravel Edge Pathway Edge RipRap Edge
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Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000



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 Department of Transportation and Public Facilities
 4111 Aviation Avenue, Anchorage, AK 99502

Date: June 2023

Figure 12 of 19

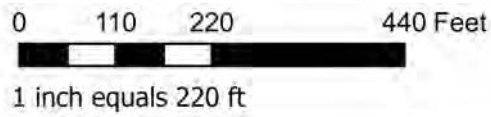
Moose Pass, Alaska



<ul style="list-style-type: none"> AWC Streams AWC Lakes Proposed Pipes 2016 Mapped Streams 	<p>2019 ADFG Recommendations</p> <ul style="list-style-type: none"> Fish Passage Fish Passage Not Required Fish Passage. Remove if possible. Not checked, but likely 	<ul style="list-style-type: none"> Asphalt Edge Fill Slope Cut Slope Ditching Gravel Edge Pathway Edge RipRap Edge
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Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

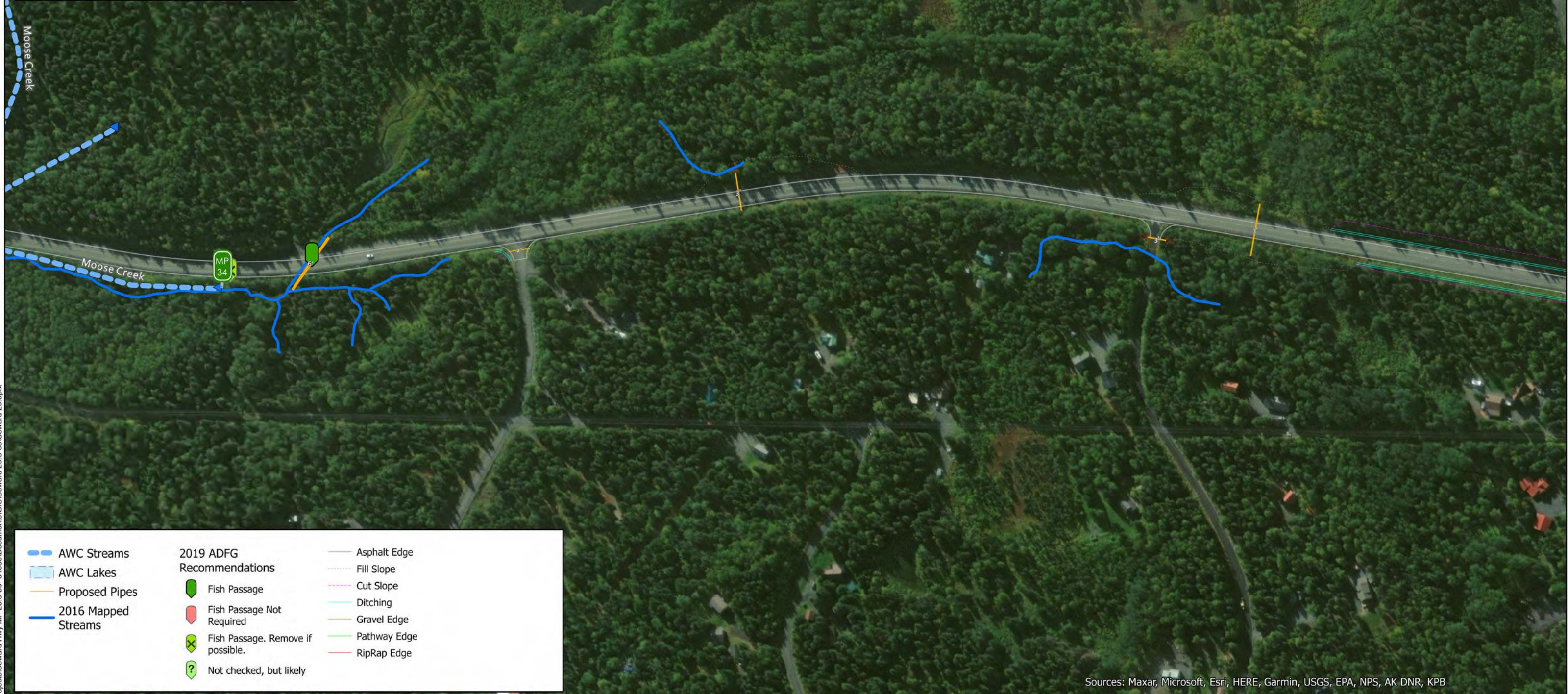
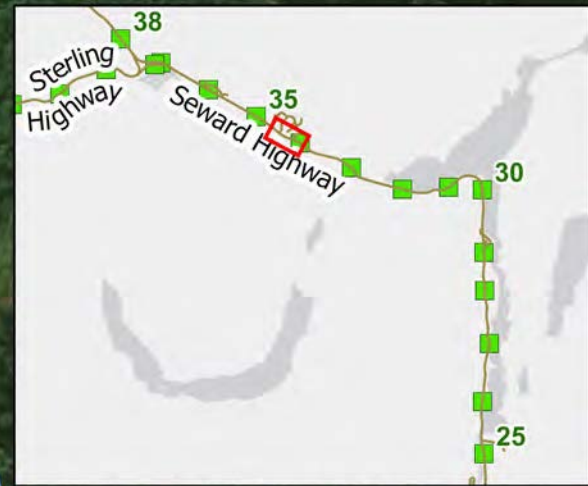


