4.0 Consultation and Coordination

During the preparation of this EA, federal, state, and local agencies; governments; tribal organizations; and the public were consulted to obtain pertinent information, identify issues and mitigating measures, and assist in the development of reasonable alternatives. Initial outreach methods included newspaper advertisements, news releases, postcard mailings, public meetings, interagency scoping meetings, and telephone interviews of key stakeholders. The initial coordination for the project is described in the Scoping Summary Report for the project, provided in Appendix B (HDR 2003). Consultation on specific issues has continued with various agencies. The primary issues and how they were addressed are displayed in Table 4.1.

What is project scoping?
Scoping is a process intended to identify and clarify issues relevant to the proposed project. Project scoping activities accomplish the following:

- Inform the public and agencies about proposed actions and alternatives
- Collect information to help identify environmental impacts
- Ensure that the environmental document considers reasonable alternatives
- Help identify issues and concerns of the community and resources agencies

Table 4.1 Summary of Issues and Responses

Issue	Responses
Wetland impacts.	To minimize wetland impacts, the alignment was shifted to the north in the vicinity of Tina Lake. The Proposed Action will increase the water level in Tina Lake. It will put wetlands into public ownership. The Proposed Action will act as a buffer between the wetlands and the adjacent industrial uses. The project has also incorporated water treatment measures.
Concern regarding adversely affect EFH and anadromous fish resources.	No work will be performed below Ordinary High Water. The Proposed Action does not anticipate any adverse effect on EFH or anadromous fish resources.
Campbell Creek Bridge	The replacement Campbell Creek bridge is longer and wider than the existing bridge. The bridge abutments will be above ordinary high water. No riprap will be placed below ordinary high water.

	The bridge will also have approximately **10**~~12~~ feet of clearance to facilitate moose passage. The Campbell Creek Trail will also be re-directed to go under the bridge.
Railroad Crossings	The Proposed Action includes a grade-separated rail crossing. The existing at-grade crossing of the Alaska Railroad by Arctic Boulevard will remain.
Impacts to Recreation	The Proposed Action includes enhancements to the Campbell Creek Trail. MOA Parks and Recreation believes these enhancements will result in a benefit to the Trail and the Campbell Creek Greenbelt.
Contaminated Sites	The sediment sample in Tina Lake revealed that the arsenic and chromium levels were present in levels above the applicable cleanup levels. These concentrations are within the range of naturally occurring levels within Anchorage and are not expected to impact the project. A water sample of Tina Lake contained an RRO concentration level that is greater than the applicable cleanup level. Because no excavation activities are planned for Tina Lake, the need to clean up the affected water is not anticipated. On the parcels used for vehicle storage, it is expected that fluids such as gasoline, oil, or battery fluids have leaked from the cars into the soil. There are established procedures for the remediation of automobile salvage yards. The cleanup cost is approximately $4,100 per vehicle. Approximately 250 cars would need to be

	removed. It is believed that removal of the vehicles and vehicle parts along with the excavation, treatment, and disposal of affected soiled would be sufficient to obtain an ADEC "No Further Action" designation.

The Environmental Assessment for the West Dowling Road Connection Project was distributed to agencies on December 21, 2006. Notice of the availability of the EA and of a January 16, 2007 public hearing was mailed directly to the project mailing list on January 2, 2007 and was advertised in the *Anchorage Daily News* (Jan 2, 9, 14, 15, 16, 2007) and on the project website. The public hearing was also announced via the project website, What's Up email list, the *Anchorage Press* calendar and Craigslist. The deadline for comments on the EA was January 31, 2007. Copies of the notices are included in Appendix L.

A public hearing was held in Anchorage on January 16, 2007. It was conducted at Taku Elementary School to assure easy access for the citizens living near the project area. Verbal comments at the meeting primarily addressed right-of-way and relocation concerns. A written comment form was provided. Three written comments were received on the comment forms. An additional 9 written comments were received via emails and letters from members of the public. Copies of all materials relating to the January 16 public hearing, hearing minutes, tables documenting all formal public comments on the EA and DOT&PF comments, and copies of all written comments are provided in Appendix L.

In addition to the public comments, written comments were received from the following agencies: U.S. Army Corps of Engineers, NMFS, DNR-OMHP, DEC, MOA, and the ARRC. Copies of comments are included in Appendix L.

Formal comments received during the comment period, and their response, are summarized in Table 4.2. Copies of the original comments are included in Appendix L.

Table 4.2 Comments Received during Formal Comment Period and Comment Responses

	Transcript Comments		
Comment #	Last Name, First Name ORGANIZATION Comment Date (Reference)	Comment Summary	Response to Comment
1	Johnson, Charles	My name is Charles Johnson and I'm at 275 East Dowling at	The timing of project design and construction is dependant on when funding is available for the

	Self 01-16-2007 (01_16_07 Johnson Hearing)	Campbell Apartments, Lots 4 18 and 19, Block 3. And the proposed action it looks like our lots, along with the lots alongside us are all scheduled to be acquired for right-of-way purposes. And our concern is when this action may take place, and what kind of time frame we're going to have. I understand under the Uniform Relocation Act that once right-of-ways of properties are purchased from the point that we receive payment we have a year to move. So I see a lot of time delays in this project. So I'm just kind of trying to get my ducks in a row and find out what and where and when. Thank you.	project. Currently, it is anticipated that federal funds will be available for construction in 2011. Section 301 (5) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, says "the construction or development of a public improvement shall be so scheduled that, to the greatest extent practicable, no person lawfully occupying real property shall be required to move from a dwelling (assuming a replacement dwelling as required by title II will be available), or to move his business or farm operation, without at least ninety days' written notice from the head of the Federal agency concerned, of the date by which such move is required. Also see the responses to comments 14, 3b, 7a, 11a and 14.
2a	Burton, Richard Self 01-16-2007	My name is Richard Burton. I own or occupy a four-plex at 238 East Dowling Road. Currently it's right where Potter Drive turns into Dowling Road. So far my property is not slated to be acquired for right of way or anything. But yet my property is going to be negatively impacted by the amount of construction and the amount of traffic coming through. The only way I can survive is by renting my apartment to, you know, prospective renters. And the project is going to negatively impact my ability to get good renters and keep good renters.	The existing Dowling Road/Potter Drive is reaching the end of its effective life and can not accommodate the anticipated future traffic volumes. Part of DOT&PF's responsibility to the residents of Anchorage is to maintain an efficient transportation network. The West Dowling Road improvements have been in the LRTP for over 20 years as a necessary part of that network. Traffic is expected to increase in front of your property. A driveway meeting all applicable standards will be provided as part of the project to ensure that there will be safe access to your property. DOT&PF will minimize construction impacts to existing residential properties to the extent feasible. Access to your property will be maintained during the construction period. The following statement has been added to Section 3.13 of the EA. Residential properties along Dowling Road may become less desirable because of increased traffic and noise.
2b		Also, the area is going to affect where I can put my snow removal.	Currently, snow from private properties can not be stored in right-of-ways or sidewalks. As no land is being acquired from your property, you should be able to continue using your current on-site storage location.
2c		And also, for me being able to cross the road on foot because my children have to get to the school bus, there's no way that is going to work out for me either.	The Anchorage School District is responsible for the location of school bus stops. The Campbell Creek Trail will have a grade-separated crossing.
2d		So I think it's a good project and I'm all for it. I just feel like I should be compensated. And if the State needs my property to help the project go along better, I'm willing to go ahead and relocate. Thank you.	At this time, DOT&PF does not anticipate acquiring your property as part of the project.
3a	Grimm,	My name is Russell Grimm and	The MOA traffic model anticipated the existing

