

bridge crossing Arctic Boulevard and the Alaska Railroad tracks is also included in the project. A six-foot wide sidewalk will be built on the north side of the road and a 12-foot wide separated multi-use pathway will be built on the south side.

The project's area of potential effects (APE) is largely defined by the toe of slope and right-of-way limits (see Figure 1). The proposed right-of-way varies in width from 110 feet at the narrowest sections to approximately 180 feet near the Campbell Creek bridge. Between the Old Seward Highway and C Street, the road expansion is predominately northward (see Figure 2). Along the northern edge, the APE's boundary is defined by the right-of-way limit. Several residential parcels will be acquired and the structures removed to accommodate the widening of the roadway. The southern boundary of the APE is generally within the existing right-of-way except for a few segments where the proposed pathway requires several extra feet of right-of-way width. Along C Street, the APE for the new intersection is contained within the existing right-of-way.

Between C Street and Arctic Boulevard, the alignment curves northward to minimize impacts to Tina Lake (see Figure 1). In this section, the majority of the APE is property that will be acquired for the project. The rest of the APE consists of existing DOT&PF right-of-way. The proposed right-of-way is typically about 120 feet wide, but up to 230 feet wide near the bridge. Most of the land is currently being used for industrial purposes. Between Arctic Boulevard and the West 66th Court right-of-way, the APE includes two parcels currently developed as commercial/industrial uses. The buildings will be removed to accommodate the embankment for bridge crossing Arctic Boulevard. The APE also includes slivers from the western portion of three commercial/industrials properties. The proposed right-of-way is approximately 140 feet and widens to approximately 400 feet near the Arctic Blvd. bridge abutments. Between West 66th Court right-of-way and Minnesota Drive, the APE is largely confined to the existing right-of-way. Small slivers (approximately 10 feet) are needed from the parcels adjacent to the Rovenna Street and 68th Avenue intersection. These slivers are needed to allow 68th Avenue to connect to Dowling Road.

A preliminary review of historic and archaeological resource records at the Office of History and Archaeology was conducted for the project area by Cultural Resource Consultants. One site is listed in the Alaska Heritage Resources Survey (AHRS) database in the general study area: Campbell Station (ANC-011), a former 1930s wood-frame Alaska Railroad flag stop station once located west of Tina Lake at the intersection of Arctic Boulevard and the Alaska Railroad. The station was demolished in 1976. Although not recorded in the AHRS, a 1917 survey of the proposed project area also lists the Alaska Railroad, a government pack trail/wagon road, a telephone line parallel with the railroad, a "trail to Anchorage" and abandoned U.S. railroad right-of-way (see Figure 3).

A review of building records indicates there are some 1950s ranch-style houses along the existing East Dowling Road, and we will evaluate the neighborhood in that area.

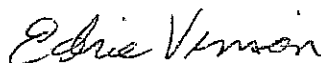
If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7419, or by email at edrie.vinson@fhwa.dot.gov. In addition, I encourage you to include the DOT&PF in your response, so that your comments and

concerns may be immediately directed to project development. The DOT&PF point of contact for this project is:

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

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

Sincerely,



Edrie Vinson
Environmental Project Manager

Enclosures: Figure 1. Area of Potential Effect
Figure 2. Detail of Dowling Road
Figure 3. Detail (northwestern corner) of 1917 rectangular survey map of
Township 12 North, Range 3 West.

cc w/o enclosures:

Miriam McCulloch, P.E., DOT&PF Central Region, Project Manager
Jerry Ruehle, DOT&PF Central Region, Regional Environmental Coordinator
Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager