

APPENDIX G
Consultation and Findings Correspondence, SHPO
Concurrence, and Historic Properties Assessment

Consultation and Findings Correspondence

within the APE (report enclosed). Research and literature review of existing information was performed at the Alaska Heritage Resources Survey (AHRS) located within the Alaska Office of History and Archaeology (OHA), and at the Z.J. Loussac Public Library and the Alaska Resources Library and Information Services (ARLIS). In addition, CH2M HILL archaeologists performed a pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing. The following information summarizes research efforts performed on behalf of the proposed project:

- Archaeological Resources - The AHRS file search indicated that there are no known or documented prehistoric or historic archaeological sites within the APE.
- Historic Built Environment Resources - No historic properties were found within the APE. Two potential historic properties are located near the APE; the AEC Cottage # 19 (ANC-326) and the Emera Potts Homestead Cabin (ANC-424) (Figure 1). No determinations of eligibility will be made on those properties at this time since they are outside the APE.
- Alaska Native Traditional Cultural Properties - Research has indicated that there are no documented or known Alaska Native traditional properties located within the APE. FHWA requested a project tribal consultation with the Cook Inlet Region, Inc., Knik Tribal Council, Native Village of Eklutna, and Eklutna Incorporated. None of these entities have returned comments or identified any known sites in the APE.
- Field Studies - The pedestrian archaeological inventory and the windshield survey for historic resources, as well as subsurface shovel testing did not reveal any historic properties present in the APE.

Please direct your concurrence or comments to me at the address above, by telephone at 907-586-7464, or by e-mail at Edrie.Vinson@fhwa.dot.gov

Sincerely,



Edrie Vinson
Environmental Project Manager

Enclosures:

Figure 1 – Seward Highway, Rabbit Creek Road to 36th Avenue, Area of Potential Effect
Location/Vicinity Map
Historic Properties Assessment Report by CH2MHill, 2005

cc w/o enclosures:

Jim Childers, ADOT&PF Central Region, Project Manager
Jerry O. Ruehle, ADOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, ADOT&PF HQ, Environmental Program Manager



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION**

709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

Ms. Gina Holloman, Executive Director
Anchorage Historic Properties
645 West 3rd Avenue
Anchorage, Alaska 99501

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No
Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Ms. Holloman:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) between Rabbit Creek Road and 36th Avenue that would provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from O'Malley Road to Tudor Road, adding auxiliary lanes between selected interchanges, and expanding interchanges and ramps. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, the FHWA finds that no historic properties would be affected by the proposed project.

The New Seward Highway, Rabbit Creek Road to 36th Avenue project Area of Potential Effect (APE) includes the entirety of the proposed construction footprint and generally extends one tax lot deep on all sides of the proposed footprint and interchange/intersection areas (Figure 1). Once the APE was defined, an extensive review of existing site records and literature was conducted to determine if any historic properties (i.e., subsurface archaeological resources, historic built environment resources, or Native Alaskan traditional properties) were located within the APE (enclosed report). Research and literature review of existing information was

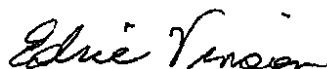


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February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

Mr. Lee Stephan, President
Eklutna Incorporated
16515 Centerfield Drive, Suite 201
Eagle River, Alaska 99577

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No
Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Mr. Stephan:

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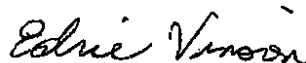


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If you wish to comment on this finding, I can be reached at 907-586-7464, or by e-mail at Edrie.Vinson@fhwa.dot.gov. However, please note that to receive consideration your comments must be received within thirty days of your receipt of this correspondence.

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February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

Ms. Margaret Brown, President and CEO
Cook Inlet Region, Inc.
P.O. Box 93330
Anchorage, Alaska 99509-3330

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No
Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Ms. Brown:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) between Rabbit Creek Road and 36th Avenue that would provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from O'Malley Road to Tudor Road, adding auxiliary lanes between selected interchanges, and expanding interchanges and ramps. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

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February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

Mr. Michael Tucker, President
Knik Tribal Council
P.O. Box 871565
Wasilla, Alaska 99687

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Mr. Tucker:

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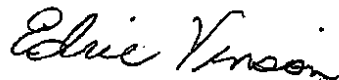


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February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

Ms. Dorothy Cook, President
Native Village of Eklutna
26339 Eklutna Village Road
Chugiak, Alaska 99567

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No
Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

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Proj. #: 52503	
Preliminary Design & Environmental	AKDOT
Section Chief	
Project Manager	
Env. Coordinator	
Env. Team Leader	X
Env. Analyst	
Project File	2
Central File	X

May 24, 2005

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

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

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements,
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) corridor between Rabbit Creek Road and 36th Avenue that will provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from Dimond Boulevard to 36th Avenue, improving and expanding interchanges and ramps, installing Transportation System Management/Traffic Demand Management (TSM/TDM) components at locations where bottlenecks have been identified, and adding continuous illumination from Huffman Road to 36th Avenue to improve safety. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.



Alternatives currently under consideration by the AKDOT & PF include Build Alternative 1 and Build Alternative 2, both of which include a variety of improvements to the highway and its associated ramps, interchanges, frontage roads, and pedestrian and bicycle paths.

Build Alternative 1 - Build Alternative 1 includes freeway expansion with grade separations and interchange improvements. Improvements from Rabbit Creek Road to O'Malley Road include pedestrian and bicycle upgrades, which extend through the entire length of the project to 36th Avenue. The stretch of NSH between O'Malley Road to Tudor Road would be widened from the existing four lanes to six lanes. The west frontage road would be extended south from Dimond Boulevard to O'Malley Road. Interchange improvements would include ramp widening at O'Malley Road and a new half-diamond interchange constructed at 92nd Avenue with slip ramps. In addition, Abbott Road would be reconstructed and extended east from the Old Seward Highway (OSH) to the new Frontage Road. As part of the new grade separations at 76th and 68th Avenues, the existing frontage roads would be reconstructed. The Dimond Boulevard interchange would undergo ramp and channelization upgrades as well as bridge replacement. The west side ramp intersection would be realigned to the east to provide continuity to the Homer Drive Frontage Road and 92nd Avenue. On the east side, an extension of Sandalwood Place would provide continuity to the north for Brayton Drive. The grade separation at 68th Avenue would permit the extension of that road between Homer and Brayton Drives. At the Dowling Road interchange, ramps would be reconstructed to accommodate the wider mainline. At International Airport Road (IAR), grade separation would incorporate raising the NSH with a bridge. Extending IAR would connect Homer and Brayton Drives. Bridges over the nearby Campbell Creek for the mainline and frontage roads would be reconstructed. Two options are being considered for design of the Tudor Road interchange. Under Option 1, the existing diamond interchanges would be upgraded to provide dual left-turn lanes on Tudor Road serving westbound-to-southbound traffic. Under Option 2, a loop ramp would be constructed in the northwest quadrant of the interchange to serve westbound-to-southbound traffic. From Huffman Road to 36th Avenue, continuous illumination would be added to the NSH to augment the high-mast lighting already available at the interchanges. The TSM elements of Build Alternative 1 include advanced traffic management focus at 36th Avenue and selected auxiliary lane treatment for the critical sections of the NSH mainline where bottlenecks have been identified. The TDM program includes expanded transit service and promotion of initiatives designed to reduce single occupant vehicle travel.

Build Alternative 2 - The mainline and pathway improvements would be the same as those described under Build Alternative 1. Dowling Road interchange modifications would include removal of the northern entrance and exit ramps. A new interchange at IAR would consist of a diamond configuration. The NSH would be raised over the IAR on a bridge, and the IAR would be extended to the east to meet Brayton Drive. The existing Campbell Creek Bridge on IAR and the NSH bridges over Campbell Creek would be reconstructed. Under Build Alternative 2, two options are under consideration for use at the Tudor Road interchange. Under Option 1, the southern ramps joining Tudor Road to the NSH would be removed to accommodate the IAR interchange. Under Option 2, hook ramps would be constructed in the northeast quadrant of the interchange to serve NSH traffic northbound to Tudor Road and Tudor Road traffic traveling north on the NSH. Illumination improvements and TSM/TDM improvements would be the same as those described for Build Alternative 1.

The New Seward Highway, Rabbit Creek Road to 36th Avenue project Area of Potential Effect (APE) includes the entirety of the proposed construction footprint and generally extends about one tax lot deep on all sides of the proposed footprint and interchange/intersection areas (Figure 1). Once the APE was defined, an extensive review of existing site records and literature was conducted to determine if any historic properties (i.e., subsurface archaeological resources, historic built environment resources, or Native Alaskan traditional properties) were located within the APE (CH2M HILL 2005). Research and literature review of existing information was performed at the Alaska Heritage Resources Survey (AHRS) located within the Alaska Office of History and Archaeology (OHA), and at the Z.J. Loussac Public Library and the Alaska Resources Library and Information Services (ARLIS). In addition, CH2M HILL performed a pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing. The following information summarizes research efforts performed on behalf of the proposed project:

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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7429, or by e-mail dale.j.lewis@fhwa.dot.gov. However, I encourage you to include the AKDOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Jerry O. Ruehle, Regional Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 P.O. Box 196900
 Anchorage, Alaska 99519-6900
 (907) 269-0534, jerry_ruehle@dot.state.ak.us

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

Sincerely,



Dale J. Lewis
Central Region Liaison Engineer

Enclosures:

Figure 1 – Seward Highway, Rabbit Creek Road to 36th Avenue, Area of Potential Effect
Location/Vicinity Map

cc w/o enclosures:

Jim Childers, AKDOT&PF Central Region, Project Manager
Jerry Ruehle, AKDOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
 709 West Ninth Street, Room 851
 P.O. Box 21648
 Juneau, Alaska 99802
 907-586-7418 | 907-586-7420 FAX

Proj. #: 52503	
Preliminary Design & Environmental	PAPER
Section Chief	
Project Manager	
Env. Coordinator	0
SW Team Leader	X
Env. Analyst	
Project File	2
Central File	X

May 24, 2005

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

Ms. Gina Holloman, Executive Director
 Anchorage Historic Properties
 645 West 3rd Avenue
 Anchorage, Alaska 99501

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements,
 Initiation of Consultation pursuant to 36 CFR 800.3

Dear Ms. Holloman:

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For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.



