

## **APPENDIX F**

### **Public and Agency Scoping**

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1. DOT&PF Notice of Intent, 2022
2. Agency Scoping Email & Letter, 2022
3. ADEC, Air Quality Division Comment, 2022
4. ADEC, Contaminated Sites Program Comment, 2022
5. ADF&G, Habitat Division Comment, 2022
6. ADEC, Drinking Water Program Recommendations, 2022
7. Public Involvement Plan, 2022
8. Project Fact Sheet, 2022
9. Meadow Lakes Presentation Outline, 2022
10. Public Meeting Postcard, 2014
11. Public Meeting Flier, 2014
12. Mat-Su Valley Frontiersman Advertisement, 2014
13. DOT&PF Website, 2022
14. MSB Website, 2022MSB Website
15. Project Fact Sheet, 2014
16. Public Meeting Summary, 2014
17. Agency Scoping Email & Letter, 2014
18. U.S. Fish & Wildlife Service Comment, 2014

## Notice of Intent to Begin Engineering and Environmental Studies. Seldon Road Extension Phase II

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327 and is soliciting comments and information on a proposal to complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska. The purpose of the proposed project is to continue the roadway connection between Church Road and Pittman Road, the next link in the east-west corridor running from Palmer to Houston. The project will provide an alternate route to the Parks Highway, improve overall traffic circulation in the area, and provide better facilities for pedestrians.

The proposed work would include:

- Extend Seldon Road with a 2.25 mile two-lane arterial facility
- Construct frontage roads to tie into the existing road network
- Reconstruct portions of adjacent roads to meet current standards and create new intersections
- Construct a new 10-foot wide separated pedestrian pathway on the south side of the new facility
- Construct a new trailhead parking area at the new Pittman Road intersection
- Relocate utilities
- Construct new drainage facilities
- Clear and grub vegetation
- Install new or replace roadside hardware, including signing and striping

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2025. To ensure that all possible factors are considered, please provide written comments to the following address by March 4, 2022.

Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900  
[Brian.Elliott@Alaska.gov](mailto:Brian.Elliott@Alaska.gov)

*If you have any questions or require additional information, please contact Chris Bentz, P.E., Project Manager, at 269-0652 or [Chris.Bentz@Alaska.gov](mailto:Chris.Bentz@Alaska.gov).*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

### Attachments, History, Details

#### Attachments

None

#### Details

Department:

Transportation and Public  
Facilities

**Revision History**

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Location(s):

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Project/Regulation #: CFHWY00562

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3/4/2022

Events/Deadlines:

**From:** [Vonlindern, Drew A \(DOT\)](#)  
**To:** [Shannon.R.Morgan@usace.army.mil](#); [regpagemaster@usace.army.mil](#); [sturges.susan@epa.gov](#); [R10-NEPA@epa.gov](#); [Chu.Rebecca@epa.gov](#); [Fordham.Tami@epa.gov](#); [ak\\_fisheries@fws.gov](#); [stuart.hartford@bia.gov](#); [mark.kahklen@bia.gov](#); [transportation.alaska@bia.gov](#); [Heil, Cynthia L \(DEC\)](#); [DEC-Webmaster \(DEC sponsored\)](#); [CS.Scoping \(DEC sponsored\)](#); [jim.rypkema@alaska.gov](#); [Chambon, Katrina M \(DEC\)](#); [Palmer, Charley \(DEC\)](#); [Buck, Teri A \(DEC\)](#); [Myers, Sarah E E \(DFG\)](#); [Williams, Kim \(DFG\)](#); [Peltier, Tim C \(DFG\)](#); [Rinaldi, Todd A \(DFG\)](#); [Brooks, Henry C \(DNR\)](#); [Kim.Sollien@matsugov.us](#); [ted.eischeid@matsugov.us](#); [ccb@matsugov.us](#); [tripleb@mtaonline.net](#); [judith.bittner@alaska.gov](#); [cvsadmin@chickaloon-nsn.gov](#); [bewinnestaffer@chickaloon-nsn.gov](#); [jewinnestaffer@chickaloon-nsn.gov](#); [Alwade@chickaloon-nsn.gov](#); [jbrune@ciri.com](#); [kfoster@eklutnainc.com](#); [info@eklutnainc.com](#); [rweldin@eklutnainc.com](#); [BDoss@eklutnainc.com](#); [ksmith@eklutnainc.com](#); [naspiras@eklutnainc.com](#); [ldelgado@eklutnainc.com](#); [bhattenburg@eklutnainc.com](#); [knikcorp@gci.net](#); [cvsadmin@chickaloon.org](#); [roads@chickaloon.org](#); [rporter@kniktribe.org](#); [ktoothaker@kniktribe.org](#); [nve@eklutna-nsn.gov](#); [Buss, Stephanie D \(DEC\)](#)  
**Cc:** [Bentz, Chris L \(DOT\)](#); [Elliott, Brian A \(DOT\)](#)  
**Subject:** Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road  
**Date:** Wednesday, April 13, 2022 4:24:00 PM  
**Attachments:** [CFHWY00562\\_Agency Scoping Materials.pdf](#)

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Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a proposed project that would complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska. The project's scoping materials are attached to this email.

After reviewing the attached scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by May 15, 2022. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,



**Drew von Lindern**  
**Environmental Team Leader**  
Alaska Dept. of Transportation & Public Facilities  
Preliminary Design and Environmental Section  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone (907) 269-0551 | Fax (907) 243-6927  
Email: [drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)





April 13, 2022

Project: Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road  
Project No.: 0001723/CFHWY00562

### **Re: Request for scoping comments**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327, and is soliciting comments and information on a proposed project that would complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska (Figures 1-2).

### **Purpose and Need**

The purpose of the proposed project is to continue the roadway connection between Church Road and Pittman Road, the next link in the east-west corridor running from Palmer to Houston. The project will provide an alternate route to the Parks Highway, improve overall traffic circulation in the area, and provide better facilities for pedestrians.

### **Proposed Action**

The proposed project would include:

- Extend Seldon Road with a 2.25-mile two-lane arterial facility
- Construct frontage roads to tie into the existing road network
- Reconstruct portions of adjacent roads to meet current standards and create new intersections
- Construct a new 10-foot-wide separated pedestrian pathway on the south side of the new facility
- Construct a new trailhead parking area at the new Pittman Road intersection
- Relocate utilities
- Construct new drainage facilities
- Clear and grub vegetation
- Install new or replace roadside hardware, including signing and striping

### **Existing Site Conditions or Facilities**

The project proposes to complete the Seldon Road extension by constructing a new two-lane arterial facility and frontage roads to tie into the existing road network. Within the project corridor, a majority of the area consists of undeveloped and wooded lots adjacent to a mix of residential, industrial, and institutional land uses. The topography is generally flat, with multiple wetlands and lakes in the vicinity, including Merri Belle, Beverly, Kalmbach, Fuller, and Cloudy Lakes. Though the project proposes to construct along new alignment, an existing road network is present

*"Keep Alaska Moving through service and infrastructure."*

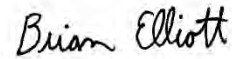
adjacent the project corridor, consisting primarily of local roads and minor and major collectors. Additional discussion of site conditions can also be found in the attached preliminary environmental research.

### **Preliminary Environmental Research**

The proposed project is not expected to involve any significant environmental impacts and a Categorical Exclusion will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached). To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than May 15, 2022.

If you have any questions on the environmental effects, please contact Drew von Lindern, Environmental Impact Analyst, at (907) 269-0551, or via email to [drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov). Questions concerning the engineering aspects of the proposed project can be directed to Chris Bentz, P.E., Project Manager, at (907) 269-0652.

Sincerely,

A handwritten signature in black ink that reads "Brian Elliott". The signature is written in a cursive, slightly slanted style.

