



GOVERNMENT HILL COMMUNITY COUNCIL

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February 19, 2008

To:

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Copies to:

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Pam Tesche
Anchorage Commission on Historical
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632 W 6th Ave.
Anchorage, AK 99501

Subject: Please do not sign the Memorandum of Agreement for Section 106 negotiations under 36 CFR 800.6(c) Regarding the Knik Arm Crossing Project HDP-CA-0001(277)/56047

Dear Consulting Parties and other Signatories:

Government Hill is proud of the fact that we are Anchorage's first and oldest neighborhood, and residents choose to live there because of the people, the historic nature, the relative isolation and the depth of community involvement and community cohesion, all factors that perhaps can be summed up by "Quality of Life". The number of residents who have lived out most of their lives in our small community is remarkable. It is irrefutable that the proposed Knik Arm Crossing will forever and completely destroy that "Quality of Life". It is important to acknowledge that there is no possible mitigation that will change that fact. There are far too many examples of communities that have been ruined by poorly planned projects.

The Government Hill Community Council (GHCC) respectfully requests that you, the signers listed, NOT SIGN the Draft Memorandum of Agreement dated November 28, 2007 (DMOA), or any other Memorandum of Agreement proposed by the Knik Arm Bridge and Toll Authority (KABATA) without our knowledge and concurrence. The Record of Decision for the KAC cannot be completed without a satisfactory MOA. We list the following reasons for this request:

GOVERNMENT HILL COMMUNITY COUNCIL
Established 1915 • Anchorage's First and Oldest Neighborhood

The GHCC, the community most directly affected by the Knik Arm Crossing (KAC), was formally identified as a Consulting Party by Edrie Vinson's (former Environmental Program Manager of the FHWA) letter of September 26, 2006 (see attached), but was summarily excluded from Section 106 consultation since early 2006 by KABATA and the Federal Highway Administration (FHWA) without any notification that they arbitrarily "terminated" the GHCC as a consulting party (refer to page 2 of the June 11, 2007 letter from FHWA to SHPO in Appendix J). The GHCC, as a consulting party, should be a full signatory to any MOA. We have not been asked to participate in any of the Section 106 consultations that took place between October 2006 and the issuance of the FEIS that are documented in Appendix J. We consider this unilateral transfer of our rights under 36 CFR 800 without our knowledge or consent, to be a violation of 36 CFR 800, Section 106 of the National Historic Preservation Act under 16 U.S.C. 470s, and a miscarriage of the National Environmental Policy Act (NEPA) process. GHCC's right to participate in the Section 106 process is supported by the April 19, 2007 letter from SHPO to FHWA, the March 24, 2007 letter from the MOA to FHWA, and by many other comments from a variety of agencies and the public.

There has been no true consultation related to Section 106, the DMOA merely defers the Section 106 consultation to the design phases. There have been some preliminary activities, but no substantive consultations or negotiations with all parties have occurred. One of FHWA's several repeated responses to comments that complain about the effects on historic, cultural and recreational resources is that "Under the Section 106 process, a Memorandum of Agreement (MOA) is being developed to address mitigation for adverse effects." There will not be a valid or legally justifiable MOA without the active, full and substantive participation of GHCC in developing that MOA. The GHCC also supports the stipulation in the March 24, 2007 letter when it states "these mitigation issues must be fully resolved before construction may proceed."

KABATA's Section 4(f) Evaluation admits that the coordination and consultation required by Section 106 for mitigation is incomplete. For example, between the draft and final versions of the Section 4(f) Evaluation KABATA deleted its commitment to determine mitigation before publication of the FEIS, and now suggests that consultation and coordination would "*continue through the final design process.*" (p. 70). The actual effects to historic properties on Government Hill are not yet known, and will not be known until the design for Phase 1 and Phase 2 of the KAC project are complete, (refer to KABATA's response to Comment 298-19: KABATA states "*The extent of adverse impacts to the Government Hill Urban Renewal Historic District will not be known in detail until specific design elements are identified.*") However, the GHCC believes that additional contributing historic elements of the GHURHD as well as the Square & Round Dance Center (S&RDC), Historic element # ANC-1932 as well as the Curling Club, (an important City-wide recreational element) will be required to be destroyed, based on our knowledge of the actual topography, and the facts of large-scale highway construction. Refer to the attached documents and photographs regarding what we believe those future "*specific design elements*" to be. It is our estimate that Phase 1 will cause the demolition or right-of-way acquisition of the properties at 820 E. Loop, 432 Manor, and 433 E Harvard. For Phase 2, we estimate that the properties at 742 Ash St., 621 Vine St. and 675 Birch St which are contributing elements to the Government Hill Urban Renewal Historic District, as well as 711 Ash St., which was not recognized as a contributing element, will be demolished or acquired for right of way.