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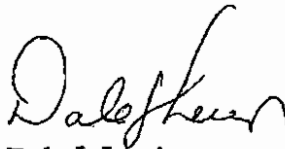
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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX**

May 24, 2005

Prof. #: 52503

Preliminary Design & Environmental	ADDER	PDF
Section Chief		
Chief Planner		
Env. Coordinator		
Env. Tech. Leader		X
Env. Analyst		
Project File		2
Central File		X

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

~~Mr. Michael Tucker, President
Knik Tribal Council
P.O. Box 871565
Wasilla, Alaska 99687~~

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Tucker:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) corridor between Rabbit Creek Road and 36th Avenue that will provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from Dimond Boulevard to 36th Avenue, improving and expanding interchanges and ramps, installing Transportation System Management/Traffic Demand Management (TSM/TDM) components at locations where bottlenecks have been identified, and adding continuous illumination from Huffman Road to 36th Avenue to improve safety. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

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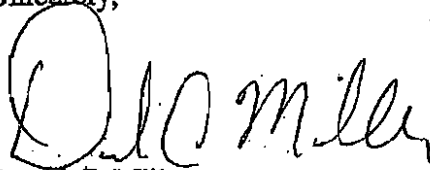
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David C. Miller
Division Administrator

Enclosures:

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Location/Vicinity Map
Project Consultation Options Form

cc w/o enclosures:

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**U.S. DEPARTMENT OF TRANSPORTATION
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ALASKA DIVISION
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Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX**

May 24, 2005

Preliminary Design & Environmental	ADAMR	DOT
Section Chief		
Project Manager		
Env. Coordinator	(1)	
Env. Team Leader		X
Env. Analyst		
Project File	(2)	
Central File		X

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

~~Ms. Margaret Brown, President and CEO~~
Cook Inlet Region, Inc.
P.O. Box 93330
Anchorage, Alaska 99509-3330

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

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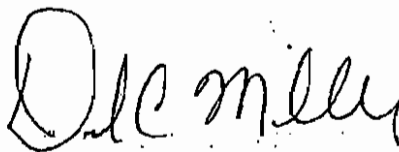
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 Anchorage, Alaska 99519-6900
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David C. Miller
Division Administrator

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cc w/o enclosures:

Jim Childers, AKDOT&PF Central Region, Project Manager
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
 709 West Ninth Street, Room 851
 P.O. Box 21648
 Juneau, Alaska 99802
 907-586-7418 | 907-586-7420 FAX

May 24, 2005

Proj. #: 52503	
Preliminary Design & Environmental	FILED
Section Chief	
Env. Coordinator	
Env. Team Leader	X
Env. Analyst	
Project File	2
Central File	X

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

~~Ms. Dorothy Cook, President~~
 Native Village of Eklutna
 26339 Eklutna Village Road
 Chugiak, Alaska 99567

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Ms. Cook:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) corridor between Rabbit Creek Road and 36th Avenue that will provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from Dimond Boulevard to 36th Avenue, improving and expanding interchanges and ramps, installing Transportation System Management/Traffic Demand Management (TSM/TDM) components at locations where bottlenecks have been identified, and adding continuous illumination from Huffman Road to 36th Avenue to improve safety. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.



Alternatives currently under consideration by the AKDOT&PF include Build Alternative 1 and Build Alternative 2, both of which include a variety of improvements to the highway and its associated ramps, interchanges, frontage roads, and pedestrian and bicycle paths.

Build Alternative 1 - Build Alternative 1 includes freeway expansion with grade separations and interchange improvements. Improvements from Rabbit Creek Road to O'Malley Road include pedestrian and bicycle upgrades, which extend through the entire length of the project to 36th Avenue. The stretch of NSH between O'Malley Road to Tudor Road would be widened from the existing four lanes to six lanes. The west frontage road would be extended south from Dimond Boulevard to O'Malley Road. Interchange improvements would include ramp widening at O'Malley Road and a new half-diamond interchange constructed at 92nd Avenue with slip ramps. In addition, Abbott Road would be reconstructed and extended east from the Old Seward Highway (OSH) to the new Frontage Road. As part of the new grade separations at 76th and 68th Avenues, the existing frontage roads would be reconstructed. The Dimond Boulevard interchange would undergo ramp and channelization upgrades as well as bridge replacement. The west side ramp intersection would be realigned to the east to provide continuity to the Homer Drive Frontage Road and 92nd Avenue. On the east side, an extension of Sandalwood Place would provide continuity to the north for Brayton Drive. The grade separation at 68th Avenue would permit the extension of that road between Homer and Brayton Drives. At the Dowling Road interchange, ramps would be reconstructed to accommodate the wider mainline. At International Airport Road (IAR), grade separation would incorporate raising the NSH with a bridge. Extending IAR would connect Homer and Brayton Drives. Bridges over the nearby Campbell Creek for the mainline and frontage roads would be reconstructed. Two options are being considered for design of the Tudor Road interchange. Under Option 1, the existing diamond interchanges would be upgraded to provide dual left-turn lanes on Tudor Road serving westbound-to-southbound traffic. Under Option 2, a loop ramp would be constructed in the northwest quadrant of the interchange to serve westbound-to-southbound traffic. From Huffman Road to 36th Avenue, continuous illumination would be added to the NSH to augment the high-mast lighting already available at the interchanges. The TSM elements of Build Alternative 1 include advanced traffic management focus at 36th Avenue and selected auxiliary lane treatment for the critical sections of the NSH mainline where bottlenecks have been identified. The TDM program includes expanded transit service and promotion of initiatives designed to reduce single occupant vehicle travel.

Build Alternative 2 - The mainline and pathway improvements would be the same as those described under Build Alternative 1. Dowling Road interchange modifications would include removal of the northern entrance and exit ramps. A new interchange at IAR would consist of a diamond configuration. The NSH would be raised over the IAR on a bridge, and the IAR would be extended to the east to meet Brayton Drive. The existing Campbell Creek Bridge on IAR and the NSH bridges over Campbell Creek would be reconstructed. Under Build Alternative 2, two options are under consideration for use at the Tudor Road interchange. Under Option 1, the southern ramps joining Tudor Road to the NSH would be removed to accommodate the IAR interchange. Under Option 2, hook ramps would be constructed in the northeast quadrant of the interchange to serve NSH traffic northbound to Tudor Road and Tudor Road traffic traveling north on the NSH. Illumination improvements and TSM/TDM improvements would be the same as those described for Build Alternative 1.

The New Seward Highway, Rabbit Creek Road to 36th Avenue project Area of Potential Effect (APE) includes the entirety of the proposed construction footprint and generally extends about one tax lot deep on all sides of the proposed footprint and interchange/intersection areas (Figure 1). Once the APE was defined, an extensive review of existing site records and literature was conducted to determine if any historic properties (i.e., subsurface archaeological resources, historic built environment resources, or Native Alaskan traditional properties) were located within the APE (CH2M HILL 2005). Research and literature review of existing information was performed at the Alaska Heritage Resources Survey (AHRS) located within the Alaska Office of History and Archaeology (OHA), and at the Z.J. Loussac Public Library and the Alaska Resources Library and Information Services (ARLIS). In addition, CH2M HILL performed a pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing. The following information summarizes research efforts performed on behalf of the proposed project:

- Archaeological Resources - The AHRS file search indicated that there are no known or documented prehistoric archaeological sites in the search area. The closest known or documented prehistoric archaeological sites are located near downtown Anchorage and near Anchorage's coastline. Similarly, there are no known or documented historic archaeological resources located within the NSH project area. The closest historic archaeological resources are located in downtown Anchorage.
- Historic Built Environment Resources - There were only two potential historic properties located within or near the APE, which include the AEC Cottage # 19 (ANC-326) and the Emery Potts Homestead Cabin (ANC-424). Neither of these properties was located within the APE (Figure 1). Archaeologists believe that neither property is eligible for the National Register of Historic Places due to modification and/or loss of integrity at each site.
- Native-Alaskan Traditional Cultural Properties - Research has indicated that there are no documented or known native-Alaskan traditional properties located within the APE. The FHWA is requesting a project tribal consultation with pertinent tribal entities.
- Field Studies - The pedestrian archaeological inventory and the windshield survey for historic resources, as well as subsurface shovel testing did not reveal any historic properties present in the APE.

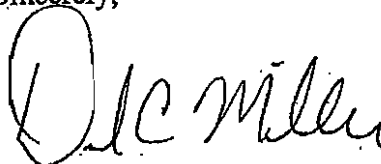
If you wish to provide comments related to this proposed project, please contact Dale Lewis, Central Region Liaison Engineer at the address above, at 907-586-7429, or by e-mail at dale.j.lewis@fhwa.dot.gov, or please feel free to contact me directly.

In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Jerry O. Ruehle, Regional Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 P.O. Box 196900
 Anchorage, Alaska 99519-6900
 (907) 269-0534, jerry_ruehle@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



David C. Miller
Division Administrator

Enclosures:

Figure 1 -- Seward Highway, Rabbit Creek Road to 36th Avenue, Area of Potential Effect
Location/Vicinity Map
Project Consultation Options Form

cc w/o enclosures:

Jim Childers, AKDOT&PF Central Region, Project Manager
Jerry Ruehle, AKDOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
 709 West Ninth Street, Room 851
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 Juneau, Alaska 99802
 907-586-7418 | 907-586-7420 FAX

May 24, 2005

Proj. #: 52503

Preliminary Design & Environmental	PA	DE	EF
Section Chief			
Project Manager			
Env. Coordinator			
Env. Study Leader			X
Env. Analyst			
Project File			(2)
Central File			X

REFER TO
 HDA-AK
 File #: FRAF-CA-MGS-NH-OA3-1(27)/52503

Mr. Lee Stephan, President
 Eklutna Incorporated
 16515 Centerfield Drive, Suite 201
 Eagle River, Alaska 99577

SUBJECT: New Seward Highway, Rabbit Creek Road to 36th Avenue Improvements, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Stephan:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) corridor between Rabbit Creek Road and 36th Avenue that will provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from Dimond Boulevard to 36th Avenue, improving and expanding interchanges and ramps, installing Transportation System Management/Traffic Demand Management (TSM/TDM) components at locations where bottlenecks have been identified, and adding continuous illumination from Huffman Road to 36th Avenue to improve safety. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.



Alternatives currently under consideration by the AKDOT&PF include Build Alternative 1 and Build Alternative 2, both of which include a variety of improvements to the highway and its associated ramps, interchanges, frontage roads, and pedestrian and bicycle paths.