Regional Environmental Manager

Attachments:

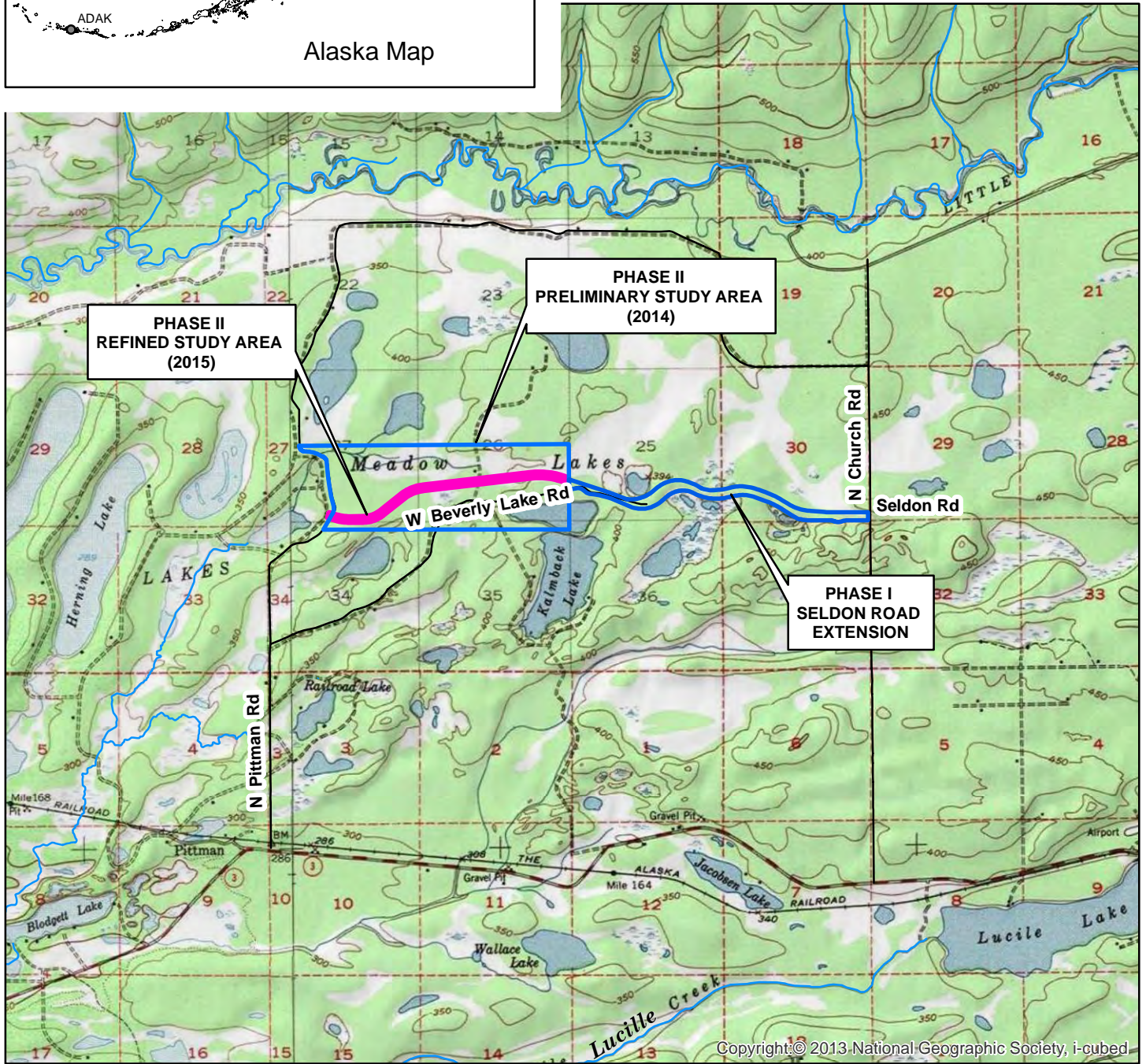
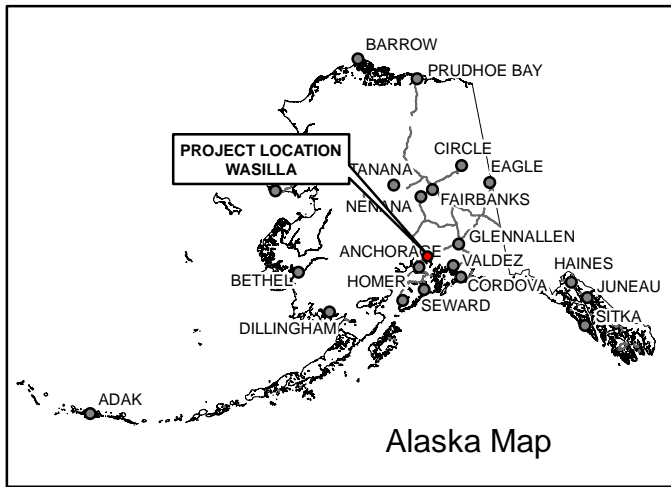
Figure 1: Location and Vicinity Map

Figure 2: Project Overview

Appendix A: Preliminary Environmental Research

cc: Drew von Lindern, Environmental Impact Analyst, PD&E  
Chris Bentz, P.E., Project Manager, PD&E



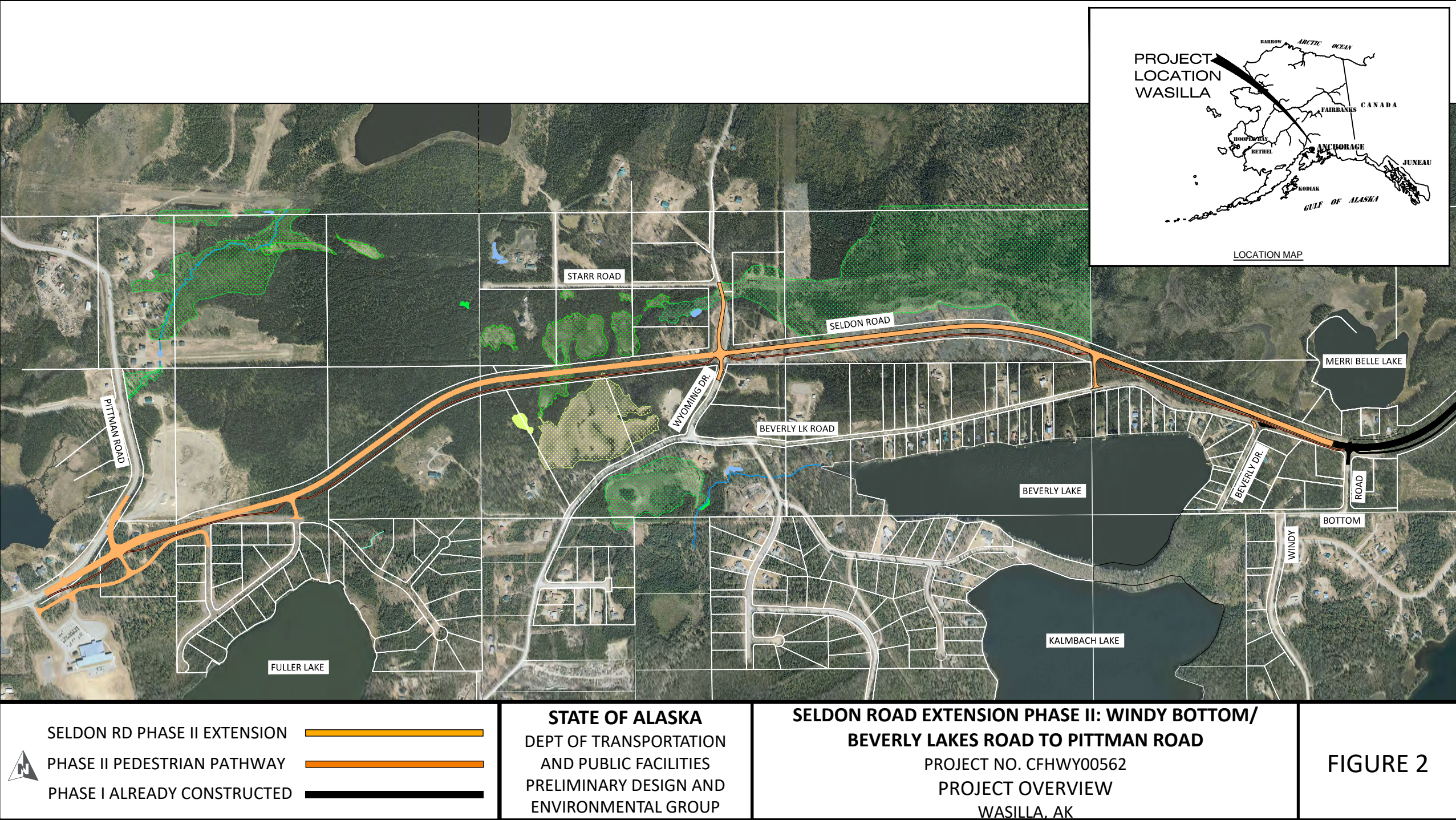


**SELDON ROAD EXTENSION PHASE II: WINDY BOTTOM/  
BEVERLY LAKES ROAD TO PITTMAN ROAD**  
PROJECT NO. CFHWY00562  
LOCATION AND VICINITY MAP  
WASILLA, AK