We believe that the Quonset Hut at 820 E. Loop Road, should have also been considered as a contributing historic element. We believe that Sunset Park should also be recognized as historic. If the 1964 earthquake had happened during a school day, Sunset Park would today be a shrine, an important memorial to the dozens or hundreds of children and their teachers killed there when the school cracked in half.

The demolition of these historic elements by Phase 1 and Phase 2 are not mentioned in the Section 106 narrative, and will need to be resolved, mitigated and fully addressed by the Section 106 negotiation and consultations.

36 CFR 800.8(c) allows the use of the NEPA process for Section 106 purposes under strict requirements (reference <http://www.npi.org/NEPA/rev106.html>). GHCC does not believe that FHWA and KABATA have met those requirements. Specifically, GHCC was not informed in a timely manner that it was a “Consulting Party” under Section 800.3(f), and apparently has been unilaterally terminated as a “Consulting Party” by FHWA and KABATA. We believe that the 8th Whereas in the DMOA is false, as the GHCC has not been allowed to fulfill a substantive role during the EIS process and has not been consulted in accordance with Section 106. See the GHCC November 17, 2006 comments on the DEIS. Refer also to the transcripts in Appendix L, of the various meetings with GHCC to get an idea of the tone of how GHCC was treated by KABATA. The number of non-responses, and no answers will provide at least a taste of how we felt.

We believe that KABATA’s assertion that the noise and visual effects on the GHURHD and other historic elements on Government Hill are “*significantly minimized*” by the Cut and Cover Tunnel listed in the 5th, 6th and 7th Whereas in the DMOA are false. The preliminary drawings showing the right of way (Map 8-P2) show houses being left approximately 30 to 50 feet away from a major 4 lane highway. KABATA indicates in Table 4-31 that the noise and visual impacts will be mitigated by the Cut and Cover Tunnel and by the roadbed being lowered below grade. However, that is not the case at the east end of Sunset Park, for Phase 2, where Figure 4-9 of the FEIS indicates that the highway comes up to grade, in order to provide sufficient height for the viaduct over the Railroad yards. We agree with the Alaska SHPO in their January 18, 2008 comments to the FEIS that “*the visual impacts will not be completely mitigated by the tunnel*”, and that “*noise will impact the qualities that make this district eligible for inclusion in the National Register of Historic Places.*” We re-emphasize Alaska SHPO’s statement that KABATA and “*FHWA did not adequately address indirect and cumulative impacts.*”

The Key Views shown in figure 3.39, discussed in paragraph 4.6.3.2.1, and summarized in Table 4-34 give an incorrect indication of the changes in visual quality. Particularly the discussion of Key View 7 does not discuss that trucks and cars that will be clearly visible at an on-grade roadbed, nor do they discuss the fences that are necessary where any highway cuts directly through a residential neighborhood. That discussion states “*The Erickson Alternative would have a major effect on the visual quality represented in this view.*” This is in conflict with Table 4-34 which states that the change in visual quality for Key View 7 would only change from “*Moderate to High*” to “*Moderate*”. KABATA has also not addressed the visual impacts of Phase 2 on historic and cultural resources on the rest of the historical resources on Government Hill, or in Downtown, or Mountain View.

While KABATA states in Table 4-31 that Noise impacts will not exceed FHWA abatement criteria, it is hard to believe that an at-grade, 4 lane highway, 50 feet from your house would have acceptable noise levels in any neighborhood. To believe otherwise indicates a lack of “quality time” spent next to highways! It is significant that Table 4-31 indicates a 5 dBA increase at Birch St. and Sunset Dr. from 59 to 64 dBA, but only a 2 dBA increase approximately 80 feet away at Birch & Vine. It is also significant to note that KABATA actually evaluated the existing sound levels at 8 sites, and estimated the existing sound levels at the other 8 sites. Government Hill estimates that the actual sound levels at the east end of Sunset Park will be similar to the existing sound levels at Ingra & 3rd Ave. or A St. & 3rd Ave. at 67 and 66 dBA, which would be above the noise abatement criteria of 65 dBA. KABATA also did not state what would happen when the actual noise levels are in excess of the FHWA abatement criteria. What mitigation will be conducted? KABATA needs to commit to actual mitigation, such as retrofitting adjacent houses to protect the residents from high noise levels when they occur.

KABATA and FHWA assert that the Cut and Cover Tunnel is an important mitigation measure, and we admit that it is superior to an entirely at-grade connection. However, it is important to note that KABATA proposes to dig up and rip apart the Government Hill neighborhood not just once, but twice. Refer to the following statement from page S-8 of the FEIS Summary. “*Moreover, based on constructability or project economics, certain elements from Phase 2 (e.g. initial four-lane construction of portions of the roadway or bridge or full construction of the tunnel under Government Hill) could occur as part of Phase 1.*” The multi-year impacts of a construction

project of this scale will bankrupt the businesses, and drive a significant number of residents to leave, not just those who have their homes and businesses directly taken by KABATA. It is absolutely unacceptable to have those impacts take place during Phase 1, and then to have them again take place again several years later. The entire Cut and Cover Tunnel **MUST** take place in Phase 1 if this bridge will be built. KABATA must not be allowed to exhume the body to violate it again during Phase 2.

The DMOA fails to describe actual, concrete mitigation for how the loss of important contributing elements will be compensated. We agree with the Alaska SHPO in their January 18, 2008 comments to the FEIS that *“Simply documenting the destroyed buildings, offering to sell the impacted buildings and supplying a very nominal amount of planning money does not appropriately compensate for the loss of an entire streetscape of an important historic district.”*

The demolition of some of the many historic properties on Government Hill will not be mitigated by the \$71,000 proposed in the DMOA. That GHCC would be “bought off” for such a sum is a violation of the principals of NEPA and the National Historic Preservation Act. The mitigation requirements outlined in the GHCC PowerPoint Presentation that was shown at the initial meeting of the Context Sensitive Solution workshops in December 2005 (starting on page 591 of Appendix L) will form a starting point for actual Section 106 consultation. We further emphasize that the historical mitigation not be mixed into the mitigation or reimbursement for the private, commercial, residential property “taken” for this project, or for the reimbursement for businesses that are put out of business by this project. GHCC believes that the *“\$1 million for historic preservation in the Matanuska Susitna Borough and \$1 million for historic preservation in Anchorage and funding the Anchorage Historic Preservation Officer position for three years to administer this fund”* (listed in the January 18, 2008 letter from SHPO) may be a starting point for just the historical mitigation, but as KABATA often states, *“Under the Section 106 process, a Memorandum of Agreement (MOA) is being developed to address mitigation for adverse effects.”*

KABATA admitted in their response to Comment 14-4 that the June 26, 2006 letter to SHPO stating that *“The Government Hill Community Council declined to participate in the initial consultation”* was incorrect. FHWA’s statement in Comment 14-4 that *“FHWA continues to welcome your continued participation”* has not been borne out by KABATA’s or FHWA’s actions. As stated above, we have had no contact from FHWA since December 2006, with little contact between December 2005 and December 2006. Refer to Comment 112-9. With FHWA’s admission that their June 26, 2006 letter was incorrect, we also ask that FHWA review their statement in the April 30, 2007 “Section 106 Consulting Parties Position Summaries” on page 1, that on *“March 17, 2005, Section 106 consultation was formally initiated with letters to Government Hill Community Council...”*. GHCC cannot find a copy of that letter, and it was not enclosed as stated in this “chronology”.

