

FINDING OF NO SIGNIFICANT IMPACT

TAYLOR HIGHWAY MP 64.5 TO THE ALASKA/CANADA BORDER

Project No. STP-0785(11)/66446

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

FINDING OF NO SIGNIFICANT IMPACT

**TAYLOR HIGHWAY MP 64.5 TO THE ALASKA/CANADA BORDER
Project No. STP-0785(11)/66446**

Selected Alternative: The Federal Highway Administration (FHWA) selected the Build Alternative, which proposes to improve the existing Taylor/Top of the World Highway from Milepost (MP) 64.5 to the Alaska/Canada Border. The build alternative will include the following:

- Resurface, restore, and rehabilitate the existing highway from the Mosquito Fork Bridge (MP 64.5) to the Alaska/Canada border;
- Replace the existing one-lane bridge over Chicken Creek with a single span, two-lane bridge;
- Provide enhancements for recreation; and
- Provide reliable access to and through the Wade Creek Recreational Area.

The present highway alignment will be maintained except for minor realignments to reduce curvature on corners and shifting the highway away from the Wade Creek floodplain between Mileposts 84 and 85. The proposed highway realignments at corners average 0 to 50 feet from the existing highway centerline. Along Wade Creek, the maximum shift is 0 to 100 feet from highway centerline. The road will be improved by widening the road to 28 feet, providing two 10-foot lanes and 4-foot shoulders, and surfacing with an asphalt surface treatment. Drainage will be improved to convey water away from the road by ditching parallel to the road and installing cross-drainage under the road.

This will be a multi-year project beginning in 2004/2005 with detail design for Phase I. Final design will likely be completed during 2005. Contingent upon funds and schedule being established in the STIP, project construction will begin in 2006. The project will be constructed in three phases:

- Jack Wade Junction to the Border (MP 95 to MP 13 of the Top of the World Highway), 2006;
- Mosquito Fork to Walker Fork (MP 64.5 to MP 82), 2007; and
- Walker Fork to Jack Wade Junction (MP 82 to MP 95), 2008.

Alternatives Considered: A No-Build Alternative was evaluated to determine what would happen if no action were taken. The No-Build was not selected, as it would not address flooding problems along Wade Creek, or safety concerns due to the inadequate width of the existing road.

Section 4(f) of the Department of Transportation Act requires FHWA to look at design and location alternatives that would avoid the use of publicly owned recreational areas. Because the proposed project requires acquisition of land from a publicly-owned recreational area (Jack Wade Creek Recreational Segment of the Fortymile Wild and Scenic River Withdrawal), two alternatives other than the No-Build alternative were considered. The first alternative considered was to construct the project within the existing right-of-way along Wade Creek. This alternative was rejected, as it did not meet the purpose and need of the project, which is to prevent flooding problems along Wade Creek and to enhance safety through the improvement of roadway geometry. The second alternative was to construct a new road around Wade Creek Recreational Segment. This alternative was rejected, as it would require construction of 20 miles of new road resulting in substantial adverse environmental impacts and eliminate public access to the Wade Creek Recreational Area.

Measures to Minimize Harm

Protection of Wetlands & Executive Order 11990: The project will impact approximately 20 acres of wetlands due to road widening, and 40 acres during material site development. To avoid wetlands a new alignment along ridge tops would have to be constructed. This alternative is not practical because the avoidance measure causes greater adverse impacts than staying on the existing alignment. Measures to minimize impacts include utilizing the existing road alignment for most of the project and using a "Barnroof" road prism design to reduce overall impacts. Mitigation for this project includes, improving drainage across the Taylor Highway and creating approximately 12 acres of additional floodplain/riparian habitat between the Taylor Highway and Wade Creek.

Wetland Finding: Based on the above considerations, it is determined that there are no practicable alternatives to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands.

Floodplain Management and Executive Order 11988: This project is not located in a regulated floodplain. The existing road alignment is within the base floodplain of South Fork, Wade Creek, Chicken Creek, and crosses numerous tributaries to these drainages. Flooding does occur cross the Taylor Highway at the Walker Fork Campground. The roadway will be raised at this location to prevent road closures. Frequent flooding of the road occurs along Wade Creek. Realigning the road away from the creek will increase the floodplain, and where it is not possible to move the road, the bank will be armored in some locations to stabilize and prevent erosion of the road. It is not practical to move the existing alignment out of floodplains due to the steep adjacent valley walls and right-of-way acquisitions required for relocating. Therefore, there is no practicable alternative to the proposed road reconstruction and realignment in the floodplain.

Right-of-Way (ROW): Much of the land along the Taylor Highway corridor, including mining claims, is owned either by the federal or state government and is subject to the 200-foot ROW. However, any contemplated realignment outside the existing corridor

will require ROW acquisition from the Bureau of Land Management (BLM) and the Alaska Department of Natural Resources (ADNR). In addition, ROW must be obtained where the road crosses federal mining claims. At this time, ADOT&PF is not able to estimate the amount of ROW that will be required to construct the project due to the lack of ROW plans. Right-of-way plans are not authorized until completion of the environmental document and the final design. After the final design has been completed, ADOT&PF will negotiate with all private owners from whom a real property interest will be acquired.

Historic Properties: Historic properties along the project area were identified during a 2002 survey conducted by the Alaska Department of Natural Resources – Office of History and Archaeology. Two historic properties were identified within the area of potential effect (APE) as sites that are eligible for the National Historic Register, the Jack Wade Dredge at MP 86 and the historic Jack Wade Camp at MP 89.9. At both locations, road widening is occurring on the other side of the road, away from the identified historic properties. In addition, we agreed to maintain the existing tree buffer between the highway and the historic Jack Wade Camp. Based on these avoidance measures, the State Historic Preservation Officer concurred that no historic properties would be affected by the proposed project. During the time between agency scoping and agency review of the EA, BLM located additional machinery associated with the Jack Wade dredge. The new site consists of three pieces of mining equipment, which BLM plans to move to a location for display and interpretation. In coordination with BLM, it was determined that the additional machinery was close to the toe of the new alignment but could be avoided. If the mining equipment has not been moved and final design impacts this site, BLM will be contacted in writing, and consultation with the State Preservation Office will be reinitiated.

Section 4(f): A Programmatic Section 4(f) Evaluation was completed for this project to determine whether there is a “feasible and prudent alternative to the use of land” from the Wade Creek recreational segment for roadway improvements and to ensure that the action “includes all possible planning to minimize harm to the property resulting from the use” (23 CFR 771.135).

A total of 3.6 acres of ROW easement would need to be acquired within the Wade Creek recreational segment for the proposed project. Two alternatives were considered to avoid these section 4(f) lands; improve the road within the existing road prism, or build a new alignment that went around 4(f) lands. These alternatives were determined to be neither prudent nor feasible.

The proposed project design includes all possible planning to minimize harm to the Section 4(f) land, provides new recreational facilities, and in several areas, provides long-term benefits for protection against erosion to improve the water quality of Wade Creek. Extensive planning and fieldwork was conducted with BLM to ensure the road design will protect and enhance Wade Creek and its immediate environment in order to make long-lasting improvements. BLM, the manager of the Fortymile Wild and Scenic Withdrawal, agreed with the assessment of impacts and proposed mitigation measures on

May 14, 2004. Mitigation for the use of Section 4(f) property includes moving the road away from Wade Creek where possible, minimizing the use of riprap during road construction, regrading and blending of the abandoned road to create additional floodplain for Wade Creek, construction of a wayside at Walker Fork, and maintenance of the existing tree buffer between the highway and historic Jack Wade Camp. In addition, BLM has concurred: 1) that the amount and location of the land to be used does not impair the use of the remaining recreational area in whole or in part for its intended purpose. 2) The proximity impacts of the project on the remaining Section 4(f) land (Wade Creek Recreational Segment of the Fortymile Wild and Scenic River System) shall not impair the use of such land for its intended purpose. 3) BLM agrees with the assessment of impacts of the proposed project on, and the proposed mitigation, for the Section 4(f) lands.

As part of the assessment of potential impacts to Wade Creek, and pursuant to Section 7 of the Wild and Scenic Rivers Act, BLM has prepared and signed a Preliminary Section 7 Finding. This was prepared in conjunction with the Taylor Highway MP 64.5 to the Canadian Border EA, and signed by BLM after reviewing the project EA. We will continue to coordinate with BLM through design. If no new impacts to the free-flowing condition of Walker Fork and Wade Creek come to light during the design process then this Preliminary document would then become a final document. A signed copy of the Section 7 document is located in Appendix C.

Based on the 4(f) Evaluation completed for this project, it was determined there is no feasible and prudent alternative to the use of the land from the property, and therefore the action includes all possible planning to minimize harm to the property resulting from such use.

Permits Required

- U.S. Army Corps of Engineers wetlands permit authorized under Section 404 of the Clean Water Act,
- Alaska Department of Environmental Conservation State Water Quality Certification authorized under Section 401 of the Clean Water Act,
- Alaska Department of Natural Resources Title 41 Fish Habitat permit , and
- File a notice of intent with the Environmental Protection Agency (EPA) to utilize the National Pollution Discharge Elimination System (NPDES) General Permit for small and large construction sites.

Special Provisions

Noxious and Invasive Plant Species: To minimize the possibility of inadvertently introducing noxious or invasive plant species heavy equipment will be power washed prior to transportation to the construction site. Native seed mixtures purchased by the contractor will be certified free of noxious and invasive plant seeds and plant materials. Only straw bales that are certified free of noxious and invasive plants shall be used.

Migratory Birds: In order to comply with Migratory Bird Treaty Act, and avoid impacts to breeding migratory birds, all required clearing of vegetation shall be performed prior to May 1 or after July 15 as recommended in USF&WS letter dated August 18, 2004.

Raptors: If eagle or peregrine falcon nests are found to exist within or adjacent to construction activity, USF&WS will be consulted for measures to protect the nest from disturbance.

Material sites: Reclamation plans for material sites shall be developed that incorporate wildlife enhancement strategies.

Construction Environmental Commitments

Historic Preservation: If the contractor discovers cultural, historic, or archaeological properties during construction, the contractor will immediately cease operations in the area and notify the Project Engineer. ADOT&PF will protect the discovery site from any further disturbance and immediately notify the State Historic Preservation Officer. If human remains are discovered, the FHWA and all federal land managing agencies will be contacted immediately.

Wetlands:

- Construction vehicles, equipment, and activities (stockpiling of materials) will be prohibited in wetland areas outside of the project limits.
- The contractor will provide effective control of erosion and surface water runoff from disturbed areas into adjacent streams and wetlands during construction.
- Each bank cut, fill slope, bottoms of road side ditches, and exposed earth work attributable to this project will be stabilized to prevent erosion both during and after project completion.
- The Hazardous Materials Control Plan (HMCP) will be developed to ensure no fueling activities occur within 200' of any stream or waterbody and 100' from any wetlands. Fueling and service vehicles shall be equipped with adequate materials (such as sorbent pads, booms, etc.) to immediately contain and commence clean-up of spilled fuels and other petroleum products to protect Waters of the U.S.
- Adequate absorbent materials will be kept on site to contain and cleanup unintentional releases of petroleum products.

Water Quality:

- File a Notice of intent to EPA to utilize the NPDES General Permit for Alaska and provide a copy of this Notice of Intent to the Project Engineer.
- Develop and implement a Storm Water Pollution Prevention Plan.
- Provide and maintain temporary erosion and sediment control measures. If straw bales are used for erosion/sediment control they will be certified free of noxious weeds.
- Limit the disturbed/exposed areas to those necessary for project construction.

- Stabilize all disturbed areas to prevent erosion and sedimentation. Increased water turbidity and sediment in drainage ditches, sloughs, and other wetlands will be evidence of insufficient stabilization.
- Revegetate areas disturbed by the project using seed certified free of noxious weeds and in compliance with seeding standards prescribed for this project.
- Submit a Notice of Termination for the NPDES permit once construction is complete and the entire project area is stabilized and provide a copy to the Project Engineer.

Construction Best Management Practice:

- Submit traffic and dust control plans to the Project Engineer for approval by the ADOT&PF.
- Use drip pans during servicing of equipment to prevent oil and hazardous materials from leaking into the environment.
- Not use fill materials containing hazardous substances including petroleum fuels.
- Neither stockpile nor dispose of any material at any site suspected of containing hazardous substances or petroleum fuels.
- Upon completion of the project, the contractor will remove all evidence of construction activities such as signs, survey tape and markers, and flagging and collect and properly dispose of all trash.

Hazardous Materials and Petroleum:

- No fueling activities are permitted within 200 feet of any stream or waterbody and 100 feet from any wetlands area.
- Fuel and lubricants must be stored in double walled tanks, or lined containment berms.
- Secondary containment capacity for fuels and lubricants must be at least 10% greater than the total volume of material stored within the containment.
- Fuel, lubricants, or other hazardous materials will not be stored within a floodplain or wetland area.
- Hazardous material use, storage, and waste disposal will be in accordance with all state and federal regulations. The contractor shall submit a hazardous material control plan to the Project Engineer.
- Clean up, containment, and restoration activities will be in accordance with state and federal regulations and the Project Engineer will be notified of these activities. Spill response equipment and supplies will be available on site for the cleanup and containment of petroleum product leaks and spills. The Project Engineer will be notified immediately of any release, or discovery of petroleum products, hazardous materials, or wastes.

Public Hearing Summary

The public review of the EA included the following:

- Copies of the EA were sent to resource agencies with a request for comments.
- A copy of the EA was made available in the Tok Public Library.
- A display advertisement was placed in the Fairbanks Daily Miner on August 1, 4, and 8, 2004, announcing the public hearing and availability of the EA.
- A display advertisement was placed in the Mukluk News, the local Tok newspaper on July 15 and August 5, 2004, announcing the public hearing and availability of the EA.
- A twice-daily Public Service announcement was placed on radio station KCAM for the two weeks prior to the public hearing.
- Meeting announcements were posted in public spaces in both Tok and Chicken.
- Copies of the EA were available at the public hearing and provided upon request.

The Public Hearing was held from 5:00 to 8:00 p.m. on August 9, 2004 at the Chamber of Commerce in Tok, Alaska. A series of display boards explained the project for those attending the hearing to understand the project scope and location. Three members of the public that attended the meeting signed the sign-in sheet. Take away self-addressed, stamped comment sheets along with information about the project were available for those attending.

The project team members that attended the meeting included the ADOT&PF Design Manager, Environmental Analyst, and Project Designer, along with two consultants from ASCG Incorporated. Representatives from ADOT&PF maintenance for the Taylor Highway and from BLM were also present. A member of the project team was available to take verbatim comments from those wishing to have comments on record. One public participant gave comments that were documented verbatim. A single comment sheet was filled out and mailed to ADOT&PF by a member of the public that did not attend the meeting. Both the public and agency comments are found in Appendix A. A summary of the comments received and ADOT&PF's response are as follows:

- There are four groups of 25 people that walk from the Chicken Creek Bridge to the Chicken Post Office along the Taylor Highway. Pedestrians must walk along the Taylor Highway causing concern for pedestrian safety due to speeding traffic and associated dust clouds. In order to protect pedestrians, speed limit signs through Chicken and a walkway is requested.
 - Response: The project commits to delineating a 4 foot walkway on the side of the road from the post office to the Chicken Creek bridge. No commitment on a specific speed limit is being made at this time, however speed limits will be assessed during detailed design. The high-float asphalt surface will eliminate the road dust. During final design, additional walkway will be provided if there are no additional environmental impacts, and right-of-way can be obtained.

- Build road as soon as possible to improve tourists first impression of Alaska.
 - Response: This is a priority project and construction will begin as soon as possible.

The FHWA has determined that the Build Alternative selected in this decision will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Edrie Vinson
Edrie Vinson
Environmental Project Manager
For FHWA

October 27, 2004
Date

ERRATA

- Page ii - (2nd sentence) "Federal mining claims extend the entire length of Wade Creek."
 - CORRECTION: "Federal mining claims extent is approximated from MP 83.5 to MP 92."
- Figure 16, Project Detail Maps 2, the lower end of the Federal mining claims illustrated is correct; however, the upper end extends approximately ¼ mile too far.
 - CORRECTION: Figure 16, The actual indicated extent of the eastern most mining claims is located approximately at the Section line between Sections 35 and 36 of Township 6, Range 20 East, Copper River Meridian.
- Page iv – *Section 4(f) Impacts* References to "Wade Creek Wild and Scenic Withdrawal"
 - CORRECTION: Wade Creek recreational segment This is NOT a withdrawal of the Fortymile National Wild and Scenic River Withdrawal.
- Page v – *Material Sites* – First Sentence - Add in the word "possibly" before "mine tailings," or "tailings" This revision applies to the entire document.
- Page 7 – Last paragraph, end of the third line:
 - CORRECTION: Section 4.6 should be changed to be 4.7.Last paragraph, fourth line:
 - CORRECTION: Section 4.14 should be changed to be 4.15
- Page 7 – 3.3 Build Alternative – second paragraph
 - CORRECTION: On page 7 first line Walker Fork Wayside will be constructed at MP 82
- Page 7 – 3.3 Build Alternative – second paragraph and
Page 11 – 4.2 Social Impacts – last paragraph
 - CORRECTION: On page 7, -second paragraph, and on page 11, last paragraph; MP 77 should be 77.5 and MP 78 should be 79.
- Page 22 - Table 2; Fish Species and Expected Stream Work within the Project Area
 - CORRECTION: Below is the table with changes shown in bold print.

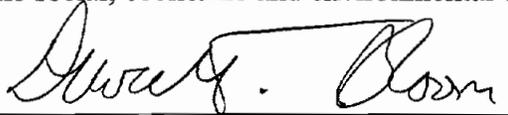
Table 2
Fish Species and Expected Stream Work within the Project Area

Stream	CDS Milepoint	Fish Species Present	Work Below Ordinary High Water (OHW) (Y/N)	Type of Work
Chicken Creek	65.3	None	Y	Bridge replacement
Lost Chicken Creek	67.3	None	Y	Culvert replacement
South Fork	72.7 and 73.7	AG, SF, RF, LS, SS	Y	Placement of riprap to control road bank erosion at one location and repair work on the bridge piers
Walker Fork	80.1	AG, SF, RF, LS, SS	N	No work will be performed below OHW
Unnamed Creek	84.0	AG	Y	Culvert replacement
Wade Creek	81.6-89.9	AG, SS ^b	Y	Culvert replacement and placement of riprap to control road bank erosion at various locations
Ophelia Creek	84.9	AG, SS ^b	N	No work will be performed below OHW
Taylor Creek	86.6	AG	Y	Culvert replacement
Jefferson Creek	86.9	AG	Y	Culvert replacement
Robinson Creek	88.5	AG, SS ^b	Y	Culvert replacement
Gilliland Creek	89.5	AG, SS ^b	N	No work will be performed below OHW
Warner Creek	89.9	AG, SS ^b	Y	Culvert replacement
Unnamed Creek	91.3	AG	Y	Culvert replacement

Certification of Public Hearing

I hereby certify that the Alaska Department of Transportation and Public Facilities has held a public hearing for the Taylor Highway MP 64.5 to Canadian Border, Project No. STP-0785 (11)/66446, in accordance with Title 23, section 771.111 of the United States Code of Federal Regulations, and that all relevant laws and regulations regarding public involvement have been followed.

A public hearing was held on August 9, 2004 from 5:00 to 8:00 P.M. at the Tok Chamber of Commerce Meeting Room in Tok, Alaska. The Alaska Department of Transportation and Public Facilities has considered and weighed the public testimony and the social, economic and environmental effects of the proposed project.



David T. Bloom, P.E.
Preconstruction Engineer
Alaska department of Transportation and Public Facilities
Northern Region

10/11/04
Date

Appendix A

Certifications of Ad's and Public Announcements for Public Hearing
Public Hearing Sign-In Sheets
Comments Received from Public

FOR RENT

Rentals available. Call 883-2571.

Seeking Responsible Renters in Tok, Available Now. Nice 2 BR house, \$500/month + electric. Deposit, References Required. This 2 BR house has full water and heat provided by a monitor stove. Nice yard and good parking area. Please call Gary at 460-5448 for more information and application. TFN

Available Now. Beautiful, modern, 2-story, 3 BR, 1 bath on 5 acres, all conveniences. Call 907-883-2468 or 1-800-549-5783. TFN

BIBLEINFO.COM - 1-800-97-BIBLE

Food Bank -- Call 883-5458

RABIES SHOTS

State certification. Contact Sandy Perry at 883-DOGS.

Business Opportunity

Fairbanks is booming. Good opportunity for making money. Owner retiring. Bar & Restaurant for Lease. Interested parties should call 907-388-8585 or leave message at: 907-474-0800. 8/19

Kaktovik Hotel For Sale or Lease

Built in 2001, in the middle of ANWR, 3500 sq.ft. +/- Gift Shop, Restaurant & Office, heated garage, six rooms/14beds, cable, phones. Potential uses: offices for ANWR oilfield services, man camp, hunting lodge, tourism. Below cost \$450,000. For marketing package, contact: Shawn Evans, Alaska Commercial Properties:

907-456-6008 - Phone,

907-388-8586 - Cell

907-456-6474 Fax

shawn@realtyalaska.com

VILLAGE SQUARE

by Chuck Stiles



"FORGOT MY GLASSES, BUT JUST COUNTING THIS NAG'S TEETH TELLS ME A LOT OF THE PROBLEMS!"

Tok Mini Storage
883-5546
Safe Deposit Boxes

Help Wanted

Drive in LOWER 48 STATES! New speed - 65 mph! More Changes Coming! New Trainee Pay! Van, Flatbed, Autobul and heavy Haul. CDL Training available.
SWIFT TRANSPORTATION
1-800-800-440
www.swifttrngjobs.com

7/15/PD

Teller Position at Denali State Bank.
Mon. - Fri., 9:30 a.m. - 6:30 p.m.

Previous Teller experience preferred, but not required. Must accept and process transactions for all types of accounts in an efficient and accurate manner. Must be able to balance accurately and consistently, and cross sell bank services as appropriate. Must have previous cash handling experience and demonstrated customer service skills. Must be proficient with a PC and Microsoft Office applications. Must recognize and observe customer confidentiality requirements. DSB offers an excellent wage/benefits package. Please apply in person at the Tok branch between 10 a.m. and 6 p.m. or email your resume to cseman@denalystatebank.com. Equal Opportunity Employer & Member FDIC.

Help Wanted /Fairbanks

Reliable, Experienced maintenance/security guard. Room provided. Interested parties should call 907-388-8585 or leave message at: 907-474-0800. 8/19

Public Notice

Notice of Availability of Subsistence Resident Zone Boundary Maps for Wrangell-St. Elias National Park

On February 25, 2002, the communities of Dot Lake, Healy Lake, Northway (including Northway, Northway Village, and Northway Junction), Tanacross, and Tetlin were added to the subsistence resident zone for Wrangell-St. Elias National Park in accordance with the provisions of 36 CFR 13.43(b) (see Federal Register, February 25, 2002, page 8481). This designation as resident zone communities means that permanent residents of these communities may hunt on those lands designated as Wrangell-St. Elias National Park (subject to other applicable Federal Subsistence regulations) without needing the special subsistence eligibility permit described in 36 CFR 13.44.

As part of adding these five communities to the resident zone, a boundary mapping process was initiated. In consultation with Dot Lake, Healy Lake, Northway, Tanacross, and Tetlin, the superintendent has determined boundaries for each of these communities.