**STATE OF ALASKA**  
DEPT OF TRANSPORTATION AND  
PUBLIC FACILITIES PRELIMINARY  
DESIGN AND ENVIRONMENTAL  
GROUP

**FIGURE**  
**1**







## **Preliminary Environmental Research**

### **Air Quality**

Review of the Alaska Department of Environmental Conservation (ADEC) Air Non-point Mobile Source website indicates the proposed project area is not located within any air quality non-attainment or maintenance areas. As the project proposes to construct a road on new alignment, impacts to air quality may occur due to vehicle emissions that weren't previously present; however these impacts are anticipated to be minor. Air quality may also experience temporary degradation due to construction activities, such as increased particulate matter and heavy equipment emissions, but these would cease once construction is done.

### **Fish and Wildlife**

Per review of the ADF&G Anadromous Waters Catalog (AWC) Mapper as well as the Matanuska-Susitna Borough (MSB) environmental document, fish trapping results, and wetland delineation, no catalogued anadromous waters or resident fish streams are located within or adjacent the proposed project corridor. As such, no impacts to fish species or habitat are expected as a result of the proposed project. Many species of wildlife can be found in the project vicinity; however, due to the existing levels of development within the project area, it is unlikely that any wildlife species will experience substantial impacts from the proposed project. Though vegetation clearing would eliminate some habitat, there is an abundance of similar habitat in the area so impacts would likely be negligible. No adverse impacts to wildlife are anticipated as a result of the proposed project. Discussion of threatened and endangered species can be found in the *Threatened and Endangered Species and Critical Habitat Areas* section below.

### **Floodplain and Regulatory Floodway**

Per review of the FEMA Flood Insurance Rate Mapper (FIRM), no mapped floodplains or Special Flood Hazard Areas are located with or adjacent to the proposed project area. As such, no impacts to floodplains or alterations of base flood elevations are expected as a result of the proposed project.

### **Hazardous Waste**

Review of the ADEC Contaminated Sites Mapper indicated no active contaminated sites or sites under "Clean-up Complete – Institutional Controls" status are located within 1500 feet of the proposed project corridor. One site with "Cleanup Complete" status is located near the western terminus of the proposed project: Meadow Lakes Fire Station #71 (Hazard ID 23446). Due to the lack of contaminated sites within the proposed project vicinity, no encroachment into or impacts from contaminated sites are not anticipated.

### **Historic Properties, Archeological and Cultural Resources**

Review of the Alaska Historic Resources Survey database the MSB cultural resources report indicated that several potentially eligible resources are located in the vicinity of the proposed project. No adverse effects to cultural or historic resources are expected as a result of the proposed project. Project development will proceed in accordance with Section 106 of the National Historic Preservation Act.

## **Invasive Species**

The University of Alaska Anchorage Alaska Exotic Plants Information Clearinghouse (AKEPIC) Invasive Plants Mapper shows several invasive plant species are located in the vicinity of the proposed project. DOT&PF will comply with Executive Order 13112 by ensuring that ground disturbing activities are minimized and disturbed areas are re-vegetated with native soil and seed to minimize potential importation of new weed propagules from outside Alaska.

## **Land Use and Transportation Plans**

Land uses adjacent to the project corridor consist of residential, industrial, institutional, and undeveloped areas. The proposed project is included within Alaska's 2020-2023 Statewide Transportation Improvement Program (STIP). The following plans are applicable to the proposed project:

- MSB Comprehensive Development Plan, 2005 Update
- 2035 MSB Long-Range Transportation Plan (LRTP), December 2017
- Meadow Lakes Comprehensive Plan, October 2005
- Alaska Statewide LRTP Let's Keep Moving 2036 Policy Plan, December 2016
- Corridor Access Management Plan; Seldon Rd Extension, Church Rd to Pittman Rd, December 2017

## **Material and Disposal Sites**

The Contractor would supply material for the pathway, subgrade structure and surfacing. Similarly, the Contractor would obtain disposal sites. If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan (SWPPP). Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

## **Migratory Birds and Eagles' Nest**

Land within and adjacent to the proposed project supports a variety of migratory bird species. As part of construction some of this land and vegetation will be permanently lost to accommodate the proposed improvements. To minimize and/or prevent impacts to migratory birds, restrictions on vegetation clearing during the nesting season would be implemented in accordance with recommendations from the U.S. Fish and Wildlife Service (USFWS). Preferred habitat for Bald and Golden Eagles, as described in the USFWS *National Bald Eagle Management Guidelines* (2007), potentially exists within the study corridor. DOT&PF may conduct a field survey prior to construction to identify any eagle nests within the proposed project area.

## **Navigable Waters**

Review of the U.S. Army Corps of Engineers (USACE) Alaska District and U.S. Coast Guard Seventeenth District List of Navigable Waters indicates that no navigable waters are located within the proposed project area.

## **Noise**

As the project proposed to construct the Seldon Road extension along new alignment, it meets the definition of a Type 1 project, and a noise analysis will be required to determine project-related

impacts. Land use adjacent the proposed project corridor is a mix of rural residential (Category B) and undeveloped land (Category G), with a school at the western end of the project (Category C). Noise abatement measures will be considered during development of the traffic noise analysis for any identified impacted receptors.

### **Permits and Authorizations**

Permits anticipated for construction include the following:

- USACE, Clean Water Act (CWA), Section 404 Permit to authorize the discharge of fill material into wetlands and waters of the U.S.
- ADEC, Alaska Pollution Discharge Elimination System, Construction General Permit for Discharges from Large and Small Construction Activities

### **Right-of-Way**

The proposed project would likely require one partial parcel to complete the road extension. All other necessary right-of-way has already been purchased by the MSB.

### **Social and Economic**

The proposed project corridor primarily consists of undeveloped areas with adjacent residential, institutional, and industrial land uses. Beneficial social and economic impacts are anticipated to include increased connectivity, safety, and mobility of local area for motorized and pedestrian users. Increased connectivity to currently undeveloped properties along the proposed corridor has the potential to provide land development opportunities. No adverse social or economic impacts are expected as a result of the proposed project.

### **State Parks, National Parks, National Forests, Wild and Scenic Rivers**

Reviews of the National Park Service (NPS); National Forest Service; National Wild and Scenic River System; Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation (ADNR-DPOR); and MSB Parks websites indicate no Section 4(f)-protected properties are located within or adjacent the proposed project area. Review of Land and Water Conservation Fund (LWCF) grants within Alaska showed no properties received LWCF funds and therefore no Section 6(f)-protected properties are located within the proposed project area.

### **State Refuges, National Wildlife Refuges, and Sanctuaries**

Reviews of the USFWS National Wildlife Refuge Find a Refuge mapper and ADFG listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries indicates no Federal or State Refuges, Critical Habitat Areas, or Sanctuaries are within or near the project area.