	Russell Self 01-16-2007	my comment is that I understand deeply the need for east/west traffic. I am right on the proposed way. My property is slated to be taken or acquired. But I would like to make sure that a five-lane road is really needed and not three lanes. I don't want to move any more than anybody else does if not necessary. Like I say, I see the need for it. And I applaud the City for planning that kind of stuff because traffic is just so terrible.	section of Dowling Road between the Old Seward Highway and Potter Drive to have approximately 25,000 cars per day in 2025. This traffic volume can not be adequately accommodated with the existing number of lanes. More information on projected traffic volumes can be found in Section 3.14.
3b		The second item I'm concerned about is the value of my property that I'm going to be turning over. I want to make sure that I have compensation that allows me to get into an equal value home. And in days past it seems like people were treated poorly -- at least in other communities I've lived in -- and given low value. So that's my concern. I just want to make sure I get fair market value. So thank you very much.	Property acquisition and relocation would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Action of 1970, as amended, and the Alaska Relocation Assistance and Real Property Acquisition Practices, Alaska Statutes (AS) 34.60.010 et seq. Also see the response to comment 1. As part of the acquisition process, each property will be appraised to determine its fair market value. The appraisal will be independently and impartially prepared by a qualified appraiser. The property owner or their representative will be allowed to accompany the appraiser during their inspection of the property. The property can not be purchased for less than the fair market value.
4a	Hroza, Timothy Self 01-16-2007	My name is Timothy Hroza. I live at 242 East Dowling. That's between the Old Seward Highway and Potter. I'm right off Campbell Creek. We live on the southside, so I guess we are not going to be the one that get's demolished, which is good. But I have a big concern about the lack of a sound wall on this section of the Dowling Street extension. Right now the traffic speeds and the noise created is pretty -- I don't know the decimals, but it's pretty horrendous -- and with five lanes, and we know the traffic speeds are probably going to go up substantially, it's imperative that we have sound walls similar to the ones that went up on C Street. They look nice, they protect. I know sound -- for the people that live directly behind them anyway, which is basically the way we are. So I would just ask that sound walls be put in this project, in this specific area.	Noise walls along this section of Dowling Road were studied as part of this project. They were not considered feasible along this section because of the need for driveway access. Driveway openings in the noise wall would reduce their effectiveness and there would not be a noticeable reduction in the noise level. Please see the response to comment 11b. For more information on noise, please see section 3.15.
4b		Plus, I'm concerned about drainage, I guess. I assume there's going to be some sewer or storm sewer because the	Improvements to the stormwater system are included in the project. The project includes curb and gutter along Dowling Road. Stormwater from the road will be directed into the stormwater

		water is going to come rushing down right into my garage like it did this last spring, and ultimately right into Campbell Creek otherwise. All right. I guess that's all I have to say. Thank you.	system where it will be treated prior to entering Campbell Creek. For more information on stormwater, see section 3.4.
	Comment Sheet Comments		
5a	Burton, Richard Self 01-17-2007 (R.Burton Comment) See hearing	This project is a good project, but economically it will impact me too much. I owner occupy a four-plex right in the curve of Potter and Dowling Road. Renters will not find my place as a favorable location due to traffic noise and accessibility to my driveway.	A noise study was conducted as part of this project. The study indicates that your property will experience a 1dB[A] increase in noise levels as the result of this project. This is not considered a substantial impact to your property as a 1dB[A] increase would not be perceptible. A noise wall along this section of Dowling Road was analyzed as part of this study. It was not considered feasible along this section because of the need for driveway access. Driveway openings in the noise wall would reduce their effectiveness and there would not be a noticeable reduction in the noise level. For more information on noise impacts, see section 3.15. To maintain access to your property, DOT&PF will provide a driveway that meets all the applicable standards.
5b		Also drainage is a problem because the grade will be much higher than it already is.	Improvements to the stormwater system are included in the project. Also see the response to comment 4b. For more information on storm water improvements, please see section 3-4.
5c		Snow removal will be impossible.	Currently, snow from private properties can not be stored in right-of-ways or sidewalks. As no land is being acquired from your property, you should be able to continue using your current on-site storage location.
5d		Safety is a big concern because my kids cannot cross the road to get to the bus stop.	The Anchorage School District is responsible for the location of school bus stops. The Campbell Creek Trail will have a grade-separated crossing.
5e		Please consider acquiring my property for the sake of the project.	At this time, DOT&PF does not anticipate acquiring your property as part of the project.
6a	Kintz, Gerry Self 01-22-2007 (01_22_07_Kintz_comment_sheet)	I attended to January 16th Open House at Taku School. The displays and information were well presented and most helpful. I fully support the project and preferred alternative. Completion of the Dowling Road connection will allow both the Minnesota/Raspberry Interchange and Raspberry Road (west of the interchange) to function at their full potential. These facilities were designed in anticipation of the future connection. My residence is located west of Minnesota Drive and I would be a frequent user of the Dowling Road connection.	Comment Noted.

		I'm glad to see the project has finally reached its current milestone, and I hope for continued progress towards construction. Thank you for the opportunity to comment.	
7a	Johnson, Charles C. Self 01-17-2007 (C.JohnsonComment) See 01_16_07 Johnson Hearing	What is the plan for possible acquisition buyouts? When? What kind of notice?	Right-of-Way (ROW) acquisition will not occur until a later phase of the project. During the next phase of the project (the design phase), the project will be refined and ROW impacts may change. Once the design is near or at completion, DOT&PF will acquire the necessary ROW. Currently, design and ROW acquisition is scheduled to occur between 2007 and 2011. Once DOT&PF begins the ROW acquisition phase, a representative of DOT will contact the property owner. DOT&PF will then negotiate with the property owner regarding the purchase of their property. Property acquisition and relocation would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Action of 1970, as amended, and the Alaska Relocation Assistance and Real Property Acquisition Practices, Alaska Statutes (AS) 34.60.010 et seq. Also see the response to comments 1 and 3b.
	Email and Written Comments		
8	Vartanian, Mher Self 01-10-2007 (01_10_07 (a) M.Vartanian Email)	The proposed upgrade for Dowling road seems rather extravagant. Why 6' sidewalks when not very many people ever walk in that area. Why such a wide road, when doing so you take peoples property away lower property values for those affected. Why all the trees and grass, how will we pay for their upkeep and maintenance. Already there are roads with greenery not kept up in the summer months because of funding shortages. I think designers should get out of their glass houses and visualize the taxpayers unwillingness to pay higher taxes. As you know the cost of living is going up, wages are stagnant people are having a hard time making it. What will it take for people in government to understand short of a tax revolt or maybe a revolution. I think you people should design something more palatable and not so costly.	Your comment has been noted and will be considered during the design phase of the project. The traffic forecast for the project indicates that four traffic lanes are required. The project's sidewalks and pathways are designed to dimensions required by DOT&PF design standards. The sidewalks and pathways are consistent with adjacent sections of Dowling Road. Landscaping is required by the MOA.
9	Vartanian, Mher Self 01-10-2007 (01_10_07 M.Vartanian	Why the 6' sidewalks, all the greenery, such a wide road. All this will not only cost much money but those affected will be losing their property. Who will maintain the greenery	Comment Noted. See response to comment 8.

