

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SARAH PALIN, GOVERNOR

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July 17, 2007

Re: West Dowling Road
Connection Project
Project No.: STP-0532(5)/55012

Campbell Creek Bridge

Ed Weiss
Department of Natural Resources - OHMP
550 W. 7th Avenue, Suite 1420
Anchorage, AK 99501

Dear Ed:

The Department of Transportation and Public Facilities (DOT&PF) has reviewed your OHMP memo dated March 6, 2007 regarding the Campbell Creek Bridge. The memo requested that we look at increasing the bridge clearance and offered three suggestions: 1) raising the roadbed, 2) reducing girder depth, and/or 3) reducing the ground elevation.

Raising the road/bridge elevation to provide additional clearance would result in a sizeable increase in ROW acquisition and would require the acquisition of additional land from the Campbell Creek Greenbelt. The Campbell Creek Greenbelt is considered a Section 4(f)/6(f) resource. Section 4(f) of the Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act protect land from being converted to non-recreational uses except when there is no feasible and prudent alternative. When there is no alternative, the impacts to the resource must be minimized. Due to these restrictions, acquiring additional land from the Campbell Creek Greenbelt and displacing additional residents is not a feasible option.

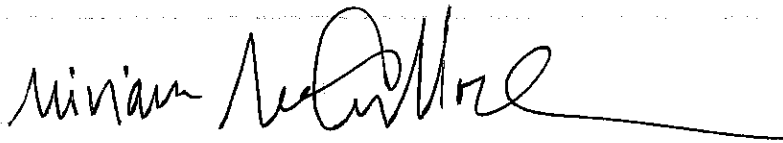
Reducing the girder depth would require switching to a 54 inch bulb-tee girder. At approximately 100 feet long, the bridge is near the maximum practical length of this size girder. It is likely that a pier would have to be placed in Campbell Creek to support the bridge. It was our intent to avoid placing piers in this anadromous fish stream. However, reducing girder depth and adding piers in the stream can be discussed further during final design.

Changing the ground elevation on the west bank of Campbell Creek was also considered. Disturbing the natural creek bed has the potential to cause adverse impacts to Campbell

Creek and fish habitat. There is also a concern about what could happen as the result of a flood event. If the bank elevation is lowered to be near Ordinary High Water, a flood event could remove enough of the remaining bank to change the geometry of the creek channel. Given the potential for adverse impacts, we have decided not to alter the ground elevation as part of this project.

Given the constraints on the project, it is unlikely that the Campbell Creek bridge will provide the requested 14 feet of clearance. Providing more clearance than the 10 feet provided by the proposed bridge is a possibility that will be explored during the design phase of the project. we will coordinate our activities with OHMP during the design phase.

Sincerely,

A handwritten signature in black ink, appearing to read "Miriam McCulloch", with a long horizontal line extending to the right.

Miriam McCulloch, PE
Project Manager