### **Threatened and Endangered Species and Critical Habitat Areas**

In November 2012, USFWS issued a statement outlining a modification to their procedure for responding to Section 7 consultation requests for proposed activities occurring in the Anchorage and/or Matanuska-Susitna area (AMS). Currently, there are no federally listed or proposed species or designated or proposed critical habitat under USFWS jurisdiction that occur in the AMS area. Because no listed species under USFWS jurisdiction occur in the AMS area, it is reasonable to conclude that proposed projects confined to AMS will have no effect on T&E species or critical habitat.

## **Water Quality**

There are five surface waterbodies located adjacent to the project area with any appreciable chance to receive storm water from the proposed project: Merri Belle Lake, Beverly Lake, Fuller Lake, Cloudy Lake, and an unnamed perennial stream that flows from the Merri Bell Lake area into Fuller Lake. Potential wetland areas are also adjacent to the proposed corridor that may receive storm water from the project. To minimize and/or prevent storm water discharge, construction activities will be done in accordance with and ADEC approved SWPPP and implementation of BMP's. Drainage infrastructure and needs will be evaluated during design; however, the existing drainage patterns are not anticipated to appreciably change as a result of the proposed project.

## **Wetlands and Other Waters of the U.S.**

Reviews of the MSB Wetland and U.S. Fish and Wildlife Service National Wetlands Inventory mappers indicate several emergent, forested/shrub, and riverine wetlands are present within and adjacent the proposed project area. A wetland delineation for the proposed project corridor was completed in July 2015; however, a follow-up site visit during development of the environmental document will be required to verify and/or amend the 2015 findings and more fully describe the presence and extent of area wetlands. To complete the proposed improvements, the project would require fill placement within jurisdictional wetlands and a USACE Section 404 permit would be obtained prior to construction.



## Information Sources

ADEC Division of Air Quality. *Air Non Point Mobile Sources*. Web. 7 Apr. 2022.  
<<http://dec.alaska.gov/air/anpms/communities/>>.

ADEC Division of Spill Prevention and Response. *Alaska Contaminated Sites Mapper*. Web. 7 Apr. 2022.  
<<http://www.arcgis.com/home/webmap/viewer.html?webmap=315240bf84aa0b8272ad1cef3cad3>>.

ADFG Division of Habitat. *Atlas and Catalog of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fishes*. Web. 7 Apr. 2022.  
<[www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=main.home](http://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=main.home)>

ADNR-DPOR. *State Park Units*. Web. 7 Apr. 2022.  
<[dnr.alaska.gov/parks/aspunits/index.htm](http://dnr.alaska.gov/parks/aspunits/index.htm)>.

ADNR-DPOR Office of History and Archaeology. *Alaska Heritage Resources Survey Mapper*. Web. 7 Apr. 2022. <<http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm>>.

Alaska Natural Heritage Program, University of Alaska, Anchorage. *Alaska Exotic Plant Information Clearinghouse (AKEPIC) database*. Web. 7 Apr. 2022.  
<[aknhp.uaa.alaska.edu/apps/akepic/](http://aknhp.uaa.alaska.edu/apps/akepic/)>.

FEMA. *Flood Map Service Center*. Web. 7 Apr. 2022. <<http://msc.fema.gov/portal>>.

MSB Department of Parks. *Park Directory*. Web. 7 Apr. 2022. <<https://matsugov.us/parks>>.

MSB. *Wetlands Viewer*. Web. 7 Apr. 2022.  
<<https://msb.maps.arcgis.com/apps/webappviewer/index.html?id=15658472427f459ab6d73b1d3ca5ab77>>.

NPS, 2018. *Find A Park*. Web. 7 Apr. 2022. <[www.nps.gov/state/ak/index.htm](http://www.nps.gov/state/ak/index.htm)>.

USACE Alaska District, 19 Oct. 1995. *Navigable waters list*. Web. 7 Apr. 2022.  
<[www.poa.usace.army.mil/Portals/34/docs/regulatory/NavWat.pdf](http://www.poa.usace.army.mil/Portals/34/docs/regulatory/NavWat.pdf)>.

USFWS Alaska Region, Aug. 2017. *Alaska National Wildlife Refuges*. Web. 7 Apr. 2022.  
<[www.fws.gov/alaska/nwr/map.htm](http://www.fws.gov/alaska/nwr/map.htm)>.

USFWS Ecological Services, May 2007. *National Bald Eagle Management Guidelines*. 7 Apr. 2022. <[www.fws.gov/northeast/ecologicalservices/pdf/NationalBaldEagleManagementGuidelines.pdf](http://www.fws.gov/northeast/ecologicalservices/pdf/NationalBaldEagleManagementGuidelines.pdf)>.

USFWS Ecological Services. *National Wetlands Inventory Mapper*. Web. 7 Apr. 2022.  
<<https://www.fws.gov/wetlands/data/Mapper.html>>.

**From:** [Alimi, Adeyemi S \(DEC\)](#)  
**To:** [Vonlindern, Drew A \(DOT\)](#)  
**Cc:** [Heil, Cynthia L \(DEC\)](#)  
**Subject:** RE: Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road  
**Date:** Wednesday, April 20, 2022 10:36:41 AM

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Dear Drew von Lindern,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has requested Alaska Department of Environmental Conservation (ADEC) to comment on the proposed completion of the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska (Project # 0001723/CFHWY00562).

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

Thank you for the opportunity to comment on the proposed project. The following comments are limited to Air Quality (AQ). Other divisions within ADEC will need to respond within their areas of expertise.

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.

ADEC agrees with DOT&PF that the proposed project is not located in a non-attainment or maintenance area for air quality control under the Clean Air Act. Therefore, it does not require a conformity analysis under the Transportation Conformity regulations.

2. Regulatory permits and/or clearances required from your agency

-  
If open burning is chosen as the preferred method of disposal of organic debris, DOT&PF or their contractor must use "reasonable procedures to minimize adverse environmental effects and limit the amount of smoke generated," as well as get any applicable permits. A complete description of the open burn information, including policies, can be found at: <http://dec.alaska.gov/air/air-permit/open-burn-info/>

3. Any concerns or issues your agency or organization might have with the proposed project.

-  
Any construction activities should follow all reasonable precautions in accordance with 18 AAC 50.045(d) to prevent particulate matter from being emitted into the ambient air.

Please, include me in any future requests for agency comments on DOT&PF projects.

If you have any questions, please do not hesitate to contact me.

Sincerely,

-

Adeyemi Alimi (Yemi)  
State of Alaska, Department of Environmental Conservation  
Air Quality Division  
Non-Point Mobile Sources Section  
[adeyemi.alimi@alaska.gov](mailto:adeyemi.alimi@alaska.gov)  
907-269-6953 (Office)

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**From:** Vonlindern, Drew A (DOT) <[drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)>