GHCC would like to object to the statement on page 1 of the June 11, 2007 letter from FHWA to SHPO that *“1. Consulting parties have been and continue to be involved in discussions of development of mitigative measures.”* The GHCC, an important consulting party has not been invited to participate in any Section 106 issues since early 2006. The GHCC letter of November 5, 2006 (page 273 of Appendix J) to FHWA indicates that we were awaiting being invited to CSS sessions, and the FHWA December 19, 2006 response indicates that GHCC was not being invited to the Section 106 consultations that are documented in Appendix J.

We would like to answer the question posed by the Alaska SHPO in their January 18, 2008 comments to the FEIS: *“Are there design alternatives that still must be considered?”* GHCC feels that two important alternates that would have far less impact to historic and cultural resources (that are supposedly protected by Section 106) that have not received adequate consideration: The Boniface Alternative which was rejected by the Scoping Summary Report, but was the preferred alternative in the 1984 DEIS for the Knik Arm Crossing; and the Anchorage Access Solution (AAS) that came out of the initial CSS meeting in Dec 2005. As stated in GHCC’s extensive November 17, 2006 comments on the DEIS, the AAS was grossly misrepresented by KABATA in the

DEIS and FEIS. The Phase 2 variant crossing at Elm Street is just one of many possible Phase 2 alternates, including some that closely resemble Phase 2 for the Degan variant. The GHCC pointed out to KABATA and FHWA prior to issuance of the DEIS that they were misrepresenting the AAS, but were completely ignored. The release of the DEIS served as our "response". Phase 1 of the AAS had no impacts to Historic Properties protected by Section 106 and Parks protected by Section 4(f). If a Degan-like variant for Phase 2 was selected, it would have fewer impacts on Section 106 and 4(f) cultural resources, with a minor compromise. Namely the curves necessary from Government Hill to the Viaduct over the Railroad Yards to Ingra/Gambell would need to be at a tighter radius than a 50 MPH design speed. However, Phase 2 would be similar to the speeds for Phase 1, which are limited to 35 MPH at Loop Road and the A/C Couplet Bridge. KABATA had a nominal response to Comment 291-42, only stating that their design criteria for new construction was followed, and acknowledging that 35 MPH for existing elements was OK. We do not believe that a reduction in speed to 35 MPH in the last mile of a 30 mile crossing would result in any significant loss in commuting time.

Government Hill Community Council appreciates the addition of the Advisory Council on Historic Preservation to the consulting parties for the Section 106 negotiations. We hope that this brief summary of our most prominent objections to the failures of the Final Environmental Impact Statement for the Knik Arm Crossing, and of the Draft Memorandum of Agreement proposed by KABATA and FHWA will help to provide a bit of insight into the serious procedural and factual problems in these documents.

We conclude this summary with the following comment taken from the Municipality of Anchorage's November 17, 2006 comments on the DEIS. *"Lack of Alternatives: The three alternatives presented for public review do not provide the Municipality or the public an adequate range of options to consider. The description of the Degan and Erickson alternatives as different and distinct is not convincing. These two routes are virtually identical in terms of every key impact on the affected neighborhoods and the entire Anchorage community. Offering these as the only "build" alternatives leads the public to believe FHWA has either predetermined the exact route of the project or is trying to create a fatal process flaw designed to derail the project. Both of those outcomes are unacceptable."* The FEIS is fatally flawed.

Sincerely Yours,



Bob French, Co-Vice President
Government Hill Community Council

Cc: Assemblyman Tesche
Native Village of Eklutna
Knik Tribal Council
National Park Service
Historic 4 Community Councils
Senator Ellis
Representative Dahlstrom
Representative Gara

Impacts to additional Historic and Recreational Elements.

It is important to note that the right of way and project foot-prints shown for the Degan Variant (that was rejected), and the Erickson Variant are different. This is shown clearly on Figures 4.23 and 4.24 in the FEIS. It may also be useful to review Figures 2.34 and 2.36 showing the typical cross section of Loop Road, and of the Erickson Tunnel. You are encouraged to review those figures (not included here to keep down file size) along with these comments.