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The New Seward Highway, Rabbit Creek Road to 36th Avenue project Area of Potential Effect (APE) includes the entirety of the proposed construction footprint and generally extends about one tax lot deep on all sides of the proposed footprint and interchange/intersection areas (Figure 1). Once the APE was defined, an extensive review of existing site records and literature was conducted to determine if any historic properties (i.e., subsurface archaeological resources, historic built environment resources, or Native Alaskan traditional properties) were located within the APE (CH2M HILL 2005). Research and literature review of existing information was performed at the Alaska Heritage Resources Survey (AHRS) located within the Alaska Office of History and Archaeology (OHA), and at the Z.J. Loussac Public Library and the Alaska Resources Library and Information Services (ARLIS). In addition, CH2M HILL performed a pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing. The following information summarizes research efforts performed on behalf of the proposed project:

- Archaeological Resources - The AHRS file search indicated that there are no known or documented prehistoric archaeological sites in the search area. The closest known or documented prehistoric archaeological sites are located near downtown Anchorage and near Anchorage's coastline. Similarly, there are no known or documented historic archaeological resources located within the NSH project area. The closest historic archaeological resources are located in downtown Anchorage.
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- Native-Alaskan Traditional Cultural Properties - Research has indicated that there are no documented or known native-Alaskan traditional properties located within the APE. The FHWA is requesting a project tribal consultation with pertinent tribal entities.
- Field Studies - The pedestrian archaeological inventory and the windshield survey for historic resources, as well as subsurface shovel testing did not reveal any historic properties present in the APE.

If you wish to provide comments related to this proposed project, please contact Dale Lewis, Central Region Liaison Engineer at the address above, at 907-586-7429, or by e-mail at dale.j.lewis@fhwa.dot.gov, or please feel free to contact me directly.

In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Jerry O. Ruehle, Regional Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 P.O. Box 196900
 Anchorage, Alaska 99519-6900
 (907) 269-0534, jerry_ruehle@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



David C. Miller
Division Administrator

Enclosures:

Figure 1 – Seward Highway, Rabbit Creek Road to 36th Avenue, Area of Potential Effect
Location/Vicinity Map
Project Consultation Options Form

cc w/o enclosures:

Jim Childers, AKDOT&PF Central Region, Project Manager
Jerry Ruehle, AKDOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager

SHPO Concurrence

MAY-12-2006 FRI 08:18 AM OHA PARKS DNR

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A/C A8

U.S. DEPARTMENT OF TRANSPORTATION
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OHA

February 23, 2006

REFER TO
HDA-AK

File #: FRAF-CA-MGS-NH-0A3-1(27)/52503

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

No Historic Properties Affected
Alaska State Historic Preservation Officer
Date: 3-30-2006
File No.: 3130-12 FHWA SL

SUBJECT: New Seward Highway: Rabbit Creek Road to 36th Avenue, Finding of No
Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements to the New Seward Highway (NSH) between Rabbit Creek Road and 36th Avenue that would provide additional capacity, connectivity, and safety enhancements. Specific improvements include pedestrian and bicycle trail upgrades throughout the length of the project corridor, widening the mainline from 4-lanes to 6-lanes from O'Malley Road to Tudor Road, adding auxiliary lanes between selected interchanges, and expanding interchanges and ramps. The proposed highway improvement project runs north-south through central Anchorage. Specifically, the project is located along the New Seward Highway, passing through nine sections as follows; T13N, R03W Seward Meridian (SM), Sections 29 and 32; and T12N, R03W, SM, Sections 5, 8, 17, 20, 29, 33, and 32. The USGS quad map that encompasses the proposed project area is Anchorage A-8 NW, AK.

Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, the FHWA finds that no historic properties would be affected by the proposed project.

The New Seward Highway, Rabbit Creek Road to 36th Avenue project Area of Potential Effect (APE) includes the entirety of the proposed construction footprint and generally extends one tax lot deep on all sides of the proposed footprint and interchange/intersection areas (Figure 1). Once the APE was defined, an extensive review of existing site records and literature was conducted to determine if any historic properties (i.e., subsurface archaeological resources, historic built environment resources, or Native Alaskan traditional properties) were located

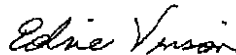


within the APE (report enclosed). Research and literature review of existing information was performed at the Alaska Heritage Resources Survey (AHRs) located within the Alaska Office of History and Archaeology (OHA), and at the Z.J. Loussac Public Library and the Alaska Resources Library and Information Services (ARLIS). In addition, CH2M HILL archaeologists performed a pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing. The following information summarizes research efforts performed on behalf of the proposed project:

- Archaeological Resources - The AHRs file search indicated that there are no known or documented prehistoric or historic archaeological sites within the APE.
- Historic Built Environment Resources - No historic properties were found within the APE. Two potential historic properties are located near the APE; the AEC Cottage # 19 (ANC-326) and the Emery Potts Homestead Cabin (ANC-424) (Figure 1). No determinations of eligibility will be made on those properties at this time since they are outside the APE.
- Alaska Native Traditional Cultural Properties - Research has indicated that there are no documented or known Alaska Native traditional properties located within the APE. FHWA requested a project tribal consultation with the Cook Inlet Region, Inc., Knik Tribal Council, Native Village of Eklutna, and Eklutna Incorporated. None of these entities have returned comments or identified any known sites in the APE.
- Field Studies - The pedestrian archaeological inventory and the windshield survey for historic resources, as well as subsurface shovel testing did not reveal any historic properties present in the APE.

Please direct your concurrence or comments to me at the address above, by telephone at 907-586-7464, or by e-mail at Edrie.Vinson@fhwa.dot.gov

Sincerely,



Edrie Vinson
Environmental Project Manager

Enclosures:

Figure 1 - Seward Highway, Rabbit Creek Road to 36th Avenue, Area of Potential Effect
Location/Vicinity Map
Historic Properties Assessment Report by CH2MHill, 2005

cc w/o enclosures:

Jim Childers, ADOT&PF Central Region, Project Manager
Jerry O. Ruehle, ADOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, ADOT&PF HQ, Environmental Program Manager

Historic Properties Assessment

Report

New Seward Highway Rabbit Creek Road to 36th Avenue

Historic Properties Assessment

Project Number: FRAF-CA-MGS-NH-A3-1(27)/52503

Prepared for
**Alaska Department of Transportation
and Public Facilities**

Prepared by
**Raena Ballantyne, B.S.;
James Sharpe, M.A.; and
James C. Bard, Ph.D., CH2M HILL**

May 2005

CH2MHILL

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Table of Contents

Section	Page
Executive Summary	1
Introduction	1
Project Background	1
Purpose and Need of Project	1
Description of Alternatives	3
No Build Alternative.....	3
Build Alternative 1	3
Build Alternative 2	7
Project Area	7
Area of Potential Effect (APE)	7
Environmental Context	11
Physical Geography, Geology, Soils, and Hydrology	11
Existing Conditions	11
Implications for Historic Properties.....	11
Flora and Fauna	12
Existing Conditions	12
Implications for Historic Properties.....	12
Historic Property Context	13
Prehistory and Ethnohistory	13
Site Record and Existing Literature Research	17
OHA File Search	17
Archeological Resources.....	17
Historic Built Environment Resources	18
Native-Alaskan Traditional Cultural Properties.....	18
Field Studies	21
Field Methodology	21
Windshield Built Environment Survey	21
Pedestrian Archaeological Inventory and Subsurface Shovel Testing	21
Results	21
Windshield Built Environment Survey	21
Pedestrian Archaeological Inventory Survey	21
Subsurface Testing.....	22
Evaluation of Alternatives	29
No Build Alternative	29
Build Alternative 1	29
Build Alternative 2	29
Recommendations and Conclusion	31
Inadvertent Discovery	31
References Cited or Consulted	33

Executive Summary

The New Seward Highway (NSH) is a vital transportation corridor within the Municipality of Anchorage. In recent years, traffic volumes and driver frustrations have been steadily increasing. The constant start-and-stop congestion and traffic back-up during morning and evening commutes create unsafe and wearisome conditions for local drivers. The purpose of the proposed improvements between Rabbit Creek Road and 36th Avenue is to address future demand and help create a safer, more manageable highway condition. The Alaska Department of Transportation is considering two alternatives for this stretch of highway, both of which include a variety of improvements to the freeway and its associated ramps, interchanges, frontage roads, and pedestrian and bicycle paths (Figure 1).

This study of potential historical and archaeological sites and cultural resources in the project area was undertaken prior to construction, as required by the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). The New Seward Highway Rabbit Creek Road to 36th Avenue improvement project's Area of Potential Effect (APE) was first defined, which was followed by an extensive review of existing site records and literature to determine if any subsurface archeological resources, historic built environment resources, or native Alaskan traditional properties were located within the APE. Research and literature review of existing information was performed at the Office of History and Archaeology (OHA), the Z.J. Loussac Public Library, and the Alaska Resources Library and Information Services (ARLIS). A pedestrian archaeological inventory survey, a windshield study, and subsurface shovel testing were also performed.

The NSH lies within a very geologically dynamic area. Anchorage's devastating earthquake of 1964 is thought to have disturbed many local cultural resources. A review of Alaska Heritage Resources Survey (AHRS) files performed at the OHA revealed that although the project area had many of the floral, faunal, and hydrologic resources that could have sustained prehistoric cultures; there are no known or documented prehistoric archeological sites in the APE. There were only two potential historic properties located within the APE; neither of which was determined to be eligible for the National Register of Historic Places due to modification and/or loss of integrity at each site. Additionally, there are no documented or known native-Alaskan traditional properties located within the APE.

Results of field work also concluded that there are no cultural or historical resources at risk from the proposed NSH project. The pedestrian archaeological inventory and the windshield survey for historic resources, as well as subsurface shovel testing all concluded that there are no cultural resources present in the APE. Due to extensive existing ground disturbance in the project area, archaeological monitoring during NSH improvements is not warranted. In conclusion, neither Build Alternative 1 nor Build Alternative 2 is anticipated to have an effect on cultural resources. Alternative 2 is anticipated to have a slightly smaller footprint, which indicates less opportunity for disturbing previously unknown cultural resources.

Introduction

Project Background

The NSH provides transportation functions for local and regional residents, movement of commercial goods, and mobility and access for area visitors. Today the NSH is a controlled-access facility from Rabbit Creek Road to the 36th Avenue at-grade intersection. This 7.1-mile portion of the NSH has diamond interchanges spaced between 1 and 1.5 miles, and also has average daily traffic counts ranging from 20,000 to 60,000 vehicles. During the morning commute period, traffic volumes increase, travel speeds decrease, and drivers often divert over to frontage roads as they make their way to midtown and downtown Anchorage employment centers. During evening peak traffic hours, traffic exit ramps often are congested and vehicles back up onto the freeway, creating potentially unsafe conditions. The constant start-and-stop congested traffic flow common during peak periods is a situation that jeopardizes traveler safety.