	Email) See 01_10_07 (a) M. Vartanian	when already we cant afford to care for the trees and such we have. I think those who work for the government should get out of the glass houses and visualize themselves in taxpayers place. Taxpayers already are revolting and refusing to pay higher taxes for teachers salaries. The mayor only got elected because the challenger was just as big a spender. The people in this town are sick of high taxes. I think that you people should lower your designs so that it is not so costly but also effective.	
10	Wetherell, Matt Self 01-09-2007 (01_09_07 M.Wetherell Email)	I just wanted to submit that a Dowling Road interchange with Minnesota is a dangerous concept. You have safety issues already with the entering and exiting traffic between the International Airport Road and Raspberry Road interchanges. There is not room to add another interchange into the mix. I have read many of the reports and summaries and was not able to see this issue addressed.	A new interchange is not being proposed as part of this project. The project will connect to the existing Raspberry Road interchange.
11a	Hroza, Tim Self 01-08-2007 (01_08_07 T.Hroza Email)	I live on Dowling between Potter and Old Seward in a new townhouse. My concern is how are you going to fit 5 lanes of traffic, sidewalks and a bike trail thru this corridor?	It is anticipated that additional right-of-way (ROW) will be purchased to accommodate the road and pedestrian improvements. It is anticipated that some residents may be relocated as a result. Final decisions regarding potential property acquisition and relocations will not be made under the design and ROW acquisition phase of the project. Property acquisition and relocation would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Action of 1970, as amended, and the Alaska Relocation Assistance and Real Property Acquisition Practices, Alaska Statutes (AS) 34.60.010 et seq.
11b		The noise already is deafening, especially in the summer with heavy equipment and belly dumps speeding down the corridor at 50 miles per hour, and no police in sight! If this expansion goes, there needs to be sound walls built, just like on C St, not only for the noise but for safety from the speeding traffic which will probably be less than 10 feet from my townhouse.	Noise walls along this section of Dowling Road were studied as part of this project. They were not considered feasible along this section because of the need for driveway access. Driveway openings in the noise wall would reduce their effectiveness and there would not be a noticeable reduction in the noise level. Please see the response to comments 4a. For more information on noise impacts, please see Section 3.15.
11c		Plus, its imperative that you put the electrical lines	The project does not anticipate moving electric lines along Dowling Road between the Old Seward

		underground as one hit from a moving truck and the wires will come down on my townhouse.	Highway and Potter Drive. If the electrical lines need to be moved, the location of the electrical lines will be determined by Chugach Electric.
11d		Yes, I bought the end unit, on the street side, but thought that since this was a residential area, it would remain residential and the traffic speeds to reflect that. Please keep the speed limit to 25 as there are more and more small children in the neighborhood with the addition of 20 new townhouses in my neighborhood in the last 3 years.	The development of the West Dowling Road as an arterial road has been in the Long Range Transportation Plan for over 20 years. Traffic volumes along West Dowling Road are expected to increase with or without this project. The traffic speed will be established based on DOT&PF requirements for arterial roads in urbanized areas. This section of Dowling Road is current classified as a major arterial. There will be a sidewalk or separated trail between the townhouses and the road.
12	Head, Jolene Self 01-11-07 (01_11_07 J.Head Email)	I am a homeowner and my house backs up to Dowling off of Lake Otis in the Spruce Meadows development. After reading the ADN article this morning, I would like clarification of which residential buildings are being considered for relocation. Thank you.	The project area is between the Old Seward Highway to Minnesota Drive. The residential buildings being considered for relocation are between the Old Seward Highway and Potter Drive. Your house is not located in this area.
13	Hudish, Betty Self 01-14-2007 (01_14_07Hudish Email) Em	MY HUSBAND WITH SOME FRIENDS WHEN HE WAS IN THE AIR FORCE BOUGHT SOME LOTS IN ANCHORAGE. IM VERY DISAPPOINTED WITH THE CHANGES MOVING DOWLING ROAD NORTH ON TINA LAKE OFF ITS RIGHT OF WAY. WE HAVE OWN OUR LOTS 1,2,3,5 AND 6 OF BK 5 WESTGATE PARK SUB LONG BEFORE WETLANDS WAS A WORD. WE ALL PAID TAXES AS MUCH AS $10000,00 FOR THE LOTS EACH YEAR FOR OVER TWENTY YEARS, A FEW YEARS AGO THEY STOP CHARGEING US TAX ON THE PROPERTY. WE BOUGHT THE LOTS WITH PAYMENTS AND INTEREST. THE ASSESSMENTS FOR WATER AND SEWER WERE PAID WITH INTEREST. WE KNEW DOWLING ROAD HAD TO GO THROUGH TO THE AIRPORT IN TIME BUT BY MOVING THE ROW IT LEAVES US OUT. WE THOUGHT THE MUDHOLE CALLED TINA LAKE WOULD BE DRAIN AND CONTRACTORS WOULD PAID TO DUMP THERE CLEAN HARD FILL THERE THAN TAKE OUT TO SANDLAKE TO DUMP. WHAT ARE WE AS THE	The decision to move the proposed project north on Tina Lake off the existing Right-of-Way (ROW) was based on several factors including the federal requirement to minimize wetland impacts. The alignment may change somewhat during final design but we do not anticipate a large scale change.

		PROPERTY OWNER GOING TO DO NOW	
14	Patrick, Kirsten and Ty Self 01-30-2007 (013007_patrick_email) Em	We just heard about the Dowling road extension project this week and we live in one of the new condos on Dowling near the Campbell Creek bridge that would have to be torn down to make room for the new road. We have never been through anything like this before as this was our first home purchase, so what can we expect? How does the city work these things? What do they pay for? What sort of timeline can we expect? Our home is still in its 1-year warranty period - is it worth having the builder come back to fix the minor issues if the place is just going to be torn down? We understand if you are not the person to ask about how the city works these type things, but if you could point us in the right direction, we would really appreciate that!	The West Dowling Road Connection Project is a state DOT&PF project, not a city project. Right-of-Way (ROW) acquisition will not occur until a later phase of the project. During the next phase of the project (the design phase), the project will be refined and ROW impacts may change. Once the design is near or at completion, DOT&PF will acquire the necessary ROW. Currently, design and ROW acquisition is scheduled to occur between 2007 and 2011. Once DOT&PF begins the ROW acquisition phase, a representative of DOT will contact the property owner. DOT&PF will then negotiate with the property owner regarding the purchase of their property and relocation expenses. Property acquisition and relocation would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Action of 1970, as amended, and the Alaska Relocation Assistance and Real Property Acquisition Practices, Alaska Statutes (AS) 34.60.010 et seq. Also see the responses to comments 1, 3b, 7a, and 11a.
15a	Fuller, Joel Arcticorp 01-31-2007 Em	I was pleased to attend your open house on January 16, 2007 at Taku Elementary. I must take exception though, to a few of your statements. 1) DOT working on the project for almost 20 years. It was 1979 when the Right-of-Way for this connector was purchased to the west of Arctic Blvd. with the alignment of Raspberry-Rovenna-Dowling. Originally Dowling has been shown on the plats since the 1960's at least. This was also on Tony Knowles 1988-1990 Accelerated Roads plan.	DOT&PF has been working on this project for many years. The amount of work being done on the Dowling Road project has been dependent on funding and regional priorities.
15b		2) We have two identifiers placing the elevation of Tina Lake, one at 104.5 feet taken from MOA Topographic map grid 1930. Also, the MOA directed to locate the elevation of the drain at 104.3, over one foot below the 100 year flood plain.	Different sources have a different elevation for Tina Lake. According to the MOA Floodplain Coordinator, the Base Flood Elevation of Tina Lake is 106.0. The new standpipe in Tina Lake will now be set at the existing lake level.
15c		Overall, I would strongly support the construction of Dowling Road. It is long overdue and desperately needed. I also believe the project from an acquisition perspective is	The ROW estimate takes a conservative approach and assumes that if DOT&PF needs to remove a building or acquire more than 50% of a parcel, the property owner would prefer to sell the entire parcel. The ROW estimate has been updated using a different methodology. The updated ROW estimate