It is our estimate, and that of Civil Engineers working on similar designs and of actual construction of similar projects, that both Phase 1 and Phase 2 will not be able to be built as shown on the preliminary design drawings. We feel that the Phase 1 work will impact both the Curling Club, and the Alaska Railroad Employee Recreation Center (Square & Round Dance Center, or S&RDC which is Historic element # ANC-1932). We feel that the Phase 2 work will cause the demolition of an additional 3 houses which are contributing elements to the Government Hill Urban Renewal Historic District.

Here is an aerial view from Google Earth that shows the existing Loop Road, and how close the Curling Club and S&RDC are to Loop Road. Note that North is to the left in this and following views.



For Phase 1, we believe that the revised layout along Loop Road shown on the preliminary design drawings cannot economically be constructed without directly impacting both the Curling Club, and S&RDC. That is because of the degree of cut necessary on the north side of Loop Road, and the amount of fill and retaining wall necessary at the Alaska Railroad yard necessary to avoid impacting AKRR

operations. Refer to Figure 2.34 from the FEIS, which states that it is for the Degan Variant, but will be wider for the Erickson Variant due to the separation of the on and off ramps and the sidewalk.

The FEIS in Map 8-P1 on page S-29 shows the preliminary design as the approach road comes out of the Erickson Tunnel and transitions to Loop Road. The following is an enlargement of Map 8-P1, and also points out some of the key limiting factors shown in the photos. The light tan colored areas are listed in the Legend as Cut/Fill areas.



Page 2-126 states that the Erickson Variant would have a 50 MPH design speed. That is not true for Phase 1, Loop Drive has a posted speed limit of 35 MPH. The existing Loop Road, is a 4 lane road, and in the vicinity of “Curling Club Curve”, is actually reverse graded, i.e. the road slants to the outside of the curve. This causes numerous accidents both during the winter and summer months. As shown above, Phase 1 for the “Curling Club Curve” actually includes more of a curve than the existing Loop Road, but maintains about the same radius. The elements shown here include 2 traffic lanes, 2 on, and off ramps, and a new sidewalk. Based on Figure 2.36 of the FEIS, it is assumed that the new “Curling Club Curve” will be correctly graded, so that the inside of the curve is lower than the outside.

Loop Drive in this area makes the transition from a lower elevation to the “Top” of Government Hill. The AKRR Engine shop at the lower right hand side in the enlargement above is about 100 feet lower than Harvard Avenue, and the Square & Round Dance Center is about midway between them.

Here are some photographs of the elements shown above.



The corner of Curling Club right now is less than 10 feet from the edge of the existing sidewalk.



Here it is from the South



The Square & Round Dance Center is about 30 feet from the existing sidewalk.



This view looks at the cross-section by the Square & Round Dance Center.



Here is the embankment above the AKRR Engine Shop.



Here is the existing retaining wall cutting into the sidewalk opposite the AKRR Engine Shop.