**Sent:** Wednesday, April 13, 2022 4:25 PM

**To:** [Shannon.R.Morgan@usace.army.mil](mailto:Shannon.R.Morgan@usace.army.mil); [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov); [R10-NEPA@epa.gov](mailto:R10-NEPA@epa.gov); [Chu.Rebecca@epa.gov](mailto:Chu.Rebecca@epa.gov); [fordham.tami@epa.gov](mailto:fordham.tami@epa.gov); [ak\\_fisheries@fws.gov](mailto:ak_fisheries@fws.gov); [stuart.hartford@bia.gov](mailto:stuart.hartford@bia.gov); [mark.kahklen@bia.gov](mailto:mark.kahklen@bia.gov); [transportation.alaska@bia.gov](mailto:transportation.alaska@bia.gov); Heil, Cynthia L (DEC) <[cindy.heil@alaska.gov](mailto:cindy.heil@alaska.gov)>; DEC-Webmaster (DEC sponsored) <[DEC.Webmaster@alaska.gov](mailto:DEC.Webmaster@alaska.gov)>; CS.Scoping (DEC sponsored) <[CS.Scoping@alaska.gov](mailto:CS.Scoping@alaska.gov)>; Rypkema, James (DEC) <[james.rypkema@alaska.gov](mailto:james.rypkema@alaska.gov)>; Chambon, Katrina M (DEC) <[katrina.chambon@alaska.gov](mailto:katrina.chambon@alaska.gov)>; Palmer, Charley (DEC) <[charley.palmer@alaska.gov](mailto:charley.palmer@alaska.gov)>; Buck, Teri A (DEC) <[teri.buck@alaska.gov](mailto:teri.buck@alaska.gov)>; Myers, Sarah E E (DFG) <[sarah.myers@alaska.gov](mailto:sarah.myers@alaska.gov)>; Williams, Kim (DFG) <[kim.williams@alaska.gov](mailto:kim.williams@alaska.gov)>; Peltier, Tim C (DFG) <[tim.peltier@alaska.gov](mailto:tim.peltier@alaska.gov)>; Rinaldi, Todd A (DFG) <[todd.rinaldi@alaska.gov](mailto:todd.rinaldi@alaska.gov)>; Brooks, Henry C (DNR) <[henry.brooks@alaska.gov](mailto:henry.brooks@alaska.gov)>; Kim Sollien <[kim.sollien@matsugov.us](mailto:kim.sollien@matsugov.us)>; [ted.eisheid@matsugov.us](mailto:ted.eisheid@matsugov.us); [ccb@matsugov.us](mailto:ccb@matsugov.us); [tripleb@mtaonline.net](mailto:tripleb@mtaonline.net); Bittner, Judith E (DNR) <[judy.bittner@alaska.gov](mailto:judy.bittner@alaska.gov)>; [cadmin@chickaloon-nsn.gov](mailto:cadmin@chickaloon-nsn.gov); [bewinnestaffer@chickaloon-nsn.gov](mailto:bewinnestaffer@chickaloon-nsn.gov); [jewinnestaffer@chickaloon-nsn.gov](mailto:jewinnestaffer@chickaloon-nsn.gov); [Alwade@chickaloon-nsn.gov](mailto:Alwade@chickaloon-nsn.gov); [jbrune@ciri.com](mailto:jbrune@ciri.com); [kfoster@eklutnainc.com](mailto:kfoster@eklutnainc.com); [info@eklutnainc.com](mailto:info@eklutnainc.com); [rweldin@eklutnainc.com](mailto:rweldin@eklutnainc.com); [BDoss@eklutnainc.com](mailto:BDoss@eklutnainc.com); [ksmith@eklutnainc.com](mailto:ksmith@eklutnainc.com); [naspiras@eklutnainc.com](mailto:naspiras@eklutnainc.com); [ldelgado@eklutnainc.com](mailto:ldelgado@eklutnainc.com); [bhattenburg@eklutnainc.com](mailto:bhattenburg@eklutnainc.com); [knikcorp@gci.net](mailto:knikcorp@gci.net); [cadmin@chickaloon.org](mailto:cadmin@chickaloon.org); [roads@chickaloon.org](mailto:roads@chickaloon.org); [rporter@kniktribe.org](mailto:rporter@kniktribe.org); [ktoothaker@kniktribe.org](mailto:ktoothaker@kniktribe.org); [nve@eklutna-nsn.gov](mailto:nve@eklutna-nsn.gov); Buss, Stephanie D (DEC) <[stephanie.buss@alaska.gov](mailto:stephanie.buss@alaska.gov)>

**Cc:** Bentz, Chris L (DOT) <[chris.bentz@alaska.gov](mailto:chris.bentz@alaska.gov)>; Elliott, Brian A (DOT) <[brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)>

**Subject:** Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a proposed project that would complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska. The project's scoping materials are attached to this email.

After reviewing the attached scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by May 15, 2022. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,



**Drew von Lindern**

**Environmental Team Leader**

**Alaska Dept. of Transportation & Public Facilities**

**Preliminary Design and Environmental Section**

P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone (907) 269-0551 | Fax (907) 243-6927

Email: [drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)

**From:** [CS.Scoping \(DEC sponsored\)](#)  
**To:** [Vonlindern, Drew A \(DOT\)](#); [Shannon.R.Morgan@usace.army.mil](#); [regpagemaster@usace.army.mil](#); [sturges.susan@epa.gov](#); [R10-NEPA@epa.gov](#); [Chu.Rebecca@epa.gov](#); [fordham.tami](#); [ak\\_fisheries@fws.gov](#); [stuart.hartford@bia.gov](#); [mark.kahklen@bia.gov](#); [transportation.alaska@bia.gov](#); [Heil, Cynthia L \(DEC\)](#); [DEC-Webmaster \(DEC sponsored\)](#); [CS.Scoping \(DEC sponsored\)](#); [Rypkema, James \(DEC\)](#); [Chambon, Katrina M \(DEC\)](#); [Palmer, Charley \(DEC\)](#); [Buck, Teri A \(DEC\)](#); [Myers, Sarah E E \(DFG\)](#); [Williams, Kim \(DFG\)](#); [Peltier, Tim C \(DFG\)](#); [Rinaldi, Todd A \(DFG\)](#); [Brooks, Henry C \(DNR\)](#); [Kim Sollien](#); [ted.eischeid@matsugov.us](#); [ccb@matsugov.us](#); [tripleb@mtaonline.net](#); [Bittner, Judith E \(DNR\)](#); [cadmin@chickaloon-nsn.gov](#); [bewinnestaffer@chickaloon-nsn.gov](#); [jewinnestaffer@chickaloon-nsn.gov](#); [Alwade@chickaloon-nsn.gov](#); [jbrune@ciri.com](#); [kfoster@eklutnainc.com](#); [info@eklutnainc.com](#); [rweldin@eklutnainc.com](#); [BDoss@eklutnainc.com](#); [ksmith@eklutnainc.com](#); [naspiras@eklutnainc.com](#); [ldelgado@eklutnainc.com](#); [bhattenburg@eklutnainc.com](#); [knikcorp@qci.net](#); [cadmin@chickaloon.org](#); [roads@chickaloon.org](#); [rporter@kniktribe.org](#); [ktoothaker@kniktribe.org](#); [nve@eklutna-nsn.gov](#); [Buss, Stephanie D \(DEC\)](#)  
**Cc:** [Bentz, Chris L \(DOT\)](#); [Elliott, Brian A \(DOT\)](#)  
**Subject:** RE: Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road  
**Date:** Thursday, April 21, 2022 8:50:27 AM

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Hello,

Based on the information provided, the Alaska Department of Environmental Conservation (DEC), Contaminated Sites Program (CSP) has no comments related to this information request. If the scope of the project changes, update your research and contact CSP as needed.

CSP provides resources for researching contaminated sites and groundwater plumes at <http://dec.alaska.gov/spar/csp/> through the Search Map and Search Database buttons. Site locations depicted by triangle on the CSP map may not denote the exact location of contaminated soil and groundwater. Contamination may be present at any site, including those with an active, cleanup complete, or informational status. If you have questions about a specific site or contaminated groundwater plume, contact the staff person directly, or [DEC-ICunit@alaska.gov](mailto:DEC-ICunit@alaska.gov) when no staff person is listed. Additional documents can be requested.

Spills or releases to soil and water are also managed by the DEC Prevention Preparedness and Response Program (PPRP) and are not captured in the CSP database or map. Information about spills can be found in the PPRP SPILLS database at <https://dec.alaska.gov/Applications/SPAR/PublicMVC/PERP/SpillSearch>. For more information about spill responses contact the appropriate regional response team office <https://dec.alaska.gov/spar/ppr/spill-information/reporting/>. If during the project, a previously unknown area of contamination is discovered or a spill occurs, **Alaska state law requires all oil and hazardous substance releases to be reported to the Department of Environmental Conservation.** For reporting information, please visit: <https://dec.alaska.gov/spar/ppr/spill-information/reporting/>.