	way over budgeted. To some extent inflated numbers can be used to disrupt or derail the project. The biggest harm would result from not building the project. I do not have the information on construction costs to critique the construction budget. Several examples I am most familiar with are: 1) 5941 Arctic Blvd.-A slight encroachment of a possible fill line should not require the taking of the entire building and lot, compensation to all the tenants for relocation. This alone must reflect a savings of over 2 million of acquisition dollars or one piece of property. 2) Tract C3B- The plan calls for taking approximately 314,286 sq. ft. for Dowling and the connector road. There is approximately 100,000 sq.ft. of the property which will lie between the collector and Dowling, east of the alley which would not be impeded at all by the taking. (This is a piece of property which we have current development plans on which will be impacted by the decision, and we have been told by MOA that they will oppose any development plan which does not comply regardless of whether the plan is adopted.	is $18.5 million. During the next phases of the project, the alignment will be refined to minimize ROW impacts. Discussions will also be held with property owners regarding the acquisition of their property. One some parcels, only buying a portion of the lot is an option if the remaining lot meets MOA requirements.
15d	Also, not allowing consideration the value of the excess Right of Ways, as well as the value of excess lands after taking a property, artificially inflates the acquisition cost of the project. This is the largest complaint I have with the project. Over 40 years we have been told Dowling is going to be built. Twenty-six years ago we sold a small piece of land for the connector between Arctic and Minnesota. At the time when we discussed a building with MOA we were asked to not continue because they were sure the Dowling ROW would be expanded. Unfortunately, we did not push the issue (the current alignment would miss that planned development). The greatest harm comes both to planning, and to the public, with planned, unbuilt roads	Usually DOT&PF retains ownership of all lands purchased to accommodate future roadway improvements. In cases where DOT&PF is interested in disposing of excess land, there is no guarantee of a buyer. To be conservative, ROW estimate assumes that the ROW purchased for the project does not return to private ownership.

		which hinder any development whether incorporating the planned road or not. While I support the project and think it will be a tremendous boon to the east/west transportation, I believe some small modifiers can result in substantial savings. Mostly, however, this project does not need 3-4 more years of study, planning and allowance for more restrictions to be added, mostly because of a small, unremarkable pond in the middle of an industrial area whose permanence was significantly enhanced when "C" street was originally extended and paved in the mid-sixties. The information is all available, and Dowling Road should go forward NOW!!	
16a	Kimlinger, Mike & Lydia Self 01-31-2007 01_31_07 Kimlinger email.doc em	My wife and I live at the north end of Chad St. (location of RR14 in Figure 3.41 of the EA) and have the following comments about the proposed West Dowling Extension Project. We observe congestion due to the Church every Sunday from 8am to approx. 1pm requiring the use of flaggers and traffic control devices. When the Church facility if used for special events (several have occurred in the evenings) similar congestion occurs. We expect this traffic volume to increase due to attendance at the sports dome, under construction this winter.	Driveway access to the Change Point Church facility will be refined during the design phase of the project. The driveway access will meet all applicable standards. Currently, the Church is working with DOT&PF on improving access. In addition, the Church has funded a traffic impact assessment (TIA) to determine the impact the facility will have on the road system. The TIA shows that signs or roundabouts will be necessary by 2018. In the shorter term, the TIA has four mitigation recommendations that are to be provided by the landowner. They are: • Construct an eastbound left turn lane for Seafood Drive traffic • Restripe and resign Seafood Drive for a left turn and right turn lane • Construct a second access to Raspberry Road 800 to 1,400 feet east of Seafood Drive • Plan for and provide special events traffic control for large events (events with over 2,600 people attending or 1,000 vehicles per hour entering or departing).
16b		From the typical depictions of the extension it appears we will lose the tall tree screen between our neighborhood and the extension. Some additional screening or fencing is desirable.	The MOA's Raspberry Road project has removed this vegetation. DOT&PF plans on installing a noise wall between the neighborhood and the project. Landscaping will be part of the final design but specific locations have not yet been identified. The landscaping plan will go through the public process for comment before any decisions are finalized.
16c		We experience significantly	Noise studies conducted as part of this project

		more traffic noise on the west side of the house (facing Minnesota). We expect there will be noise impacts similar to other locations along Raspberry Road. Have noise studies included any locations along Raspberry to the west of Minnesota for comparison? We request the erection of a sound fence similar to the one along Cst south of 68th. As a second choice a design similar to the fence on Cst South of Dimond.	have not studied any locations along Raspberry west of Minnesota as, with the construction of this project, traffic patterns and associated noise levels will change. A noise study was performed specifically for this project. The study recommended a noise wall along Raspberry Road/68th Avenue from Minnesota Drive to just west of Rovenna Street. The design of the noise wall will not be decided until a later phase of the project. For more information on noise impacts, please see Section 3.15. The noise study will be re-evaluated during final design.
16d		We strongly request no direct access to Chad for vehicular traffic. The "crash gate" shown at the Jan 19th meeting or similar.	Chad Street is a MOA road, not a DOT&PF road. As a result, Chad Street access is controlled by the MOA.
16e		Our neighborhood already experiences significant increases in airborne dust from the materials activities at CPP on west Dowling during the construction season. We request strict controls of dust be enumerated in the specifications to emphasize and reinforce the standard controls.	Construction contractors will be required to follow DOT&PF specifications to control dust levels during construction. For more information on air quality, please see Section 3.1.
	Agency Comments		
17a	Mary Lee Plumb-Mentjes USCOE 01-29-2007 (013107_Letter_USACE)	Since water bodies and wetlands are both "special aquatic sites" subject to regulation under Section 404 of the Clean Water Act and both are often integrated into a water body/wetland complex, as they are at Tina Lake, it would be helpful to have water bodies and wetlands discussed in the same section, not two separate sections (3.2 Water Bodies and 3.7 Wetlands)	For clarity and ease of reading for the average reader, these chapters have been kept separate.
17b		Page 1-4: Add reference to water body to "Tina Lake wetlands."	Text changed to "Tina Lake and associated wetlands"
17c		Page 3.2-1, Existing Conditions: The Corps also does not consider Campbell Creek or Tina Lake as navigable.	EA text changed to reflect this.
17d		Figure 2.1 shows proposed road going through southwest end of lake, not the northern end.	North is oriented to the left on this map.
17e		Page 3.2-2, Tina Lake: Add statement that Tina Lake is a special aquatic site regulated under Section 404 of the Clean	Statement added.

	Water Act.	
17f	Add statement that while the water column may be about 18 inches deep that the bottom is soft and a weighted body would sink deeper than 18 inches.	While these statements are believed to be true, there has been no research regarding the lake bottom or the lake depth.
17g	Which side of the lake "appears to have been recently filled?" Isn't it the northern end that has been used as a snow dump, not the western side?	North side is correct. Text corrected.
17h	Isn't the ditch that drains towards the wetlands on the east side? At the public meeting there was a poster with statement that a "storm drain" would be repaired rather than any reference to the stand pipe being relocated and re-established. The statement at the public meeting did not disclose the impact of the standpipe on lake water levels.	A hydrologic reconnaissance study indicated that the ditch on the east side of the lake was not connected to Tina Lake. See the Tina Lake Hydrology Memo in Appendix D. The stand pipe elevation will be set to the existing elevation. No impacts are anticipated as a result.
17i	Page 3.2-3: Complete the description of where water goes from the storm drain leaving Tina Lake, i.e., that it "eventually flows into Campbell Creek which flows into Knik Arm, a navigable, tidally influenced water body." This completes the hydrologic connection necessary for Federal Corps jurisdiction.	Statement added.
17j	Pages 3.2-3 and 3.2-4, Environmental Consequences: Organization confusing, i.e., the alternating back and forth between discussions of Campbell Creek and Tina Lake. Again integrating discussion of Tina Lake's wetlands and water body would be helpful.	For clarity and ease of reading for the average reader, the No Action impacts are discussed together and the Proposed Action impacts are kept together.
17k	Clarify statement at end of No Action Paragraph: "the lake level would be lower than intended;" note that it would be lower than intended when stand pipe was installed.	That sentence has been removed from the EA.
17l	Under Proposed Action for Tina Lake it would help to integrate the two paragraphs: state that the road would fill in 0.8 acres of the lake, but that re-establishment of the stand pipe would increase the water level by approximately 4 feet and describe the new areal extent of lake.	Originally, the water level was going to increase. Based on potential adverse flooding impacts, the water level in Tina Lake will now be kept at the existing level. The resulting lake would be approximately 2.4 acres. The current elevation model does not contain enough detail to generate an accurate representation of the new lake level.

17m	The statement (top of page 3.2-4) that "Property impacts are not anticipated as the lake level is being restored to a historical elevation." should describe and have illustration to show the extent of the new flooding; this lake level has not existed in recent past and the change may be hard for some businesses even if it corresponds to the 1973 Flood Elevation.	The lake level will be kept at the existing elevation which is below the 100 year flood elevation. The MOA requires the lowest inhabited floor of a building to be elevated 1 foot above the 100 year flood elevation.
17n	Page 3.2-4, Construction: More is needed on how water quality of Tina Lake and Campbell Creek would be protected. In particular with Tina Lake, the road will be built right through it.	The proper use of BMPs should prevent construction related impacts to water quality. Construction impacts on water quality are discussed in Section 3.4 Water Quality. There are several possible construction techniques that could be used to construct the road through Tina Lake. The construction method will not be decided until during design. Potential methods involve winter construction and dewatering the lake. Construction impacts associated with the removal of the bridge is not anticipated. The existing riprap will not be removed and new riprap is not anticipated. A trench filled revetment adjacent to the trail is planned. Proper BMPs will be followed to prevent construction related impacts to water quality. BMPs such as erosion control, matting, temporary seeding, covering stockpiles, inlet protection, stabilized construction entrances, silt fences, straw wattles, etc. will be implemented during construction to protect water quality. DOT&PF will continue to coordinate with USACE and other regulatory agencies during the design and permitting phases of the project.
17o	Page 3.2-4, Mitigation: The new stand pipe would help keep water over a broader area and would make the lake deeper, but it would not be necessary "to keep water in the lake longer."	Sentence removed.
17p	More discussion is needed as to whether grasses should be planted along the new shoreline of Tina Lake. The steep sides of the new road embankment would have to be stabilized; there plantings of grasses would be appropriate. Sedges would be more desirable than grasses on the edges of the lake; it is possible that local seed/root sources would be more desirable than imported nursery stock. The new stand pipe would likely cause much existing vegetation to become inundated; perhaps some of that could be transplanted.	DOT&PF will work with resources agencies during design to determine the best embankment stabilization materials. Also see the response to comment 19c.
17q	Page 3.3-3, top of page: describe how it is that	"The increased costs are due to needing to construct a longer bridge." added to EA.

	projects costs would increase by $6.5 million.	
17r	Page 3.3-3. fourth para. It would be helpful to state that these impacts areas of the flood plain are not wetlands.	"The impacted area of the floodplain is not wetlands." added to EA.
17s	Note that "flood plain" as a noun; "floodplain" as an adjective. Same practice for "water body" and "stand pipe."	Noted.
17t	Page 3.3-5, Construction: More discussion needed about how water quality will be protected. Statements should be made about how siltation would be controlled; restriction of operation, storage, and maintenance of equipment, locations of stockpiles.	Page 3.4-4 discusses of water quality impacts during construction. DOT&PF will follow the DEC permit process and use appropriate BMPs.
17u	Page 3.4-3, Reference is made to runoff being directed into the wetlands surrounding Blueberry Lake. Great care must be taken that the proposed biofiltration swale is effective in filtering sediments and pollutants; Blueberry Lake is now publicly owned; it was purchased with mitigation funds and is protected by a conservation easement.	Comment noted.
17v	Similarly, the need for additional water in Tina Lake/wetland complex much be weighed against the possible addition of sediment and other pollutants from road runoff. This proposed biofiltration swale must be monitored for its effectiveness in trapping sediments and other pollutants. Would these swales at Blueberry Lake and Tina Lake ever be cleaned; during high water events, would be pollutants be remobilized and wash into the lakes?	Biofiltration swales are acceptable BMPs for treating stormwater runoff. DOT&PF will comply with DEC requirements for stormwater treatment. Maintenance of BMPs will be conducted as appropriate.
17w	As noted elsewhere, the text on the greater residence time of water in Tina Lake makes it sound as though it functions like a sedimentation pond to treat water before it enters a storm drain system. Tina Lake should be receiving clean water.	Water will be treated prior to entering Tina Lake. Please see response to comment 20c
17x	Page 3.4-4, Campbell Creek to Old Seward Highway: similar concerns about the effectiveness and maintenance	Biofiltration swales are acceptable BMPs for treating stormwater runoff. DOT&PF will comply with DEC requirements for stormwater treatment.

	of biofiltration swale draining into Campbell Creek.	
17y	Page 3.4-4, Construction: Construction of new segments of Dowling will likely have massive areas of exposed soil surface; while the recent C Street extension was complicated by the surcharge operation, silt curtains were not found to be effective in many areas to control the erosion/siltation associated with construction. Piles of dirt were not vegetated or otherwise stabilized within 2 weeks. As noted in the text, approximately 28 acres of ground-disturbing activity will occur. At least a Tina Lake, a plan probably involving a sedimentation pond must be put in place to allow silt to settle out from the large cut and fill operation.	Most of the ground-disturbing activity will involve fill. Cuts will be minimized. DOT&PF will require the contractor to construct the project in full compliance with the NPDES Construction General Permit (CGP). The CGP requires the stabilization of all areas where work has been temporarily or permanently ceased for 14 days.
17z	Page 3.4-5, Arctic Boulevard to C Street, second and third para.: Focus of water quality concerns seems to be on water quality of what enters the storm drain but the wetlands and Tina Lake are treated like a sedimentation pond.	Storm water will be treated by biofiltration swales prior to entering wetlands and Tina Lake. DOT&PF understands that untreated stormwater cannot be discharged directly into waters of the U.S.
17aa	Page 3.6-1, Vegetation: Consider differentiating white spruce (generally upland) and black spruce (generally wetland).	Noted.
17bb	Reference is made to primarily removing vegetation in the DOT ROW. Raising the water level of Tina Lake, while desired as mitigation, would also have impacts on the vegetation that is there now.	The water level in Tina Lake will not rise.
17cc	Page 3.6-2, Figure 3-10: What is the standard for being "vegetation" since several areas that are vegetated are not marked green.	Vegetation was mapped based on air photo interpretation from multiple air photos. Some vegetation shown in the project's air photo has been removed since the photo was taken. No field verification was performed. This was an attempt to quantify impacts.
17dd	Page 3.7-1, Existing Conditions: Add date of pjd (1/18/06) and Corps's jd (2/14/06).	Dates added.
17ee	Second para: Which wetlands that would be impacted by project area considered isolated by the Corps?	The statement "There are no non-jurisdictional wetlands being impacted by the Proposed Action." added to EA.
17ff	Add wetland that is southeast of the former Alaska Seafood	The material provided did not provide sufficient detail to locate this wetland. Please refer to Memo

	plant; it is U4 (Anchorage General Permits, Special Public Notice 2005-5, west of Rovenna); it was described in the materials sent by the Corps in its jurisdictional determination.	to File dated March 6, 2007. A site visit by an HDR wetland scientist conducted on June 7, 2007 did not find any unmapped wetlands in this area. See the response to comment 17nn.
17gg	Page 3.7-2: The debit/credit calculation won't be finalized until later in the permitting process; however, the figure of 1.51 debits given on this page is different from the 2.06 debits described is different from the 2.06 debits described in 12/15/06 HDR Memorandum on this subject in Appendix E, Wetlands. The range in credits in that memorandum is described as being 1.68 to 3.15.	Text changed.
17hh	Page 3.7-3, Figure 3.13: The colors of wetland classes in the legend are not the colors on the aerial photo.	The colors are the same. The colors may appear slightly different outside the study area due to the mask used to highlight the study area.
17ii	Page 3.7-4, Ponds: Note the definition of a "pond." The Anchorage Wetlands Management Plan (p. 42) refers to "water bodies" which have a permanent minimum surface area at ordinary high water of more than 2,500 square feet. This size corresponds to the smallest water body which can be used, under normal circumstances, for nesting by more than one species or several pairs of one species of local Anchorage area water birds. This terminology has been used also in the Anchorage Debit/Credit Method.	Comment noted.
17jj	Page 3.7-6, Construction: Wouldn't construction at Tina Lake have to be in open water? No mention is made of that or how the rest of Tina Lake would be protected.	Construction impacts to water bodies are discussed in Section 3.2 Water Bodies.
17kk	Page 3.8-2, Environmental Consequences. Clarify that no work will be done below the ordinary high water line (OHW) of Campbell Creek; work will be done below OHW of Tina Lake.	Tina Lake is not addressed in this section because there are no fish in Tina Lake as stated on page 3.8-1.
17ll	Page 3.21-4: Unclear statement: Boniface Parkway is being extended to parallel Tudor Road." Further, it should be clarified that these	Title changed to Proposed Local Transportation Improvements

		road project are being proposed as possible actions.	
17mm		Page 3.21-7, the impacts to water bodies like Tina Lake should be discussed in conjunction with the wetland impacts.	"The Proposed Action requires filling a portion of Tina Lake and would contribute to a cumulative loss of water bodies in the Anchorage Bowl." Added to text.
17nn		Draft Permit Application: The drawings are not adequate. Drawings should be provided that identify length, width, depth of excavation and fill in waters of the United States. The small area of wetlands near the old Seafood Plant (U4) needs to be added. A drawing should be added showing how the new bridge over Campbell Creek will not impact waters of the United States. At Tina Lake, information should be provided about how the unusual (i.e., in water) construction work will be managed to minimize degradation of Tina Lake. Drawings should be added about the biofiltration swales into Blueberry Lake, Tina Lake, and Campbell Creek, showing their location and dimensions. Additional information should be provided on how these swales would be maintained.	The permit application will be updated prior to submitting the permit application. A wetland scientist re-visited the area on June 12, 2007. They were unable to identify any wetlands that needed to be added. For more information on their findings, please see the trip memo in Appendix E. They spoke with Mary Lee Plumb-Mentjes and she verbally accepted their findings. A copy of the memo was also mailed to her. See the response to comment 17ff.
18	Jonathan Taylor NMFS 01-09-2007 (01092007_email_NMFS) em	The National Marine Fisheries Service (NMFS) has reviewed the West Dowling Road Connection Project. The described action will not result in any adverse effect to Essential Fish Habitat (EFH). No EFH Assessment is required and NMFS does not offer any EFH Conservation Recommendations. Further EFH consultation is not necessary. NMFS has no objection to the project.	Comment Noted.
19a	Weiss, Ed DNR-OHMP 01-15-2007 (01152007_letter_OHMP) Em	Fish Habitat Issues Campbell Creek, AWC# 247-60-10340 has been specified as being important to the spawning, rearing or migration of anadromous fish under AS 41.14.870(a). Campbell Creek supports king, coho and pink salmon spawning, coho and king salmon rearing as well as resident Dolly Varden. OHMP is please to see that ADOT&PF is incorporating a replacement bridge over Campbell Creek. However, the	As discussed in a meeting on February 1, 2007, because of potential negative impacts to modifying the stream channel, no work will be performed below ordinary high water (OHW). The existing bridge abutments can be removed without needing to perform work below OHW. No Fish Habitat Permit is anticipated. The existing bridge structure does not constrict the channel. Removal of the boulders may have a negative impact on fish so removing them is not anticipated. Trench fill revetments are planned to protect the Campbell Creek Trail from stream bank erosion.

	EA understates the potential impacts to Campbell Creek for the bridge removal and construction. As the EA notes, the existing riprap boulder protection is within the stream, the bridge abutments are in close proximity to the stream and the structure constricts the channel. Removal of the old bridge abutments will impact the stream banks of Campbell Creek. The riprap, abutments and fill that is currently constricting the channel will need to be removed and the stream banks restored. As part of this restoration the streambanks under the bridge and any streambank areas adjacent to the bridge disturbed during construction need to be revegetated with native riparian vegetation. OHMP Fish Habitat Permits will be required for the above activities.	For more information on the revetment, please see page 3-8.2.
19b	The proposed action also calls for the stormwater between Cordova Street and the Old Seward Highway to be routed into "biofiltration treatment swales" and then drained into Campbell Creek. The placement of any outfalls or downdrains into Campbell Creek for the discharge of storm water will also require an OHMP Fish Habitat Permit. OHMP would appreciate the opportunity to review the proposed treatment facility and discharge plans to ensure fish habitat is adequately protected.	No new outfalls or downfalls into Campbell Creek are anticipated. Stormwater will be routed through the existing stormdrain system. Coordination with DNR-OHMP and other resource agencies on the project design will continue throughout the design phase of the project. For more information on stormwater, please see Section 3.4.
19c	Wildlife Issues Tina Lake. The proposed plan represents a good compromise that takes into account most of the prior concerns regarding minimization of fill within Tina Lake and its associated wetlands and restoring its wetland and palustrine values. However, there are a few additional issues that may need to be addressed in final designs. The EA notes the use of Tina Lake by mallards and assumes use by other common Anchorage area waterfowl. Tina Lake is also known to be used frequently by Canada geese. Revegatation of the new Dowling Road embankment along the north edge of Tina Lake with grasses will likely	The resource agencies are not in agreement on this issue. DOT&PF will work with resources agencies during design to determine the best embankment stabilization approach. The goal will be to provide a treatment that enhances habitat values, but reduces wildlife hazards. Please see the response to comment 17p.