Purpose and Need of Project

The purpose of the proposed action is to construct improvements to the NSH corridor between Rabbit Creek Road and 36th Avenue that will provide additional capacity, connectivity, and safety enhancements. A viable transportation project will address current and future travel demand and mobility needs for the NSH corridor within the framework of the National Environmental Policy Act (NEPA) process.

Improvements to the NSH corridor from Rabbit Creek Road to 36th Avenue would address these specific needs:

- *Increase corridor capacity to accommodate recent growth and future demand*—Improvements of the NSH corridor are needed to address recent and anticipated growth in areas served by the corridor. The highway is currently performing at less-than-desirable levels during peak demand time periods. Without improvement, traffic flow will continue to deteriorate. In addition, improvements that reduce congestion might also lessen the detrimental impacts to air quality from carbon monoxide in vehicle emissions.
- *Improve system connectivity and linkage of existing roadways*—Discontinuous east-west routes created by roads that are interrupted by the NSH force circuitous routes and short trips on and off of the NSH. They also add to congestion on the NSH and existing east-west streets. East-west connectivity is needed to improve mobility for pedestrian, bicycle, and motorized travel.
- *Enhance intermodal transportation*—Improving the ability of the NSH from Rabbit Creek Road to 36th Avenue to connect sectors of intermodal transportation is needed to increase mobility, serve regional growth, and enhance transportation efficiency and safety.

- *Upgrade design features to meet industry standards and improve safety*—Bringing the NSH corridor design features (structures, illumination, and roadway geometry) up to current standards will promote safer travel.

Historic Properties Regulatory Framework

Federal and state regulations require consideration of project effects on any historic sites or properties, cultural resources, or archeological site. Cultural resources must be considered under National Environmental Policy Act (NEPA) legislation, and they also must go through a Section 106 review process for projects with a federal nexus under the National Historic Preservation Act (NHPA).

Under the legislation, cultural resources may include:

- **Historic Properties.** Historic properties are places eligible for inclusion in the National Register of Historic Places (NRHP). Historic properties can include districts, sites, buildings, structures, objects, and landscapes significant in American history, prehistory, architecture, archaeology, engineering, and culture. Historic properties include so-called “traditional cultural properties.” Historic properties must be given consideration under NEPA and the NHPA.
- **Native American Cultural Resources.** Native American cultural resources may include human skeletal remains, funerary items, sacred items, and objects of cultural patrimony. Native American cultural items must be given consideration under NEPA, NHPA, the Native American Graves Protection and Repatriation Act (NAGPRA), and the American Indian Religious Freedom Act (AIRFA). Native American sacred sites must be considered under AIRFA and Executive Order 13007. Native American traditional resource procurement areas and culturally important regional landscapes are Native American cultural resources often considered to be traditional cultural properties (and thus potential “historic properties”).
- **Archaeological Sites.** Archaeological sites are those that contain archeological resources (anything of archeological interest). These sites must be considered prior to an “undertaking” (i.e., issuing a federal permit), as required by NEPA, the Archeological Resources Protection Act (ARPA), the Archeological Data Protection Act (ADPA), and to some extent by NHPA and NAGPRA.
- **Other Cultural Resources.** Cultural institutions, lifeways, culturally valued viewsheds, places of cultural association, and other valued places and social institutions must be considered under NEPA, Executive Order 12898, and often local authorities.

“Historic properties” are protected under the NHPA (16 USC 470f) and its implementing regulation, the Protection of Historic Properties (36 CFR Part 800); the Archeological and Historic Preservation Act of 1974; and the ARPA. Section 106 of the NHPA requires that federal agencies consider the effects of any “undertaking” on historic properties, and to afford the Advisory Council on Historic Preservation (ACHP) and SHPO a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the NRHP. Section 101(d)(6)(A) of the NHPA allows properties of traditional, religious, and cultural importance to a tribe to be determined eligible for inclusion in the NRHP (see “traditional cultural properties” described above).

Under the NHPA, cultural resources are considered significant if they meet the NRHP listing criteria set forth in 36 CFR 60.4; cultural resources must be evaluated in terms of their overall quality and integrity of location, design, setting, materials, workmanship, feeling, and association. Cultural institutions, lifeways, culturally valued viewsheds, places of cultural association, and other valued places and social institutions must also be considered under NEPA, Executive Order 12898, and sometimes other authorities.

An Area of Potential Effect (APE) must be defined prior to the start of any project, as required by NEPA Section 106. Under 36 CFR § 800.16(d), the APE is described as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” Agencies are required to document their determination of the APE under 36 CFR §800.4(a)(1). Any historic properties or cultural resources found within the APE must be considered during Section 106 review. After the APE is defined, a “reasonable and good-faith effort” must be made to identify all cultural resources within the APE. This identification is completed through research of previously identified cultural resources (i.e., a SHPO file search) and through fieldwork (i.e., windshield and pedestrian survey with subsurface testing). A more detailed description of the APE is provided in a following section.

Description of Alternatives

Figure 1 shows the project corridor and the four segments that were subdivided for discussion under the three Build Alternatives, below. The four segments include: Rabbit Creek Road to O’Malley Road; O’Malley Road to Dimond Boulevard; Dimond Boulevard to Dowling Road; and Dowling Road to Tudor Road. Both project alternatives include the section of New Seward Highway from milepost (MP) 125.4 at 36th Avenue to MP 117.8 at Rabbit Creek Road.

No Build Alternative

The No Build Alternative maintains the existing four-lane divided highway from Rabbit Creek Road to 36th Avenue. No improvements to the mainline, interchanges, or frontage roads within the project corridor would be constructed.

Build Alternative 1

Changes to Roadway Geometry

Build Alternative 1 includes freeway expansion with grade separations and interchange improvements at Tudor Road.

Rabbit Creek Road to O’Malley Road

Under this alternative, improvements would consist of pedestrian and bicycle upgrades from Rabbit Creek Road to O’Malley Road.

O’Malley Road to Dimond Boulevard

This section would be widened from the existing four lanes to six lanes. The west frontage road would be extended south from Dimond Boulevard to O’Malley Road. Pathways would be included adjacent to both east and west frontage roads. Interchange improvements would include ramp widening at O’Malley Road and a new half-diamond interchange

constructed at 92nd Avenue with slip ramps. In addition, Abbott Road would be reconstructed and extended east from the Old Seward Highway (OHS) to the new Frontage Road.

Dimond Boulevard to Dowling Road

The widened NSH 6-lane mainline would continue in this section, and pathways would be included adjacent to both east and west frontage roads. As part of the new grade separations at 76th and 68th Avenues, the existing frontage roads would be reconstructed. The Dimond Boulevard interchange would undergo ramp and channelization upgrades as well as bridge replacement. The west side ramp intersection would be realigned to the east to provide continuity to the Homer Drive frontage Road and 92nd Avenue. On the east side, an extension of Sandewood Place would provide continuity to the north for Brayton Drive. The grade separation at 68th Avenue would permit an extension of the 68th Avenue between Homer and Brayton Drives.

Dowling Road to Tudor Road

The widened 6-lane mainline would continue, and pathways for bicycle and pedestrian travel would be constructed for the length of this segment. At the Dowling Road interchange, ramps would be reconstructed to accommodate the wider mainline. At International Airport Road (IAR), grade separation would incorporate raising the NSH with a bridge. Extending IAR would connect Homer and Brayton Drives. Bridges over the nearby Campbell Creek for the mainline and frontage roads would be reconstructed.

Tudor Road to 36th Avenue

Bicycle and pedestrian improvements would include a new separated pathway on the east side of the NSH. Two options are being considered for design of the Tudor Road interchange. Under **Option 1**, the existing diamond interchanges would be upgraded to provide dual left-turn lanes on Tudor Road serving westbound-to-southbound traffic. Under **Option 2**, a loop ramp would be constructed in the northwest quadrant of the interchange to serve westbound-to-southbound traffic.

Illumination

From Huffman Road to 36th Avenue, continuous illumination would be added to the NSH to augment the high-mast lighting already available at the interchanges.

Transportation System Management/Traffic Demand Management (TSM/TDM) Components

The TSM elements of Build Alternative 1 include advanced traffic management focus at the 36th Avenue and selected auxiliary lane treatment for the critical sections of the NSH mainline where bottlenecks have been identified. The TDM program includes expanded transit service and promotion of initiatives designed to reduce single occupant vehicle travel.



New Seward Highway Project
 Rabbit Creek Road to 36th Avenue
 Environmental Impact Statement

Figure 1
 New Seward Highway Segments

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Build Alternative 2

Changes to Roadway Geometry

Improvements in the first three segments of the study area (Rabbit Creek Road to O'Malley Road, O'Malley Road to Dimond Boulevard, and Dimond Boulevard to Dowling Road) would be the same as those described for Build Alternative 1.

Dowling Road to Tudor Road

The mainline and pathway improvements would be the same as those described under Build Alternative 1. Dowling Road interchange modifications would include removal of the northern entrance and exit ramps. A new interchange at IAR would consist of a diamond configuration. The NSH would be raised over the IAR on a bridge, and the IAR would be extended to the east to meet Brayton Drive. The existing Campbell Creek Bridge on IAR and the NSH bridges over Campbell Creek would be reconstructed.

Tudor Road to 36th Avenue

The NSH mainline, pathway, and 36th Avenue intersection improvements would be the same as those described under Build Alternative 1. Two options are under consideration for use at the Tudor Road Interchange. Under **Option 1**, the southern ramps joining Tudor Road to the NSH would be removed to accommodate the IAR interchange. Under **Option 2**, hook ramps would be constructed in the northeast quadrant of the interchange to serve NSH traffic northbound to Tudor Road and Tudor Road traffic traveling north on the NSH.

Illumination

The illumination improvements for this alternative would be the same as those described under Build Alternative 1.

TSM/TDM Components

The TSM/TDM improvements for this alternative would be the same as those described under Build Alternative 1.