Thank you,  
Megan MacPherson  
Intern II  
SPAR - CS

---

**From:** Vonlindern, Drew A (DOT) <drew.vonlindern@alaska.gov>  
**Sent:** Wednesday, April 13, 2022 4:25 PM

**To:** Shannon.R.Morgan@usace.army.mil; regpagemaster@usace.army.mil; sturges.susan@epa.gov; R10-NEPA@epa.gov; Chu.Rebecca@epa.gov; fordham.tami <fordham.tami@epa.gov>; ak\_fisheries@fws.gov; stuart.hartford@bia.gov; mark.kahklen@bia.gov; transportation.alaska@bia.gov; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; CS.Scoping (DEC sponsored) <CS.Scoping@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Chambon, Katrina M (DEC) <katrina.chambon@alaska.gov>; Palmer, Charley (DEC) <charley.palmer@alaska.gov>; Buck, Teri A (DEC) <teri.buck@alaska.gov>; Myers, Sarah E E (DFG) <sarah.myers@alaska.gov>; Williams, Kim (DFG) <kim.williams@alaska.gov>; Peltier, Tim C (DFG) <tim.peltier@alaska.gov>; Rinaldi, Todd A (DFG) <todd.rinaldi@alaska.gov>; Brooks, Henry C (DNR) <henry.brooks@alaska.gov>; Kim Sollien <kim.sollien@matsugov.us>; ted.eisheid@matsugov.us; ccb@matsugov.us; tripleb@mtaonline.net; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; cvadmin@chickaloon-nsn.gov; bewinnestaffer@chickaloon-nsn.gov; jewinnestaffer@chickaloon-nsn.gov; Alwade@chickaloon-nsn.gov; jbrune@ciri.com; kfooster@eklutnainc.com; info@eklutnainc.com; rweldin@eklutnainc.com; BDoss@eklutnainc.com; ksmith@eklutnainc.com; naspiras@eklutnainc.com; ldelgado@eklutnainc.com; bhattenburg@eklutnainc.com; knikcorp@gci.net; cvadmin@chickaloon.org; roads@chickaloon.org; rporter@kniktribe.org; ktoothaker@kniktribe.org; nve@eklutna-nsn.gov; Buss, Stephanie D (DEC) <stephanie.buss@alaska.gov>  
**Cc:** Bentz, Chris L (DOT) <chris.bentz@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>  
**Subject:** Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

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After reviewing the attached scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by May 15, 2022. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,

**Drew von Lindern**  
**Environmental Team Leader**  
**Alaska Dept. of Transportation & Public Facilities**  
**Preliminary Design and Environmental Section**  
P.O. Box 196900, Anchorage, Alaska 99519-6900



Phone (907) 269-0551 | Fax (907) 243-6927  
Email: [drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)

**From:** [Moenaert, Crystal L \(DFG\)](#)  
**To:** [Vonlindern, Drew A \(DOT\)](#)  
**Subject:** CFHWY00562- Seldon Road Extension Phase II - Agency Comments  
**Date:** Thursday, May 5, 2022 2:40:32 PM

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Good Afternoon Mr. Vonlindern,

After review of the scoping materials for the projected path of Seldon Road Extension Phase II, it is determined that the project does not cross any anadromous streams. After reviewing data from the freshwater fish inventory, no resident fish streams will be affected by the scope of work. No water withdrawals were requested, or culverts in fish bearing areas. Should fish be discovered (resident or anadromous species) please notify the ADF&G Habitat Section as soon as possible. Based on this information, the ADF&G Habitat Section does not require a permit for the current scope of work. Should the scope of work change a fish habitat permit may be required.

Thank you for the opportunity to comment.

Sincerely,

*Crystal Moenaert*

*Habitat Biologist II*

*ADF&G Habitat Section*

*1801 S Margaret Drive, Suite 6*

*Palmer AK 99645*

*Ph: 907-861-3204*

[ADF&G Habitat Section Permits Link](#)





**From:** [Palmer, Charley \(DEC\)](#)  
**To:** [Vonlindern, Drew A \(DOT\)](#)  
**Cc:** [DEC Agency Reviews](#); [Hill, Amy L \(DEC\)](#); [Bare, Charity M \(DEC\)](#); [CS.Scoping \(DEC sponsored\)](#)  
**Subject:** FW: Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road  
**Date:** Thursday, May 12, 2022 2:56:20 PM  
**Attachments:** [CFHWY00562\\_Agency Scoping Materials.pdf](#)  
[DEC\\_PWS\\_Map.JPG](#)  
[dec-eh-dw-recommendations-for-general-project-activities-near-a-pws-source.pdf](#)

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Drew,

Thank you for the opportunity to comment with respect to public water system (PWS) sources. Given the location(s) provided, this project is near an active registered PWS source (see attached "DEC\_PWS\_Map.jpg" and summary table below). For this reason, we ask that the applicant please adhere to the attached **Recommendations for General Project Activities near a PWS source**, where applicable.

To access our interactive web map, which displays PWS source locations and Drinking Water Protection Areas, please visit: <https://www.arcgis.com/home/item.html?id=13ed2116e4094f9994775af9a62a1e85>.

**Summary table**

- **Public Water System ID (PWSID):**

[AK2224078](#)

**Water System Name:**

UNIFIED ALASKAN UTILITIES SHERWOOD ESTAT

**Water System Classification:**

Community Water System

**State Assigned Source ID:**

WL003

**Source Name:**

WL WELL #3

**Source Water Type:**

Groundwater

**Source Facility Type:**

Well

**Delineation Completed By:** Charley Palmer

**Last Edited By:** DWP

**Date Last Edited:** 7/7/2014

**Delineation Comments:** ;

[Drinking Water Watch](#) has current sampling results and contact information.

**Public Water System ID (PWSID):**

[AK2225967](#)

**Water System Name:**

MSBSD MEADOW LAKES ELEMENTARY

**Water System Classification:**

Non-Transient Non-Community Water System

**State Assigned Source ID:**

WL001

**Source Name:**

WELL

**Source Water Type:**

Groundwater

**Source Facility Type:**

Well

**Delineation Completed By:** Chris

**Last Edited By:** DWP

**Date Last Edited:** 7/7/2014

**Delineation Comments:** Undetermined;

[Drinking Water Watch](#) has current sampling results and contact information.

[Alaska DEC Drinking Water Program](#) home page.

Drinking Water Regulations: [18 AAC 80](#).

Regards,

--

Charley Palmer, *Hydrologist 3*

**Alaska DEC**

Division of Environmental Health

[Drinking Water Program](#)

**Drinking Water Source Protection**

---

**From:** CS.Scoping (DEC sponsored) <CS.Scoping@alaska.gov>

**Sent:** Thursday, April 21, 2022 8:50 AM

**To:** Vonlindern, Drew A (DOT) <drew.vonlindern@alaska.gov>; Shannon.R.Morgan@usace.army.mil; regpagemaster@usace.army.mil; sturges.susan@epa.gov; R10-NEPA@epa.gov; Chu.Rebecca@epa.gov; fordham.tami <fordham.tami@epa.gov>; ak\_fisheries@fws.gov; stuart.hartford@bia.gov; mark.kahklen@bia.gov; transportation.alaska@bia.gov; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; CS.Scoping (DEC sponsored) <CS.Scoping@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Chambon, Katrina M (DEC) <katrina.chambon@alaska.gov>; Palmer, Charley (DEC) <charley.palmer@alaska.gov>; Buck, Teri A (DEC) <teri.buck@alaska.gov>; Myers,

Sarah E E (DFG) <sarah.myers@alaska.gov>; Williams, Kim (DFG) <kim.williams@alaska.gov>; Peltier, Tim C (DFG) <tim.peltier@alaska.gov>; Rinaldi, Todd A (DFG) <todd.rinaldi@alaska.gov>; Brooks, Henry C (DNR) <henry.brooks@alaska.gov>; Kim Sollien <kim.sollien@matsugov.us>; ted.eisheid@matsugov.us; ccb@matsugov.us; tripleb@mtaonline.net; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; cvadmin@chickaloon-nsn.gov; bewinnestaffer@chickaloon-nsn.gov; jewinnestaffer@chickaloon-nsn.gov; Alwade@chickaloon-nsn.gov; jbrune@ciri.com; kfooster@eklutnainc.com; info@eklutnainc.com; rweldin@eklutnainc.com; BDoss@eklutnainc.com; ksmith@eklutnainc.com; naspiras@eklutnainc.com; ldelgado@eklutnainc.com; bhattanburg@eklutnainc.com; knikcorp@gci.net; cvadmin@chickaloon.org; roads@chickaloon.org; rporter@kniktribe.org; ktoothaker@kniktribe.org; nve@eklutna-nsn.gov; Buss, Stephanie D (DEC) <stephanie.buss@alaska.gov>