Notice is hereby provided of boundary designations for each of the five communities in accordance with the consultation provisions of section 13.73(a)(2). Copies of the resident zone boundary maps are available at the park headquarters office (Mile 106.8 Richardson Highway) in Copper Center, Alaska.

For additional information, contact Barbara Cellarius, Subsistence Coordinator, Wrangell-St. Elias National Park and Preserve, at (907) 822-5234.

Publish: 7/15

Notices

PUBLIC HEARING AND ENVIRONMENTAL ASSESSMENT FOR TAYLOR HIGHWAY MILEPOST 64.5 TO THE CANADIAN BORDER

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:
Monday, August 9, 2004
Tok Chamber of Commerce Meeting Room
Tok, Alaska
5:00 to 8:00 p.m.

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until August 19, 2004.

Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities-Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-53 16
Telephone: (907) 451-2288
Fax: (907) 451-5126
Telephone Device for the Deaf (TDD):
(907) 451-2363

A copy of the Environmental Assessment is also available at the Tok Public Library, at the ADOT&PF Regional Office in Fairbanks, and the Federal Highway Administration Statewide Office in Juneau.

If you are a person with a disability who may special modifications to participate, please contact the Department at the number listed above as soon as possible.

Publish: 7/15 and 8/5



CWA COMMUNITY WELLNESS ADVOCATE

The Community Wellness Advocate Program teaches students to successfully implement health promotion and health education activities--so they can make a difference in their community.

If you're interested in this program, distance is not a barrier. The CWA program is distance delivered, allowing participants to take classes from any place in Alaska for college credit.

The deadline for the next session is
AUGUST 13, 2004

Apply now as space is limited.

For more information, visit:
<http://www.uaa.alaska.edu/healthscience/>

SEARHC
SouthEast Alaska Regional Health Consortium

Contact: Lisa Sadleir-Hart
phone: 907-966-8735 • fax: 907-966-8750
email: lisa.sadleir-hart@searhc.org

FOR RENT

Rentals available. Call 883-2571.

Seeking Responsible Renters in Tok, Available Now. Nice 2 BR house, \$500/month + electric. Deposit, References Required. This 2 BR house has full water and heat provided by a monitor stove. Nice yard and good parking area. Please call Gary at 460-5448 for more information and application. TFN

Available Now. Beautiful, modern, 2-story, 3 BR, 1 bath on 5 acres, all conveniences. Call 907-883-2468 or 1-800-549-5783. TFN

Small Commercial Building. Center of town. 907-883-2092. TFN

BIBLEINFO.COM -
1-800-97-BIBLE

Notices

**PUBLIC HEARING
 AND
 ENVIRONMENTAL ASSESSMENT
 FOR
 TAYLOR HIGHWAY MILEPOST 64.5
 TO THE
 CANADIAN BORDER**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:

Monday, August 9, 2004

**Tok Chamber of Commerce Meeting Room
 Tok, Alaska
 5:00 to 8:00 p.m.**

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until August 19, 2004.

Tim Woster, P.E.
 Design Engineering Manager
 State of Alaska
 Department of Transportation and Public
 Facilities-Design Section, Room 317
 2301 Peger Road
 Fairbanks, Alaska 99709-53 16
 Telephone: (907) 451-2288
 Fax: (907) 451-5126
 Telephone Device for the Deaf (TDD):
 (907) 451-2363

A copy of the Environmental Assessment is also available at the Tok Public Library, at the ADOT&PF Regional Office in Fairbanks, and the Federal Highway Administration Statewide Office in Juneau.

If you are a person with a disability who may special modifications to participate, please contact the Department at the number listed above as soon as possible.

Publish: 7/15 and 8/5

Tok Mini Storage
883-5546
 Safe Deposit Boxes

NOTICE OF UTILITY TARIFF FILING

The REGULATORY COMMISSION OF ALASKA gives notice that ALASKA TELEPHONE COMPANY (ATC), BETTLES TELEPHONE, INC (BTI), AND NORTH COUNTRY TELEPHONE, INC (NCTI), collectively referred to as "the Companies", have made related tariff filings (TA61-31, TA30-260, and TA21-292, respectively).

In these filings, the Companies propose to have one combined tariff covering all three separate legal entities. Historically, each individual company has had rates based on individual cost. These filings would combine all costs into one pool to create identical rates for all. A sampling of the rate changes are as follows:

Service	Current Rate: ATC	Current Rate: BTI	Current Rate: NCTI	Proposed Rate: Combined
Residential Line	\$13.80	\$14.45	\$12.00	\$15.50
Business Line	\$18.90	\$22.75	\$15.00	\$22.50
Private Pay Telephone Service	\$18.90	\$22.75	\$15.00	\$22.50
Line Extensions (Same Cable / New Cable)	\$4.65 / \$9.75	\$12.00 per foot	N/A	Actual Cost
Service Order - Initial	\$18.60	\$35.00	\$50.00	\$20.00
Central Office Charge	\$28.20	\$25.00	N/A	\$25.00
Premises Visit	\$15.50	N/A	\$40.00	\$45.00
Caller ID	\$6.95	N/A	N/A	\$6.50
Call Waiting	\$2.50	\$2.50	N/A	\$2.00

The Commission may approve a rate design that varies from that proposed by the Companies. You may obtain more information about these filings from ATC at 4300 B Street, Suite 303, Anchorage, Alaska 99503, BTI and NCTI at P.O. Box 222, 191 Otto Street, Port Townsend, WA, 98368. You may inspect the filings at the Commission's offices at 701 West Eighth Avenue, Suite 300, Anchorage, Alaska 99501.

To comment on this filing, please file your comments by August 13, 2004, at either the Commission address given above or rca_mail@rca.state.ak.us and include a statement that you have filed a copy of the comments with ATC, BTI, or NCTI at the addresses given above or mike.g@aptsalaska.com. The option to comment by email is for retail customers only. Individuals or groups of people with disabilities who require special accommodations, auxiliary aids or service, or alternative communication formats, please contact Grace Salazar at 276-6222, toll-free at 1-800-390-2782, or TDD (907) 276-4533 by August 6, 2004. DATED at Anchorage, Alaska, this 14th day of July 2004.

REGULATORY COMMISSION OF ALASKA

Kate Glard
 Chairman

Reward

Anyone with information leading to the recovery of a yellow gas powered "go-ped" (scooter). This was stolen about 5 weeks ago from the Texaco station south of town. Your identity will be held in strict confidence. Please call Ann at 883-5543.

Help Wanted /Fairbanks

Reliable, Experienced maintenance/security guard. Room provided. Interested parties should call 907-388-8585 or leave message at 907-474-0800. 8/19

Food Bank -- Call 883-5458

RABIES SHOTS

State certification. Contact Sandy Perry at 883-DOGS.

CWA
COMMUNITY WELLNESS ADVOCATE

The Community Wellness Advocate Program teaches students to successfully implement health promotion and health education activities--so they can make a difference in their community. If you're interested in this program, distance is not a barrier. The CWA program is distance delivered, allowing participants to take classes from any place in Alaska for college credit.

The deadline for the next session is **AUGUST 13, 2004**

Apply now as space is limited.

For more information, visit:
<http://www.usa.alaska.edu/healtheducation/>



Contact: Lisa Sadleir-Hart
 phone: 907-466-8735 • fax: 907-466-8750
 email: lisa.sadleir-hart@searhc.org

**STATE OF ALASKA
ADVERTISING
ORDER**

NOTICE TO PUBLISHER

ADVERTISING ORDER NO.

COPIES MUST BE IN TRIPPLICATE SHOWING ADVERTISING ORDER NO., CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH ATTACHED COPY OF ADVERTISEMENT MUST BE SUBMITTED WITH INVOICE.

A0-2525ENV-004

SEE BOTTOM FOR INVOICE ADDRESS

FROM
TO
PUBLISHER

State of Alaska
Department of Transportation & Public Facilities
Environmental Section
2301 Peger Road
Fairbanks, AK 99709-5316

MUKLUK NEWS
P. O. Box 90
Tok, AK 99780

AGENCY CONTACT

Deborah Todd

DATE OF A.O.

July 8, 2004

PHONE:

(907) 451-2237

FAX: (907) 451-510

DATES ADVERTISEMENT REQUIRED:

July 15 and August 5, 2004

THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY ON THE DATES SHOWN.

SPECIAL INSTRUCTIONS:

Small size display ad

Type of Advertisement: Legal Display Classified Other (Specify):

SEE ATTACHED TEXT

SEND INVOICE IN TRIPPLICATE TO

PAGE 1 OF PAGES

TOTAL OF ALL PAGES \$

REF	TYPE	NUMBER	AMOUNT	DATE	COMMENTS
1	VEN				
2					
3					
4					

FIN	AMOUNT	SY	CC	PGM	LC	ACCT	FY	NMR	
								DIST	LOC
1		05	24422124	57250	30847422	73451	05		
2									
3									
4									

Taylor Hwy.
64.5-Border
#66446

REQUISITIONED BY

McParker

DIVISION APPROVAL

Joseph R. Kenney

**PUBLIC HEARING
AND
ENVIRONMENTAL ASSESSMENT
FOR
TAYLOR HIGHWAY MILEPOST 64.5
TO THE
CANADIAN BORDER**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:

**Monday, August, 9, 2004
Tok Chamber of Commerce Meeting Room
Tok, Alaska
5:00 to 8:00 p.m**

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until *August 19, 2004*.

**Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities-Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-5316
Telephone: (907) 451-2288
Fax: (907) 451-5126**

**STATE OF ALASKA
ADVERTISING
ORDER**

NOTICE TO PUBLISHER

INVOICE MUST BE IN TRIPLICATE SHOWING ADVERTISING ORDER NO., CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH ATTACHED COPY OF ADVERTISEMENT MUST BE SUBMITTED WITH INVOICE.

ADVERTISING ORDER NO.

AO-2525ENV-003

SEE BOTTOM FOR INVOICE ADDRESS

**F
R
O
M**

**T
O
P
U
B
L
I
S
H
E
R**

State of Alaska
Department of Transportation & Public Facilities
Environmental Section
2301 Peger Road
Fairbanks, AK 99709-5316

AGENCY CONTACT
Deborah Todd

DATE OF A.O.
July 8, 2004

PHONE
(907) **451-2237**

FAX: (907) **451-5100**

DATES ADVERTISEMENT REQUIRED:

August 1, 4, 8, 2004

THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRE ON THE DATES SHOWN.

SPECIAL INSTRUCTIONS:

Small size display advertisement

Ms. Linda Ness
Fairbanks Daily News-Miner
Display Advertisement Section
P. O. Box 70710
Fairbanks, AK 99707-0710

Type of Advertisement: Legal Display Classified Other (Specify):

See Attached Text

SEND INVOICE IN TRIPLICATE TO

PAGE 1 OF PAGES TOTAL OF ALL PAGES \$

REF	TYPE	NUMBER	AMOUNT	DATE	COMMENTS
1	VEN				
2					
3					
4					

FIN	AMOUNT	SY	CC	PGM	LC	ACCT	FY	NMR		Taylor Hwy. 64.5 to Canadian Border #66446
								DBT	LIG	
1		05	24422124	57250	30847422	73451	05			
2										
3										
4										

REQUISITIONED BY: *M. Parker*

DIVISION APPROVAL: *Joseph H. Kennedy*

**PUBLIC HEARING
AND
ENVIRONMENTAL ASSESSMENT
FOR
TAYLOR HIGHWAY MILEPOST 64.5
TO THE
CANADIAN BORDER**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:

**Monday, August 9, 2004
Tok Chamber of Commerce Meeting Room
Tok, Alaska
5:00 to 8:00 p.m**

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until *August 19, 2004*.

**Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities-Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-5316
Telephone: (907) 451-2288
Fax: (907) 451-5126
Telephone Device for the Deaf (TDD): (907) 451-2363**

A copy of the Environmental Assessment is also available at the Tok Public Library, at the ADOT&PF Regional Office in Fairbanks, and the Federal Highway Administration Statewide Office in Juneau.

If you are a person with a disability who may special modifications to participate, please contact the Department at the number listed above as soon as possible.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

July 8, 2004

Re: Taylor Highway,
Milepost 64.5-Canadian Border
Project STP-0785(1)/66446

Subject: PUBLIC SERVICE ANNOUNCEMENT

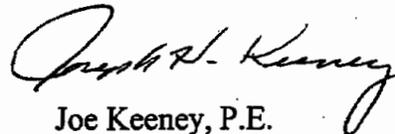
Caribou Clatter
KCAM
P. O. Box 269
Glennallen, AK 99588

Enclosed is a public service announcement concerning a public hearing and review of the Environmental Assessment for the Taylor Highway, Milepost 64.5 to the Canadian Border.

Please announce the meeting and contact information several times per day two weeks prior to, and the day of, the public hearing scheduled for August 9, 2004 at the Tok Chamber of Commerce Meeting Room.

If you have any questions, please contact Melissa Parker at (907) 451-5293.

Sincerely,



Joe Keeney, P.E.
PD&E Chief

JK/dt

Enclosure: as stated

cc: Tim Woster, P.E., Engineering Manager, DOT&PF, Northern Region

**PUBLIC HEARING
AND
ENVIRONMENTAL ASSESSMENT
FOR
TAYLOR HIGHWAY MILEPOST 64.5
TO THE
CANADIAN BORDER**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:

**Monday, August, 9, 2004
Tok Chamber of Commerce Meeting Room
Tok, Alaska
5:00 to 8:00 p.m**

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until *August 19, 2004*.

**Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities-Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-5316
Telephone: (907) 451-2288
Fax: (907) 451-5126
Telephone Device for the Deaf (TDD): (907) 451-2363**

A copy of the Environmental Assessment is also available at the Tok Public Library, at the ADOT&PF Regional Office in Fairbanks, and the Federal Highway Administration Statewide Office in Juneau.

If you are a person with a disability who may special modifications to participate, please contact the Department at the number listed above as soon as possible.

FAIRBANKS
Daily News - Minor

CORRESPONDENCE ONLY:
 P.O. Box 70710, Fairbanks, AK 99707-0710
 Ph. (907) 456-8661 FAX (907) 452-5054
 FED ID#: 920018312

**ADVERTISING
 INVOICE and STATEMENT**

BILLING PERIOD		ADVERTISER/CLIENT NAME	
8/31/2004		STATE OF ALASKA	
TOTAL AMOUNT DUE		TERMS OF PAYMENT	
211	CURRENT NET AMOUNT DUE	221	30 DAYS
			60 DAYS
			OVER 90 DAYS

41	PAGE #	51	BILLING DATE	81	BILLED ACCOUNT NAME AND ADDRESS	91	REMITTANCE ADDRESS
4		51	8/31/2004	81	STATE OF ALASKA DEPT OF TRANSPORTATION & PUBLIC ATTN: DEBRA TODD 2301 PEGER ROAD FAIRBANKS AK 99709 0000	91	FAIRBANKS Daily News - Minor P.O. Box 70710 Fairbanks, AK 99707-0710
61	BILLED ACCOUNT NUMBER						
	10448						
71	ADVERTISER/CLIENT NUMBER						

** CO-OP BILL for - AO 2525ENV-003 USE CHECK AND RETURN THIS PORTION WITH PAYMENT

AMT. ENCLOSED

10	DATE	11	NEWSPAPER REFERENCE	12	13	14	DESCRIPTION-OTHER COMMENTS/CHARGES	15	16	17	18	19	20
								SAU SIZE BILLED UNITS		TIMES RUN RATE		GROSS AMOUNT	NET AMOUNT
08/01	110	14274159	DISPLAY AD AO 2525ENV-003					12.00		19.950			239.4
08/04	110	14274159	DISPLAY AD AO 2525ENV-003	1				12.00		19.95		239.40	215.4
08/08	110	14274159	DISPLAY AD AO 2525ENV-003	1				12.00		19.95		239.40	215.4
												TOTAL:	670.3

APPROVED FOR PAYMENT
 Amount \$ 670.32
 Taylor Hwy.
 64.5 - Border
 #66446
 CODE 24422124-57250-30847422-33451-05
 DATE 9/10/04
 SIGNED Joseph H. Keeney
 Joseph H. Keeney, P.E.
 PD+E Chief
 Northern Region

STATEMENT OF ACCOUNT AGING OF PAST DUE AMOUNTS

211	CURRENT NET AMOUNT DUE	221	30 DAYS		60 DAYS		OVER 90 DAYS	231	TOTAL AMOUNT DUE
									670.

FAIRBANKS
Daily News - Minor

P.O. Box 70710, Fairbanks, AK 99707-0710
 TEL: (907) 456-8661 FAX: (907) 452-5054 FED. ID # 920018312

IF THIS ACCOUNT BECOMES DELINQUENT AND IS PLACED WITH AN AGENCY FOR COLLECTION, A 25% COLLECTION FEE WILL BE ADDED TO THE DELINQUENT BALANCE CHARGED TO THE DEBTOR/GUARANTOR.

24	25	ADVERTISER INFORMATION							
		11	BILLING PERIOD	61	BILLED ACCOUNT NUMBER	71	ADVERTISER/CLIENT NUMBER	72	ADVERTISER/CLIENT NAME
			8/31/2004		10448				

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

8/1/2004	8/8/2004	8/4/2004
ST OF AK/DEPT TRANS		
12	i	
110		
AD 2525ENV-003		
1044B		14274159

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Spracklen

Subscribed and sworn to before me on this 31 day
 of AUGUST, 2004

Michelle Danvers

Notary Public in and for the State of Alaska.

My commission expires August 3, 2005





DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

PUBLIC HEARING
ENVIRONMENTAL ASSESSMENT
TAYLOR HIGHWAY MILEPOST 64.5
TO THE CANADIAN BORDER

The Alaska Department of Transportation and Public Facilities prepared an Environmental Assessment for a project to construct a new Highway from Milepost 64.5 north to Jack Wade Junction to the Canadian border. The project includes road realignments, roadway widening and surface repair, drainage improvements, turnout construction and other improvements.

An Open House Public Hearing to review this document will be held on **Monday, August 9, 2004 • 5:00 PM** at the **Tok Chamber of Commerce, Tok, Alaska**.

The Environmental Assessment will be available for review and hand to answer your questions. The hearing will be open to interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, to the following address until **August 19, 2004**.

Tim Woster, PE
 Design Engineering Manager
 State of Alaska
 Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, Alaska 99701
 Telephone: (907) 451-5151
 Fax: (907) 451-5151
 Telephone Device for the Deaf (TD) 451-5151

A copy of the Environmental Assessment is also available at the ADOT&PF Regional Office in Fairbanks, and the Statewide Office in Juneau.

If you are a person with a disability who may need special accommodations, please contact the Department at the number listed above.

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

B/1/2004	B/8/2004	B/4/2004
ST OF AK/DEPT TRANS		
12 i		
110		
AD 2525ENV-003		
1044B		14274159

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Spracklen

Subscribed and sworn to before me on this 31 day
 of AUGUST, 202004

Michelle Daniels

 Notary Public in and for the State Alaska.

My commission expires August 3, 2005



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC HEARING
ENVIRONMENTAL ASSESSMENT
TAYLOR HIGHWAY FROM MICHIGAN 645 JUNCTION TO THE CANADIAN
TO THE CANADIAN

The Alaska Department of Transportation and Public Facilities prepared an Environmental Assessment for a project Highway from Michigan 645 north to Jack Wade Highway from Jack Wade junction to the Canadian road realignment, roadway widening and surface repair, drainage improvements, turnout construction.

An Open House Public Hearing to review this document is being held on:

Monday, August 3, 2004 - 5:00 PM
Tot Chamber of Commerce
Tot, Alaska

The Environmental Assessment will be available for hand to answer your questions. The hearing will be held at the following address until August 24, 2004:

Jim Wooten, Inc.
 Design Engineering
 State of Alaska
 Department of Transportation and Public Facilities
 2344 Piper Road
 Fairbanks, Alaska 99709
 Telephone: (907) 451-5114
 Fax: (907) 451-5112
 Telephone: Device for the Deaf (TDD): (907) 451-5112

A copy of the Environmental Assessment is also kept at the ADOT&PF Regional Office in Fairbanks, and at the Statewide Office in Juneau.

If you are a person with a disability and need a special accommodation to attend the hearing, please contact the Regional Office in Fairbanks.

**STATE OF ALASKA
ADVERTISING
ORDER**

NOTICE TO PUBLISHER

ACCOUNT: 210770
ADVERTISING ORDER NO.

INVOICE MUST BE IN TRIPLICATE SHOWING ADVERTISING ORDER NO., CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH ATTACHED COPY OF ADVERTISEMENT MUST BE SUBMITTED WITH INVOICE.

A0-2525ENV-003

SEE BOTTOM FOR INVOICE ADDRESS

FROM
TO
PUBLISHER

State of Alaska
Department of Transportation & Public Facilities
Environmental Section
2301 Peger Road
Fairbanks, AK 99709-5316

AGENCY CONTACT
Deborah Todd
PHONE
(907) 451-2237

DATE OF A.O.
July 8, 2004
FAX: (907) 451-510

Ms. Linda Ness
Fairbanks Daily News-Miner
Display Advertisement Section
P. O. Box 70710
Fairbanks, AK 99707-0710

DATES ADVERTISEMENT REQUIRED:
August 1, 4, 8, 2004
THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY ON THE DATES SHOWN.
SPECIAL INSTRUCTIONS:
Small size display advertisement

Type of Advertisement: Legal Display Classified Other (Specify):

See Attached Text

SEND INVOICE IN TRIPLICATE TO

PAGE 1 OF TOTAL OF PAGES ALL PAGES \$

REF	TYPE	NUMBER	AMOUNT	DATE	COMMENTS
1	VEN				
2					
3					
4					

FIN	AMOUNT	SY	CC	PGM	LC	ACCT	FY	NMR	
								DIST	LIQ
1		05	24422124	57250	30847422	73451	05		
2									
3									
4									

Taylor Hwy. 64.5
to Canadian
Border #66446

REQUISITIONED BY: *M. Parker*

DIVISION APPROVAL: *Joseph H. Keeney*

**PUBLIC HEARING
AND
ENVIRONMENTAL ASSESSMENT
FOR
TAYLOR HIGHWAY MILEPOST 64.5
TO THE
CANADIAN BORDER**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has prepared an Environmental Assessment for a project to widen and surface the Taylor Highway from Milepost 64.5 north to Jack Wade Junction, and Top of the World Highway from Jack Wade Junction to the Canadian Border. The work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnout construction, and signing.

An Open House Public Hearing to review this document will be held:

**Monday, August 9, 2004
Tok Chamber of Commerce Meeting Room
Tok, Alaska
5:00 to 8:00 p.m**

The Environmental Assessment will be available for review and project staff will be on hand to answer your questions. The hearing will be held in an open house format and interested individuals may attend at any time.

Comments may be submitted at the meeting, in writing, by email, telephone, or fax to the following address until *August 19, 2004*.

**Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities-Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-5316
Telephone: (907) 451-2288
Fax: (907) 451-5126
Telephone Device for the Deaf (TDD): (907) 451-2363**

A copy of the Environmental Assessment is also available at the Tok Public Library, at the ADOT&PF Regional Office in Fairbanks, and the Federal Highway Administration Statewide Office in Juneau.

If you are a person with a disability who may special modifications to participate, please contact the Department at the number listed above as soon as possible.

Taylor Highway MP 64 to the Canadian Border

Sign-in

ADOT&PF Project #66446

August 9, 2004

Name <u>George Suffer</u>	Name _____
Organization <u>Suffer Mining</u>	Organization _____
(If any) Address <u>POB 41</u> <u>Chula 99732</u>	(If any) Address _____
Phone <u>0</u>	Phone _____
Fax <u>0</u>	Fax _____
E-mail <u>1M Suffer@state.ak</u>	E-mail _____

Name <u>Gordon Olson</u>	Name _____
Organization <u>Jack Wade Mining</u> <u>Corporation</u>	Organization _____
(If any) Address _____	(If any) Address _____
Phone _____	Phone _____
Fax _____	Fax _____
E-mail _____	E-mail _____

Name <u>Nancy Wicker</u>	Name _____
Organization <u>BLM-Lands</u>	Organization _____
(If any) Address <u>P.O. Box 309</u> <u>Tot, AK 99780</u>	(If any) Address _____
Phone <u>907-833-5121</u>	Phone _____
Fax _____	Fax _____
E-mail _____	E-mail _____

Taylor Highway MP 64 to the Canadian Border

Sign-in

ADOT&PF Project #66446

August 9, 2004

Name Tim Woster

Organization AK DOT & PF

(If any)
Address 2301 Peger Rd

Fairbanks AK

Phone 451-2288

Fax 451-5126

E-mail

Name Beth Miller

Organization MACTEC

(If any)
Address

Phone

Fax

E-mail eamiller@mactec.com

Name Melissa Parker

Organization ADOT & PF

(If any)
Address 2301 Peger

Fairbanks, AK

Phone 451-5293

Fax 451-5103

E-mail

Name Jim Fehrenbacher

Organization

(If any)
Address

Phone 883-2128 w

Fax

E-mail

Name Tiff Vincent

Organization DOT & PF

(If any)
Address 2301 Peger Rd

Frbks, AK

Phone 451-2281

Fax

E-mail

Name Ingrid Seuffert

Organization the Goldpanner

(If any)
Address POB 41

Chickaw 99732

Phone N/A

Fax N/A

E-mail inseuffert@starboard.net

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2288
TDD: (907) 451-2363
FAX: (907) 451-5126

August 24, 2004

Re: Taylor Highway MP 64-Canadian
Border
STP-0785(11)/66446

Ingrid Seuffert
P.O. Box 41
Chicken, Ak 99732

Dear Ms. Seuffert:

Thank you for your comments on the proposed Taylor Highway MP 64 to the Canadian Border project. We will develop the design of this project using your input as well as information gathered on traffic, safety, right-of-way, wildlife, vegetation and many other issues.

Your letter of August 12, 2004, expresses concern for pedestrian safety in the vicinity of Chicken and requests the project include a walking/bicycle path adjacent to the Taylor Highway. You suggest the path extend from the Chicken Creek Bridge to the post office, a distance of about 1/3-mile.

The preliminary design proposed in the project Environmental Assessment widens the Taylor Highway to 28 feet from its' current width of 20 to 22 feet. The increased width includes two 4-foot shoulders intended to accommodate pedestrians and bicycles. However, I understand from your letter and from your comments at our meeting in Tok that you believe the proposed shoulders do not adequately accommodate pedestrians in the vicinity of Chicken.

Greater accommodation could be provided in this area either by further widening of the shoulder or by construction of a separated path. However, these options will widen the embankment, possibly causing other environmental impacts that have not been identified. For example, widening the embankment may require additional right-of-way acquisition or may disrupt local drainage patterns.

We cannot make a decision regarding your request until we evaluate whether your proposal would cause other impacts. However, your request will be considered as we prepare a Finding of No Significant Impact (FONSI) to conclude the Environmental Phase of this project. If other impacts are identified as we develop the FONSI, those impacts will be balanced against the concerns stated in your comments. Your comments and our response to those comments will become part of the published record prepared to document the final FONSI.

Taylor Highway MP 64-Canadian Border

2

August 24, 2004

Your comments are greatly appreciated. Please feel free to contact me at (907) 451-2288 if you have any further questions or concerns.

Sincerely,



Timothy J. Woster, P.E.
Preconstruction Engineer

lmc

cc: Andrew J. Niemiec, P.E., Regional Director, Northern Region



The Goldpanner
P.O. Box 41
Chicken, AK 99732
E-mail: jmseuffert@starboard.net

August 12, 2004

Timothy Woster, P.E.
Engineering Manager, Northern Region
2301 Peger Road
Fairbanks, AK 99709

Re: Chicken, Alaska

Dear Mr. Woster:

I'm glad I had the opportunity to talk with you on Monday in Tok regarding my concerns for the Taylor Hwy thru Chicken.

If I understand you correctly, there are no plans for improvement except to widen the existing road by 40 ft. on each side, erecting a 2 lane bridge and it goes without saying, the road will be chip sealed.

I would like to point out to you again my concerns for the pedestrians' safety in Chicken and why it is imperative our community has a walk/bike path on the Taylor Hwy from the proposed 2 lane bridge to the post office (distance of approx. 1/3 mile).

The Taylor Hwy is one of two roads into Alaska - most travelers will drive in on one highway and leave by the other. From Dawson City it is 108 miles or 4 hrs. drive to Chicken and from Tok it is 80 miles or 2 hrs without a town or community other than waysides with no facilities. Tourists arriving in Chicken are so glad to see civilization and for a chance to stretch their legs, shop in any one or

all 3 gift stores, get a meal in one of 2 cafes, get refreshments at all 3 establishments, fuel up and tour the historical portion of Chicken. Once the tourists have parked their motor homes (many with tow cars), they prefer to walk to other businesses rather than try to park again 1/5 mile down the road not knowing if there will be adequate parking or 'turn around' possibilities. During the summer months all our parking lots can be full at the same time.

Twice a day I give walking tours thru the old town of Chicken which is on the National Register of Historical Places as well as the Alaska Register. These tours start and end at the Chicken Creek Bridge and we must walk on the highway to the Airport Rd. I limit the number of people to 25. I must remind them that the State wants us^{to} think the road as a 'scenic highway' and must take precautions for all the traffic. Since there are presently no speed limit signs in the community, the truck drivers and the locals tend to speed causing extreme dust clouds without consideration for the people walking on the road.

At present approximately 2000 to 4000+ pass through U.S. Customs at Poker Creek per month, (see enclosed information sheets provided by Paul Kelly, U.S. Customs Officer), which does not include those vehicles leaving Alaska through Canadian Customs at Poker Creek. I estimate that 95% of these vehicles (both coming and going) stop in Chicken. Once the Yukon bridge is built in Dawson City and the Taylor Hwy is improved, traffic will double to quadruple. Unless a walkway is built in Chicken, this road improvement will greatly endanger the pedestrians who must walk on the roadway. Therefore I implore you and your staff to reconsider your plans for Chicken and build a sidewalk along the Taylor Highway from the bridge to the post office for the safety of all concerned.

Sincerely,

Ingrid Seuffert

Cc: Governor Frank Murkowski
Senator Lisa Murkowski
Mike Barton, Commissioner DOT & PF

Cc: Andrew Niemiec, Northern Regional Director, DOT & PF
Jerry Rafton, Director of Planning DOT & PF
Mark Niedahold, Traffic & Safety Supervisor

1992 - 2004 VEHICLE COUNT
POKER CREEK BORDER STATION

	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
<u>May</u>	317	402	438	610	534	510	627	591	461	553	482	557	522
<u>June</u>	3157	3415	3541	3223	3464	2972	3945	3763	3001	3482	3421	3257	2796
<u>July</u>	4454	4663	4462	4940	4504	3840	4494	3950	4107	3991	4721	3685	2794
<u>Aug.</u>	2458	2717	2702	2980	2924	2705	2746	2747	2454	2530	2478	2416	
<u>Sept.</u>	532	626	705	730	840	640	945*	849*	760*	861*	985*	826*	
<u>Total</u>	10918	11823	11848	12483	12266	10667	12757	11900	10783	10556	12087	10741	

*Includes numbers from Sept. 17th thru Sept. 30th not usually included in Sept. stats.

1992 - 2004 PASSENGER COUNT
POKER CREEK BORDER STATION

	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
<u>May</u>	837	1104	974	1285	1313	1338	1484	1431	1052	1115	1031	1203	1187
<u>June</u>	10308	9499	9118	8319	9533	8225	10454	9995	7791	8892	8815	8169	7096
<u>July</u>	13052	13026	11983	12949	12222	11100	12257	10950	11135	10672	10930	9170	7224
<u>Aug.</u>	7077	7517	7942	8050	8442	8005	8422	7684	6885	6688	6216	6460	
<u>Sept.</u>	1550	1664	1985	1995	2173	1833	2540*	2475	2105*	2143*	2454*	2146*	
<u>Total</u>	32824	32810	32002	32628	32683	30501	35157	32535	28968	27367	29446	27148	

*Includes numbers from Sept. 17th thru Sept. 30th not usually included in Sept. stats.

Taylor Highway Environmental Assessment
Public Meeting – Tok Chamber of Commerce
August 9, 2004, 5:00 – 8:00 p.m.
Public Comments
Taken by Susan Luetters

Name
Address
Email

Mrs. Ingrid Seuffert
P.O. Box 41 Chicken, AK 99732
imseuffert@staband.net

Concern: Between the post office and the Chicken Creek Bridge would like to see a walkway.

Reason: Chicken is a major stop for tourists and Mike Buzzbee and I (Mrs. Seuffert) have RV parks. Caravans stay and people are walking to and from the local businesses until about 9:00 PM along the Taylor Highway. The historical portion of Chicken is north of the Taylor Highway and Ms. Seuffert conducts walking tours from the chicken creek bridge to the historical part of Chicken which is part of the National Register of Historical Places. Mrs. Seuffert conducts two walking tours a day and gives up to four tours a day. The walking tours begin at the Chicken Creek Bridge and directly after the bridge the shoulders drop off to no shoulders and there are steep drop-offs on either side. When large vehicles pass the dust kicked up obliterates the visual for the street and creates dangerous conditions.

Would also like a speed limit of 25 miles per hour speed limit.

Mrs. Seuffert provided written comments. Mrs. Seuffert's written comments were handed to, and accepted by, Melissa Parker at the end of the meeting.

Environmental Impact

Environmental impact of upgrading the Taylor Hwy will be a decrease in the dust that is presently generated.

We should also consider the environmental impact of doing nothing.

The one lane wooden bridge across Chicken Creek wobbles every time a large full tanker truck crosses. The planks across the bridge were so worn and rotten that they were replaced in 2003; however nothing was done structurally to the base of the bridge. Should it collapse under the weight of 9000 gallons of petroleum products, the disaster will be spectacular.

The stretch of road between Chicken and Walker Fork Bridge (known as the goat trail) has several blind curves which cannot be navigated by a large truck or bus and another vehicle at the same time going in the opposite direction.

A disaster on this stretch will of course only spill fuel down the mountainside rather than into a tributary of the 40 Mile River (designated as a national wild and scenic river). When this happens a forest fire probably would be inconsequential since most areas have been burned.

If our outlook is broad enough to regard humanity as part of the environment, we also need to regard safety as an issue.

During the fire of 2004 a full school bus carrying fire fighters went off the road to avoid a collision with a motor home. Fortunately the driver was good enough to keep the nose of the bus facing down hill rather than try to get back on the road. If he had not done that, there would have been multiple injuries and probably lose of life.

Given time the same thing will happen to the numerous tour buses. We have seen campers and motor homes whose left mirrors have been torn off by a bus passing in the opposite direction.

Every year campers and motor homes drive off the road because they have gotten too close to the edge (shoulders are none existent) in an attempt to avoid a collision. Luckily the driver is going slowly enough that so far only minor injuries have occurred. This situation provides a source of income to the wrecking companies located in Tok. However the potential for a major disaster is significant.

Lastly the road, which is designated as a "scenic byway" and is one of two highways entering into Alaska is a disgrace, and puts its users at undue risk.

Ingrid Seuffert
E. Seuffert

P.S. For safety reasons, there must be a walk way considered between the post office to the Chicken Creek Bridge since tourists walk between 3 businesses and the Post office. Tours are conducted 2x daily between the Goldpanner parking lot and the historical old town which is on the "extension" of the Airport Rd

Taylor Highway MP 64 to the Canadian Border

Comment Form

ADOT&PF Project # 66446

August 9, 2004

What do you think? Please share your comments, concerns or ideas.

Both positive and negative feedback are welcome. Feel free to use additional sheets if you need more space.

Name MADLINE KELLEYHOUSE Phone 907-883-5384

Address PO. Box 478

Fax MDKELLEYHOUSE@AOL.COM

TOK, AK 99780

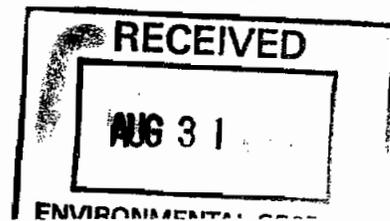
E-mail ↗

Please add me to your mailing list.

I am the manager of the Tok Chamber of Commerce Information Center. The sooner the State improves this road the better!! The current condition of the road makes tourists think that the State of Alaska doesn't want them to visit Alaska! Their first impression of Alaska (many of them enter the State via Dawson) is really, really BAD. Not to mention how dangerous it is for these people to be driving this road with large motorhomes. The current road is only fit for travel by horse!!

Do this section ASAP! - When doing the improvements please try to do work at night after the border closes - so tourist traffic is not stopped. Thank you Madeline Kellyhouse

Note: To mail, fold along the solid line on the back of this sheet and tape as indicated so that the address is visible. Please send your comments by December 31, 2003 - August 14, 2004



Appendix B

EA Mailing List
Comments Received from Agencies

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities
Northern Region Preconstruction

TO: Distribution List
Northern Region DOT&PF

DATE: July 8, 2004

PROJECT NO. STP-0785(1)/66446
TELEPHONE NO: (907) 451-5293
FAX NO: (907) 451-5103

FROM: Joe Keeney, P.E. *JK*
PD&E Chief
Northern Region

SUBJECT: Taylor Highway MP 64.5 to Border
Project STP-0785(1)/66446
Environmental Assessment

The Environmental Assessment for Taylor Highway Milepost 64.5 to the Canadian Border is attached for your review. Please submit comments by **August 19, 2004**.

If you have questions, please contact Melissa Parker, Environmental Analyst, at 5293 or Tim Woster, Engineering Manager, at 2288 or email format *firstname_lastname@dot.state.ak.us*.

MP/dt

Distribution:

John F. Bennett, Right-of-Way Chief, DOT&PF, Northern Region
John Huber, P.E., Regional Utilities Engineer, DOT&PF, Northern Region

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

July 8, 2004

Re: Taylor Highway Milepost 64.5 to Canadian
Border - Project STP-0785(11)/66446
Environmental Assessment

Dot Lake Village Council
P. O. Box 2279
Dot Lake, AK 99737-2279

Dear Dot Lake Village Council:

An Environmental Assessment of the Taylor Highway Milepost 64.5 to the Canadian Border project is enclosed for review. Please submit your comments by **August 19, 2004**.

If you have any questions, please contact Melissa Parker, Environmental Analyst, at (907) 451-5293 or send email to melissa_parker@dot.state.ak.us, or Tim Woster, Project Manager, at (907) 451-2288 or email to tim_woster@dot.state.ak.us.

Sincerely,



Bruce W. Campbell
Acting Environmental Coordinator

MP/dt

Enclosure

cc: Tim Woster, P.E., Engineering Manager, DOT&PF, Northern Region

**Tay. Highway, Milepost 64 to Canadian Border
Project STP-0785(11)/66446
Environmental Assessment
Agency & In House Review
Mailing List
as of 7/8/04**

Dot Lake Village Council
P. O. Box 2279
Dot Lake, AK 99737-2279

Tanacross Village Corporation
P. O. Box 76029
Tanacross, AK 99776

Tok Native Association
P. O. Box 372
Tok, AK 99780

Village of Eagle
P. O. Box 19
Eagle, AK 99738

Mr. Donald Adams
President
Tetlin Tribal Council
P. O. Box TTL
Tetlin, AK 99779

Mr. John F. Bennett
Right of Way Chief
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

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

Mr. Larry Bright
U.S. Fish and Wildlife Service
101 12th Avenue, Box 19
Fairbanks, AK 99701-6267

Mr. James Fehrenbacher
Tok District Manager
State of AK DOT&PF
P. O. Box 356
Tok, AK 99786

Mr. John Huber, P.E.
Regional Utilities Engineer
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Jerry Issac
President
Tanacross Village Council
P. O. Box 76009
Tanacross, AK 99776

Ms. Judith Leckrone-Lee
U.S. Environmental Protection Agency
1200 6th Avenue (MSECO-088)
Seattle, WA 98101-1128

The Honorable Georgianna Lincoln
Alaska State Senator
State Capitol, Room 3
Juneau, AK 99801-1182

Mr. Frank Maxwell
State of AK Dept. of Natural Resources
Division of Mining, Land, & Water
3700 Airport Way
Fairbanks, AK 99709-4699

Ms. Shannon McCarthy
Information Officer
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

The Honorable Carl Morgan
Alaska State Representative
State Capitol, Room 3
Juneau, AK 99801-1182

Mr. Andrew J. Niemiec, P.E.
Regional Director
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Dr. Alvin Ott
State of AK Dept. of Natural Resources
Office of Habitat Mgmt. & Permitting
1300 College Road
Fairbanks, AK 99701-1599

Mr. Norm Phillips
Doyon, Ltd.
Lands Department
1 Doyon Place, Suite 300
Fairbanks, AK 99701

Mr. Jerry Rafson
Southern Area Planner
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Don Rice
U.S. Army Corps of Engineers
Regulatory Branch
P. O. Box 6898
Elmendorf AFB, AK 99506-6898

Ms. Kim Roth
Tok Community Library
P. O. Box 222
Tok, AK 99780

Mr. Bill Smyth
State of AK Dept. of Environmental
Conservation
610 University Avenue
Fairbanks, AK 99709

Mr. Howard Thies
Maintenance & Operations Director
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Ms. Lorraine Titus
President
Northway Village Council
P. O. Box 516
Northway, AK 99764

Ms. Nancy Whicker
U.S. Bureau of Land Management
P. O. Box 309
Tok, AK 99780

Mr. Alan Wien
State of AK Dept. of Environmental
Conservation
P. O. Box 871064
Wasilla, AK 99687

Ms. Susann Will
U.S. Bureau of Land Management
P. O. Box 309
Tok, AK 99780

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316

TELEPHONE: (907) 451-5293

TDD: (907) 451-2363

FAX: (907) 451-5103

E-Mail: melissa_parker@dot.state.ak.us

July 8, 2004

Re: Taylor Highway Milepost 64.5 to
Canadian Border
Project STP-0785(1)/66446
Environmental Assessment

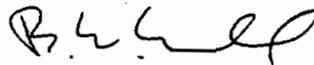
Ms. Kim Roth
Tok Community Library
P. O. Box 222
Tok, Alaska 99780

Dear Ms. Roth:

Please make the enclosed Environmental Assessment available to the public until August 19, 2004. After that date, you can dispose of it. We've advertised availability of the document in the Mukluk News and the Fairbanks Daily News Miner.

If you have any questions, please contact Melissa Parker, Environmental Analyst, at (907) 451-5293 or send email to melissa_parker@dot.state.ak.us.

Sincerely,



Bruce W. Campbell
Acting Environmental Coordinator

MP/dt

Enclosures: as stated

cc: Tim Woster, P.E., Engineering Mgr., DOT&PF, 2301 Peger Rd., Fbks., AK 99709

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

EL980207828US

September 22, 2004

Re: Taylor Highway MP 64.5 to the Border
Project STP-0785(11)/66446
Bridge Permit Exemption

James Helfinstine
Chief, Bridge Section, Waterways
Management and Navigation Safety Branch
U.S. Coast Guard
P.O. Box 25517
Juneau, AK 99802

Dear Mr. Helfinstine:

Based on the United States Coast Guard (USCG) Bridge Program Guidebook on bridge permit exemptions, we are seeking concurrence that the proposed repairs on the South Fork Bridge and the construction of a new bridge across Chicken Creek is exempt from a USCG Bridge Permit.

We plan to replace the one-lane bridge across Chicken Creek with a two-lane, single-span bridge. Chicken Creek crosses the Taylor Highway at Milepost 67 and is located within USGS coordinates T27N, R17E, Section 32. The new bridge location is the same as the current bridge. The channel width across Chicken Creek is 27 feet. Chicken Creek is characteristically shallow and has been known to dry up at times (see photos). Based on the depth and width of this creek and its location within the interior; we have determined that the Chicken Creek Bridge crosses a waterway which is non-tidal; and if used by a vessel of any kind, is less than 21 feet in length and qualifies under bridge permit exemption 5(a)(2).

On the piers at the South Fork Bridge concrete repairs are required. The South Fork River crosses the Taylor Highway at Milepost 76, and is located within USGS coordinates R19, T28N, Section 6. Concrete repair of piers requires the use of cofferdams in order to pump water away from damaged areas and apply concrete. The cofferdams are small and will not interfere with navigation. Pictures using cofferdams to do the same kind of work on another project are enclosed for your review. In addition, the repair work is in kind in both materials and structural configuration, and therefore qualifies under bridge permit exemption 1(a).

"Providing for the movement of people and goods, and the delivery of State services."

James Helfinstine
Chief, Bridge Section, Waterways
Management and Navigation Safety Branch
U.S. Coast Guard

-2-

September 22, 2004

We consulted with Steve Boch, of the FHWA, and due to his extended absence at the Juneau office he instructed us to submit this concurrence letter to you directly. Steve said he discussed this arrangement with you and that you agreed this was an acceptable arrangement. Your timely review of this concurrence letter is greatly appreciated.

If you have any questions or comments, please contact Melissa Parker, Environmental Analyst, at (907) 451-5293, or Tim Woster, Project Manager, at (907) 451-2288.

Sincerely,

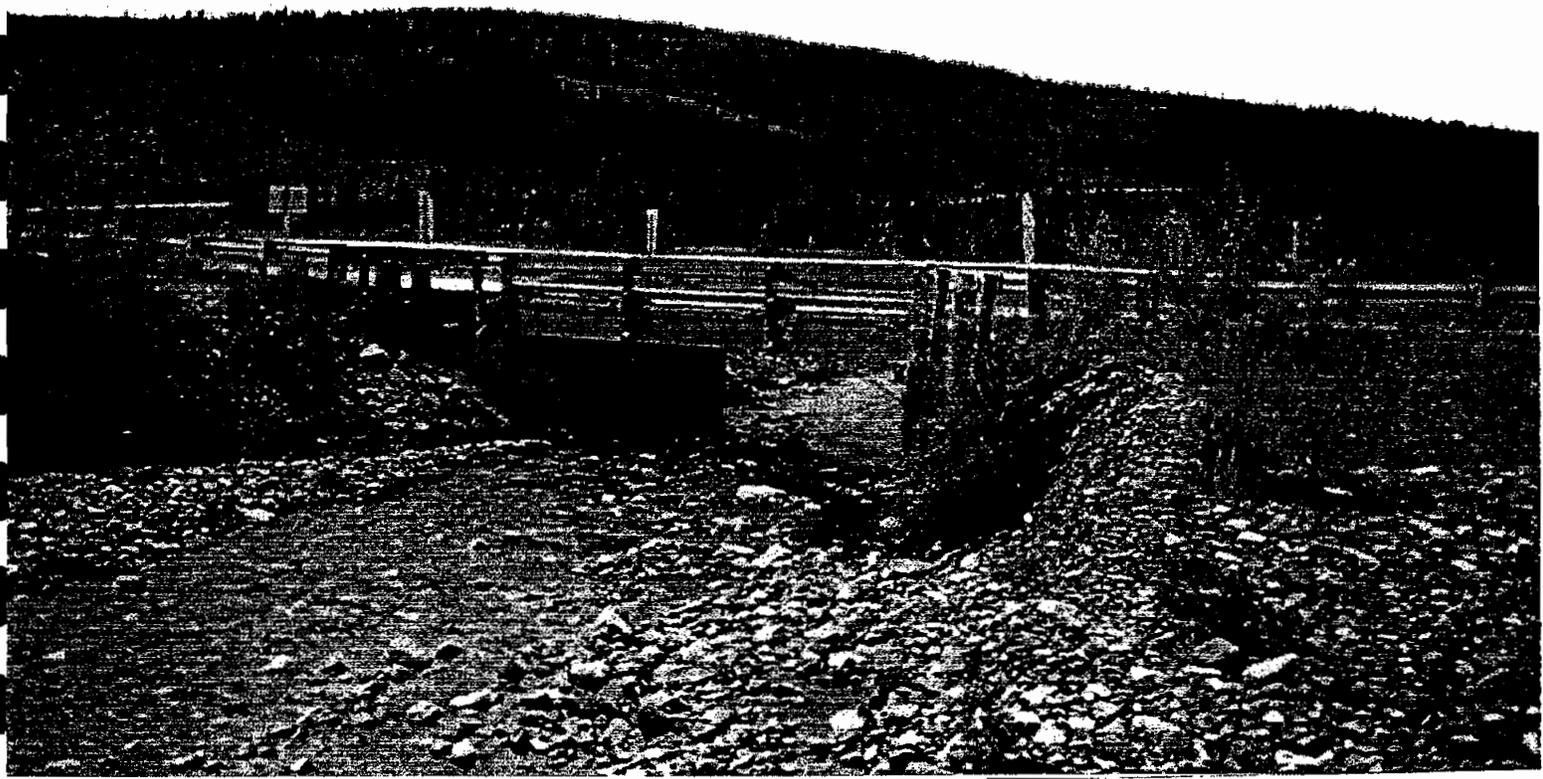


David T. Bloom, P.E.
Preconstruction Engineer

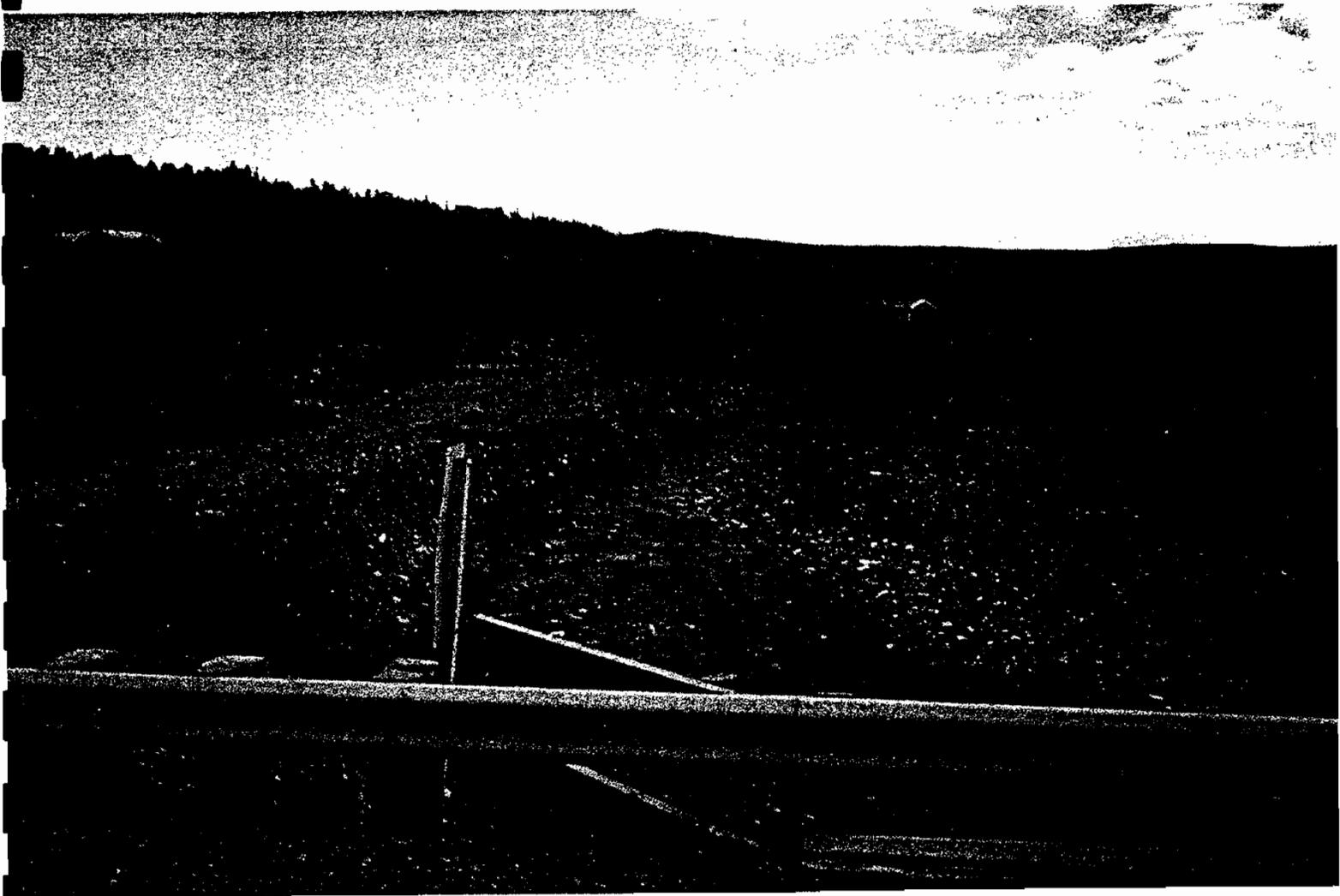
MP/dt

Enclosures: As stated

cc: Tim Woster, P.E. Design Engineering Manager, DOT&PF, Northern Region
Steve Boch, Structures Engineer, FHWA, PO Box 21648, Juneau, AK 99802



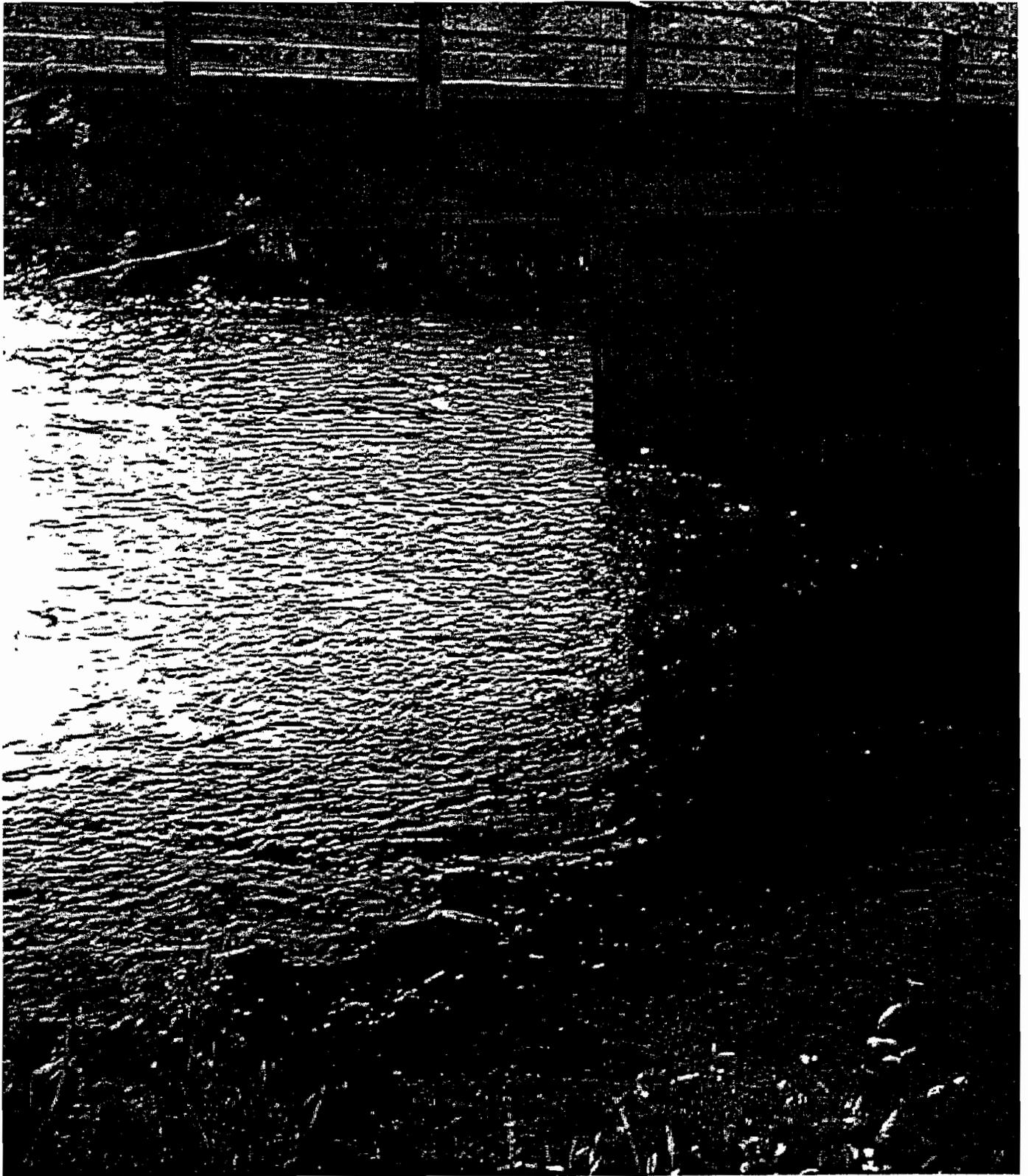
Chicken Creek Bridge



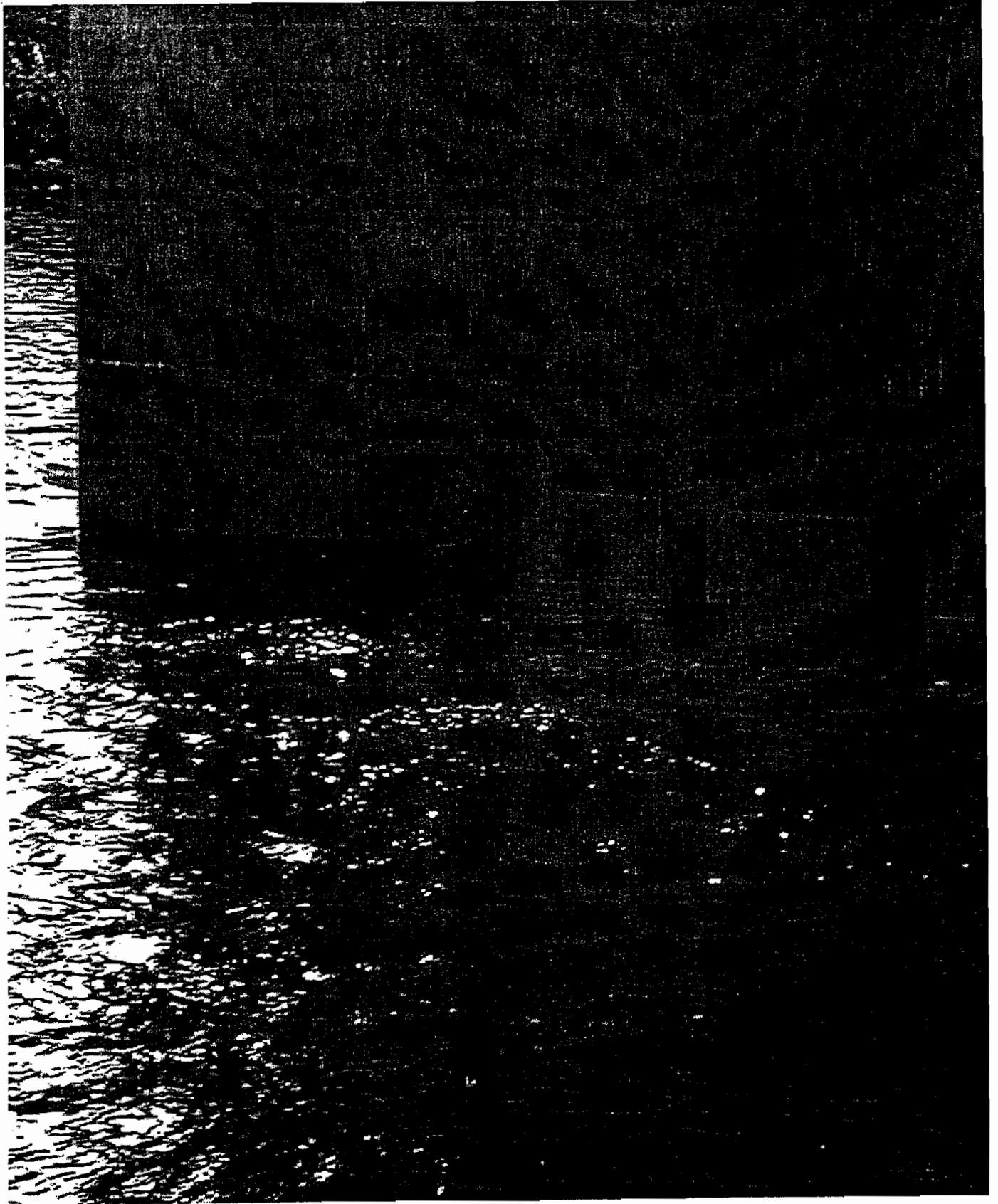
Chocoma Creek upstream of Bridge



Chechen Creek downstream of Bridge



Cofferdams used to repair concrete



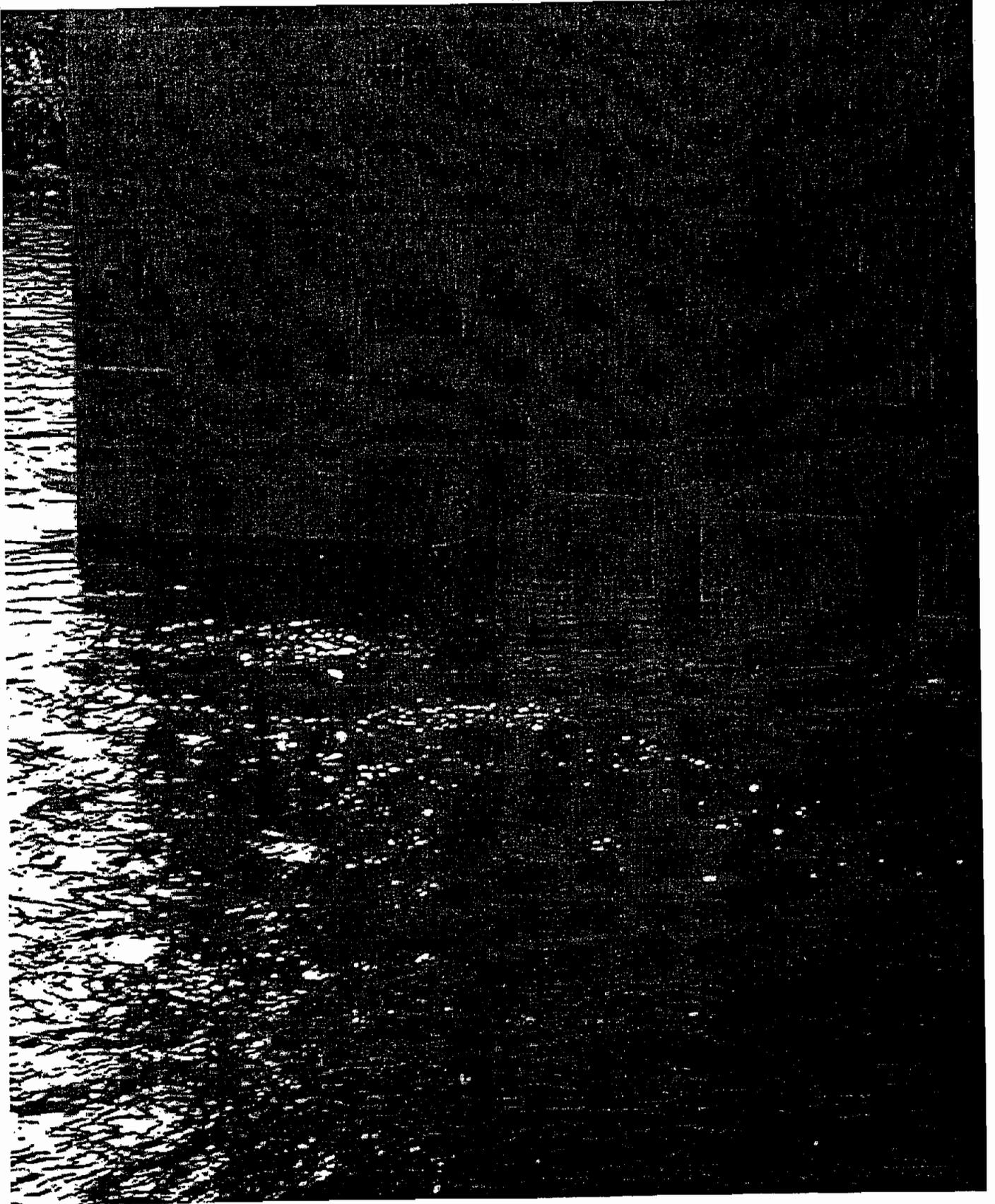
Copperdams used to repair concrete



Chechen Creek downstream of Bridge



Cofferdams used to repair concrete



Copperdams used to repair concrete



**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**

October 7, 2004

REFER TO
HDA-AK
File #: BR 2-1

Mr. David T. Bloom
Preconstruction Engineer
Alaska Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5316

**SUBJECT: Bridge Permit Exemptions for Project STP-0785(11)/66446,
Taylor Highway MP 64.5 to the Border**

Dear Mr. Bloom:

Enclosed is an October 7, 2004, letter from Mr. Jim Helfinstine of the United States Coast Guard (USCG). He agrees with FHWA's determination that the Chicken Creek bridge replacement at MP 67 is exempted for USCG Bridge Administration purposes under Section 144(h) of Title 23, U. S. Code. No bridge permit is needed for this bridge site.

He also states that the bridge repair work to Bridge Number 839, South Fork 40 Mile River, does not require a permit.

For more information, please contact me at 907-586-7427.

Sincerely,


Stephen P. Boch
Southeast/Bridge Engineer

cc: Tim Woster, Design Engineering Manager, AKDOT&PF, Northern Region
Melissa Parker, Environmental Analyst, AKDOT&PF, Northern Region

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventeenth Coast Guard District

P.O. Box 25517
Juneau, Alaska 99802
Staff Symbol: oan
Phone: (907) 463-2268
Fax: (907) 463-2273
Email: jhelfinstine@uscg.mil

16590
October 7, 2004

Mr. Stephen P. Boch
Division Bridge Engineer
Federal Highway Administration
P.O. Box 21648
Juneau, Alaska 99802

Re: Coast Guard bridge permit exemption for a new bridge across Chicken Creek and repair work on the South Fork River, Project STP-0785(11)/66446

Dear Mr. Boch,

We concur with the FHWA determination that the referenced Chicken Creek new bridge project meets the slated criteria as noted in Section 144(h) of Title 23, U.S. Code (Surface Transportation Assistance (STA) Act of 1978) and is exempted for Coast Guard Bridge Administration purposes. This was based on the waterways being used by vessels less than 21 feet in length. It may be noted that the subject act did not exclude that category of bridges from the application of 14 U.S.C. 35. The latter statute requires the establishment, maintenance, and operation of Coast Guard required lights and signal on fixed structures, including bridges. Approval of lights and other signal required under the provisions of 33 CFR 118 should be obtained, prior to commencement of construction, from the District Commander. Review of the material you provided, as well as our local knowledge of the waterway, indicates that lighting or marking of these two structures will not be necessary to protect the navigational interest.

Although the temporary cofferdams proposed to facilitate the repair work at the existing South Fork River bridge may temporarily impact navigation, the existing navigational opening after the work will not be changed. A Coast Guard permit will not be required for the work at this location. Please ensure that the work be done in such a fashion as to meet the reasonable needs of navigation.

If you have any questions, please contact me at 463-2268.

Sincerely,

J. N. HELFINSTINE
Chief, Bridge Section,
Aids to Navigation Branch
U. S. Coast Guard
By direction of the Commander

Copy: (1) AKDOT&PF, Northern Region

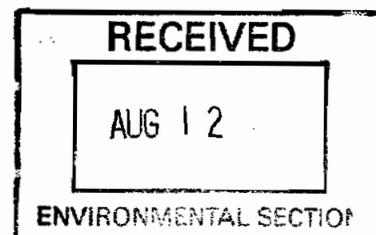


United States Department of the Interior
BUREAU OF LAND MANAGEMENT
NORTHERN FIELD OFFICE
1150 University Avenue
Fairbanks, Alaska 99709-3899

In reply refer to:
8111.6(AK-026)

AUG 10 2004

Melissa Parker, Environmental Analyst
State of Alaska Department of Transportation & Public Facilities
Design & Engineering Services Division, Northern Region
2301 Peger Rd.
Fairbanks, AK 99709-5316



Dear Ms. Parker:

This is a revised letter updating information provided to you earlier (June 2003) concerning cultural resources on BLM-managed lands along Wade Creek, regarding proposed Alaska Department of Transportation & Public Facilities (AKDOT&PF) work along the Taylor Highway and the Top of the World Highway. This letter and enclosed documentation should replace the letter and paperwork that I submitted to you last year, dated June 5, 2003.

Working under a contract for the AKDOT&PF, Office of History & Archaeology (OHA) personnel (Rolfe Buzzell, Charles Holmes) surveyed along the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 for cultural resources. The results of their investigations have been submitted to AKDOT&PF in a final report [Rolfe G. Buzzell, 2003, Cultural Resource Survey of the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 (To the U.S. – Canadian Border), Project 66446, Office of History and Archaeology Report No. 94, Alaska Department of Natural Resources, Anchorage], a copy of which has been forwarded to myself for review of those cultural sites falling on Bureau of Land Management lands in the area of the proposed effect (APE). Amongst the cultural sites identified during the project, Buzzell identifies seven cultural sites on BLM-managed lands that are within or very close to the APE, that is, within the associated highways' ROW's.

The Fortymile Area geographic team of the BLM-Northern Field Office concurs with Buzzell's general findings, that four of the sites do not meet eligibility requirements for the National Register of Historic Places (NRHP):

1. small depression with two boards and a No. 10 can, no AHRS no., Taylor MP 68.0;
2. Joe Dankin Cabin ruins, EAG-00013, Taylor MP 74.7;

3. steam boiler, no AHRS no., Taylor MP 87.6;
4. 1960s-1970s Mining Camp Site, most likely EAG-00056, Taylor ~MP 83.0.

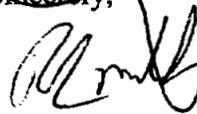
A fifth site (EAG-00060), a prehistoric site, does not currently exist and was likely destroyed prior to the original 1975 discovery survey (Bowers et al. 1975). A sixth site (EAG-00050 Jack Wade Dredge, Taylor MP 86.0) has already been determined eligible for nomination to the NRHP in 1999. We further concur with Buzzell's (2003) recommendation that a seventh site, EAG-00012, the Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A.

In addition, the existence of a final eighth site has been verified recently by myself along Wade Creek this past July 22-23, 2004. This site consists of three clusters of dredge mining machinery within or immediately adjacent to the Taylor Highway ROW, northwest of the road, between MP 82.8 and 82.9 (see Figure 3 of the enclosed "Assessment of Archaeological and Historic Resources" for specific location details). These materials are associated with the Jack Wade Dredge (EAG-00050), a site found eligible to be nominated to the NRHP in 1999. As such, impacts to these three clusters of machinery need to be avoided.

Please see the enclosed "Assessment of Archaeological and Historic Resources" form, which details the rationale for these concurrences, and clearly outlines the conclusions about this project and all sites located on BLM-managed lands in the APE. This form includes updated information not included in the previous form submitted to you on June 2003, and as such replaces that earlier document. Please note in particular those comments associated with the steam boiler (#3, above), the Jack Wade Dredge (#6, above), the Jack Wade Camp (#7, above), and the dredge machinery (#8 above) in this enclosed document.

Please feel free to contact me (907-474-2359, Robin_Mills@ak.blm.gov) at any time if you have questions regarding this matter.

Sincerely,



Robin O. Mills, Ph.D.
Archaeologist

1 Enclosure

1 - Assessment of Archaeological and Historic Resources, Robin Mills BLM-NFO AK026 Archaeologist, updated August 9, 2004.

cc: with enclosure

Susan Will, Associate Manager, Northern Field Office, BLM.

Tom Edgerton, Supervisory Team Manager, Northern Field Office, BLM.

~~Rolfe Buzzell, Historian, Office of History and Archaeology, Alaska Department of Natural Resources.~~

Stefanie Ludwig, Archaeologist II, Office of History and Archaeology, Alaska Department of Natural Resources.

Rom
8-10-04

Ed DeCleva, Northern Region Liaison, Federal Highway Administration – Environment.
Nancy Whicker, Realty Specialist, Tok Field Office, BLM.

ASSESSMENT OF ARCHAEOLOGICAL AND HISTORIC RESOURCES

Serial Number	N/A
EA Number	N/A
Applicant	Alaska Department of Transportation, C/O Melissa Parker, Environmental Analyst
Date	06/04/03; <i>additional comments in italics added 08/06/04</i>

Location:

BLM-managed land along Taylor Highway Milepost 64.5 – 95.6. Primarily where the Taylor Highway traverses through BLM-managed lands within the Fortymile Wild and Scenic River Corridor along (1) the South Fork of the Fortymile River (circa Taylor MP 72.5-76), (2) Wade Creek (circa Taylor MP 82.0-92.0), and (3) a small piece of land alongside Mosquito Creek (circa Taylor MP 67.8-68.5). See Figures 1 and 2.

Description of Proposed Action:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), plans to rehabilitate and improve the structural integrity of the Taylor Highway from Milepost 64.5 to MP 95.6 (Jack Wade Junction) and the Top of the World highway MP 0.0-13.5 (to the U.S.-Canadian border). This work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnouts, waysides and parking area construction, and highway sign installation.

Portions of this work occur on lands managed by the Bureau of Land Management (BLM), primarily those within the Fortymile Wild and Scenic River Corridor (FWSRC) along (1) the South Fork of the Fortymile River (circa Taylor MP 72.5-76), (2) Wade Creek (circa Taylor MP 82.0-92.0), and (3) a small piece of land alongside the Mosquito Fork (circa Taylor MP 67.8-68.5).

Portions of the proposed work occur outside of the 100' right-of-way (ROW) boundaries from the existing Taylor Highway centerline.

OFFICE REVIEW

Existing data review and Description of past inventory work in the area

For the sections of BLM-managed land outlined above, two previous systematic archaeological surveys have taken place: (1) Bowers, Turney and Cole (1975) surveyed along Taylor Hwy Mile 0.0 and 96 in 1975, and (2) Buzzell (2003) and Holmes visited the area in 2002 in direct conjunction with this current AKDOT&PF project, outlined briefly above in the Proposed Action. The latter's report (Rolfe G. Buzzell, 2003, Cultural Resource Survey of the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 [To the U.S. – Canadian Border], Project 66446, Office of History and Archaeology Report No. 94, Alaska Department of Natural Resources, Anchorage) is being evaluated here, in part, for those lands specifically managed by the BLM along this route.

Non-systematic testing by BLM archaeologist John P. Cook also occurred in the early 1980s in the area of the Proposed Action now managed by BLM. Sites found by these efforts (EAG-00146; EAG-00154), which are alongside the Taylor Hwy but outside of the 100 ft. ROW and the APE, in the vicinity of the Walker Fork Bridge at Taylor MP 82.0, will not be further considered here.

On July 22 and 23, 2004, BLM archaeologist Robin Mills and archaeologist technician Steve Lanford visited the Wade Creek vicinity, specifically surveying along the Taylor Highway and inside the 100 foot right-of-way between mileposts 82 and 83.

FIELD EXAMINATION

Description of the area surveyed

Bowers (1975), Buzzell (2003), and Mills in 2004 surveyed primarily within a couple hundred feet of the Taylor Hwy, and conducted their work as a direct result of intended construction on the Taylor Highway. The area is located within the U.S. Geological Survey Eagle quadrangle (A-1 and A-2). As summarized by Buzzell (2003:3), "The vegetation of the area's gently rolling, well drained hills and ridges is typically upland spruce and hardwood forest (mixed white and black spruce, birch and aspen) with low brush bog and muskeg in the drainage valleys and lower elevations. In the swales and depressions between hills, low growing forests consist of black spruce interspersed with tamarack, paper birch, and willows. Alpine tundra occupies the sites of highest elevation. ... There is evidence of old and new forest fire burns."

Much commercial placer gold mining has occurred since the late-19th century throughout the Fortymile drainage, and in our Project Area. As a result, much mining tailings piles and disturbed ground occurs adjacent to the rivers and creeks, which the Taylor Hwy accompanies for portions of the area examined here, along the Mosquito Fork, South Fork, and particularly Wade Creek. Corresponding thick disturbance vegetation (willows, birch, alders) occurs in these areas.

Survey methodology

Bowers et al. (1975) utilized a number of research methods in their investigation, including historic and archaeological literature review, aerial photos, discussions with professional colleagues, a literature and map review of the USGS quads, extensive oral histories with residents of the Taylor Hwy region, and select on-the-ground reconnaissance and testing of specific re-alignment locales and material sources.

Buzzell (2003:31) utilized a number of research methods in their investigation, including reviewing reports of previous cultural resource surveys (including Bowers et al. 1975) and the Alaska Heritage Resources Survey. The researchers also walked "both sides of the right-of-way in a zig-zag pattern on selected portions of the proposed alignment changes. Some portions were not walked because the steep cut banks above and below the existing road way, or recent development made site potential non-existent. The investigators also examined seven proposed material sites adjacent to the proposed alignment. ... The investigators also did historical research, including informal interviews with people knowledgeable about the local area, to understand the development of the area and the uses of each of the sites." The investigators also examined the Alaska Resources Library and Information Services Center (Anchorage), the Z.L. Loussac Library (Anchorage), and photo collections at the Anchorage Museum of History and Art, the Rasmuson Library at the University of Alaska Fairbanks, and the State Library in Juneau. "The scope of the work called for a survey to locate, identify and evaluate for significance any cultural resources found along the proposed alignment and on proposed material sites that might be used during construction of the project" (Buzzell 2003:4). Historic significance of sites was evaluated using the four criteria of significance identified in 36 CFR 60.4 (i.e., in sum, those sites associated with significance events, significant persons, embodying distinctive architectural characteristics, and/or those sites that have or have the potential to yield important historic or prehistoric data).

On July 22 and 23, 2004, BLM archaeologist Robin Mills and archaeologist technician Steve Lanford visited the Wade Creek vicinity, specifically surveying along the Taylor Highway and inside the 100 foot right-of-way between miles 82 and 83. Late in September 1999, outgoing BLM Tok area supervisor Bob Burrin told Mills about placer

gold mining dredge material northwest of and alongside the Taylor Highway, just past the BLM Walker Fork Campground (located at MP 82.0). Mills and Lanford walked the tundra setting between MP 82.5 and 83.0 spaced out within the 100 foot ROW next to the Taylor Highway.

Results of survey

Bowers, Turney and Cole (1975), surveyed along Taylor Hwy Mile 0.0 and 96, and examined 28 material sources, 12 realignment sections, and six proposed bridge projects, and examined and recorded in varying degrees 28 historic sites, two paleontology sites, and two prehistoric sites.

Buzzell (2003) and Holmes visited the area in 2002 in direct conjunction with this current AKDOT&PF project, outlined briefly above in the Proposed Action. They investigated 21 buildings, historic buildings, structures or sites of potential interest.

One site visited by Bowers et al. (1975) but not reported on specifically in Buzzell (2003) is EAG-00056 (misidentified in Bowers et al. 1975 as EAG-00075), which also falls on BLM managed land and is close to the APE along Wade Creek. However, see reference to Buzzell's (2003) "1960s-1970s Mining Camp Site" below, and how these two sites are likely one and the same. *This "1960s-1970s mining camp site" was relocated by Mills and Lanford in 2004, and is believed by us to be EAG-00056. Although we disagree with the specifics of Buzzell's conclusions about this site (i.e., dating; functional features present at the site), these issues are moot in the present context; the area is about 265 feet northwest of the Taylor Highway, and well outside the ROW and the area of potential effect.*

On July 22 and 23, 2004, BLM archaeologist Robin Mills and archaeologist technician Steve Lanford visited the Wade Creek vicinity, specifically surveying along the Taylor Highway and inside the 100 foot right-of-way between miles 82 and 83. In addition to recording EAG-00056 (see above), we located three clusters of placer gold mining dredge machinery, all probably relating to the refitting of the Jack Wade Dredge (EAG-00050) in the 1930s whilst it was en route to its last destination on Wade Creek. In 1999, the Jack Wade Dredge was determined eligible to be nominated to the National Register of Historic Placer by the Alaska State Historic Preservation Officer. See Figure 3, for placement of the three clusters of machinery northwest of the Taylor Highway, at and between Mileposts 82.8 and 82.9. All three clusters are located within or just at the 100 ft. ROW.

RESULTS

Anticipated impacts to cultural resources

Based upon the efforts of the Bowers et al. (1975), Buzzell (2003), and my own field reconnaissance, the following sites are known to be located within or adjacent to the ROW, for that land specifically managed by the BLM within the survey area described above, and might be impacted by the Proposed Action: (1) the Jack Wade Dredge (EAG-00050) at MP 86.0, (2) the Jack Wade Camp (EAG-00012) at MP 89.9, (3) a small depression, two boards and a No. 10 can at MP 68.0, (4) the Joe Dankin Cabin Ruins (EAG-00013) at MP 74.7, (5) a steam boiler in the creek of Wade Creek at MP 87.6, (6) a 1960s-1970s Mining Camp site (probably EAG-00056) just past MP 83.0, and (7) three clusters of (probable) Jack Wade Dredge machinery located variously 50-100 ft. off of the Taylor Highway, located at and between MP 82.8-82.9 (see Figure 3).

In addition, Buzzell (2003:38) indicates that a prehistoric site (EAG-00060) used to exist immediately adjacent to an old material site (F-21286) located at MP 73.6 on BLM-managed lands, and originally reported in Bowers et al. (1975). Site artifacts identified by Bowers comprised two prehistoric lithic artifacts (a biface, and a worked quartzite piece) found in a disturbed area at the upper edge of the material site. Twenty test pits in 1975 failed to reveal evidence of further undisturbed remains in the vicinity. The site area was visited by Buzzell (2003: 38) in 2002, but no further artifacts were noticed.

National Register eligibility

The BLM-Northern Field Office concurs with the general recommendations outlined in the Buzzell report (2003):

1. small depression with two boards and a No. 10 can; no AHRS no.; Taylor MP 68.0; see Buzzell (2003:37-38). Not eligible to the National Register of Historic Places (NRHP).

2. EAG-00013, Joe Dankin Cabin ruins; Taylor MP 74.7; see Buzzell (2003:38-39). Not eligible to the NRHP.

3. steam boiler; no AHRS no.; Taylor MP 87.6; see Buzzell (2003:45). Not eligible to the NRHP.

However, this complete, large steam boiler, although a cultural isolate out of original behavioral and functional context, symbolizes continuous active mining along Wade Creek since 1895. Although lots of tailings exist along this creek, few actual vestiges of mining equipment remain to this day, excepting those few that are mentioned in this letter (i.e., Jack Wade Dredge pieces at various locales; dredge pieces and mining equipment at the Jack Wade Camp, EAG-00012; the Jack Wade Dredge itself, EAG-00050; this boiler at MP87.6). Although no disturbance of this boiler is apparently planned after reviewing the AKDOT Engineering plans for this project (sheet #22), I am aware that these plans are not finalized. If disturbance or destruction of this boiler is anticipated at a future date by this project, then I recommend that this boiler be removed to another location for public display and interpretation. This work should be done in consultation with the active mine claimant on whose claim this boiler currently lies. BLM is planning other similar public mining interpretation sites with mining equipment in the Fortymile Drainage, and this boiler could easily be made part of one of these outdoor public displays.

4. EAG-00050, Jack Wade Dredge; Taylor MP 86.0; see Buzzell (2003:43-45). EAG-00050 has already been determined eligible for determination to the NRHP in 1999, via consultation and concurrence between the BLM and the Alaska State Historic Preservation Office (AKSHPO).

However, in spring 2003 BLM management decided that the severely dilapidated state of the Jack Wade Dredge posed a threat to public safety, which could not be otherwise addressed except by dismantling and removal of the structure. On May 12, 2003 the AKSHPO concurred with BLM's determination that a dismantling of the Jack Wade Dredge (EAG-00050) will have an adverse effect on historic properties. *The AKSHPO and the BLM have a signed Memorandum of Agreement (MOA) to mitigate the adverse effects of dismantling the dredge. At the time of this writing, the dredge has not yet been dismantled. The ADOT&PF should avoid impacts to this NRHP-eligible property. In a letter from now-retired AKDOT&PF Environmental Coordinator Patricia Wightman to myself, dated May 19, 2003 (re: Taylor Highway Project No. 66446, Section 106 Consultation), this sentiment of avoidance is clearly implied: "At the Jack Wade Dredge the roadway will stay within the existing footprint adjacent to the dredge, and widened on the other side of the road, away from the dredge."*

5. We concur with Buzzell's (2003) recommendation that EAG-00012, Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A. For a background discussion on EAG-00012, the Jack Wade Camp, at Taylor MP 89.9, see Buzzell (2003:45-52).

Although the Jack Wade Camp is 140 feet from the Taylor Highway centerline and is technically outside of the ROW, I concur with Buzzell (2003:62) that it is physically close enough to fall within the APE to warrant concern. I concur with him that the 10 historic standing buildings (EAG-00392, EAG-00393, EAG-00394, EAG-00395, EAG-00396, EAG-00397, EAG-00398, EAG-00400, EAG-00402, EAG-00403), two ruins (EAG-399; EAG-00404), one structure (EAG-00401) and numerous historic mining-related artifacts at the site meet the eligibility criteria for the NRHP as an historic district under Criteria A. IN ADDITION, I would add one additional ruin to be included with the proposed historic district, a semi-subterranean depression of unknown function (no AHRS no.) dug into the hillside and located immediately southwest of the Cook Shack Cabin (EAG-00393) I concur that EAG-00012 is associated with (local) events that have made a significant contribution to the broad patterns of our (local and regional Alaskan) history (36 CFR 60.4). As per Buzzell (2003:62), and after visiting, mapping and recording the camp myself in 2001, I feel that the camp has integrity of location, design, setting, materials, workmanship, feeling, and association.

As with the Jack Wade Dredge discussion above (#4), AKDOT&PF in the same letter to myself dated May 19,

2003 agrees with the Buzzell recommendation to avoid impacting this site, either directly, or visually by not impacting the current line of vegetation that exists between the site and the Taylor Hwy: "At the Jack Wade Mining Camp [EAG-00012] we plan to shift the road alignment away from the mining camp."

6. As suggested in Bowers et al. (1975) and reconfirmed in Buzzell (2003:38), a prehistoric site (EAG-00060) used to exist immediately adjacent to an old material site (F-21286) located at MP 73.6 on BLM-managed lands. Two prehistoric artifacts were found in a disturbed area at the upper edge of the material site in 1975. Twenty test pits in 1975 failed to reveal evidence of further undisturbed remains in the vicinity. The site area was visited by Buzzell (2003: 38) in 2002, but no further artifacts were noticed. I concur that the site was likely destroyed prior to Bowers' 1975 survey, and that they located only disturbed remnant artifacts from the site during their survey. As a result, I concur that the current AKDOT project will not impact this site.

7. EAG-00056 (cabin ruin site) / 1960s-1970s Mining Camp Site; Taylor MP 83.0; see Buzzell (2003:42). Not eligible to the NRHP.

Buzzell's (2003:42) "Mining Camp Site", reports a scatter of 1960s-1970s era artifacts, boards, ruins of a meat cache, depression filled with water, and two relatively flat areas where tents may have been used, are all located about north of the Taylor Highway just past MP 83.0. He reports the trash as scattered over a roughly 75 ft. area. This is the same place where Bowers et al. (1975) report EAG-00056, "a cabin with vertical plank siding" of about 15 x 10 feet. As per Bowers' report, "The cabin has been occupied recently [note the 1975 survey date], and there is a great deal of litter in the area. The cabin is less than one-eighth of a mile off the west side of the Taylor Highway" (Bowers et al. 1975).

On July 22-23, 2004, BLM archaeologists Mills and Lanford surveyed and found Bowers' EAG-00056, which correlates with Buzzell's "mining camp site" (see above). The descriptions provided by the other two authors (Bowers; Buzzell) match closely with the observations and data recorded by myself. Regardless, we concur with Buzzell's (2003:42) recommendation that owing to the most recent occupation of this site (circa 1960s-1970s) with the concomitant disturbance to the earlier 1930s-1940s occupation of the site (as indicated by the artifacts present), the site is not eligible to be nominated to the NRHP.

Conclusions & Recommendations

Working under a contract for the AKDOT&PF, Office of History & Archaeology (OHA) personnel (Rolfe Buzzell, Charles Holmes) surveyed along the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 for cultural resources. *The results of their investigations have been submitted in a detailed report* (Buzzell 2003). Certain portions of the highway right-of-way (ROW) traverse through Bureau of Land Management land. Amongst the cultural sites identified during the project, Buzzell (2003) identifies seven cultural sites on BLM-managed lands that are within or very close to the area of potential effect (APE), that is, within the associated ROW's. *See Figures 1 and 2.*

The Fortymile Area geographic team of the BLM-Northern Field Office concurs with their general findings, that four of the sites do not meet eligibility requirements for the National Register of Historic Places (NRHP) [(1) small depression with two boards and a No. 10 can, Taylor MP 68.0; (2) EAG-00013 Joe Dankin Cabin ruins, Taylor MP 74.7; (3) steam boiler, Taylor MP 87.6; (4) EAG-00056, a.k.a. 1960s-1970s Mining Camp Site, Taylor MP ~83.0]. A fifth site (EAG-00060), a prehistoric site, does not currently exist and was likely destroyed prior to the original 1975 discovery survey (Bowers et al. 1975). A sixth site (EAG-00050 Jack Wade Dredge, Taylor MP 86.0) has already been determined eligible for determination in 1999. We further concur with Buzzell's (2003) recommendation that the seventh, his last site, EAG-00012, Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A.

In addition, additional BLM survey in July 2004 has located an eighth site on BLM lands along Wade Creek: three clusters of dredge mining machinery within the ROW, northwest of the Taylor Highway, at and between MP 82.8 – 82.9 (see Figure 3 for exact locations and GPS points of this latter site). These remains are very likely associated with the refitting of the Jack Wade Dredge (EAG-00050) in the 1930s, which occurred during its move to Wade Creek at that time. The dredge has been found eligible to be nominated to the NRHP in 1999. As such, the dredge machinery is to be avoided during any of planned Taylor Highway renovations.

If AKDOT&PF feel they cannot avoid impacting the three sites outlined above (those seen as meeting or potentially meeting the eligibility requirements for inclusion to the NRHP -i.e., Jack Wade Dredge; Jack Wade town site; dredge machinery associated with the dredge between MP 82.8-82.9), then the BLM must be notified in writing of this decision, whereupon we will need to proceed to the next phase of consultation with the State Historic Preservation Office and the Federal Highways Administration.



Robin O. Mills
Archaeologist

References Cited

Bowers, Peter M., John H. Turney, and Terrence Cole

1975 Archaeological and Historical Investigations Along the Taylor Highway. Miscellaneous Publications, History and Archaeology Series No. 13, Alaska Division of Parks, Anchorage, Alaska.

Buzzell, Rolfe G.

2003 Cultural Resource Survey of the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 (To the US – Canadian Border), Project 66446. Office of History and Archaeology Report No. 94, Division of Parks and Outdoor Recreation. Anchorage, Alaska.

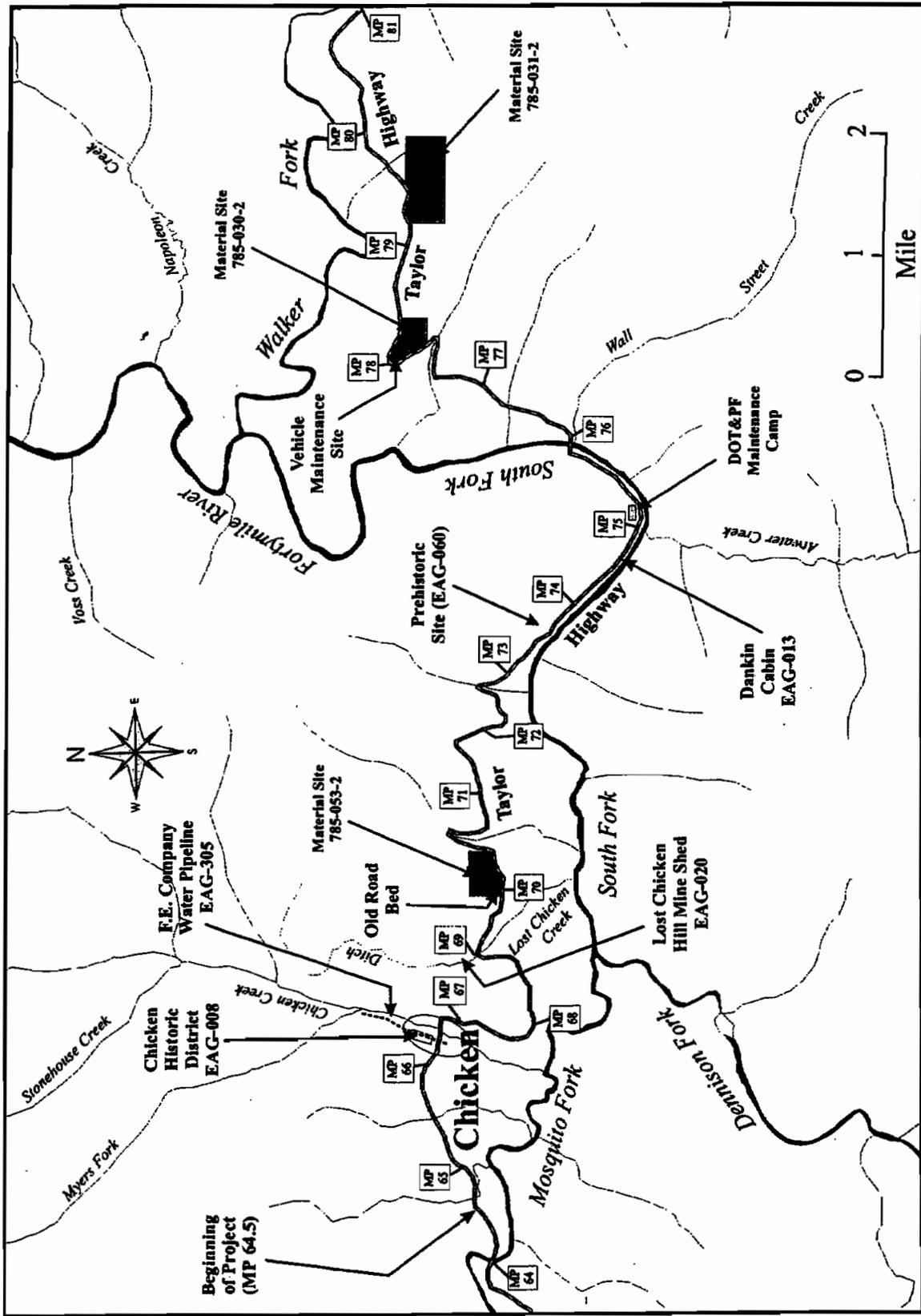


Figure 1 Map of the Taylor Highway, Miles 64.0 - 81.0, showing material sites and cultural sites visited during the 2002 cultural resources survey.

FIGURE 1

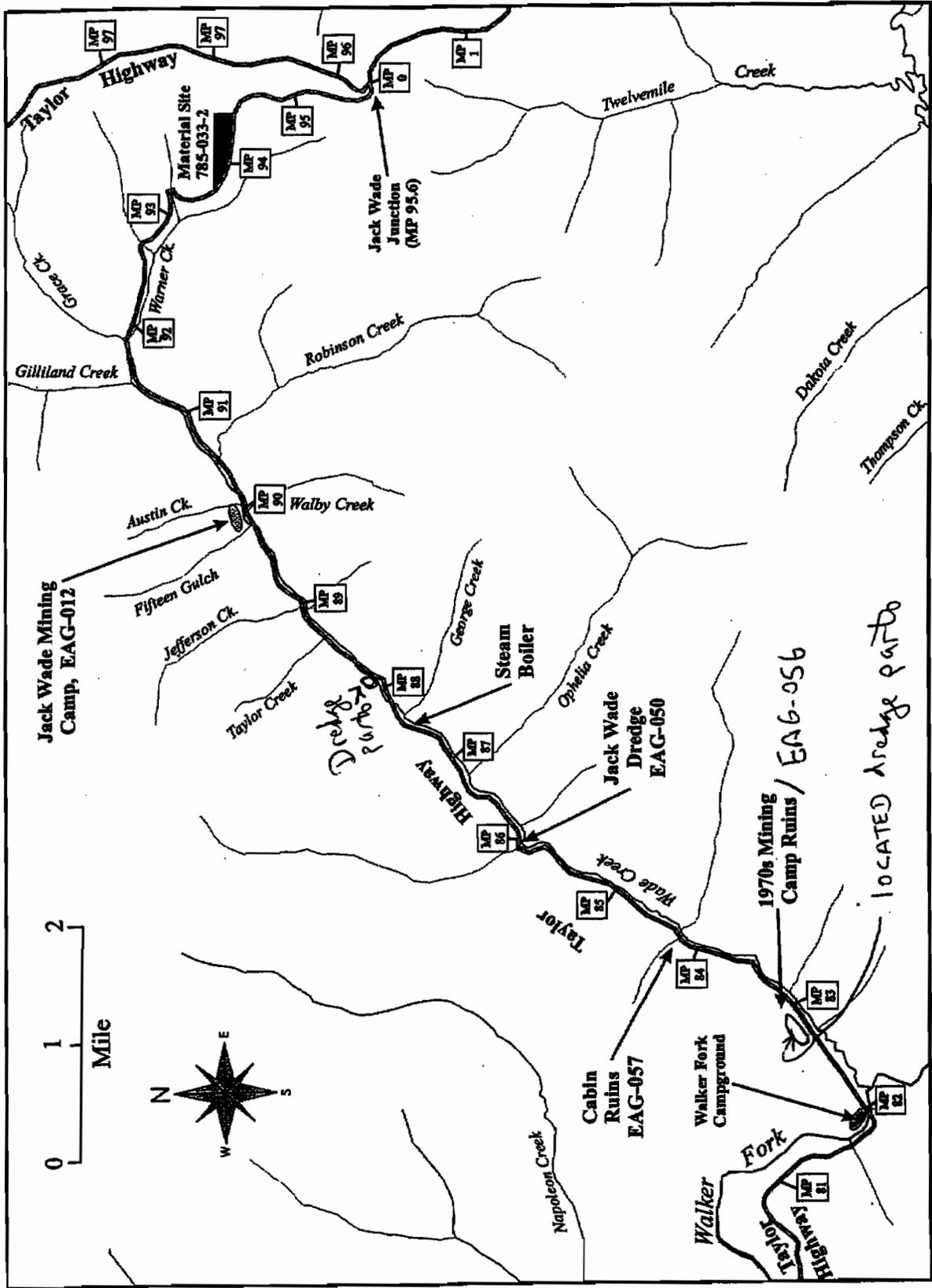
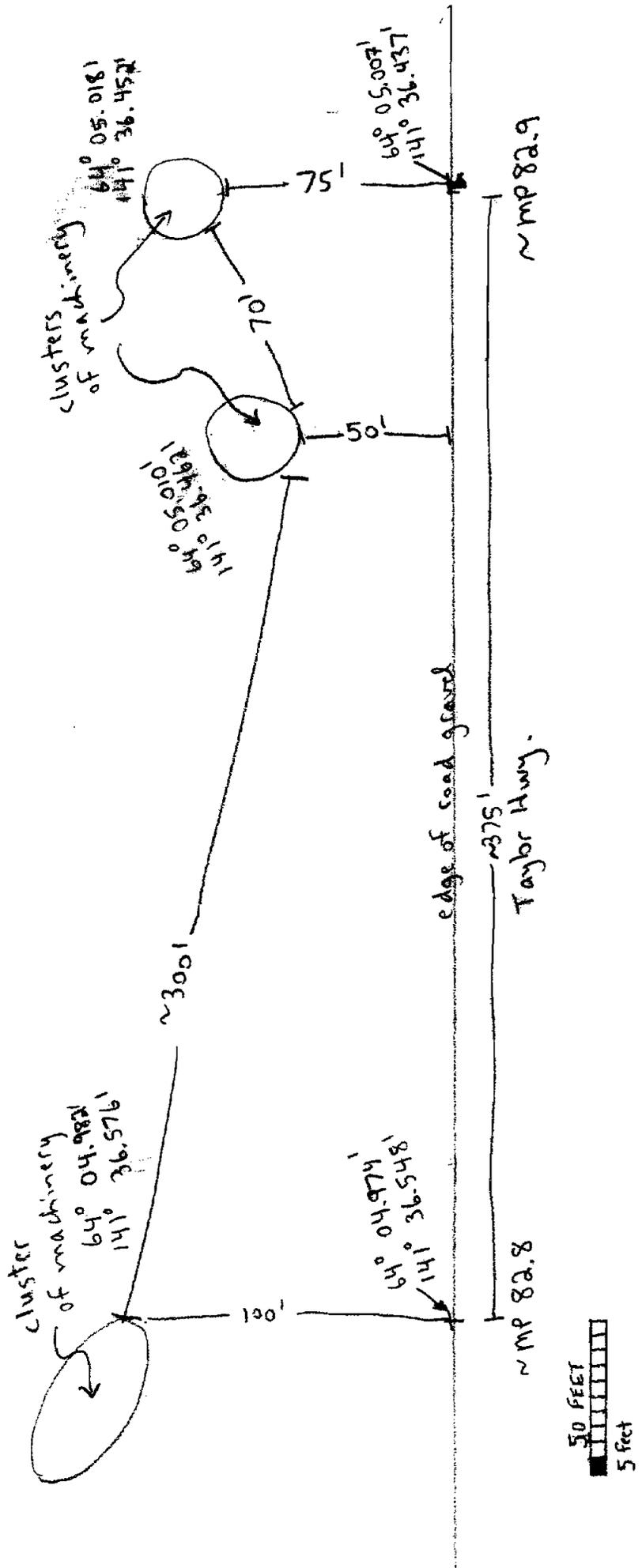


Figure 2: Map of the Taylor Highway, Mile 81-95.6, showing material sites and cultural sites visited during the 2002 OHA cultural resources survey.

FIGURE 2



FIGURE 3.
 Placer gold mining kledge machinery, located in tundra
 north + west of Taylor Hwy, at/ between MP 82.8-82.9.
 BLM Walker Fork campground ~MP 82.0.



DOT/PF

Name/Section Environmental

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

REPRESENTING

Date: 8/13/04

Robin Mills, BLM

Time: _____

Melissa Parker, DOT

Project No./Name _____

Taylor 64 - Border

TOPICS: _____

Mr Mills added a site to the Assessment of Archaeological & Historic Resources. There are 3 dredging mining machinery adjacent to highway. He said if we could avoid them no further action was required. I asked if a buffer was required & he said no. I said I'd check w/ Design to verify if we could avoid & if so put in plans & the environmental commitment summary of the EA.

ACTION ITEMS: _____

Verify Plans to location of mining equipment.

Copies To: _____

Signature: _____

M. Parker

Subject: Taylor - Additional Arch. Site

Date: Mon, 16 Aug 2004 10:46:31 -0800

From: Tim Woster <tim_woster@dot.state.ak.us>

Organization: Alaska Dept. of Transportation & P.F.

To: Melissa Parker <melissa_parker@dot.state.ak.us>,
"Luetters, Susan" <sluetters@ascg.com>

Melissa,

We've reviewed our preliminary design in the vicinity of MP 82.9 of the Taylor. This is the area that Robin Mills identified a new site, consisting of clusters of dredge mining machinery.

The preliminary design realigns the road in the vicinity of MP 82.9, moving the road closer to the machinery discussed by Robin. The realignment does not affect the machinery, but the new toe of the embankment is 7.5 feet from the closest cluster. Based on the preliminary design, our project will not affect the new site.

Do we need to address this new site beyond this? For example, do we need a provision for mitigation in the event that conditions in the field necessitate a revision in the design that moves the road closer to the site? Should we ask whether we can move the machinery if necessary?

Tim

Subject: Fw: Taylor Hwy EA comments from BLM

Date: Wed, 25 Aug 2004 11:13:23 -0800

From: Nancy_Whicker@ak.blm.gov

To: Melissa Parker <melissa_parker@dot.state.ak.us>

CC: tim_woster@dot.state.ak.us

Here is a summary of comments that Tim and I discussed yesterday afternoon regarding the Taylor Hwy (Chicken to Canada) Improvement Project. Much of what I had to say was editorial in nature such as clarification of language or a rewording of a paragraph for clarity.

1. Page ii (2nd sentence).....Note that Federal mining claims do NOT extend the entire length of Wade Creek. The illustration you use later in the book (Figure 16) is correct for the lower end of the claims, but the upper end goes approximately a 1/4 mile too far.
2. Page iii - Social Impacts: 5th sentence is redundant.
3. Page iv - Floodplain Impacts: "The project is not expected to have a (add) negative impact....."
4. Page iv - Section 4(f) Impacts: Wade Creek is a recreational segment (not a withdrawal) of the Fortymile National Wild and Scenic River not a wild and scenic segment which is important for clarification of the part that the Wade Creek section occupies in the bigger scheme of the WSR picture. That paragraph is not written clearly; would need rearrangement if still draft, but.....the document got signed off!
5. Page v - Material Sites: Add the word 'possibly' before "mine tailings" in the 1st sentence. 2nd sentence is redundant. Update any other reference to the use of tailings for construction. There could be confusion on a right-of-way that DOT is seeking for maintenance and repair using tailings.
6. Page 7 - Build Alternative: 2nd paragraph- Walker Fork wayside will be MP 82; MP 77 should be 77.5 and MP 78 should be 79 to match the illustrations. Also update page 11, last paragraph, and page 33 and 34 , last paragraphs.
7. Page 31 - Surface Water: 2nd paragraph mixed up and confusing, but factually OK.
8. Page 16 - Certification and Approval: Tim, did Susan get a signed copy of this 4(f) document review as she and I are indicated as cc: recipients?
9. Attachment A: BLM's Preliminary Finding Pursuant to Section 7 of the WSR Act.....Tim asked that you receive a signed copy no later than Sep. 17

Other comments:

It is my understanding that you received information from the BLM wildlife biologist (Ruth Gronquist) and archeologist (Robin Mills) responding to this last review. Ruth discussed her comments with Edrie Vinson, your environmental project manager, as well as with Tim Woster in mid-August. Robin wrote a letter of his concerns to Melissa as well as to the SHPO.

- Noxious weeds, and rehabilitation: Be careful as most straw and seed mixes are contaminated with invasive plant seeds as well as equipment carrying plant parts from other areas.

- Artifacts have been recently found just north of Walker Fork campground area of old mining dredge equipment that need to be avoided.

There were no other comments received from the other BLM specialists that had provided earlier input.

Nancy Whicker
Realty Specialist, BLM Project Team Lead
BLM-Tok Field Station
907-883-5121

----- Forwarded by Nancy Whicker/NFO/AK/BLM/DOI on 08/25/2004 10:17 AM

Nancy Whicker
<melissa_parker@dot.state.ak.us>
08/25/2004 09:43
(bcc: Nancy Whicker/NFO/AK/BLM/DOI)
AM
link: Nancy Whicker)

To: Melissa Parker
cc: tim_woster@dot.state.ak.us,
Subject: Re: Taylor Hwy(Document

Good morning, Melissa.....I discussed BLM comments relating to the Taylor Hwy EA with Tim yesterday on the telephone. I will be emailing a confirming email today relating to what we discussed. I will also check on getting the Section 7 ready for signature. I will be out of the office (my Mom is here!) until Sept. 8. Tim gave me a due date of no later than Sep 17 for the signed Sec 7 document.

Thank you for tracking down a DOT/WSR maintenance agreement!

Nancy Whicker
Realty Specialist
BLM-Tok Field Station
907-883-5121

Melissa Parker
<melissa_parker@dot.s
<Nancy_Whicker@ak.blm.gov>
tate.ak.us>
<tim_woster@dot.state.ak.us>

To: Nancy Whicker
cc: Timothy J Woster
Subject: Taylor Hwy

08/23/2004 11:32 AM

HI Nancy,

Tim and I are sitting here together discussing final details for the Taylor Hwy project. We were wondering if the BLM Final Section 7 Evaluation document will be signed. We need this to complete our FONSI. If you have any questions call Tim or I. Again thanks for all your time and effort on this project.

p.s. Washington DOT is sending up a MOU they have w/ the U.S. Forest Service regarding maintenance in Wild and Scenic Rivers.

Fw: Taylor Hwy EA comments from BLM

Take care, Melissa

Subject: [Fwd: Taylor Highway EA]
Date: Tue, 17 Aug 2004 17:01:34 -0800
From: Tim Woster <tim_woster@dot.state.ak.us>
Organization: Alaska Dept. of Transportation & P.F.
To: Melissa Parker <melissa_parker@dot.state.ak.us>,
"Luetters, Susan" <sluetters@ascg.com>

Comments from BLM on invasive and noxious weeds.

I'm not sure yet how we can address these comments, but I think the issues are ones that we've dealt with before.

Tim

Subject: Taylor Highway EA
Date: Tue, 17 Aug 2004 16:19:12 -0800
From: Ruth_Gronquist@ak.blm.gov
To: Nancy_Whicker@ak.blm.gov
CC: tim_woster@dot.state.ak.us

You had asked for comments by August 6. I was in the field but when I returned on Aug 11, I found a copy of the EA. Since your deadline was past and I've made a lot of input on other parts of this project, I looked at the mitigation measures for any concerns, especially with an eye out for seeding and other reclamation. Bullet 6 raised concerns. I called Edrie Vinson; she was listed in the front as environmental project manager. She asked Tim Woster, the project engineering manager, to call me. Tim and I talked this morning. He asked that you incorporate my concerns into the comments from BLM, which he had not yet received.

The stipulation for erosion control states that control measures may include the use of straw bales for stabilization of seeded areas. Two things are of concern. First, most straw is contaminated with seeds of invasive plants which are often also exotic and noxious plants (weeds). Through the efforts of the Alaska Committee for Noxious and Invasive Plants Management (CNIPM), three Soil and Water Conservation Districts in Alaska have developed certified weed free forage and mulch programs with their producers. By this fall, we hope the first certified weed free straw will be available. Second, seed mixes used for stabilization often are contaminated with weed seed. Working with the Plant Materials Center (PMC) in Palmer, we have recommendations on seeding in dry and wet areas with native seed mixes. Working with the PMC, we can find a commercial source for these mixes.

Tim is very knowledgeable and aware of the seeding concerns. Including my concerns in the comments will help bring these to the surface when the detail design is developed somewhere down the road. When their environmental staff develops the design specifications, they will coordinate with land managers and adjacent land managers (BLM), at which point we can further help them with the stabilization and seeding plans.

Additional concerns are the movement of Noxious and Invasive Plants in materials and equipment used in construction. Material sites are often sources of weeds. I suggested to Tim that potential material sites should be surveyed for weeds in hopes of using the cleanest materials. I will work with CNIPM and BLM WO to develop recommendations on how to reduce the transfer of weeds from infected material sites to the construction project. It will be helpful with other projects, too. Although it would be a last resort recommendation, pesticide application is probably the best way to keep material sites clean. Standard recommendations on equipment is that they be cleaned of all mud and debris that can harbor seeds and plant parts (propagules) before leaving the last site of use and being moved to the new worksite. Construction equipment harboring seeds and propagules introduces and spreads many invasive plants. I am available to consult on any of these concerns.

Call me if you have questions. Thanks for putting together the comments.

DOT/PF

Name/Section _____

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED	REPRESENTING	Date: <u>8/17/04</u>
<u>Ruth Cronquist</u>	<u>BLM</u>	Time: <u>10:30 Am</u>
	<u>474-2377</u>	Project No./Name _____
	<u>noxious weed specialist</u>	<u>Tex for 64-1304</u>

TOPICS: ESCP & I know what it is

Prags - 1) straw bales - confirm weed seeds
Require certified weed free straw
At least one producer is interested in certifying

2) what will be seeding?

Told her that ESCP is Erosion Sediment Control Plan

I told her that the Department would be willing to require certified weed free straw bales if they are commercially available -
I told her that we often work with Stoney Wright at the Plant Center to develop seed mixes for our projects, using seed that is native to Alaska. I told her that our seed specs for ESCP are developed during our detailed design phase.
I asked Ruth to be sure to formally submit her comments to us, either through Nancy Whicker (BLM worker) or directly to me, and we'll ^{address} the comments as we develop a

ACTION ITEMS: FOCUS for the EA.

Copies To: _____

Signature: T. Winters

Re: certified seed????

Subject: Re: certified seed????

Date: Wed, 01 Sep 2004 12:05:33 -0600

From: Stoney J Wright <stoney_wright@dnr.state.ak.us>

To: Melissa Parker <melissa_parker@dot.state.ak.us>

Melissa,

The seed you buy in Alaska is certified free of noxious weeds. You should also reiterate that in your specs.

Stoney

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

From: Melissa Parker <melissa_parker@dot.state.ak.us>

Date: Wednesday, September 1, 2004 12:04 pm

Subject: certified seed????

> Hello,

>

> is the grass seed mix we typically apply on our projects certified for

> purity, i.e. noxious weed? Or are there seed mixes and straw bales

> available, if we specify, that seed mix be free of noxious weed ? and

> if so does it cost a lot more money?

>

> Thanks, melissa

>

>



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Fairbanks Fish and Wildlife Field Office
101 12th Avenue, Box 19, Room 110
Fairbanks, Alaska 99701
August 18, 2004



Tim Woster, P.E.
Design Engineering Manager
State of Alaska
Department of Transportation and Public Facilities
Design Section, Room 317
2301 Peger Road
Fairbanks, Alaska 99709-5316

Re: EA – Taylor Highway Milepost
64.5 to Canadian Border – Project
STP-0785(11)/66446

Dear Mr. Woster:

The U.S. Fish and Wildlife Service (Service) has reviewed the referenced Environmental Assessment (EA) for improvements to the Taylor/Top of the World Highway in eastern Alaska. The selected alternative proposes improvements to the road and bridges using the current alignment of the highway.

As the project will be largely restricted to the current alignment of the highway, impacts to terrestrial and aquatic habitats should be minimal. However, excavation of mine sites and work in riparian areas should be followed by reclamation to enhance fish and wildlife habitat and prevent erosion. Stream crossings should be designed to allow fish passage and maintain stream flows.

Endangered Species

There are no threatened or endangered species in the project area, thus the Service does not expect project-related activities to adversely impact listed species. This letter constitutes informal consultation under the Endangered Species Act. Preparation of a Biological Assessment or further consultation regarding this project is not necessary at this time.

Specific Comments:

4.7 Wetlands. The Service has no comment on wetland impacts or mitigation at this time, but, if needed, will supply comments on the Section 404 permit application.

4.7.4 Raptors. If peregrine falcon or eagle nests are found to exist within or adjacent to construction activity, the Service should be consulted for measures to protect the nest from disturbance. A list of known nest sites in the vicinity of the proposed action is attached.

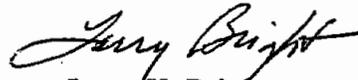
4.20 Material Sites. Reclamation plans for material sites should be developed that incorporate wildlife enhancement strategies.

Recommendations:

The Migratory Bird Treaty Act prohibits the willful killing or harassment of migratory birds. The Service recommends that clearing, excavation and fill activities be completed prior to May 1 or after July 15 to avoid impacts to breeding migratory birds. If this is not possible, then other measures to avoid impacts to breeding migratory birds should be initiated. For example, the area to be excavated could be cleared of vegetation prior to May 1 to allow work to continue through the spring and summer. This would render the areas unsuitable for breeding birds prior to their arrival and facilitate construction during the breeding season without impacts to birds.

We appreciate this opportunity to comment. Please contact Larry Lysne at 907-456-0239 should you have any questions concerning these comments.