Project Area

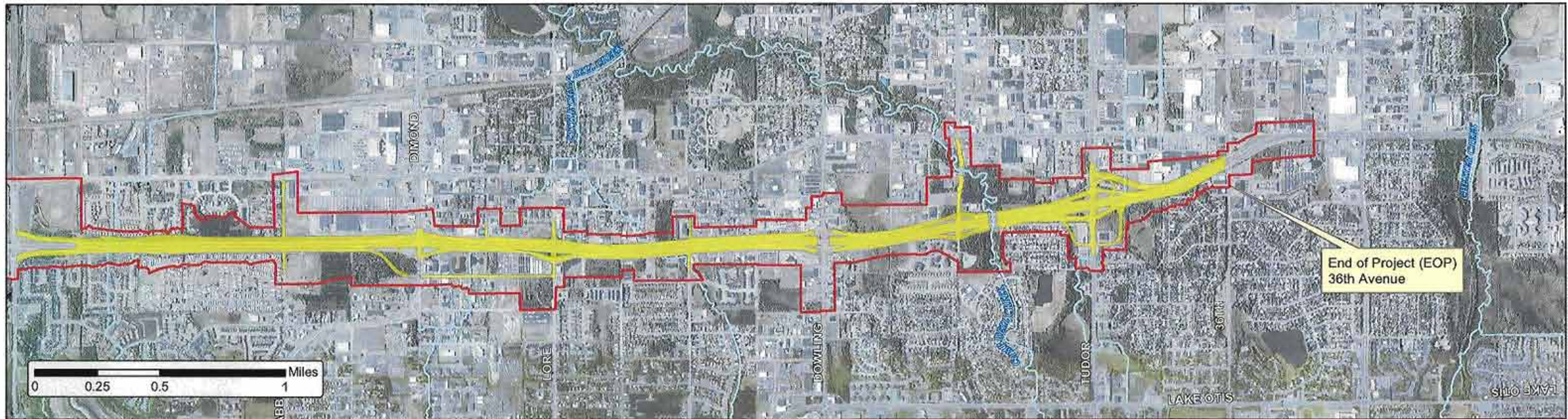
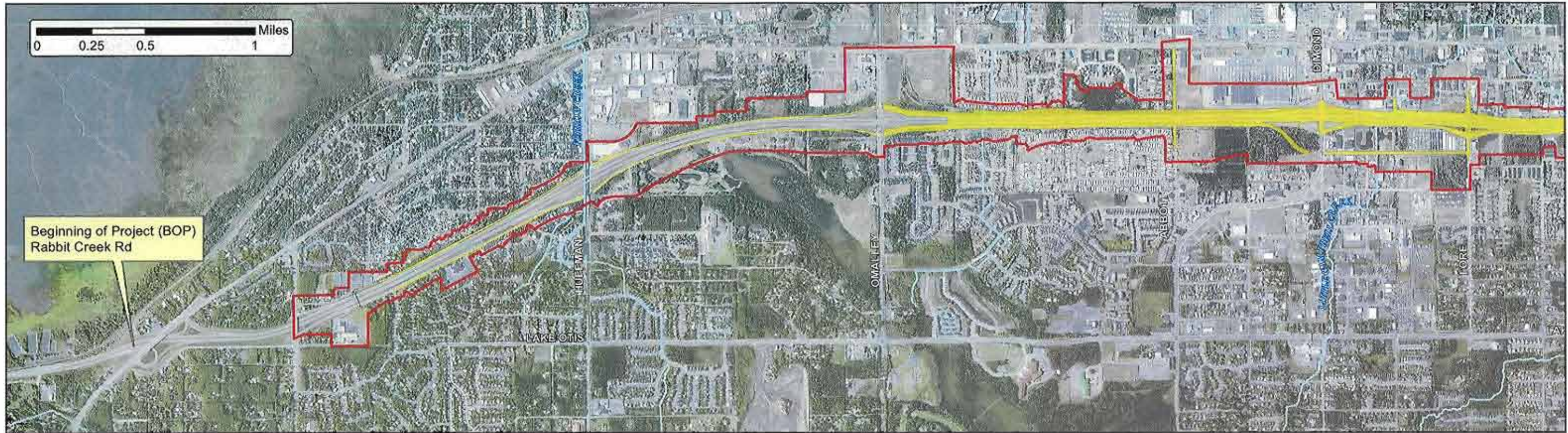
Area of Potential Effect (APE)


The cultural resource APE for the NSH project includes areas of both direct and indirect project effects (see Figure 2). Direct effects are defined as physical effects such as major or minor ground disturbances or other physical disturbances to structures, buildings, landscaping, and the natural or cultural environment during project construction activities. Such areas include, but are not limited to, staging areas; construction access and travel routes; areas of demolition, structure displacement, or structure removal; areas of construction; areas adjacent to construction that may undergo ground disturbance as a result of fence or sign placement, etc.; and all areas within the construction footprint, including "island" areas created by interchange and intersection lanes. Such direct project effects include, but are not limited to, structural removal or alteration, building or structure modification, building or structure demolition, excavation, blading, scraping, contouring, cutting, filling, trenching, constructing, rebuilding, accessing with heavy equipment, and temporarily or permanently stockpiling or borrowing soil or other materials.



Indirect effects of a project harmful effects from construction and completion activities, including physical disturbances directly related to project completion that take place after project construction is completed and impacts that do not involve physical disturbances. Examples of areas that could be indirectly affected by the project include, but are not limited to, areas that might be visited in the future for purposes of maintenance or repair; areas that will be used for future access, staging, or long-term equipment storage; areas that will undergo visual and viewshed impacts, or compromises in integrity of design, setting, workmanship, materials, location, feeling, and association as a result of construction, future maintenance, and repair activities; public park, recreation, and greenway areas that may experience an increase in use and visitation due to construction completion, and potential historic or prehistoric subsurface archeological sites or aboveground historic structures that may undergo increased visitation as a result of project completion. Examples of such indirect project effects include, but are not limited to, increases in access to and use of public parks, recreation areas, roadways, sidewalks, and trails as a result of increased capacity and ease of access due to project completion; damage, deterioration, use, visitation, or vandalism of archeological sites or historic properties due to project completion; access and use of facilities or property affiliated with the current project for purposes of future maintenance or repair; and areas adjacent to interchanges, intersections, and roadways (especially empty buildings and vacant lots) that may experience an increase in litter accumulation or vandalism due to increased volume and ease of access that would result in impacts on culturally sensitive areas or compromise in the integrity of culturally sensitive areas.

The APE may include the following land uses: modern and historic residential neighborhoods and subdivisions; areas of vacant or undeveloped land; areas of natural scenic landscape; areas of modern and historic commercial and private development; public parks; recreation and greenway areas; riverine, marsh, and wetland areas; major and minor paved roadways; sidewalks; and intersections.

The APE includes the entirety of the proposed construction footprint and generally extends about one tax lot deep on all sides of the proposed footprint and interchange/intersection areas. "Island" areas created by interchange lanes are included in the APE for continuity in the study block. Public park and recreation areas that abut the project footprint are included in the APE because access and use of these areas may increase as a result of project completion. Very large properties that include large buildings or building complexes may have been divided so that the tax lot is not entirely included in the APE. Vacant lots and other relatively open areas adjacent to the project footprint are included in the APE because they may experience increased visitation by motorists and pedestrians for purposes of navigation, or because these areas may experience increases in vandalism and dumping episodes due to increased volume of traffic and ease of access as a result of project completion. The tax lots in residential neighborhoods that lie directly adjacent to the project footprint and right-of-way are generally included in the APE. In some instances, very narrow tax lots or parcels on which the project footprint is located also include their adjacent parcels in the APE to ensure a consistent APE width throughout the project area. Interchange and intersection areas and the terminal ends of the project corridor generally include a buffer of one or more tax lots at the terminal ends of the proposed project footprint.





Legend	 APE	 Project Footprint
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 New Seward Highway Project
 Rabbit Creek Road to 36th Avenue
 Environmental Impact Statement

Figure 2
Area of Potential Effect (APE)

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Environmental Context

Physical Geography, Geology, Soils, and Hydrology

Existing Conditions

NSH lies within one of the most geologically dynamic areas of the United States – the Municipality of Anchorage. The local landscape has been shaped by and is noticeably affected on a regular basis by “the interplay of subduction zone tectonics, volcanism, alpine glaciation, marine coastal processes, and a rigorous climate” (Updike and Schmoll 1985:1). Surface and near-surface sediments in Anchorage were formed by alternating episodes of Pleistocene Epoch glaciers and marine sedimentation that left a 330- to 650-foot thick layer of clastic sediments overlaying Tertiary age bedrock (Updike and Schmoll 1985; Miller and Dobrovolsky n.d.; Cederstrom, Trainer and Waller 1964). These clastic sediments are very porous and, at times, very permeable, which allows them to have a large water-holding capacity. Hydrologic properties of these sediments combined with local geologic processes produced aquifers and bog conditions found in Anchorage and vicinity (Cederstrom, Trainer and Waller 1964). In summary, glaciers deposited till sediments over what is now Anchorage and then retreated. Streams and tides carved through and reworked, sorted and redeposited glacially deposited sediments (Ibid.).

Perhaps the most significant geologic event in recent history is the Prince William Sound Earthquake of 1964. This earthquake resulted in more than 13 feet of horizontal and about 10 feet of vertical displacement throughout the Anchorage area. Evidence of its destruction is found within a 400 mile radius of the quake’s epicenter (Updike and Schmoll 1985; Updike, Ulery, and Weir 1983). Among the quake’s effects were liquefaction of soils along the coasts, massive landslides, tsunami waves, increased stream discharge, and fluctuations in groundwater levels. Some of these effects were temporary while some permanently altered Anchorage’s coastline in some areas (Ibid.).

Implications for Historic Properties

The dynamic geologic processes shaping Anchorage and vicinity likely had devastating effects on some local cultural resources. Past glaciation left only shallow soil horizons (usually not deeper than 2-4 feet below surface) within which culturally modified soil deposits might be found. The catastrophic earthquake of 1964 is known to have destroyed many historic structures throughout the Anchorage area. Although the exact effects of this earthquake on subsurface cultural deposits is not well known, large scale liquefaction of soils along the Anchorage coast may have harmed many local archaeological resources. The extent of these impacts on inland archaeological resources is presently unknown; however they may have affected the nature, location, and visibility of resources once present in the project area. Similar catastrophic geologic events in geologic history (earthquakes, glaciation, volcanic eruption, etc.), likely influenced taphonomic processes that affect archaeological deposits. Such events may also have influenced prehistoric settlement

patterns. Cultural groups may have avoided certain localities because geologic processes rendered them useless for human occupation.

Flora and Fauna

Existing Conditions

The Anchorage Area of Upper Cook Inlet contains forest environs, tidal flats, estuaries, marine habitat, marshes and other ecological systems capable of supporting a wide array of flora and fauna (Cederstrom, Trainer and Waller 1964). Large and small mammals, marine and freshwater fish and shellfish, waterfowl and other birds, marine mammals, insects and amphibians not only provided potential food, but also provided raw materials for making clothing, shelter, and other products necessary to support human occupation. Floral resources not only included roots, seeds, and berries for food consumption, but also fibers for making objects and implements for transportation, shelter, clothing, tools, and medicine etc. (Dugan and North 1994). Many of these resources can be found across the spectrum of available habitat, while some are confined to very specific habitat conditions.