**Cc:** Bentz, Chris L (DOT) <chris.bentz@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>

**Subject:** RE: Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

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Thank you,  
Megan MacPherson  
Intern II  
SPAR - CS

---

**From:** Vonlindern, Drew A (DOT) <[drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)>

**Sent:** Wednesday, April 13, 2022 4:25 PM

**To:** [Shannon.R.Morgan@usace.army.mil](mailto:Shannon.R.Morgan@usace.army.mil); [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil); [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov); [R10-NEPA@epa.gov](mailto:R10-NEPA@epa.gov); [Chu.Rebecca@epa.gov](mailto:Chu.Rebecca@epa.gov); fordham.tami <[fordham.tami@epa.gov](mailto:fordham.tami@epa.gov)>; [ak\\_fisheries@fws.gov](mailto:ak_fisheries@fws.gov); [stuart.hartford@bia.gov](mailto:stuart.hartford@bia.gov); [mark.kahklen@bia.gov](mailto:mark.kahklen@bia.gov); [transportation.alaska@bia.gov](mailto:transportation.alaska@bia.gov); Heil, Cynthia L (DEC) <[cindy.heil@alaska.gov](mailto:cindy.heil@alaska.gov)>; DEC-Webmaster (DEC sponsored) <[DEC.Webmaster@alaska.gov](mailto:DEC.Webmaster@alaska.gov)>; CS.Scoping (DEC sponsored) <[CS.Scoping@alaska.gov](mailto:CS.Scoping@alaska.gov)>; Rypkema, James (DEC) <[james.rypkema@alaska.gov](mailto:james.rypkema@alaska.gov)>; Chambon, Katrina M (DEC) <[katrina.chambon@alaska.gov](mailto:katrina.chambon@alaska.gov)>; Palmer, Charley (DEC) <[charley.palmer@alaska.gov](mailto:charley.palmer@alaska.gov)>; Buck, Teri A (DEC) <[teri.buck@alaska.gov](mailto:teri.buck@alaska.gov)>; Myers, Sarah E E (DFG) <[sarah.myers@alaska.gov](mailto:sarah.myers@alaska.gov)>; Williams, Kim (DFG) <[kim.williams@alaska.gov](mailto:kim.williams@alaska.gov)>; Peltier, Tim C (DFG) <[tim.peltier@alaska.gov](mailto:tim.peltier@alaska.gov)>; Rinaldi, Todd A (DFG) <[todd.rinaldi@alaska.gov](mailto:todd.rinaldi@alaska.gov)>; Brooks, Henry C (DNR) <[henry.brooks@alaska.gov](mailto:henry.brooks@alaska.gov)>; Kim Sollien <[kim.sollien@matsugov.us](mailto:kim.sollien@matsugov.us)>; [ted.eisheid@matsugov.us](mailto:ted.eisheid@matsugov.us); [ccb@matsugov.us](mailto:ccb@matsugov.us); [tripleb@mtaonline.net](mailto:tripleb@mtaonline.net); Bittner, Judith E (DNR) <[judy.bittner@alaska.gov](mailto:judy.bittner@alaska.gov)>; [cadmin@chickaloon-nsn.gov](mailto:cadmin@chickaloon-nsn.gov); [bewinnestaffer@chickaloon-nsn.gov](mailto:bewinnestaffer@chickaloon-nsn.gov); [jewinnestaffer@chickaloon-nsn.gov](mailto:jewinnestaffer@chickaloon-nsn.gov); [Alwade@chickaloon-nsn.gov](mailto:Alwade@chickaloon-nsn.gov); [jbrune@ciri.com](mailto:jbrune@ciri.com); [kfoster@eklutnainc.com](mailto:kfoster@eklutnainc.com); [info@eklutnainc.com](mailto:info@eklutnainc.com); [rweldin@eklutnainc.com](mailto:rweldin@eklutnainc.com); [BDoss@eklutnainc.com](mailto:BDoss@eklutnainc.com); [ksmith@eklutnainc.com](mailto:ksmith@eklutnainc.com); [naspiras@eklutnainc.com](mailto:naspiras@eklutnainc.com); [ldelgado@eklutnainc.com](mailto:ldelgado@eklutnainc.com); [bhattenburg@eklutnainc.com](mailto:bhattenburg@eklutnainc.com); [knikcorp@gci.net](mailto:knikcorp@gci.net); [cadmin@chickaloon.org](mailto:cadmin@chickaloon.org); [roads@chickaloon.org](mailto:roads@chickaloon.org); [rporter@kniktribe.org](mailto:rporter@kniktribe.org); [ktoothaker@kniktribe.org](mailto:ktoothaker@kniktribe.org); [nve@eklutna-nsn.gov](mailto:nve@eklutna-nsn.gov); Buss, Stephanie D (DEC) <[stephanie.buss@alaska.gov](mailto:stephanie.buss@alaska.gov)>

**Cc:** Bentz, Chris L (DOT) <[chris.bentz@alaska.gov](mailto:chris.bentz@alaska.gov)>; Elliott, Brian A (DOT) <[brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)>

**Subject:** Request for Agency Comments on DOT&PF Proposed Project: CFHWY00562 - Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a proposed project that would complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, Alaska. The project's scoping materials are attached to this email.

After reviewing the attached scoping materials, please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by May 15, 2022. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,

**Drew von Lindern**  
Environmental Team Leader






**Alaska Dept. of Transportation & Public Facilities**  
**Preliminary Design and Environmental Section**  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone (907) 269-0551 | Fax (907) 243-6927  
Email: [drew.vonlindern@alaska.gov](mailto:drew.vonlindern@alaska.gov)



Legend

SDWIS Facilities - Active Public Water System  
Source Locations Layer

Federal Classification

-  Community Water System (C)
-  Non-Transient Non-Community Water System (NTNC)
-  Non-Community Water System (NC)

## Alaska DEC Drinking Water Protection Areas

Zone A (GW-Several Months Time of Travel or SW 1000 ft buffer)



Zone B (GW-2 Yr Time of Travel or SW-1 mile buffer)



Zone C Surface Water (Watershed Boundary)



Zone E Ground Water Surface Water Influence  
(1000 ft buffer)