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 4111 Aviation Avenue, Anchorage, AK 99502

Date: June 2023

Figure 13 of 19

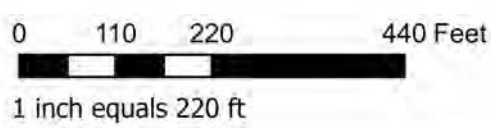
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
Project #: Z546590000

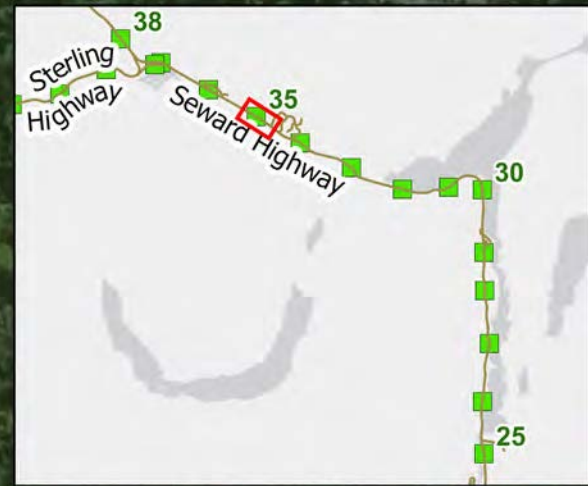


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Department of Transportation and Public Facilities
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Date: June 2023

Figure 14 of 19

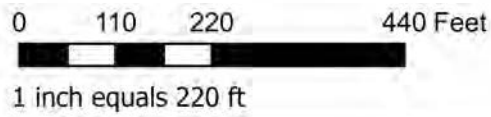
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
		Pathway Edge
		RipRap Edge

Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

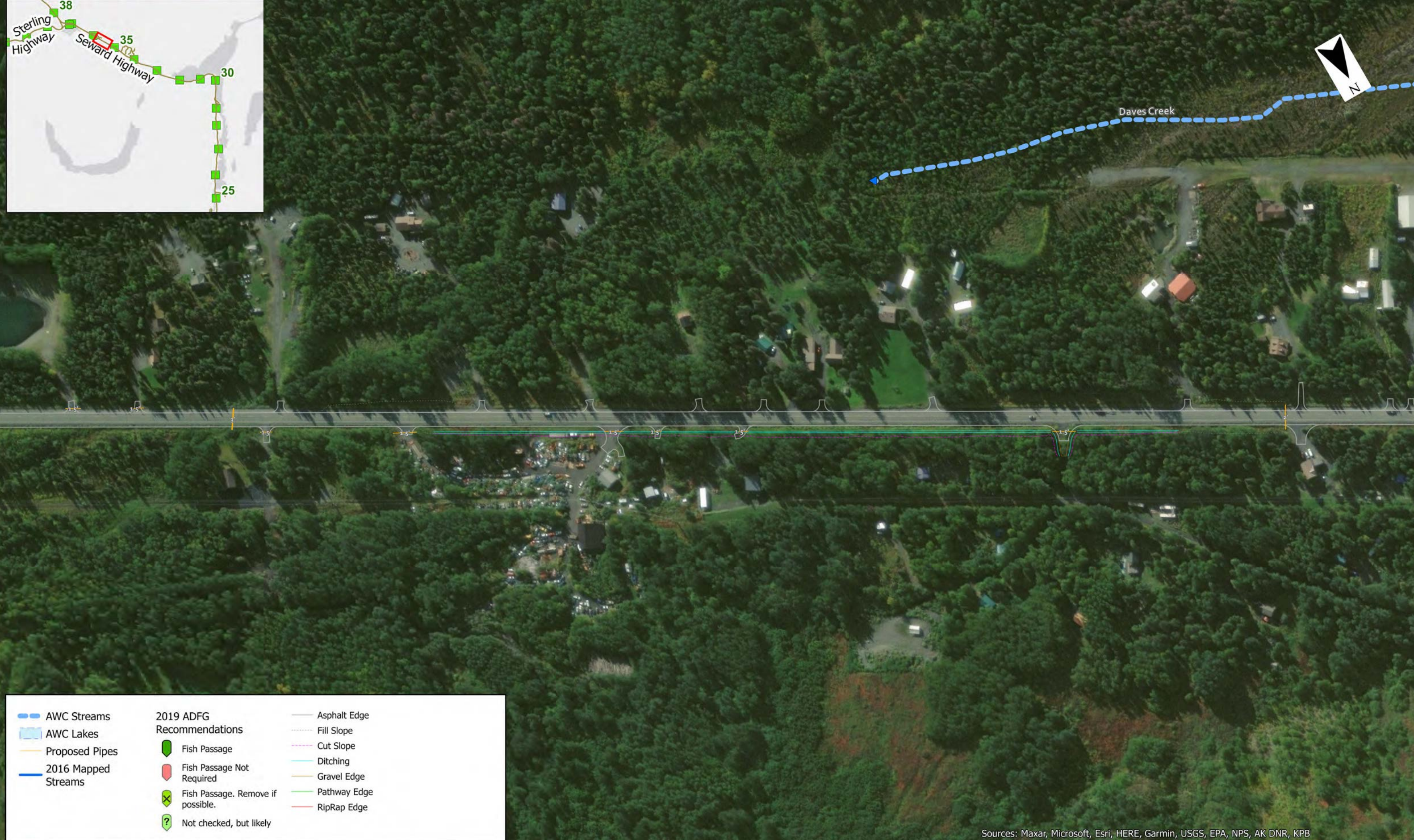
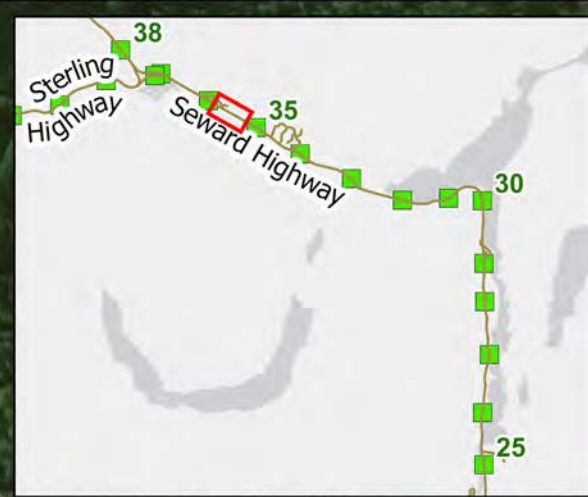


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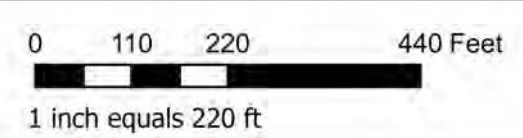
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
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		RipRap Edge