Implications for Historic Properties

Although floral, faunal, and hydrologic resources used by prehistoric cultures were present in the project area, other nearby localities may have been preferred due a more extensive supply and variety of resources. For example, Campbell Creek, North and South Fork Little Campbell Creek, and Furrow Creek all cross the project area. Rabbit Creek is located near the south terminus of the project corridor. These relatively small inland streams probably provided resources to prehistoric and historic peoples. However, the resources provided by these streams may not have been chosen over larger streams near coastal areas that would have offered a wider array and abundance of resources. Thus, the presence of natural resources alone may not be a strong predictor of the local cultural resource potential. While resources in the project area were probably exploited during the prehistoric and ethnohistoric periods, the nature of this use probably did not result in pronounced archaeological deposition (i.e. permanent prehistoric village settlements).

Historic Property Context

The cultural resource potential of the project area has been outlined based on research conducted at the SHPO, the Z. J. Loussac Public Library, and the Alaska Resources Library and Information Services (ARLIS).

Much of the project area has been recently developed and is modern in age. However, potential exists for prehistoric and historic cultural resources in the project area that correspond to historic and prehistoric themes, including prehistoric habitation; resource processing and use sites; historic transportation (road, trail, and railroad) sites; historic utility lines (telegraph, electric, water, etc.); historic settlement-era cabins, outbuildings, and associated archeological debris; historic military-related structures and debris; historic industrial structures related to the timber, oil, mining, maritime, fishing, and processing industries; and historic residences and structures dating over 50 years old.

Prehistory and Ethnohistory

Some archeological evidence for habitation in Alaska's interior dates to 11,500 years before present (Langdon 2002). However, the sparse archeological record for that early time period has produced inconclusive results. Archeologically, shell middens, rock shelters, house structures and winter villages, rock art, burial sites, resource cache sites, and meat processing sites are all known to exist in the Anchorage area (Langdon 2002, de Laguna 1975, Brelsford 1975, Kari and Fall 1987, Chandonnet 2000).

The Upper Cook Inlet Dena'ina (also Tanaina) were the native inhabitants of the Anchorage area at the time of Euro-American contact. These people were semi-nomadic and followed a migration pattern according to seasonal resource availability. In the winter, the Dena'ina constructed permanent villages of semi-subterranean long houses called *nichit* along streams and coastlines. The summer months afforded opportunity to travel inland to fish, hunt, and gather botanical resources (Simeone 1982, Langdon 2002, de Laguna 1975).

Several Dena'ina ethnographic place names are known for creeks in the project area:

- *Ch'atanaltsegh* of *Liq'aka Betnu* ("Yellow Water Comes Out" or King Salmon Creek, describing Fish Creek)
- *Ungetset Ch'atanaltsegh* ("Below Yellow Water Comes Out," describing the small creek east of Fish Creek)
- *Qin Cheghitnu* ("Crying Ridge Creek," describing Campbell Creek)

These place names were supplied by an ethnographic informant and indicate the strong presence of the Dena'ina in the area (Kari and Fall 1987). Further proof of extensive land use by the Dena'ina is found in their traditional use of native Alaskan plants. Ethnographic studies indicate that the group extensively collected, processed, and used native plants in medicinal and ritual capacities (Garibaldi 1999, Kari 1987).

Historic Themes and Potential Cultural Resources

Chandonnet (2000) and Grinev and Bland (2002) provide information on cultural resources dating to the Russian period of Alaska's history. Russian merchants established a trapping and trading network. Although these merchants never settled in the Cook Inlet area, their influence was felt in the region through trade and exchange of goods with indigenous cultures and through their matrimonial unions with Tanaina women. Further, Russian Orthodox missionary parishes were established in Cook Inlet in 1846 (Chandonnet 2000; Grinev and Bland 2002). Based on this history, one may expect to find occasional evidence of Russian or European trade goods, and Russian architectural influence in and around the Anchorage area.

The American settlement and homesteading period in Alaska is tied to trapping and the Gold Rush. Some American exploration of Alaska took place in the early 1800s and usually involved participation in the extensive fur trapping and trading enterprise. Logging was necessarily a theme of settlement because settlers were required to clear large parcels of land to obtain timber for building construction, to stabilize mine shafts, and eventually to create railroad ties (Littlepage 1997, Carberry 1979, Chandonnet 2000). The Gold Rush indirectly affected the Anchorage area, as settlers were attracted to Anchorage because miners populating other parts of Alaska were in need of railroad transport and supply of goods. As a result, small, impermanent settlements arose around Cook Inlet. Anchorage was established in 1914 when engineers for the Alaska Railroad created a tent city at the mouth of Ship Creek. Anchorage was platted, and homesteaders slowly moved from their tents to more permanent log structures in and around the old Anchorage Townsite (Reger 2001, Yarborough 2003, Faith et al. 2003, Chandonnet 2000).

Railroad transportation was the primary reason for the establishment of Anchorage. Fur trade and the Gold Rush demanded efficient and rapid transporting of goods to remote parts of Alaska. In 1914, the U.S. Congress passed the Alaska Railway Act authorizing the government to construct and operate Alaska's railroads. The Alaska Engineering Commission (AEC) was created to maintain and repair rail lines. A tent city rapidly arose in 1914, and the original Anchorage Townsite followed shortly thereafter (Reger 2001, Yarborough 2003, Faith et al. 2003). The railroad gradually increased in importance as Alaska's interior became populated and oil was discovered on the North Slope (Yarborough 2003, Faith et al. 2003). Evidence of railroading is probable along the south portion of the project area, where railroad grades come in close to the NSH.

Road transportation in the Anchorage area began with the use of Dena'ina trails by non-native peoples and became more pronounced as Russian and American demand for furs and other goods increased. Formally constructed roads may not have existed in the area prior to American exploration and settlement, but Dena'ina and Russian trapping trails were reused consistently through time. Formally constructed roads were built in the late 1800s and early 1900s with the settlement of the Anchorage Townsite. Secondary roads were created because of railroad construction, satellite homesteading activities, and travel to other areas of the state (Chandonnet 2000).

The development of utilities in Anchorage was essential to its growth, development, and modernization. The AEC planned and constructed Anchorage's early water supply and electrical system (Chandonnet 2000, Hollinger and Lesondak 2002, Carberry 1979). Steam

power generated Anchorage's electricity beginning in 1916, but a privately operated hydroelectric power plant replaced AEC's steam plant in 1929 (Hollinger and Lesondack 2002). For convenience, utility lines usually paralleled existing roadways or rail lines (Hollinger and Lesondack 2002). Cultural resources related to utilities may be present near existing roads, railroad, and property boundaries in the project area, and include old water and sewer pipes, telegraph, telephone, and electrical pole transmission lines, insulators, etc.

The Cold War of the late 1940s through the 1980s resulted in the establishment of military installations strategically located throughout Alaska. One such site, the Site Summit, exists at Fort Richardson, near Anchorage. Shallow rectangular "foxholes," usually measuring about 3 feet wide by 5 or more feet long by 2 or more feet deep, were constructed as part of World War II and Cold War defense strategy and can be found in urban and rural areas throughout the Anchorage area. Historic artifacts may be associated with these foxholes.

Site Record and Existing Literature Research

Research was conducted at the OHA, the Z. J. Loussac Public Library, and the Alaska Resources Library and Information Services (ARLIS) to aid in determining potential historic and built-environment cultural resources within the APE.

OHA File Search

A cultural resources site record and literature file search was conducted at the OHA on June 30, 2003. The goal of the OHA file search was to determine the number and nature of previously documented cultural resources in the project area. The search parameters included a half-mile buffer area on each side of the proposed highway alignment footprint, and a half-mile radius at the north and south endpoints of the project alignment. Cultural resources generally consist of three categories: subsurface archeological resources (prehistoric, ethnohistoric, or historic), historic built environment resources (usually standing buildings/structures of non-Alaskan native origin), and native Alaskan traditional cultural properties. The OHA file search examined cultural resource reports for projects carried out in the project vicinity that would provide cultural and environmental context information for the NSH project and information on the location and nature of previously conducted survey efforts.

A cultural resource study was conducted in 2001 along the segment of NSH between MP 105 and 115. The proposed project spans between MP 117 and 125, hence this study was conducted near, but not within the APE. This study resulted in the discovery of an old historic road and trail segments; historic settlement-era cabins and outbuildings; several coastal prehistoric archeological sites; historic railroad construction camps, cabins, and a section house; a telegraph remnant station; and a historic roadhouse (Reger 2001).

A recent study near the southern portion of the NSH project area describes an undocumented historical railroad line (possibly included in the APE). For this study, Potter et al. (2000) surveyed proposed railroad realignment locations, and reported the presence of five historic sites (including at least two railroad-related sites) and no prehistoric sites in their study area. Another railroad survey conducted by Potter et al. (2002) did not find any noteworthy cultural resources. A railroad survey conducted near the original Anchorage town site located several historic railroad sites and structures, as well as other historic resources. These railroad sites are not located near the NSH project at hand (Cultural Resources Consultants (2003).

Other nearby project reports reviewed included North Wind Environmental, Inc. (2001), Conservation Company (n.d.), Municipality of Anchorage Community Planning Department (1986), and Muenster (2000).

Archeological Resources

The OHA file search revealed that there are not any known or documented prehistoric archeological sites in the search area. The closest known or documented prehistoric

archeological sites are located near downtown Anchorage and near Anchorage's coastline. Similarly, there are no known or documented historic archeological resources located within the NSH project area. The closest historic archeological resources are located in downtown Anchorage.