Sincerely,



Larry K. Bright
Branch Chief, Project Planning

cc: Robert McLean, ADNR, OHMP

United States Fish and Wildlife Service

Preliminary Species Search Report for Section 7 Consultation

Site Latitude: Reference#:
Site Longitude: Date:
Range: Biologist:

Applicant:

Project Name: Taylor Highway Improvements

Location:

Note:

SPECIES	*Class	Miles	Direction	Latitude	Longitude	REMARKS
AMERICAN PEREGRINE FALCON	E	2.0	279	64 4' 57"	141 45' 39"	Nest Site
AMERICAN PEREGRINE FALCON	E	2.7	301	64 5' 55"	141 46' 25"	Nest Site
GOLDEN EAGLE	S	2.9	329	64 6' 50"	141 44' 48"	Nest Site
AMERICAN PEREGRINE FALCON	E	6.8	347	64 10' 27"	141 44' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.0	347	64 10' 39"	141 45' 0"	Nest Site
MERLIN	S	7.1	345	64 10' 40"	141 45' 29"	Nest Site
BALD EAGLE	S	7.3	346	64 10' 51"	141 45' 17"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.6	352	64 11' 11"	141 43' 48"	Nest Site
ARCTIC PEREGRINE FALCON	S	8.4	353	64 11' 58"	141 43' 50"	Nest Site
MERLIN	S	9.5	348	64 12' 44"	141 45' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.7	267	64 4' 16"	142 1' 0"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.7	267	64 4' 16"	142 1' 0"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.4	346	64 13' 29"	141 46' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.6	345	64 13' 35"	141 47' 29"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.7	346	64 13' 43"	141 47' 9"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.2	348	64 14' 11"	141 46' 26"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.4	350	64 14' 24"	141 45' 58"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.5	356	64 14' 37"	141 43' 17"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.7	357	64 15' 43"	141 43' 22"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.5	1	64 16' 23"	141 41' 20"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.5	360	64 16' 27"	141 41' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.8	338	64 15' 48"	141 52' 3"	Nest Site
GOLDEN EAGLE	S	13.9	327	64 14' 48"	141 57' 4"	Nest Site
AMERICAN PEREGRINE FALCON	E	14.3	336	64 16' 3"	141 53' 20"	Nest Site

*Classification:
S - Not Listed
E - Endangered
T - Threatened

United States Fish and Wildlife Service

Preliminary Species Search Report for Section 7 Consultation

Site Latitude:

Reference#:

Site Longitude:

Date:

Range:

Biologist:

Applicant:

Project Name: Taylor Highway Improvements

Location:

Note:

SPECIES	*Class	Miles	Direction	Latitude	Longitude	REMARKS
AMERICAN PEREGRINE FALCON	E	11.0	10	64 14' 57"	141 8' 6"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.0	7	64 15' 51"	141 9' 5"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.7	348	64 17' 8"	141 17' 39"	Nest Site

*Classification:

- S - Not Listed
- E - Endangered
- T - Threatened

United States Fish and Wildlife Service

Preliminary Species Search Report for Section 7 Consultation

Site Latitude: Reference#:
 Site Longitude: Date:
 Range: Biologist:

Applicant:

Project Name: Taylor Highway Improvements

Location:

Note:

SPECIES	*Class	Miles	Direction	Latitude	Longitude	REMARKS
GOLDEN EAGLE	S	6.4	263	64 6' 50"	141 44' 48"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.2	306	64 11' 11"	141 43' 48"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.2	298	64 10' 27"	141 44' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.4	247	64 4' 57"	141 45' 39"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.4	256	64 5' 55"	141 46' 25"	Nest Site
AMERICAN PEREGRINE FALCON	E	7.4	300	64 10' 39"	141 45' 0"	Nest Site
MERLIN	S	7.6	299	64 10' 40"	141 45' 29"	Nest Site
BALD EAGLE	S	7.6	301	64 10' 51"	141 45' 17"	Nest Site
ARCTIC PEREGRINE FALCON	S	7.8	312	64 11' 58"	141 43' 50"	Nest Site
MERLIN	S	9.1	312	64 12' 44"	141 45' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.9	326	64 14' 37"	141 43' 17"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.1	313	64 13' 29"	141 46' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.3	314	64 13' 43"	141 47' 9"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.4	313	64 13' 35"	141 47' 29"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.5	317	64 14' 11"	141 46' 26"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.5	319	64 14' 24"	141 45' 58"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.0	329	64 15' 43"	141 43' 22"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.2	336	64 16' 23"	141 41' 20"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.4	335	64 16' 27"	141 41' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.7	350	64 17' 30"	141 36' 19"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.0	348	64 17' 43"	141 37' 1"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.1	344	64 17' 38"	141 39' 0"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.1	352	64 17' 53"	141 35' 40"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.3	10	64 17' 60"	141 27' 44"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.5	345	64 17' 59"	141 38' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	12.5	13	64 18' 8"	141 26' 44"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.3	33	64 17' 8"	141 17' 39"	Nest Site
AMERICAN PEREGRINE FALCON	E	13.8	314	64 15' 48"	141 52' 3"	Nest Site
AMERICAN PEREGRINE FALCON	E	14.4	313	64 16' 3"	141 53' 20"	Nest Site
AMERICAN PEREGRINE FALCON	E	14.8	54	64 14' 57"	141 8' 6"	Nest Site

SPECIES	*Class	Miles	Direction	Latitude	Longitude	REMARKS
AMERICAN PEREGRINE FALCON	E	14.9	256	64 4' 16"	142 1' 0"	Nest Site
AMERICAN PEREGRINE FALCON	E	14.9	256	64 4' 16"	142 1' 0"	Nest Site

*Classification:
S - Not Listed
E - Endangered
T - Threatened

United States Fish and Wildlife Service

Preliminary Species Search Report for Section 7 Consultation

Site Latitude: Reference#:
 Site Longitude: Date:
 Range: Biologist:

Applicant:

Project Name: Taylor Highway Improvements

Location:

Note:

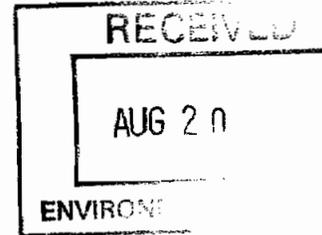
SPECIES	*Class	Miles	Direction	Latitude	Longitude	REMARKS
AMERICAN PEREGRINE FALCON	E	9.2	25	64 17' 8"	141 17' 39"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.3	279	64 11' 11"	141 43' 48"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.4	353	64 17' 60"	141 27' 44"	Nest Site
ARCTIC PEREGRINE FALCON	S	9.5	285	64 11' 58"	141 43' 50"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.5	356	64 18' 8"	141 26' 44"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.7	274	64 10' 27"	141 44' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	9.8	275	64 10' 39"	141 45' 0"	Nest Site
BALD EAGLE	S	10.0	276	64 10' 51"	141 45' 17"	Nest Site
MERLIN	S	10.1	275	64 10' 40"	141 45' 29"	Nest Site
GOLDEN EAGLE	S	10.3	250	64 6' 50"	141 44' 48"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.3	328	64 17' 30"	141 36' 19"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.4	56	64 14' 57"	141 8' 6"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.5	301	64 14' 37"	141 43' 17"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.5	331	64 17' 53"	141 35' 40"	Nest Site
MERLIN	S	10.7	288	64 12' 44"	141 45' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.7	50	64 15' 51"	141 9' 5"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.7	327	64 17' 43"	141 37' 1"	Nest Site
AMERICAN PEREGRINE FALCON	E	10.9	313	64 16' 23"	141 41' 20"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.2	307	64 15' 43"	141 43' 22"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.2	312	64 16' 27"	141 41' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.2	323	64 17' 38"	141 39' 0"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.4	324	64 17' 59"	141 38' 46"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.5	297	64 14' 24"	141 45' 58"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.5	291	64 13' 29"	141 46' 57"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.5	247	64 5' 55"	141 46' 25"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.6	241	64 4' 57"	141 45' 39"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.6	295	64 14' 11"	141 46' 26"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.7	292	64 13' 43"	141 47' 9"	Nest Site
AMERICAN PEREGRINE FALCON	E	11.8	291	64 13' 35"	141 47' 29"	Nest Site
AMERICAN PEREGRINE FALCON	E	14.9	297	64 15' 48"	141 52' 3"	Nest Site



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898
AUGUST 18 2004

Regulatory Branch
North Section
POA-2004-1091-9



Mr. Bruce Campbell
Acting Environmental Coordinator
Alaska Department of Transportation
2301 Peger Road
Fairbanks, Alaska 99709-5316

Dear Mr. Campbell:

This is in response to your request for a Department of the Army (DA) Approved Jurisdictional determination for the following: Environmental Assessment Taylor Highway Milepost 64.5 to the Canadian Border. Shannon and Wilson, Incorporated, completed the wetland delineation for this project.

Based on our review of the information you furnished, we have determined that your proposed project would involve the placement of dredged and/or fill material into waters of the United States (U.S.) under our regulatory jurisdiction (see enclosure titled, "BASIS FOR JURISDICTIONAL DETERMINATION").

We hereby accept your consultant-prepared Preliminary Jurisdictional determination. The Preliminary Jurisdictional determination is now an Approved Jurisdictional determination. No changes in wetland boundaries were made to the mapped wetlands. However, it should be noted that the lateral limits of the wetlands were mapped based upon the current proposed highway work. If your ultimate highway work extends laterally outside of the existing mapped area, additional wetland delineation will be required. Lands within the delineation area contain wetlands under the Corps of Engineers' regulatory jurisdiction. Since the ultimate development plans involve the discharge and or placement of dredged and/or fill material into these wetlands, issuance of a DA permit will be required prior to initiating work.

Your proposed project was reviewed pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for certain structures or work in or affecting navigable waters of the United States (U.S.), prior to conducting the work (33 U.S.C. 403). Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in

saturated soil conditions. Navigable waters of the U.S. are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified as navigable by the Alaska District. The Corps of Engineers does not list the Forty Mile River or Jack Wade Creek as navigable under Section 10 of the Rivers and Harbors Act of 1899.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with shear blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling, or other soil disturbances are considered placement of fill material under Corps jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Also, enclosed is a Notification of Administrative Appeals Options and Process and Request for Appeal form regarding this DA Approved Jurisdictional Determination.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect any proposed work.

Please take a moment to complete and return the enclosed questionnaire. Our interest is to see how we can continue to improve our service to you, our customer, and how best to achieve these improvements. Upon your request, you may also provide additional comments by telephone or a meeting. We appreciate your efforts and interest in evaluating the regulatory program.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number POA-2004-1091 in future correspondence or if you have any questions concerning this determination. You may contact me by mail at the letterhead address, ATTN: CEPOA-CO-R-N, at (907) 753-2716, toll free from within Alaska at (800) 478-2712, or by FAX at (907) 753-5567. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,



Victor Ross
Project Manager

Enclosures

BASIS FOR JURISDICTIONAL DETERMINATION

Applicant: ADOT&PF File #: POA-2004-1091

The U.S. Army Corps of Engineers, Alaska District, Regulatory Branch has evaluated your project site to determine the presence or absence waters of the United States, including wetlands, which are subject to regulatory jurisdiction under Section 404 of the Clean Water Act and/or Section 9 and/or Section 10 of the Rivers and Harbors Act of 1899.

1. DETERMINATION:

- A. This site has jurisdictional waters of the United States, which are defined in 33 CFR 328.3. Your site has:
- (1) A waterway which is currently used, or was used in the past, or may be susceptible to use in interstate or foreign commerce, including all water which is subject to the ebb and flow of the tide (navigable water);
 - (2) An interstate water, including interstate wetlands;
 - (3) A water such as an intrastate lake, river, stream (including intermittent streams), mudflat, sandflat, wetland, slough, prairie pothole, wet meadow, playa lake, or a natural pond, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:
 - (a) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or,
 - (b) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or,
 - (c) Which are used or could be used for industrial purpose by industries in interstate commerce; or,
 - (d) Other;
 - (4) An impoundment of water otherwise defined as a water of the United States under the definition;
 - (5) A tributary to a water identified in paragraphs (A)(1) through (4) above;
(1) , (2) , (3) , and (4) . <check the number as appropriate>
 - (6) A territorial sea;
 - (7) A wetland adjacent¹ to waters (other than waters that are themselves wetlands) identified in paragraphs (A) (1) through (6) above: (1) , (2) , (3) , (4) , (5) , (6) ; <check the number as appropriate>
- B. Limits of jurisdiction: Section 10: pick list Limits: pick list
 Limits of jurisdiction: Section 404: non-tidal water Limits: ordinary high water mark

2. **SOME INDICATORS SUPPORTING THE DETERMINATION:** indicated as wetland on National Wetland Inventory map; aerial photography interpretation; wetland hydrology; soils listed as hydric on soils map; hydric soils, as determined by field inspection; hydrophytic plant community; adjacency to navigable or interstate waters; linkage to interstate or foreign commerce; other: Onsite JD by Shannon and Wilson

3. **Rationale:** Shannon and Wilson identified wetlands according to the 1987 manual within the proposed project site. The surface drainage is connected and can be traced to navigable waters of the US.



Project Manager
North Section



Date

¹ Adjacency is defined in 33 CFR 328.3 (c) as "bordering, contiguous, or neighboring," with the further clarification that "[w]etlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like, are 'adjacent wetlands'."

August 5, 2004

Ms. Susan Luetters
ASCG Incorporated
3900 C Street, Suite 501
Anchorage, AK 99503-5967

**RE: WETLAND DELINEATION METHODOLOGY, TAYLOR HIGHWAY
PROJECT, CHICKEN, ALASKA**

Dear Ms. Luetters:

As requested, this letter describes our wetland delineation methodology for the Taylor Highway Project near Chicken, Alaska.

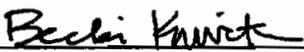
Shannon & Wilson, Inc. drove the Taylor Highway alignment, and documented data plots when we observed changes in vegetation or hydrology. Depending on topographic changes, data plots were also taken in areas with significant topographic breaks. Wetland boundaries were approximated based on our review of the aerial photos for the project area, the topographic and vegetative community breaks observed in the field, and on other wetland indicators observed. Enclosed are photographs of representative plant communities along the alignment.

Approximate boundaries were mapped on the station maps provided by the Alaska Department of Transportation. The stations were not marked in the field, so mapped locations of wetland boundaries were approximated relative to locations of features observed in the field, such as road curves, streams, and intersecting roads.

If you have any questions or comments, or require additional information, please contact me at (206) 695-6673.

Sincerely,

SHANNON & WILSON, INC.


Becki Kniveton
Wetland Biologist

BSK:KLW:DNC/klw

Enclosures: Site Photographs

21-1-12090-001-L1/wp/klw

400 NORTH 34TH STREET • SUITE 100
P.O. BOX 300303
SEATTLE, WASHINGTON 98103
206-632-8020 FAX 206-695-6777
TDD: 1-800-833-6388

21-1-12090-001



Photos 1 and 2. Most of the alignment is dominated by black spruce, low ericaceous shrubs, moss, and lichens. (DP 3, 4, 5, 9, & 11)

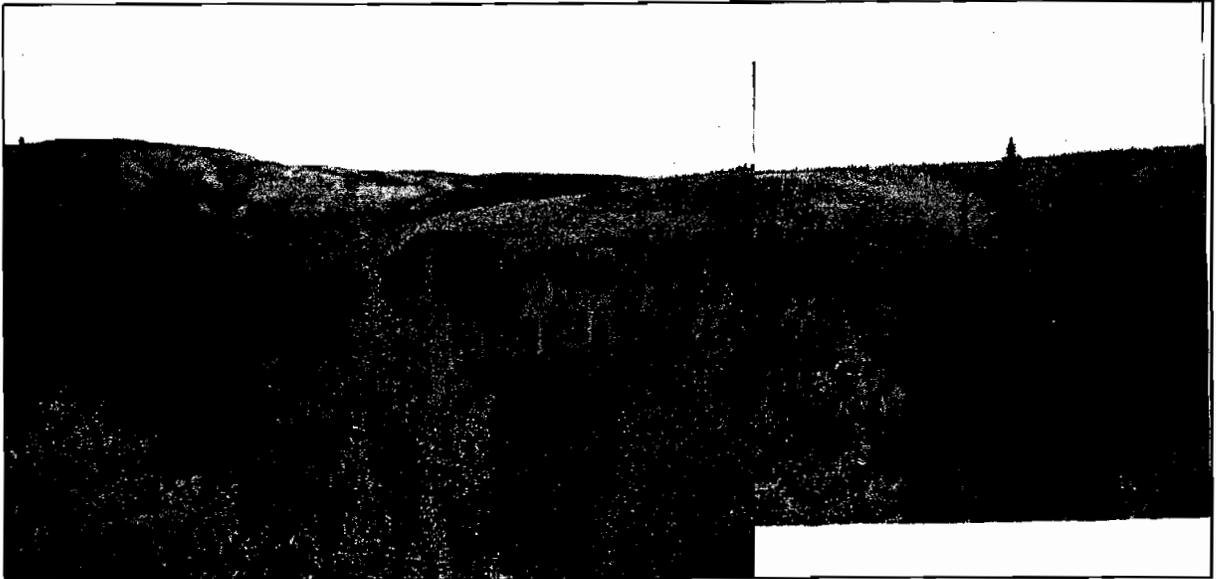


File: I:\Drafting\211\12090-001\21-1-12090-001 Photos.dwg Date: 06-05-2004 Author: LR

August 2004
21-1-12090-001

**TAYLOR HIGHWAY DELINEATION
SITE PHOTOGRAPHS**

FIG. A-1
Sheet 1 of 3



Photos 3 and 4. The low lying riparian wetlands were dominated by willows, horsetail, sedges, mosses, and some grasses (DP 2 & 7).



File: \\p1atimg02\1112090-001\21-1-1-12090-001 Photos.dwg Date: 08-05-2004 Author: LR

August 2004
21-1-12090-001

**TAYLOR HIGHWAY DELINEATION
SITE PHOTOGRAPHS**

FIG. A-1
Sheet 2 of 3

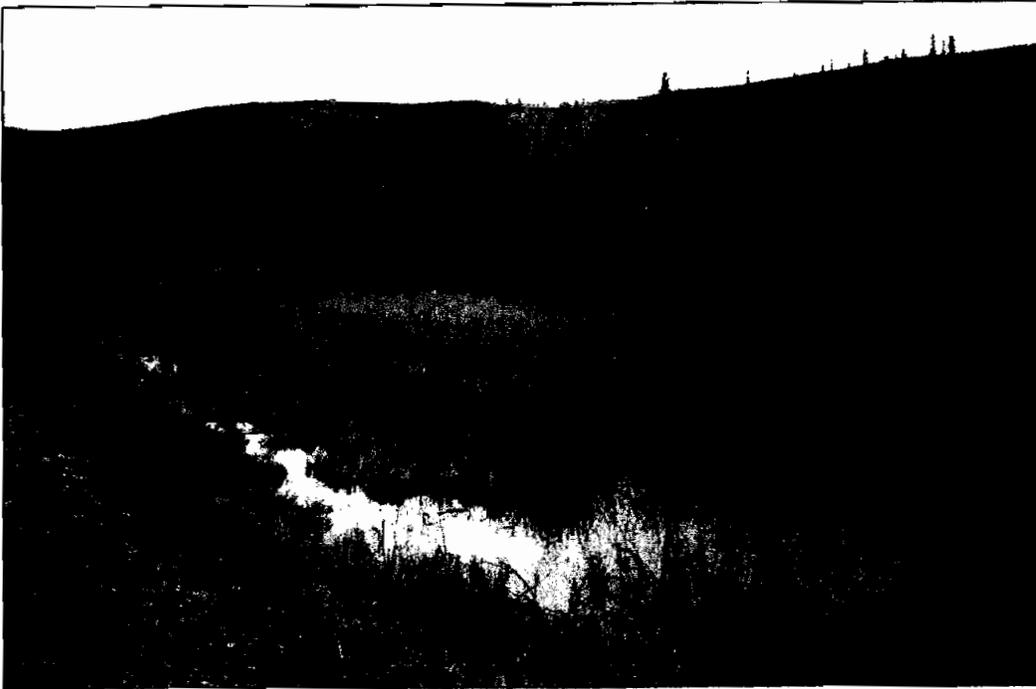


Photo 5. Sedge meadow wetlands were primarily found along Wade Creek and between Chicken & Mosquito Fork Bridge.

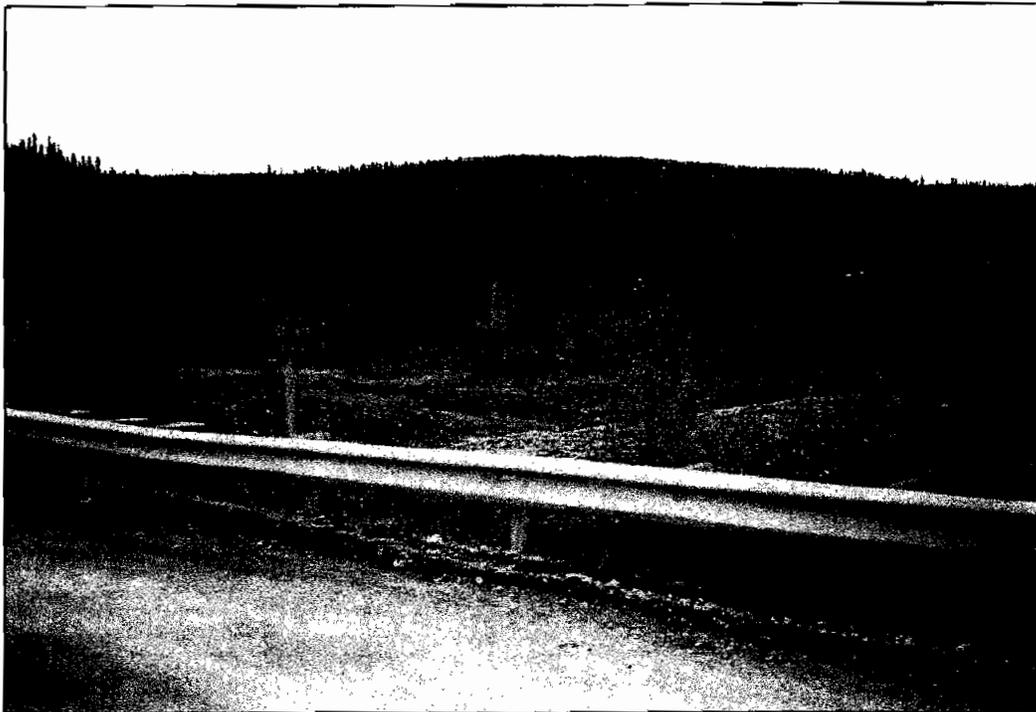


Photo 6. Many of the creeks had disturbed riparian wetland areas in various stages of natural revegetation.

August 2004
21-1-12090-001

**TAYLOR HIGHWAY DELINEATION
SITE PHOTOGRAPHS**

FIG. A-1
Sheet 3 of 3

Appendix C

Signed Section 7 Document

September 17, 2004 update

Preliminary Finding (BLM) Pursuant to Section 7 of the
Wild and Scenic Rivers Act
For the Proposed Taylor Highway Project
(MP 64 near Chicken, Alaska, north to the Canadian Border)

Proposed Action

The State of Alaska Department of Transportation and Public Facilities (ADOTPF) proposes to upgrade the portion of the Taylor Highway that parallels Wade Creek. The purpose of the project is to improve the safety of those traveling the highway, lower scheduled maintenance costs, and reduce the negative effects of flooding on the highway and the waters of the area. As of April 2003 the project has not been precisely described by design drawings. The detailed design will only be prepared following approval of the National Environmental Policy Act (NEPA) process and if funding is obtained for the project.

The following are descriptive excerpts from the scoping documents provided by ADOTPF:

“Alignment – The present highway alignment will be maintained except for minor realignments to reduce curvature on corners and shifting the highway away from the Wade Creek floodplain between MP 84 and 85. The proposed highway realignments at corners average 0 to 15 meters (0 to 50 feet) from the existing highway centerline. Along Wade Creek, the maximum shift is 30 meters (0 to 100 feet) from the centerline. The road will be improved by widening the road to 28 feet with two 10-foot lanes and 4-foot shoulders and surfaced with “high float asphalt”. Drainage will be improved to convey water away from the road by ditching parallel to the road and installing cross-drainage under the road.”

“Material and Disposal Sites – Material for road construction will come from road cuts/unclassified excavation and tailings from Wade Creek. There are also nine state-owned material sites available if they are needed during construction. Figures 1 and 2 show the locations of material sites. Additional unclassified excavation will be used as slope flattening in non-wetland areas. Disposal sites have not yet been identified. A Storm Water Pollution Prevention Plan and all necessary permits and clearances for material and disposal sites will be obtained prior to construction.”