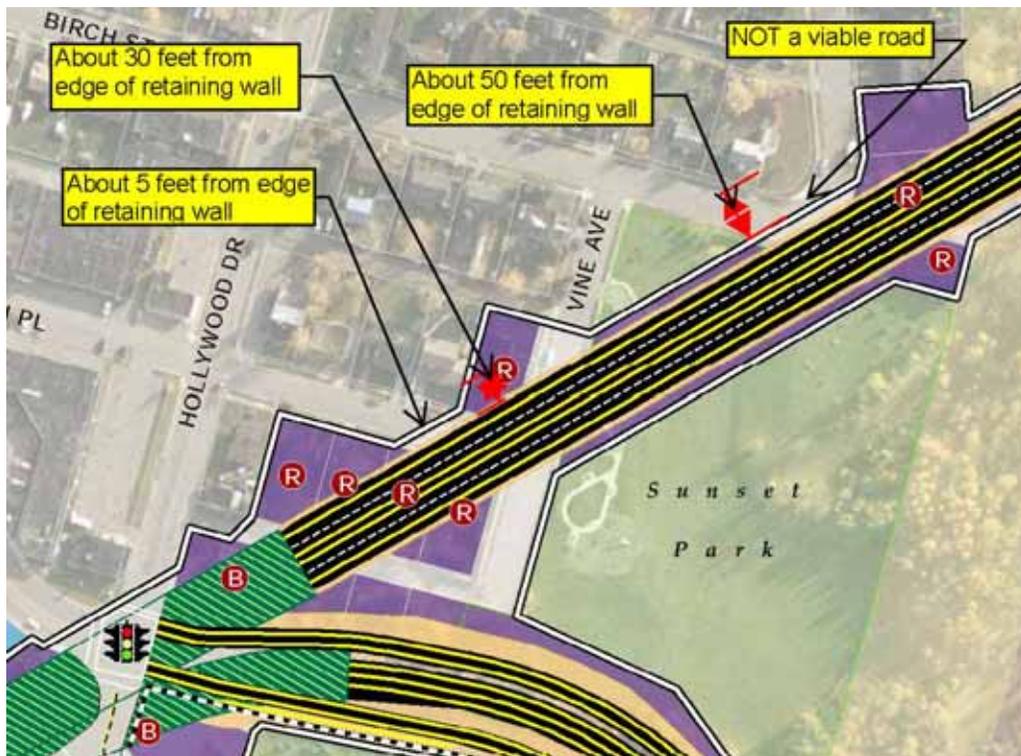
These above photos show that in order to create the cut, and fill sections necessary for a properly graded curve, there will need to be large retaining walls both above Loop Road in Harvard Park, and below, in the Alaska Railroad operations area. Due to the essential nature of the AKRR operations, and KABATA's stated intent to not disturb those operation or of the cost of demolishing and relocating the AKRR Engine Shop, GHCC believes that KABATA will choose to instead demolish the S&RDC, and the Curling Club in order to fit the various design elements into the space available.

The demolition of the Historic S&RDC building by Phase 1 is not mentioned in the Section 106 narrative, and will need to be resolved, mitigated and fully addressed by the Section 106 negotiation and consultations. The rebuilding of a similar structure in another to replace the recreation facilities which exist nowhere else in Anchorage, that will be lost due to this demolition will need to be resolved, mitigated and fully addressed by the Section 4(f) negotiations and consultations

The demolition of the Curling Club, an important recreation facility that exists nowhere else in Anchorage and is used by athletes from around the state, will require rebuilding of a similar structure in another location to replace the lost recreation facilities, as noted by the Municipality of Anchorage in their March 24, 2007 letter to FHWA, which states: "Replacement strategies must include facilities as well as land area – and serve existing user populations". GHCC supports the other Municipality of Anchorage requirements for 4(f) mitigation in that letter, including that the "cost of these municipal processes (in addition to acquisition, construction and other mitigation costs) must be funded as part of the Knik Arm Crossing Project."

For both Phase 1 and Phase 2, GHCC believes that cost factors associated with the Tunnel construction will cause KABATA to demolish or acquire for right of way, additional contributing historic elements.

The FEIS in Map 8-P2 on page S-31 shows the preliminary design as the approach road comes out of the Phase 2 Erickson Tunnel and raises up to cross Sunset Park. The following is an enlargement.



The tunnel under Government Hill is estimated to be at least 25 feet and possibly 30 feet below grade, due to the necessity of maintaining utilities from the east side to the west side of Government Hill, and still having adequate clearance. Figure 2.36 indicates a 10 foot setback from the edge of the concrete walls of the tunnel to the edge a sheet pile wall, and another 10 feet to the edge of the right of way. Working within driven sheet pile walls only 10 feet from the right of way will cause much higher (from 1.5 to 2 times as high) costs than conventional construction without sheet piles. The number and type of utilities that cross through the area of the Erickson Tunnel including a 24” reinforced concrete sewer main, multiple water lines, natural gas lines, overhead power lines, abandoned utilities (this is Anchorage’s first neighborhood) and fiberoptic cables that enable phone and internet connections for about half of Alaska, the concept of working inside sheet pile walls quickly becomes cost prohibitive. Those costs are driven higher because of the contaminated soils due to leaks from the former Defense Fuels site, leaks from the Defense Fuels pipeline, and asbestos, lead paint and fuel oil contamination at Sunset Park, at the former location of the Government Hill Elementary School that was destroyed by the 1964 earthquake. Some of those haz-mat costs were not identified in the FEIS.