	attract geese to the road embankment for feeding and loafing. This will increase the likelihood of geese crossing the road and being struck or causing vehicular accidents as drivers try to avoid them. Additionally, muskrat use of the roadbed may be a concern. Alternative treatments for the embankment along Tina Lake should be looked at to maximize habitat value along the lake shoreline while minimizing attracting wildlife to the embankment and roadway corridor. Along with the modified embankment treatment the proposed culvert connecting Tina Lake with the north wetlands could be oversized to encourage geese or other wildlife to use it as a travel corridor rather than crossing the road.	
19d	Campbell Creek Bridge. The proposed 12 foot clearance on the bridge is <u>not</u> adequate for the passage of moose as noted in the EA. Literature reviews and local information gathered by the ADF&G since 2004 indicate that a <u>minimum</u> of 13 feet clearance be provided for moose crossings. Additionally, snow pack accumulation, snow berms from road clearing, overflow icing and noise from overhead traffic can restrict moose utilization of these crossings. Based on these more recent information the ADF&G & OHMP recommend that at least 14 feet of clearance be maintained for moose passage. This is consistent with clearances provided on crossing of Campbell Creek at Abbott Loop Extension and recommendations made for crossings of Campbell Creek on the New Seward Highway project. The 14 foot clearances are needed to minimize disruptions to moose transit routes and habitat fragmentation. The bridge should also be centered over the stream to allow wildlife to cross under the bridge along either bank of the stream.	See letter from DOT dated February 16, 2007 and memo from DNR-OHMP dated March 6, 2007. Clearance under the bridge will be approximately 10 feet. Increasing the clearance by increasing the roadbed elevation is not practical because it would result in substantially more relocations and right-of-way acquisition. This would increase the project costs by approximately $3.1 Million and would result in 13 more household relocations. Modifying the ground elevation is undesirable because, to provide 14 feet of clearance, the new ground elevation would be below the water level of Campbell Creek. Utilizing a narrower girder depth will be evaluated during design to see if additional clearance can be obtained. DOT&PF will continue to coordinate their activities with OHMP during the design phase.
19e	It might also be useful to place the trail a foot or two higher than the adjacent stream banks. Utilizing this concept may allow for some separation between trail users and wildlife and keep the trail	It is anticipated that the trail elevation will be set at the 10 year flood elevation. Increasing the trail elevation will reduce the clearance under the Campbell Creek bridge. The trail is located adjacent to the bridge abutment to provide some separation between the trail and the creek. In addition, a trench filled revetment is planned to

	drier during flood flows and icing. Both banks should be revegetated with riparian vegetation.	protect the trail from erosion. Banks will be revegetated to the extent practicable as vegetation will not grow under the bridge.
19f	Habitat Fragmentation. The EA also understates the importance of the remaining undeveloped patches of forested land particularly those in the area west of Tina Lake. The Campbell Creek greenbelt, Tina Lake, and undeveloped patches of forested land in the area are important wildlife habitat. The patch of forested habitat east of the Change Point Church facility (old seafood plant) and north of Raspberry in the Rovenna Street area is significant to moose. Moose use the area for feeding and resting and it is a key link in their movement corridor. The project will eliminate or permanently alter this block of habitat. These patches of habitat provide important transit and connectivity links between large blocks of natural habitat such as Kincaid Park to the west and Bicentennial and Chugach State Park to the east. Additionally, these patches provide some of the only remaining habitat for wildlife in an area that is highly developed, making them more important for the species inhabiting them. They should not be characterized as marginal habitat.	The word "marginal" has been removed. Some of the existing habitat near the Change Point Church has already been removed due to the construction of a recreation facility or will be removed in the near future as part of the MOA's 68th Avenue project. The vegetation near the ChangePoint Church being removed as part of this project was not identified as an important wildlife habitat in Anchorage 2020. Other areas in the vicinity, including Blueberry Lake and Connors Bog were identified as important wildlife habitat. An additional description of impacts to habitat fragmentation has been added to page 3-9.2.
19g	Pg. 1-5 thru 1-6. Permit and Authorization references should be updated to include OHMP Fish Habitat Permits required for the Campbell Creek Bridge crossing removal, construction and bank restoration.	As no work will be done below Ordinary High Water, a Fish Habitat Permit is not required.
19h	Pg. 2-2 & Pg. 3.5-3. The proposed action calls for the bridge to have a 12 foot clearance above the creek banks and notes there will be "no disruptions to wildlife transit routes". As noted above a 14 foot clearance is needed to minimize disruptions to moose transit routes and habitat fragmentation.	The existing bridge provides approximately 6 feet of clearance. The replacement bridge will not create a new disruption to wildlife transit routes. While a higher bridge may be desirable, the proposed 10-foot bridge will be an improvement over the existing condition. Moose are known to utilize crossings as low as 10 feet. The new bridge should improve moose transit through the area.
19i	Pg. 3.8-2 & Pg. 6.0-1. References the Catalog of Waters Important for the Spawning, Rearing or	Text updated.

	Migration of Anadromous Fishes (ADF&G 1998). The Catalog and Atlas have been revised three times since the 1998 revision. The current revision of the document because effective September 15, 2006.	
19j	Pg. 3.8-3. Notes that to the extent practicable the stream banks would be reseeded or replanted to maximize the amount of riparian vegetation near the bridge. Recommend removing the phrase "to the extent practicable" and state that the stream banks will be revegetated with riparian vegetation.	Vegetation will not grow under the bridge. Areas where vegetation will survive will be reseeded or replanted with riparian vegetation.
19k	Pg. 3.7-6. Notes that construction related impacts may include temporary fill, vegetation removal and degraded water quality and staging areas (temporary storage areas) and 20 feet beyond the cut and fill prism. It also notes that these staging areas will not be placed in wetland areas. We recommend that these temporary staging areas also not be located with the riparian buffers of Campbell Creek.	"Temporary staging areas would not be located within the riparian buffers of Campbell Creek." Added to section 3.8
19l	Pg. 3.8-1 through 3.8-4. Per the above comments the project description, environmental consequences, construction, mitigation and authorization sections need to be updated to include the Campbell Creek impacts and benefits from removal of the old bridge, stream bank restoration, the revegetation of the banks, and the need for OHMP permits.	No stream bank restoration or bank revegetation under the bridge. No OHMP permit is anticipated.
19m	Pg. 3.9-1 Per above comments revise reference to marginal wildlife habitat.	The word "marginal" has been removed.
19n	Pg. 3.9-2. Notes that the project would increase habitat fragmentation but the EA does not identify or quantify this fragmentation.	Approximately 3.7 acres of vegetation will be removed. The Campbell Creek Greenbelt is crossed by an existing road. An additional description of habitat fragmentation has been added to page 3-9.2.
19o	Pg. 4.0-1. Text regarding consultation and coordination references the Scoping Summary Report produced by HDR as being included in Appendix B. The Scoping Summary Report and Scoping Summary Report Appendices which contained all the agency and public comments was not	The appendices to the EA were provided electronically to reduce printing costs and to be more environmental friendly. The title of the Section 4(f) appendix has been changed.