“Impacts to Water Bodies – Streams within the project corridor that could be temporarily affected by road rehabilitation include: Chicken Creek, Lost Chicken Creek, South Fork, Walker Fork, Wade Creek, Warner Creek, Gilliland Creek, and several unnamed tributaries to Wade Creek. The Chicken Creek bridge will be replaced with a single span bridge. In-water work will be required at the Chicken Creek bridge for replacement of the old bridge. Approach and bridge railing work will be performed on the South Fork and Walker Fork bridges. In-water work will be required at the South Fork Bridge to repair a concrete pier. Work will be conducted at and below the water line. No reclamation of the Wade Creek floodplain will occur as outlined in previous

project plans. An ADF&G habitat permit will be required for work in fish bearing streams including Chicken Creek and South Fork.”

“**Culverts**-Culverts will also be installed at numerous locations to maintain natural drainage patterns. All culverts will be sized and installed to maintain water flow during high-water conditions and prevent restriction of fish passage. Culvert design and installation will follow guidance outlined in the "Memorandum of Agreement – Design, Permitting and Construction of Culverts for Fish Passage" between the ADOT&PF and ADF&G”

“**Flood Plain Management** – There are no Federal Emergency Management Agency Flood maps for the project area. The Alaska Community Flood Hazard Information website did not have flood information for Chicken or Boundary. According to a BLM publication Water Resources of the Fortymile National Wild & Scenic River, Alaska, the Mosquito Fork is subject to flooding during moderate to high water, the South Fork is subject to flooding only during extreme high water, and the Walker Fork is subject to flooding during moderate to high water. During the site visit there was evidence of erosion from high water of the Taylor Highway along Wade Creek at approximately MP 83 and 84. The proposed project will move portions of the Taylor Highway out of the Wade Creek floodplain.”

“**Wetlands** – There are no National Wetlands Inventory Maps available for the project area. A wetlands delineation based on aerial photography and field verification was conducted on September 10 to 13, 2002. A wetlands delineation report is currently being prepared. Preliminary information indicates that most areas with black spruce forest are considered wetlands along the Taylor Highway. Changes in the road footprint will likely result in impacts to the forested spruce wetlands. There are also scrub shrub and emergent wetlands associated with Wade and Walker Creeks along the road right of way. These wetlands have been highly disturbed by mining activities. It is likely that a Section 404 permit would be needed from the USACE for the proposed project.”

Background Information

Wade Creek is a component of the Fortymile National Wild and Scenic River (FNWSR) system, and is managed as a recreational river area. Walker Fork and South Fork are also part of the FNWSR managed as scenic river areas. The proposed upgrade of the highway will require the placement of fill and riprap that could restrict the ability of the Wade Creek channel to meander naturally within its valley. Because of this direct impact on the “free-flow” of the stream, the Bureau of Land Management as federal manager of the wild and scenic river area is required to determine whether or not the proposed action will have a “direct and adverse” impact on the values for which Wade Creek was added to the national system pursuant to Section 7 of the Wild and Scenic Rivers Act. As mentioned above, we lack detailed and final information about the project. We do not know exactly how much fill or riprap will be used or exactly where the road will be moved from its existing location, nor do we know where the existing stream lies relative to the road. However, we do know that the project will likely result in improved water quality in Wade Creek, a more stable roadbed, and that when the roadbed is realigned, it will likely move away from the creek rather than towards it. This draft finding was prepared based on preliminary working drawings and tabular information, incomplete surveys, and discussions with DOT staff.

One interesting fact which is quite unusual for wild and scenic river areas, is that throughout the project area Wade Creek does not flow in a "natural" channel. Instead, the stream has been moved about for decades by miners whose rights under the mining laws supercede the protections provided by the Wild and Scenic Rivers Act. Miners had rights that also predated the right-of-way for the road and routinely rerouted the highway and stream in the process of mining their claims. Miners have left over 650 acres of river bottom land in unstable condition (moving approximately 1,140,000 cubic yards of material in the process), buried dozens of acre-feet of silt in former settling ponds, and created piles of tailings containing many thousands of cubic yards of rock. These practices have decreased the average depth and sinuosity of Wade Creek and increased turbidity and bedload creating a situation where the channel has been unstable since at least the early 1900's. This unstable channel led to persistent flood damage to the Walker Fork Tent Campground that was been closed as a result by BLM. The instability of the channel and floodplain has also contributed to periodic washouts of the Taylor Highway causing episodes of impaired water quality during the flood events and during reconstruction activities.

Affected Environment

Direct alteration to within-channel conditions

The proposal includes several areas where the current channel runs right along the road. In these areas, the road would be moved away from the creek. This would have the effect of moving the artificial stream bank provided by the existing road fill that would effectively widen the flood plain. While new stream channel would not be constructed during the project, it is likely that the stream would become more sinuous and that channel slope, depth, and velocity would all decrease in these areas. Removal of roadway materials from the floodplain in those areas where realignment occurs would create short-term disturbance, primarily erosion and sedimentation during construction, but the additional space created within the Wade Creek floodway would help minimize long-term effects of flooding.

The improvements to channel stability conditions could be greatly enhanced if the road were moved above the floodplain and if the mining tailing piles and capped settling ponds were more fully reclaimed.

While removal of material from the floodplain would create short-term disturbance to the Wade Creek floodplain during construction, the additional space created within the floodway would help minimize effects of flooding such as erosion and sedimentation that currently impact the stream. Blending the former tailings piles to create better drainage as well as seeding to promote revegetation would be an improvement over the existing unreclaimed tailings piles scattered along the floodplain.

Changes to water quality as a direct result of the project

Currently the natural drainage patterns are disrupted by past mining activities, the existing road, and the lack of culverts working to divert, impede, or block flow in stream channels. Blockages or diversions resulting from insufficient flow capacity can result in seasonal or permanent impoundments. Diverting stream flow can also result in increased bank or shoreline erosion and sedimentation as well as potential thermokarst where

permafrost is present. Proper siting and adequate design capacity of culverts and bridges will minimize these impacts. Any short-term disturbance, primarily erosion and sedimentation during construction, would be offset by the reduction in the flood damage that occurs annually within the watershed from the current deranged drainage and inadequate culverts.

During the construction phase water quality would decrease due to soil disturbance. In the mid- to long-term, water quality should improve somewhat due to the decrease in average velocity and control of runoff through improved road design and improved culvert design and installation.

Changes to fish habitat as a direct result of the project

Walker Fork currently supports an Arctic grayling fishery. Slimy sculpin, longnose sucker and whitefish species are present as well. There are no anadromous fish migrating, spawning, or rearing in Walker Fork. Arctic grayling and slimy sculpin may migrate into Wade Creek during the summer months to take advantage of feeding opportunities in its tributaries.

The proposed activity is unlikely to have negative impacts and may benefit the fish using Walker Fork and Wade Creek. Wade Creek currently has little suitable habitat (spawning or rearing) to support a resident fish population.

If the project included moving the road out of the floodplain, and reclamation of mining impacts, the beneficial impacts would be maximized. Floodplain restoration and revegetation would create new habitat and enhance the small resident fishery.

Changes to navigability of the stream as a direct result of the project

To the best of our knowledge, Wade Creek is not suited for boating due to lack of adequate depth except during flood events. The proposal would not affect navigability during normal or flood flows.

Direct alteration to riparian and floodplain conditions

The plan and profile annotated by ADOT engineers indicates that up to approximately 3.5 miles of road at an average shift of 28 feet will require realignment along Wade Creek. Bank armoring (possibly including riprap) may be required along approximately two miles of road. Construction or other activities (such as material sites, equipment storage, and construction camp sites) that could affect the streambanks, floodplain, or remove protective shoreline vegetation might disturb up to double the area of road realignment or up to 25 acres during construction.

The bridgework proposed by ADOT involves no surface disturbing activities in the floodplain due to the use of pier coffer dams, boating the crews to the work area, and supply lines running from the top of the bridge structure. Thus, there should be minimal impacts during construction and no impacts afterwards. Other than a short stretch of roadway near the South Fork ADOT camp where the river is currently eroding the road, no realignments are proposed within the FNW&SR corridor except at Wade Creek. The maximum shift of the road alignment estimated to be less than 150 feet from the existing centerline will definitely not be sufficient to move any existing portion of the road out of the Wade Creek floodplain. The additional space created within the floodway by shifting

the road away from the creek an average of 28 feet would help minimize effects of flooding such as erosion and sedimentation that currently impact the stream whenever it rains.

ADOT does require an Erosion and Sediment Control Plan (ESCP) to ensure that existing vegetation is preserved where attainable and that disturbed portions of the site are stabilized. Stabilization practices may include: temporary and permanent seeding, mulching, geotextiles, vegetative buffer strips, protection of trees, preservation of mature vegetation, construction phasing, and other appropriate measures. The surfaces of the existing embankment slopes are coarse gravel. Temporary stabilization practices may include temporary seeding, surface roughening, construction of mulching, and construction phasing. Permanent stabilization practices consist of limited areas of permanent seeding. Structural practices that may be implemented to divert flows from exposed soils, store flows, or limit runoff and discharge of pollutants from the exposed areas of the site may include silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. Temporary structural practices shall include straw bale barriers, silt fences, temporary shoulder berms, brush barriers, sediment traps, check dams, and temporary pipe outlet protection. The ESCP also requires that steps be taken during the construction process to control pollutants in storm water discharges that may occur after construction operations have been completed. These measures may be subject to Section 404 of the Clean Water

This project would create over 12 acres of additional floodplain adjacent to Wade Creek after construction is completed. This area would act as an additional buffer strip, separating the creek from the road. The increase in floodway width would help minimize effects of flooding such as erosion and sedimentation that currently impact the stream whenever it rains. Regrading and blending the former roadbed to create more direct drainage as well as revegetation of the newly created floodplain would be a great improvement over existing conditions.

High-value wetlands—those that provide critical aquatic habitat to fish, birds, or mammals for feeding, nesting, or habitation—are almost nonexistent within the project area. The ponds and marshes adjacent to the road along Wade Creek resulted from ground disturbance during past placer mining. Many are either old settling ponds or small stream diversions that collect storm runoff but cannot drain due to mining berms or roadbed that block the drainage. Clearing the berms, road realignment, new culverts, and proper regrading will help restore the natural drainage pattern. Revegetation associated with the road reconstruction may eventually restore some of the seasonally flooded marshy and riparian areas adjacent to the creek.

Direct alteration to upland conditions particularly outstandingly remarkable values
The proposed action as described is unlikely to affect upland conditions significantly so long as standard stipulations to preserve historic and cultural resources are followed. Evidence of historic human activity in the area is one of the values for which the area was designated and should be protected adequately by site specific cultural reviews and standard stipulations required by the State Historic Preservation Officer.

Relationship of the project to river management goals

Most of the project involves reconstruction of the current roadway and replacement of existing culverts so impacts should be minimal using proper sediment control during construction. The bridgework proposed by ADOTPF involves no surface disturbing activities to the channel or stream banks so should have minimal impacts during construction and none afterwards. The road realignment for the Wade Creek section of the project involves a total of up to 3.5 miles of road at an average shift of 28 feet and could cause up to 25 acres of disturbance to the Wade Creek floodplain. Short-term disturbances, primarily removal of vegetation and erosion and sedimentation during construction, would occur in areas where Wade Creek is adjacent to the road. However, ADOT does require an Erosion and Sediment Control Plan to ensure that existing vegetation is preserved where attainable and that disturbed portions of the site are stabilized. After construction is completed, the additional space created by moving the road away from the creek would create over 12 acres floodplain to act as a buffer strip, separating the creek from the road. This additional space within the floodway would help minimize long-term impacts of flooding, such as erosion and sedimentation that currently impact the stream whenever it rains. The new culverts should also reduce the flood damage from the current lack of proper drainage and inadequately sized and spaced culverts. The project should improve public safety and generally improve environmental conditions in the stream and floodplain which is consistent with the BLM's wild and scenic river management mandate to protect and enhance free-flow, water quality and outstanding values of the river area. The proposed project would not avoid all impacts to the river area because of constrained funding sources for small improvements to alignment rather than wholesale relocation,. There will still be confinement of the stream particularly during floods, and there will still be impacts to water quality due to runoff from the road area and adjacent mining disturbance.

Since the existing roadway adjacent to Wade Creek currently poses significant problems, due to the diversions, impoundments, and increased sediment runoff whenever it rains, moving the road as far as possible away from the creek would have the greatest single reduction in impacts to the water resources. Clearing the berms, road realignment, new culverts, and proper regrading would help to restore the natural drainage pattern. Revegetation associated with the road reconstruction may eventually restore some of the seasonally flooded marshy and riparian areas adjacent to the creek.

Section 7 finding

Our preliminary finding is that the proposed project would not have a direct and adverse effect on the potentially impacted components of the Fortymile National Wild and Scenic River system. Given the fact that the project has yet to be designed in detail, we can only make a preliminary Section 7 finding based on the scoping information and informal discussions we have held with ADOTPF staff.

The above determination was analyzed by the following individuals from the Northern Field Office and the Fortymile Management Team:

Hydrologist - Jon Kostohrys

Outdoor Recreation Planner - Lon Kelly

Fisheries Biologist - Ingrid McSweeny

Fortymile Team Manager (as of August 8, 2003) - Mary Figarelle

I concur with the preliminary finding that the proposed Taylor Highway project would not have a direct and adverse effect on the potentially impacted components of the Fortymile National Wild and Scenic River system.



Date: 9/21/04

Robert W. Schneider, Field Manager

Bureau of Land Management
Northern Field Office
1150 University Avenue
Fairbanks, AK 99709-3844

FAIRBANKS
Daily News - Miner

P.O. Box 70710, Fairbanks, AK 99707-0710
 Ph. (907) 456-6661 FAX (907) 452-5054
 FED ID#: 920018312

COOP STATEMENT

ACCOUNT NUMBER
105948
CUSTOMER NAME
0
BILLING PERIOD
11/1/2004 - 11/30/2004

Coop for: **279 - AO 2525 ENV 023**

DATE	EDITION	REFERENCE	DESCRIPTION	SIZE	UNITS	RATE	GROSS	NET
11/14/2004	NM	14280389	Display Advertising AO 2525 ENV 023 AO 2525 ENV 023	2 x 5.00	10.00	19.95	179.55	179.55
11/4/2004	NM	14280389	Display Advertising AO 2525 ENV 023 AO 2525 ENV 023	2 x 5.00	10.00	19.95	199.50	199.50

Space Summary: Total Inches: 20.00 Total Lines: 0.00

APPROVED ^{Amount} \$379.05
FOR PAYMENT
 CODE 24422124-57250-30847422-7319
 DATE 12/16/04
 SIGNED Joseph H. Keeney
 Joseph H. Keeney, P.E.
 Preliminary Assistant Environmental Chief

Taylor Hwy
 64 - Border
 # 66446

Please detach and return this portion with your payment. To ensure proper credit to your account, please write your customer number on your check

FAIRBANKS
Daily News - Miner

P.O. Box 70710
 Fairbanks, AK 99707-0710

Credit Cards Accepted

Card #: _____

Expiration Date: _____

Signature _____

Billing Date
11/30/2004
Account Number
105948
Amount Paid
Check Number

Total Due
\$379.05

STATE OF ALASKA
 DEPT OF TRANSPORTATION & PUBLIC SAFETY
 ATTN: DEBRA TODD
 2301 PEGER ROAD
 FAIRBANKS AK 99709 0000

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Erickson, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

11/14/2004
ST OF AK/DEPT TRANS
10 1
110
AD 2525 ENV 023
10594R 14280389

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Erickson

Subscribed and sworn to before me on this 30 day
 of NOVEMBER, 202004

Mike Danziger
 Notary Public in and for the State Alaska.

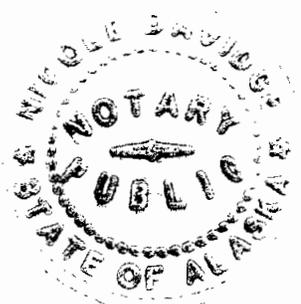
My commission expires August 3, 2005

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

NOTICE OF AVAILABILITY
Finding of No Significant Impact (FONSI)
 Taylor Highway, Milepost 64.5
 to the Alaska/Canada Border
 Project No. STP-0705(11)/66446

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Alaska Division Office of the Federal Highway Administration (FHWA), announce the availability of the Finding of No Significant Impact (FONSI) for the proposed Taylor Highway, Milepost 64.5 to the Alaska/Canada Border project.

FAIRBANKS



AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

11/4/2004
 ST OF (AM/DEPT TRANS
 10 1
 110
 AD 2525 ENV 023
 105548 14280389

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Spracklen

Subscribed and sworn to before me on this 30 day
 of NOVEMBER, 202004

Neil D...
 Notary Public in and for the State of Alaska
 My commission expires August 202005



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

NOTICE OF AVAILABILITY
Finding of No Significant Impact
Taylor Highway, 1 mile to the Alaska/Canada Border project
Project No. STP-07

The Alaska Department of Transportation and the Alaska Division Office of the Federal Highway Administration (FHWA), announce the availability of the FONSI for the proposed Taylor Highway Canada Border project.

Proposed project improvements include:

- Resurfacing, restoration, and rehabilitation of the Mosquito Fork Bridge (Milepost 64).
- Replacement of the existing one-lane brick single-span, two-lane bridge.
- Providing enhancements for recreation.
- Providing reliable access to and through the project area.

If you would like to request a copy of the FONSI regarding this project, please contact:

Tim Woster, P.E., Engineer
 Department of Transportation
 2301 Peger Road, Fairbanks, Alaska
 Telephone: (907) 457-1111
 EMail address: tim_woster@adot.alaska.gov

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

11/4/2004

 ST OF AK/DEPT TRANS

 10 i

 110

 AD 2525 ENV 023
105948 14280389

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Spracklen

Subscribed and sworn to before me on this 30 day
 of NOVEMBER, 202004

Notary Public

Notary Public in and for the State Alaska.

My commission expires August 3, 2005



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

NOTICE OF AVAILABILITY
 Finding of No Significant Impact
 Taylor Highway, Milepost 64.5
 to the Alaska/Canada Border
 Project No. STP-071

The Alaska Department of Transportation and the Alaska Division Office of the Federal Highway Administration (FHWA), announce the availability of the Finding of No Significant Impact (FONSI) for the proposed Taylor Highway, Alaska/Canada Border project.

Proposed project improvements include:

- Resurfacing, restoration, and rehabilitation of the Mosquito Fork Bridge (Milepost 64.5)
- Replacement of the existing one-lane bridge with a single-span, two-lane bridge.
- Providing enhancements for recreation.
- Providing reliable access to and through the project area.

If you would like to request a copy of the FONSI regarding this project, please contact:

Tim Woster, PE, Engineer
 Department of Transportation
 2301 Peger Road, Fairbanks, Alaska
 Telephone: (907) 455-1234
 EMail address: tim.woster@alaska.gov

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

11/14/2004
ST OF AK/DEPT TRANS
10 1
110
AD 2525 ENV 023
105948 14280389

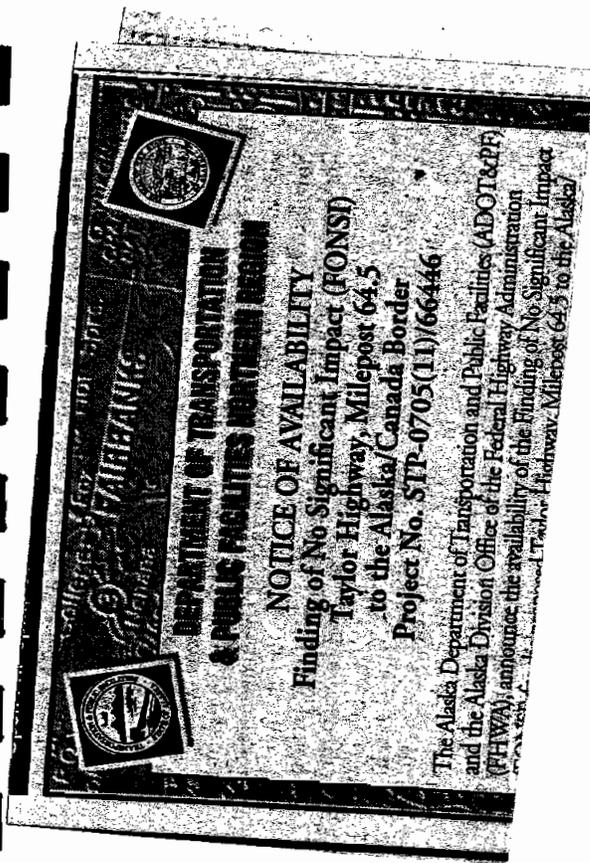
and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Shanna Spracklen

Subscribed and sworn to before me on this 30 day
 of NOVEMBER, 202004

Neil Daney
 Notary Public in and for the State Alaska.

My commission expires August 3, 2005



NOTICE TO PUBLISHER

ACCOUNT #10448

ADVERTISING ORDER NO.

**STATE OF ALASKA
ADVERTISING
ORDER**

COPIES MUST BE IN TRIPLICATE SHOWING ADVERTISING ORDER NO., CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH ATTACHED COPY OF ADVERTISEMENT MUST BE SUBMITTED WITH INVOICE.

A0-2525ENV-023

SEE BOTTOM FOR INVOICE ADDRESS

AGENCY CONTACT

DATE OF A.O.

DEBORAH TODD

NOVEMBER 1, 2004

PHONE

(907) 451-2237

FAX: (907) 451-510

DATES ADVERTISEMENT REQUIRED:

NOVEMBER 4, NOVEMBER 14, 2004

THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY ON THE DATES SHOWN.

SPECIAL INSTRUCTIONS:

SMALL DISPLAY ADVERTISEMENT

FROM

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
ENVIRONMENTAL SECTION
2301 PEGER ROAD
FAIRBANKS, AK 99709-5316**

TO PUBLISHER

**MS. LINDA NESS
DISPLAY ADVERTISEMENT SECTION
FAIRBANKS DAILY NEWS-MINER
P. O. BOX 70710
FAIRBANKS, AK 99707-0710**

Type of Advertisement: Legal Display Classified Other (Specify):

SEE ATTACHED TEXT

SEND INVOICE IN TRIPLICATE TO

PAGE 1 OF PAGES

TOTAL OF ALL PAGES \$

REF	TYPE	NUMBER	AMOUNT	DATE	COMMENTS
1	VEN				
2					
3					
4					

FIN	AMOUNT	SY	CC	PGM	LC	ACCT	FY	NMR		
								DIST	LIQ	
1		05	24422124	57250	30847422	73451	05			TAYLOR HWY. 64.5-BORDER FONSI #66446
2										
3										
4										

REQUISITIONED BY:

Deborah Todd

DIVISION APPROVAL

Tim White

NOTICE OF AVAILABILITY

Finding of No Significant Impact (FONSI)

Taylor Highway, Milepost 64.5 to the Alaska/Canada Border Project STP-0705(11)/66446

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Alaska Division of the Federal Highway Administration (FHWA), announce the availability of the Finding of No Significant Impact (FONSI) for the proposed Taylor Highway, Milepost 64.5 to the Alaska/Canada Border project.

Proposed project improvements include:

- Resurfacing, restoration, and rehabilitation of the existing highway from the Mosquito Fork Bridge (Milepost 64.5) to the Alaska/Canada Border.
- Replacement of the existing one-lane bridge over Chicken Creek with a single-span, two-lane bridge.
- Providing enhancements for recreation.
- Providing reliable access to and through the Wade Creek Recreation Area.

If you would like to request a copy of the FONSI, or have any questions regarding this project, please contact:

Tim Woster, P.E., Engineering Manager
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2288
Email address: tim_woster@dot.state.ak.us