Due to KABATA’s self-imposed requirement to keep the costs under \$600 million for Phase 1, we believe that KABATA will be forced to cut costs wherever they can, and that will cause them to use conventional excavation for this tunnel. Utilizing conventional construction, the set-backs for a 30 foot deep tunnel in unconsolidated sand and gravel would be about 60 feet from the bottom toe of the slope. This is why the Set-backs for the Right of Way, and of the project footprint were shown as being larger for the Degan Variant than the Erickson Variant. It is one way how KABATA had their thumb on the scale when measuring the differences between their two, nearly identical, variants.

It is our estimate that this will cause the demolition or right-of-way acquisition during Phase 1 of the properties at 820 E. Loop, 432 Manor, and 433 E Harvard. We believe that the Quonset Hut at 820 E. Loop road, should have also been considered as a contributing historic element.

For Phase 2, we estimate that the properties at 742 Ash St., 621 Vine St. and 675 Birch St which are contributing elements to the Government Hill Urban Renewal Historic District, as well as 711 Ash St., which was not recognized as a contributing element, will be demolished or acquired for right of way.

The demolition of the these historic elements by Phase 1 and Phase 2 is not mentioned in the Section 106 narrative, and will need to be resolved, mitigated and fully addressed by the Section 106 negotiation and consultations.



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

September 26, 2006

REFER TO

HDA-AK

File #: File #: 0001(277)56047

Ms. Stephanie Kessler
Government Hill Community Council
P.O. Box 100018
Anchorage, Alaska 99510

SUBJECT: Knik Arm Crossing Project, Request for Consultation to resolve Adverse Effects, pursuant to 36 CFR 800.6(a)

Dear Ms. Kessler:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA) and Knik Arm Bridge and Toll Authority (KABATA), is proposing to construct a new bridge to span Knik Arm, connecting the Municipality of Anchorage and the Matanuska-Susitna Borough, including adequate connections to existing committed roadway networks.

Pursuant to 36 CFR 800.4(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, the FHWA finds that historic properties would be adversely affected by the proposed project: the Degan Street Alternative would have an adverse effect on ANC-01931, the Anchorage Square and Round Dance Club Building; and the Erickson Street Alternative would have an adverse effect on the Urban Renewal Historic District by directly affecting three contributing properties ANC-01878, ANC-01880, and at a site not yet numbered in the Alaska Heritage Resource Survey database at 710 and 730 Ash, and 601 Vine in Anchorage. The State Historic Preservation Office concurred with this finding in July 13, 2006. Accordingly, the FHWA would like to continue consultation with the State Historic Preservation Office and consulting parties, to develop a Memorandum of Agreement (MOA) to mitigate adverse effects associated with the proposed action.

A meeting has been proposed to initiate this process, occurring ***October 10, 2006, at 1:30pm at the Atwood Building, Room 1310 in Anchorage.*** At your earliest convenience, please advise us of your interest to participate in consultation for the resolution of adverse effects, and confirm whether or not you or your staff will be able to attend the October meeting.



If you have questions or comments, please contact me directly at the address above, by telephone at 907-586-7464, or by e-mail at edrie.vinson@fhwa.dot.gov.

*Step
Please appoint
a representative who
lives in the Urban Renewal
Historic District & joins
in the decision.
Thanks EV*

Sincerely,



Edrie Vinson
Environmental Program Manager

Enclosures: July 14, 2006 correspondence Judith Bittner to Edrie Vinson
July 13, 2006 correspondence Judith Bittner to Edrie Vinson
June 23, 2006 correspondence Edrie Vinson to Judith Bittner

cc: Dale Paulson, KABATA
Laurie Mulcahy, DOT&PF HQ Environmental Project Manager