Historic Built Environment Resources

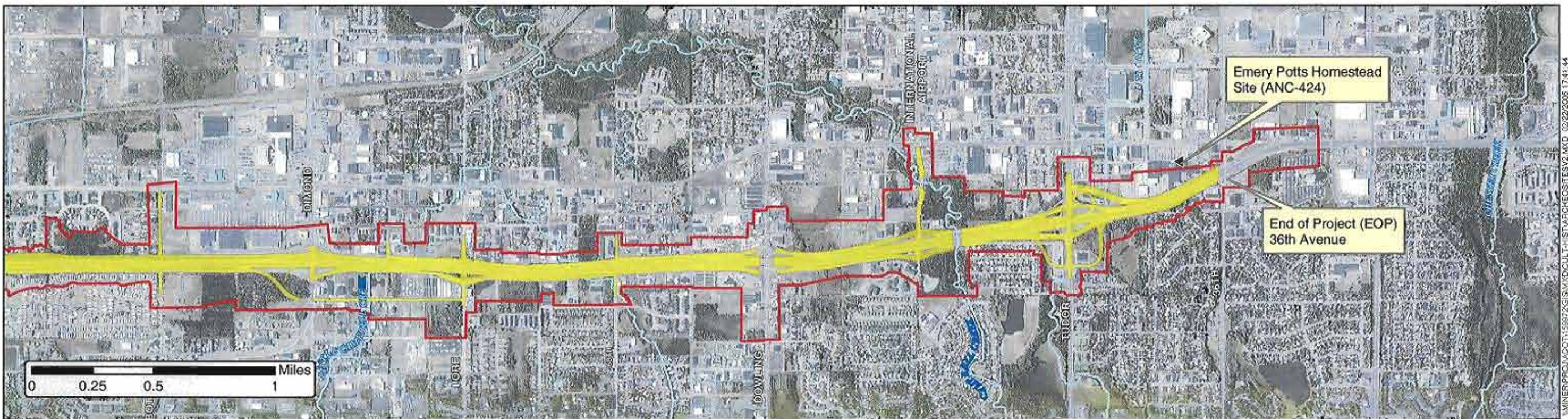
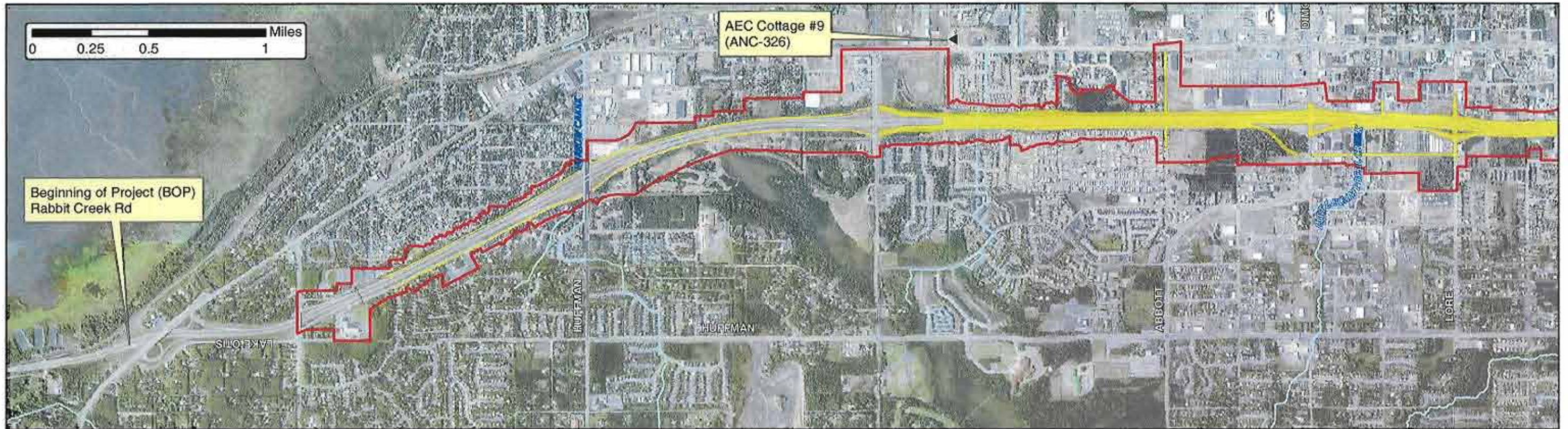
Two potential historic properties are known or documented in the project vicinity, which are shown in relation to the APE in Figure 3. Historic properties are cultural resources that are listed in, or are eligible for listing in, the National Register of Historic Places (NRHP). The two potential historic properties include the AEC Cottage # 19 (ANC-326) and the Emery Potts Homestead Cabin (ANC-424).

The AEC Cottage #19, built in 1916-1917, was documented as a historic structure in 1983. This one-story, one-bedroom frame cottage was designed and constructed by the AEC for housing its employees during the 1915-1923 railroad construction era (Carberry 1979). The structure was moved from its initial downtown location, and functioned as a bar from ca. 1930 to the early 1950s. During the early 1950s, the structure was moved again to its present location (Alaska Heritage Resources Survey 1989a). No formal statement of significance has been issued for this resource. It is unlikely that Cottage #19 will be eligible for listing in the NRHP because it does not retain integrity of original setting, location, feeling, or association. The structure is affiliated with the themes of engineering and railroad development important to local and state history. Today, the structure serves as a private residence and its original architecture has been slightly modified (Carberry 1979).

The Emery Potts Homestead Cabin was a simulated log structure with an attached garage (Alaska Heritage Resources Survey 1989c). The spacious structure was built in 1947 by Emery Potts, who served in the armed forces during World War II and homesteaded thereafter (Carberry 1979). The structure has been demolished or removed; therefore the location is not believed to be eligible for listing in the NRHP.

Native-Alaskan Traditional Cultural Properties

The OHA did not have specific information on file about potential native-Alaskan traditional cultural properties in the project area.







New Seward Highway Project
 Rabbit Creek Road to 36th Avenue
 Environmental Impact Statement

Figure 3: Locations of Known Historic Properties Near the Project Area

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Field Studies

Field Methodology

Windshield Built Environment Survey

A windshield survey was conducted on November 3, 2003 to determine if any buildings of historic significance were present within the APE. The APE includes the entirety of the proposed construction footprint and generally extends about one tax lot deep on all sides of the proposed footprint and interchange/intersection areas. The survey was conducted for both sides of the project area from 36th Avenue south to Rabbit Creek Road. The general project area has experienced extensive growth and development in the recent past. The survey resulted in negative findings.

Pedestrian Archaeological Inventory and Subsurface Shovel Testing

A pedestrian archaeological inventory survey of the APE was conducted to determine the presence of historic and prehistoric archaeological resources. In addition to pedestrian archaeological surveys, shovel testing was conducted for each area tested. Subsurface shovel testing was conducted by Jim Sharpe, M.A. (archaeologist) and Chris Love (wetlands biologist) for CH2M HILL on November 3 and 4, 2003. This survey included subsurface testing in areas of highest archaeological probability (i.e. along stream channels and in areas that seemed least likely to have undergone ground modern ground disturbances and construction). The testing strategy was designed for areas with the most likely potential to yield subsurface cultural deposits within the APE. Generally, these include areas near stream channels and locations believed to have received little if any previous ground disturbance within the APE.

Fifteen (15) shovel test units were completed in various locations within the APE (Figure 4). Shovel test units were selected at random for Campbell Creek, O'Malley Road, and Tudor Road. These locations were selected because they are either located within the APE near drainage channels, or else are located within large APE footprints.

Results

Windshield Built Environment Survey

The windshield survey that conducted on November 3, 2003 resulted in negative findings. There were no historical buildings of significance within the project-defined APE.

Pedestrian Archaeological Inventory Survey

The pedestrian archaeological inventory survey conducted on November 3-4, 2003 did not find any archaeological items. There was no evidence of cultural deposits encountered at any of the unit survey locations within the APE.

Subsurface Testing

The findings were negative for subsurface testing at all locations; no evidence of cultural deposits was encountered. Soil types are described, when possible, for each unit and documented using the Munsell soil color charts. Specific shovel data for each unit are presented below.

New Seward Highway and Campbell Creek

North Bank of Campbell Creek

Unit 1

- 0-11"- Organic material and roots along with very fine to medium grain sized sands with rounded cobbles up to 2" diameter.
- 11-16"- Very fine to medium grain size with rounded cobbles up to 4 ½ "diameter. Testing was discontinued due to a large tree root. Additional attempts were made in the general area to test other locations but were all unsuccessful due to hard compact gravels.

This area appears to have been previously disturbed by construction related activities associated with the construction of Homer Drive.

Unit 2

An attempt was made to shovel test the east side of the NSH north of Campbell Creek, but was unsuccessful due to large boulder presence in this area. This area has undergone extensive ground disturbance that includes land leveling and a buried sewer line.

South Bank of Campbell Creek

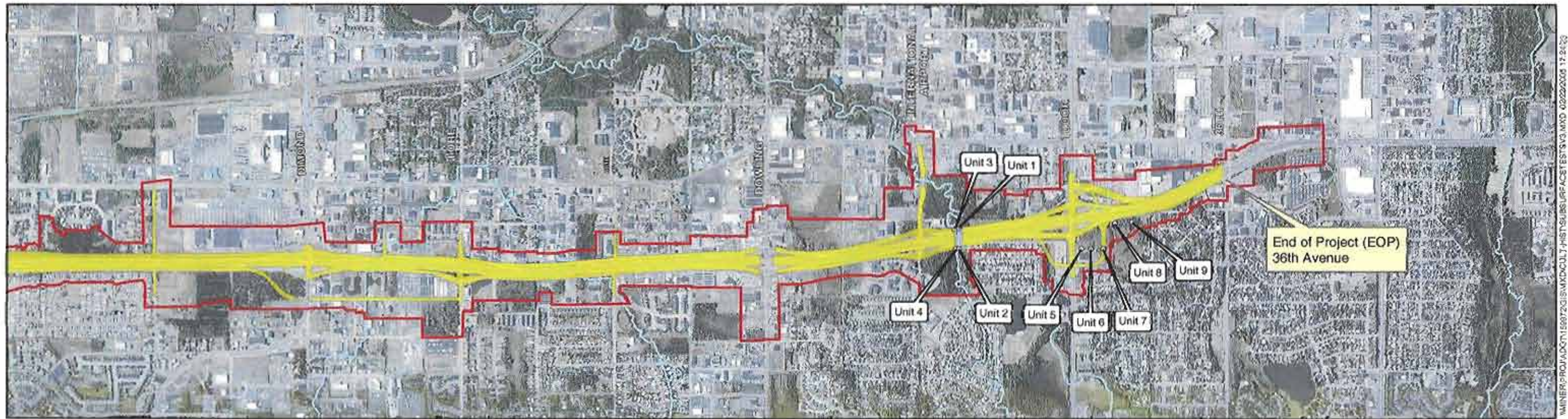
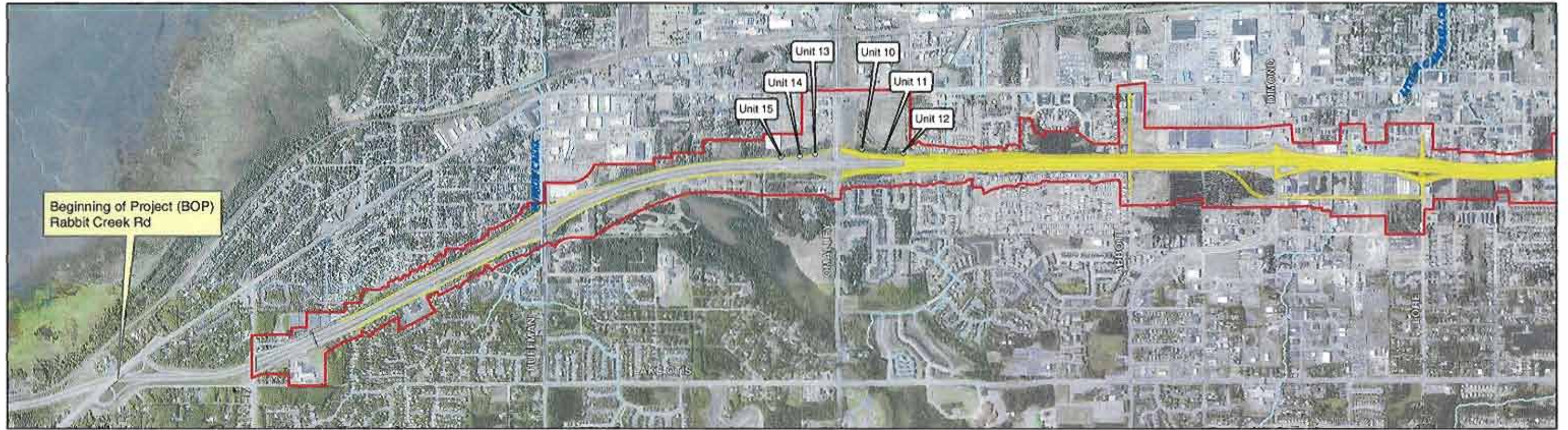
Unit 3