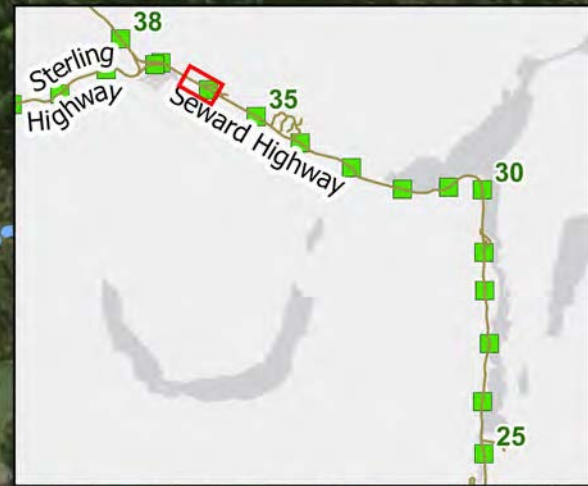
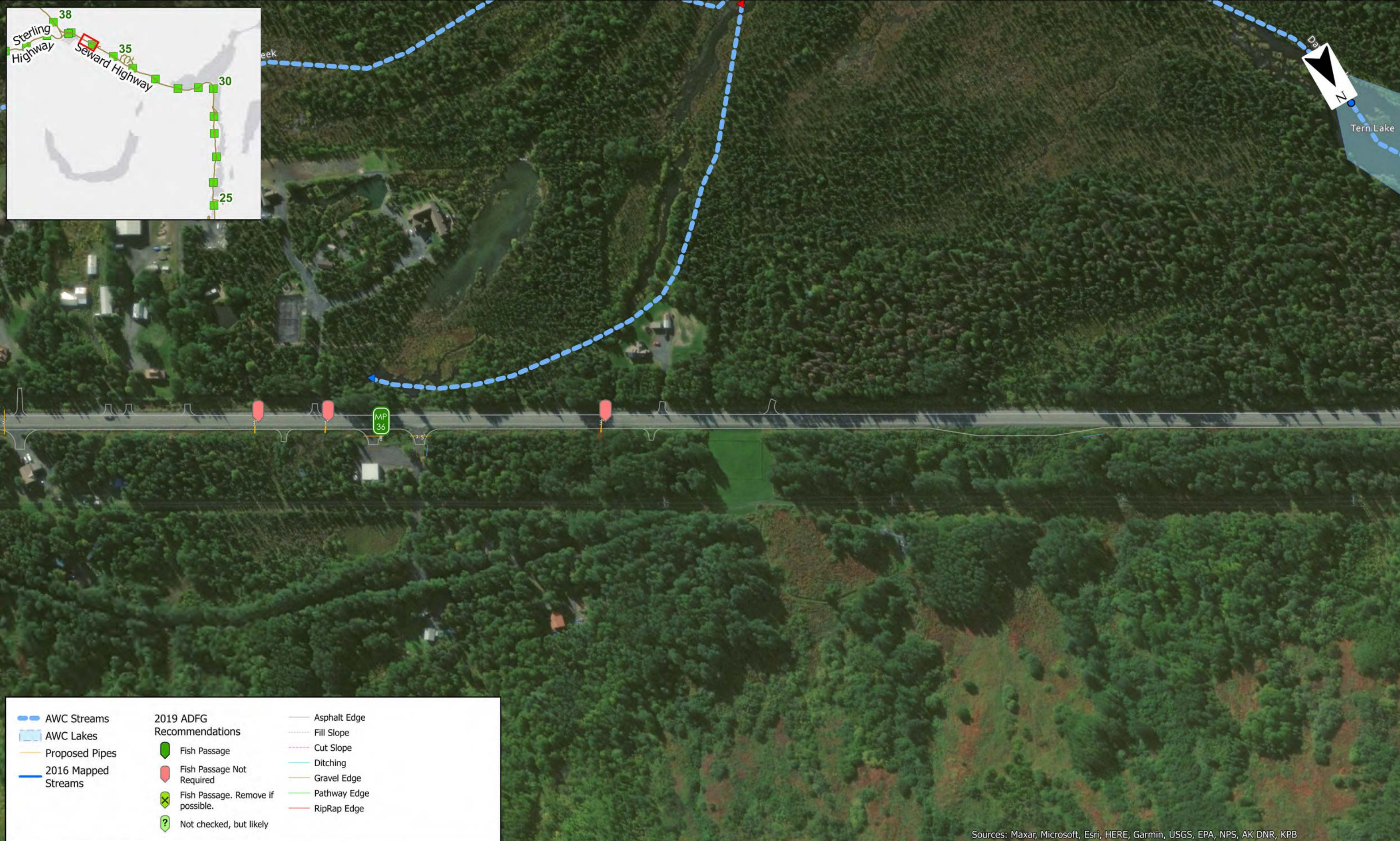
Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

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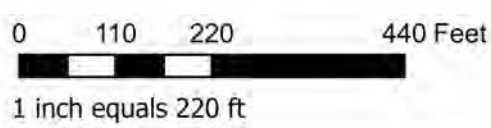
Date: June 2023	Figure 16 of 19
Moose Pass, Alaska	



<ul style="list-style-type: none"> AWC Streams AWC Lakes Proposed Pipes 2016 Mapped Streams 	<p>2019 ADFG Recommendations</p> <ul style="list-style-type: none"> Fish Passage Fish Passage Not Required Fish Passage. Remove if possible. Not checked, but likely 	<ul style="list-style-type: none"> Asphalt Edge Fill Slope Cut Slope Ditching Gravel Edge Pathway Edge RipRap Edge
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Sources: Maxar, Microsoft, Esri, HERE, Garmin, USGS, EPA, NPS, AK DNR, KPB

Anadromous Waterways
 Seward Highway MP 25.5 - 36, Trail River to Sterling Wye Rehabilitation
 Project #: Z546590000