		included in the paper copy of the document that we received. This coupled with the Section 4(f) Appendix A (subtitled "Copies and summary of all formal coordination connects received") at the rear of the document gives the impression that the 4(f) comments are the only scoping comments received. The additional scoping materials should be included in the EA.	
20a	Ashton, William DEC 01-31-2007 (013107_letter_DEC) ltr	Page 3.2-4. Add more discussion about construction through Tina Lake. Include a description of the techniques used to protect the portion of the lake not filled. Include a description of techniques used to protect water quality during removal of the existing bridge and riprap at Campbell Creek and installation of the new bridge and riprap.	Measures to protect water quality are discussed in Section 3.4. Water Quality. There are several possible construction techniques that could be used to construct the road through Tina Lake. The construction method will not be decided until during design. Potential methods involve winter construction and dewatering the lake. Construction impacts associated with the removal of the bridge is not anticipated. The existing riprap will not be removed and new riprap is not anticipated. A trench filled revetment adjacent to the trail is planned. Proper BMPs will be followed to prevent construction related impacts to water quality. BMPs such as erosion control, matting, temporary seeding, covering stockpiles, inlet protection, stabilized construction entrances, silt fences, straw wattles, etc. will be implemented during construction to protect water quality.
20b		Page 3.3-5. Add more discussion about the potential impact of the road fill on Campbell Creek just downstream of the bridge.	No potential impacts are anticipated. As part of the floodplain permit process, an engineer will confirm that the fill will not have an adverse impact on the floodplain.
20c		Page 3.4-3. The proposed biofiltration swale should be sized such that water is treated fully before flowing into Tina Lake. Tina Lake is not a sedimentation pond for road runoff.	Water will be treated prior to entering Tina Lake. Additional text has been added to the EA. Please refer to comment 17w.
20d		Page 3.4-4. Proper use of BMPs should prevent construction related impacts to water quality, thus preventing an increase in sedimentation in Tina Lake and Campbell Creek.	Text changed to "Short-term impacts to water quality are expected due to construction activities. Construction may require excavation of some soils and replacement with imported granular fill materials. Proper use of BMPs would minimize construction related impacts to water quality. This would also prevent an increase in sedimentation within Tina Lake and Campbell Creek. BMPs that may be used to protect water quality in Tina Lake include winter construction, dewatering the lake or the use of floating boom supported silt fence. The project involves approximately 28 acres of ground-disturbing activities.
20e		Page 3.7-6. Add more discussion about construction through Tina Lake.	More discussion added.
20f		For the Corps 404 application, please include a description of how the rest of Tina Lake will be protected during the fill to	The permit application will be updated prior to submitting the permit application.

		the northern side of the lake. Include a description of proposed measures to protect water quality during reconstruction of the Campbell Creek bridge. Also, include drawings of all the biofiltration swales on the project showing their locations, dimensions and anticipated maintenance schedule.	
21a	Schanche, Lori MOA Traffic Department Non-Motorized Transportation Coordinator	MOA will need to review plans and specifications prior to construction, especially as construction relates to the greenbelt and trail area.	The DOT&PF will submit plans and specifications to the MOA for review in accordance with standard protocol.
21b		Please ensure that MOA staff from this office and Parks and Recreation is given adequate notice of proposed trail shutdowns and detours for our coordination and approval. We expect that since this is a new section of trail that is being constructed the only shutdowns will be at the points this trail meets the existing trail.	The existing trail will need to be closed during the construction of the connections between the Campbell Creek Trail and Dowling Road. All trail shutdowns will be coordinated with the MOA.
21c		Be advised that no construction equipment or contractor vehicles will be allowed to park within the trail or greenbelt area.	No construction equipment or contractor vehicles will be allowed to park in the trail or greenbelt area without prior permission from the MOA. Construction equipment and vehicle parking will be allowed in the ROW.
21d		Creation of a trailhead as mitigation for use of LWCF property is a plus to the Municipality and trail users.	So noted.
22a	Boots, Dan MOA Traffic Engineering Division	With the exception of Dowling Road and C Street, I was unable to identify any proposed signalized intersections which may be required as a result of this project. Will the addition of signalization affect Air Quality, ROW acquisitions, and other aspects of the Environmental Assessment? Are there signal removal possibilities along C Street as a result of this project?	The project assumed the Dowling Road/C Street intersection was signalized and identified the impacts accordingly. The need for any other signalized intersections will be evaluated during the design phase of the project.
22b		ROW acquisition for the 59th Avenue / Arctic Blvd connector should be sufficient to accommodate an Industrial Collector with pedestrian facilities.	So noted.
23a	Carr, Bruce ARRC	'C' Street will be a grade-separated crossing putting the	EA changed to reflect the current status of this project in the LRTP.

	01-31-07 (013107_letter_arrc) Em	road over the railroad tracks affecting both 68th and 'C' streets. This project is programmed in the 2025 Long-Range Transportation Plan as a "long-term" project.	
23b		Figure 2.4 shows a single track, there are currently two tracks and bridge length needs to allow room for a third track to accommodate future growth of the Alaska Railroad.	Figure revised.
23c		The proposed bridge over the railroad tracks calls for a 22 foot clearance height above the tracks (TOR) AREMA Standard requires 23 feet.	The clearance is 23 feet. Text corrected.
23d		Crossing signals and gates will probably require relocation to accommodate the bridge structure.	"Crossing signals and gates are likely to be relocated to accommodate the bridge over the ARRC tracks." Added to section 3.14
23e		When 'C' Street crossing becomes grade separated, current 80-car gravel consists could dump at QAP without decoupling. ARRC is contemplating moving to 100 plus car trains which will require decoupling at the Arctic crossing to avoid blocking traffic. Hence we believe a discussion closing the Arctic Boulevard road-rail crossing is warranted.	The sentence "The bridge over Arctic Boulevard will be designed to not preclude the possibility of reconfiguring the railroad crossing or relocating Arctic Boulevard" Added to section 3.14

On February 1, 2007, DOT&PF met with DNR-OHMP to discuss their comments regarding the Campbell Creek bridge. The first topic discussed at the meeting was work below OHW in Campbell Creek. OHMP's comments caused the project team to believe OHMP was anticipating work to be performed below OHW. However, based on recommendations from HDR hydrologists, the proposed project was developed to avoid working below OHW. A hydrologist was at the meeting to explain the reasons behind the recommendation. OHMP agreed there was some merit to the hydrologist recommendation. OHMP still had some reservations about some statements contained in the EA. It was agreed that these statements would be revised.

The second topic of the meeting was the Campbell Creek bridge. The original EA reported the bridge had 12 feet of clearance when it only had 10 feet. OHMP's position was that 14 feet of clearance would be needed for moose passage. At the meeting, OHMP and DOT&PF discussed possible ways to increase the clearance. It was agreed that DOT&PF would look at ways to increase the clearance. Once DOT&PF transmitted their findings to OHMP, they would have additional time to comment on this issue.

DOT&PF considered lowering the ground on the west creek bank and reducing the size of the bridge girders to increase the clearance under the

bridge. Neither option was preferred by DOT&PF over the bridge currently included in the Preferred Action. Providing more clearance that the 10 feet provided by the proposed bridge will be explored during the design phase of the project. DOT&PF will continue to coordinate their activities with OHMP during the design phase. Meeting minutes and related correspondence are included in Appendix L. A more detailed discussion of Campbell Creek bridge clearance is also included in Section 3.9 Wildlife.

Organizations that have been contacted about this project are listed below.

Federal Agencies

- National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- U.S. Army Corps of Engineers, Regulatory Branch
- U.S. Coast Guard
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- Federal Highway Administration
- National Park Service

State Agencies

- Alaska Department of Environmental Conservation
- Alaska Department of Fish and Game, Habitat and Restoration Division
- Alaska Department of Natural Resources, Office of Habitat Management and Permitting
- Alaska Department of Natural Resources, Office of History and Archaeology, State Historic Preservation Office
- Alaska Department of Transportation and Public Facilities

Local Agencies

- Municipality of Anchorage, Parks and Recreation
- Municipality of Anchorage, Project Management and Engineering
- Municipality of Anchorage, Traffic Department, Transportation Planning
- Municipality of Anchorage, Public Transportation
- Anchorage Fire Department/EMS (Emergency Medical Service)

Tribal Organizations

- Knik Tribal Council
- Cook Inlet Region Inc.
- Cook Inlet Tribal Council
- Eklutna, Inc.
- Native Village of Eklutna

Other Organizations

- Alaska Railroad Corporation

- Taku Campbell Community Council
- Alaska Center for the Environment
- Davis Constructors and Engineers, Inc.
- Central Paving Products
- Anchorage Citizens Coalition
- Chugach Electric Association
- Assembly District 4
- Assembly District 3
- Anchorage Chamber of Commerce

Appendix B includes a chronology of scoping activities.