- 0-3"- Organic material of leaves and roots
- 3-14"- Very fine to very coarse sands and small gravels
- 14-29"- Granular sands and roots with cobbles ranging from ½ to 2 1/2 inch diameter.

Unit 3 has been disturbed by fluvial deposits.

Unit 4

An attempt was made to shovel test the east side of the NSH on the south side of Campbell Creek, but was unsuccessful due to hard compact gravels. This area contains a buried sewer line, unimproved access road, and the placement of several large boulders along the shoreline that have resulted in extensive ground disturbance.



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Legend

APE
 Project Footprint



New Seward Highway Project
Rabbit Creek Road to 36th Avenue
Environmental Impact Statement

Figure 4: Locations of Subsurface Tests within the APE

North of Tudor Road and East of the New Seward Highway

Unit 5

- 0-15"- Organic material on the surface with fill material that varies from very fine to 3" long rounded cobbles. One piece of asphalt, small tree branches, and a piece of broken concrete was observed in the unit. Testing was discontinued due to concrete in the bottom of the unit.

The unconformity of the soils in the unit suggests it has been previously disturbed by construction related activities. Vegetation in this unit includes paper birch, fireweed, and jointed bluegrass. The relative uniformity in tree maturity suggests previous ground disturbance, while fireweed and bluegrass may have been opportunists that flourished after ground disturbance. The surface of the ground has also been contoured.

Unit 6

- 0-8" - Organic material on the surface. Soils ranged from very fine to small rounded cobbles about 2 inches long. Soils were 10YR5/3 (brown)
- 8-16"-Soils were 10YR5/4 (yellowish brown). Soils ranged from very fine to small rounded cobbles about 2 inches long.

The unconformity of the soils in the unit suggests it has been previously disturbed by construction related activities. Vegetation in this unit includes paper birch, fireweed, and jointed bluegrass. The relative uniformity in tree maturity suggests previous ground disturbance, while fireweed and bluegrass may have been opportunists that flourished after ground disturbance. The surface of the ground has also been contoured.

Unit 7

- 0-8"- Organic material on the surface. Soils ranged from very fine to small rounded cobbles about 2 inches long. Soils are 10YR5/3 (brown). One piece of asphalt was observed in the unit. Testing was discontinued due to hardpan.

The unconformity of the soils in the unit suggests it has been previously disturbed by construction related activities. Vegetation in this unit includes paper birch, fireweed, and jointed bluegrass. The relative uniformity in tree maturity suggests previous ground disturbance, while fireweed and bluegrass may have been opportunists that flourished after ground disturbance. The surface of the ground has also been contoured.

Unit 8

- 0-19"- Organic material on the surface. Soils ranged from very fine to small rounded cobbles about 2 inches long. Soils are 10YR5/3 (brown). Testing was discontinued due to hardpan.

The unconformity of the soils in the unit suggested that it had been previously disturbed by construction related activities. The relative uniformity in paper birch maturity suggests previous ground disturbance, while fireweed and bluegrass may have been opportunists that flourished after ground disturbance.

Unit 9

- 0-13"- Heavy organic material
- 13-24"- Fine grained sand 10YR5/1 (gray)
- 24-34" Brownish organic material, water in the bottom of the unit. This unit appears to be mostly undisturbed. The high concentration of organic material in the lower portion of the unit suggests a wetland area.

New Seward Highway and O'Malley Road

North of O'Malley Road and west of New Seward Highway

Unit 10

- 0-5"-Fine grained soils 10YR6/2 (light brownish gray) with 1 ½" diameter rounded cobbles. Testing was discontinued due to compact soils.

The unconformity of the soils in the unit, suggest it has been previously disturbed by construction related activities. Vegetation of paper birch, alder, white spruce, and cottonwood also suggest previous ground disturbance.

Unit 11

- 0-3"- Heavy organic material
- 3-27" Very fine grained 10YR5/1 (gray) soils with occasional rounded cobbles. The consistency of the soils suggests only the upper portions of the unit have received ground disturbance.

Vegetation of paper birch, alder, white spruce, and cottonwood also suggest previous ground disturbance.

Unit 12

- 0-11"-Heavy organic material
- 11-22"- Mixed soils from very fine grained to small 1 ¼" rounded cobbles. The unconformity of the soils in the unit, suggest it has been previously disturbed by construction related activities.

Vegetation of paper birch, alder, white spruce, and cottonwood also suggest previous ground disturbance.

South Side of O'Malley Road and West of New Seward Highway

Unit 13

- 0-12"- Very fine to coarse grained soils, 10YR4/6 (dark yellowish brown) with angular gravels about 2 inches long.

The unconformity of the soils in the unit, suggest it has been previously disturbed by construction related activities. Vegetation of paper birch, alder, white spruce, and cottonwood also suggest previous ground disturbance.

Unit 14

- 0-4"-Organic material
- 4-8"-Fine grained soils, 10YR4/6 (dark yellowish brown) with angular gravels up to 5 inches wide.
- 8-16"-Fine grained soils, 10YR3/4 (dark yellowish brown).

The unconformity of the soils in the unit, suggest it has been previously disturbed by construction related activities. Vegetation of paper birch, alder, white spruce, and cottonwood also suggest previous ground disturbance.

Unit 15

- 0-4" Organic material
- 4-6"- Volcanic ash (gray), possibly from the 1992 Mt. Spur eruption
- 6-20"- Very fine grained soils, 10YR 4/4 (dark yellowish brown)
- 20-28"-Fine grained soils, 2.5 Y4/4, (olive brown)

The soil profile is intact in this unit indicating no previous ground disturbance.

Subsurface Testing Conclusion

Fifteen (15) units were shovel tested within the APE. Of the 15 Units, only Units 9 and 15 appear to be located in undisturbed areas. Shovel testing and vegetation strongly suggest the majority of the project area has undergone extensive surface and subsurface ground disturbance.

The findings from the shovel testing indicate that no cultural resources are present. Due to the existing extensive ground disturbance in the project area, no archaeological monitoring will be recommended for this project.

Evaluation of Alternatives

No Build Alternative

The No Build Alternative will have no effect on historic properties within the APE. Further, there is no chance of the No Build Alternative resulting in inadvertent archaeological discoveries, as no construction activities would take place under this alternative.

Build Alternative 1

The literature review of existing data, pedestrian archaeological inventory survey, and shovel testing all concluded that no known historical properties or cultural resources are present within the APE. In addition, the windshield survey for historic resources of the built environment within the APE was also negative. For these reasons, no historic properties would be affected by Build Alternative 1 within the APE.

Build Alternative 2

Existing literature and data review, pedestrian archaeological inventory surveying, and shovel testing all concluded that no known historical properties or cultural resources are present within the APE. In addition, the windshield survey for historic resources of the built environment within the APE was also negative. For these reasons, no historic properties would be affected by Build Alternative 2 within the APE.

Recommendations and Conclusion

Each of the three project alternatives would result in no historic properties affected. Because of this, the best alternative is that which results in the least potential for inadvertent archaeological discovery during construction. The alternative that will likely result in the least ground disturbance during project construction is Build Alternative 2.

Build Alternatives 1 and 2 are identical from Rabbit Creek Road to Dowling Road. Under Build Alternative 1 between Dowling Road and Tudor Road, ramps would be reconstructed, the NSH would be raised over the IAR, the IAR would be extended to the east, and bridges over Campbell Creek would be reconstructed. Under Alternative 2 between Dowling Road and Tudor Road, northern ramps would be removed, a diamond interchange would be constructed, the IAR would be extended to the east, and the bridges over Campbell Creek would be reconstructed. From Tudor Road to 36th Avenue, both build alternatives utilize the same bicycle and pedestrian improvements. However, Under Build Alternative 1, changes to the Tudor Road Interchange would either include a diamond interchange upgrade, or a loop ramp construction. Under Build Alternative 2, the Tudor Road Interchange would either consist of removal of the southern ramps, or small hook ramp construction in the NE quadrant.

Based on this comparison, it appears that Build Alternative 2 would result in the least ground disturbance during project construction.

Inadvertent Discovery

Archaeological monitoring is not recommended for this project because the pedestrian inventory and shovel testing within the APE resulted in negative findings. However, in the unlikely event that Native Alaskan archaeological sites are encountered during construction, formal archaeological testing would be required to evaluate the National Register of Historic Places eligibility status of the discovered archaeological resource(s). Archaeological sites determined to be eligible for inclusion in the National Register of Historic Places are subject to requirements of Section 106 of the NHPA.

If previously undiscovered archaeological remains are encountered during construction activities, all work that would affect the site will be temporarily halted and the Alaska SHPO notified immediately. If any human skeletal remains are discovered during construction, all work in the affected discovery area must stop, and appropriate agencies immediately notified (Municipality of Anchorage Medical Examiner, Alaska State Troopers, FHWA, ADOT&PF and the SHPO). If the remains are suspected to be of Native Alaskan origin, appropriate authorities would include the local Native Alaskan tribes as directed by the ADOT&PF and/or SHPO.

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