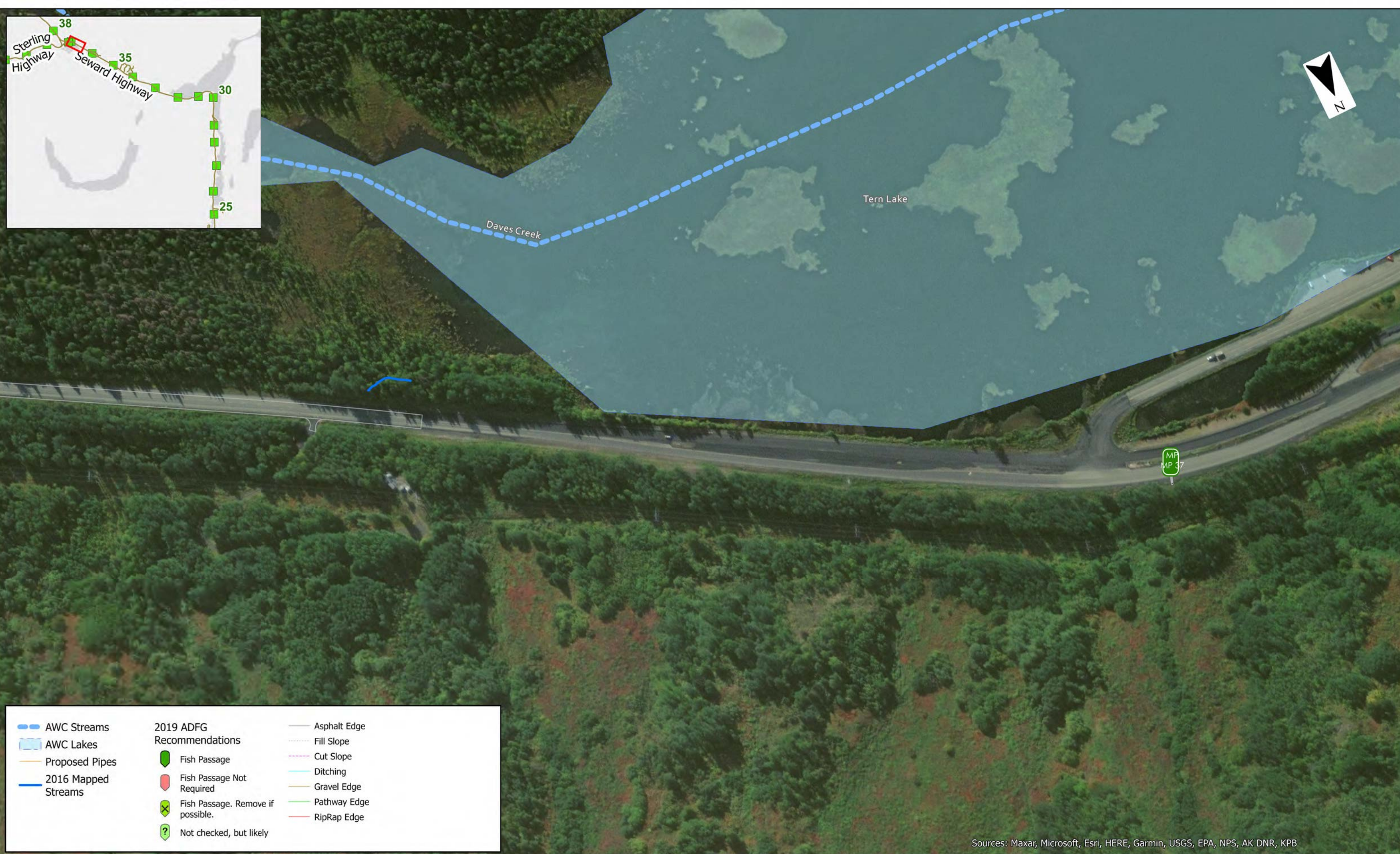


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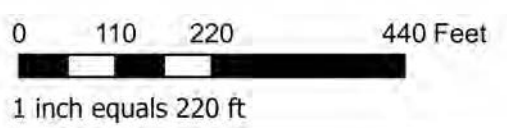
Moose Pass, Alaska



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
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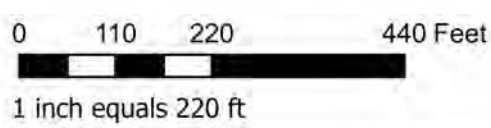
Date: June 2023	Figure 18 of 19
Moose Pass, Alaska	



AWC Streams	2019 ADFG Recommendations	Asphalt Edge
AWC Lakes	Fish Passage	Fill Slope
Proposed Pipes	Fish Passage Not Required	Cut Slope
2016 Mapped Streams	Fish Passage. Remove if possible.	Ditching
	Not checked, but likely	Gravel Edge
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Anadromous Waterways
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Moose Pass, Alaska