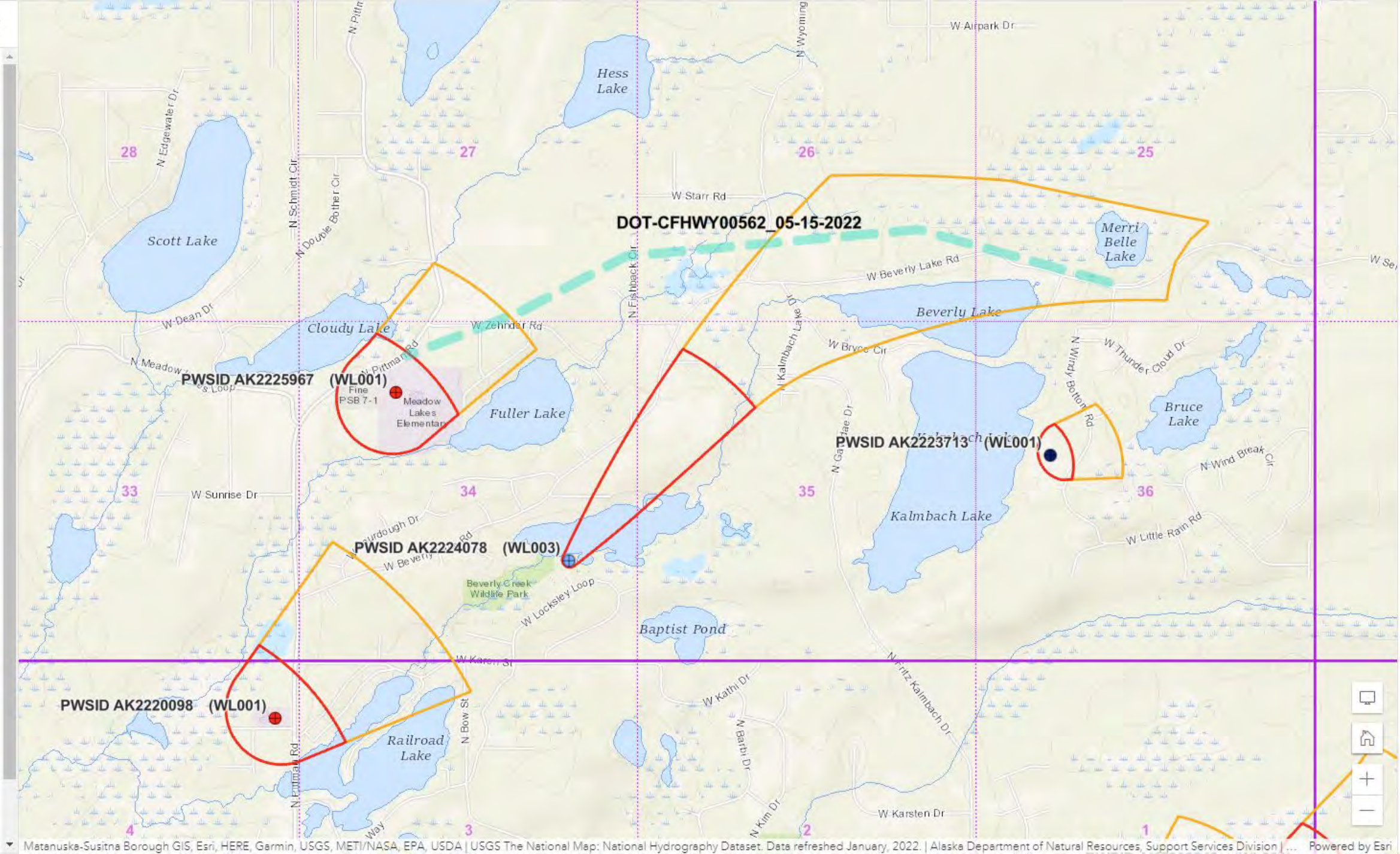
Zone F Ground Water Surface Water Influence (1 mile buffer)



Zone G Ground Water Surface Water Influence  
(Watershed Boundary)



### Provisional Protection Areas







April 14, 2022

## **Recommendations for general project activities associated with, or near, a public water system source**

The following recommendations are intended to address potential impacts of projects, to be permitted or otherwise, in which planned activities are associated with, or near, a public water system (PWS) source (e.g., water well, spring, surface water intake, etc.). The key aspects of these recommendations are to identify nearby PWS sources, establish appropriate points of contact for the applicant and PWS, and implement best management practices.

### Authority:

#### **18 AAC 80.015. Well protection, source water protection, and well decommissioning.**

- a) A person may not
  - (1) cause pollution or contamination to enter a public water system; or
  - (2) create or maintain a condition that has a significant potential to cause or allow the pollution or contamination of a public water system.

### Recommendations:

- 1) Identify on a legible map if any part of the project is within a Drinking Water Protection Area (DWPA) for a PWS source. DWPAs can be found using the interactive web map application, “**Alaska DEC Drinking Water Protection Areas**”, located at <https://dec.alaska.gov/das/GIS/apps.htm>. Links to basic instructions for using this web map can be found on the map description page. If you experience problems accessing the map, please contact the Drinking Water Source Protection group at (907) 269-7549, or [chris.miller@alaska.gov](mailto:chris.miller@alaska.gov).
- 2) Where the project/permit intersects a DWPA, notify the associated PWS contact and provide the following:
  - a) A brief description of the project location and associated activities; and
  - b) Project contact information.

PWS contact information can be obtained using the hyperlink from within the pop-up information for each PWS source in the web map, or directly by using the online application called “Drinking Water Watch”, found at <https://dec.alaska.gov/DWW/>.

- 3) Within the identified DWPA, control stormwater and wastewater discharge such that it is directed away from the PWS.

## Recommendations for general project activities associated with, or near, a public water system source (continued)

---

- 4) Within the identified DWPA, restrict project/permit activities that could significantly and/or permanently change the natural surface water or groundwater levels of the water sources immediately contributing to the PWS.
- 5) Within the identified DWPA, implement voluntary best management practices suited to your project where equipment storage, maintenance and operation, or other potential sources of contamination are located to minimize the potential for PWS source contamination.
- 6) Restrict or limit equipment storage, maintenance and operation, and other potential sources of contamination, within the following high-priority DWPA Zones:
  - a) Zone A DWPA (several-months-time-of-travel for contributing groundwater, or 1,000-foot buffer of the contributing surface water body and its immediate tributaries);
  - b) Zone E DWPA (1,000-foot buffer of the contributing surface water body and its immediate tributaries for a source using groundwater under the direct influence of surface water (GWUDISW)); or
  - c) Provisional DWPA (1,000-foot radius around a PWS source).
- 7) All non-proprietary data related to the project/permit, including but not limited to, water quality results (field and lab), survey data, water levels, subsurface lithologic descriptions and depth, and groundwater flow direction and gradient information, should be made available to the permitting agency upon request.
  - a) When associated with the development, construction, modification, or operation of a PWS, follow the requirements in DEC Drinking Water regulations 18 AAC 80, <https://dec.alaska.gov/eh/dw/regulations/>.
- 8) Keep a list of PWS contacts and agency spill reporting contacts readily available.
  - a) Immediately notify contacts of any potential contamination event, such as spills or excess erosion.

Sincerely,

Charley Palmer, *Hydrologist 3*  
DEC Drinking Water Source Protection  
E-mail: [charley.palmer@alaska.gov](mailto:charley.palmer@alaska.gov)  
Phone: (907) 269-0292

### Alternate contacts:

Chris Miller, Environmental Program Specialist 4, [chris.miller@alaska.gov](mailto:chris.miller@alaska.gov)  
Kenna Billups, Environmental Program Specialist 2, [kenna.billups@alaska.gov](mailto:kenna.billups@alaska.gov)





July 14, 2022

## **Recommendations for general project activities associated with, or near, a public water system source**

The following recommendations are intended to address potential impacts of projects, to be permitted or otherwise, in which planned activities are associated with, or near, a public water system (PWS) source (e.g., water well, spring, surface water intake, etc.). The key aspects of these recommendations are to identify nearby PWS sources, establish appropriate points of contact for the applicant and PWS, and implement best management practices.

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#### **18 AAC 80.015. Well protection, source water protection, and well decommissioning.**

- a) A person may not
  - (1) cause pollution or contamination to enter a public water system; or
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### Recommendations:

- 1) Identify on a legible map if any part of the project is within a Drinking Water Protection Area (DWPA) for a PWS source. DWPAs can be found using the interactive web map application, “**Alaska DEC Drinking Water Protection Areas**”, located at <https://dec.alaska.gov/das/GIS/apps.htm>. Links to basic instructions for using this web map can be found on the map description page. If you experience problems accessing the map, please contact the Drinking Water Source Protection group at (907) 269-7549, or [chris.miller@alaska.gov](mailto:chris.miller@alaska.gov).
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PWS contact information can be obtained using the hyperlink from within the pop-up information for each PWS source in the web map, or directly by using the online application called “Drinking Water Watch”, found at <https://dec.alaska.gov/DWW/>.

- 3) Within the identified DWPA, control stormwater and wastewater discharge such that it is directed away from the PWS.

## Recommendations for general project activities associated with, or near, a public water system source (continued)

---

- 4) Within the identified DWPA, restrict project/permit activities that could significantly and/or permanently change the natural surface water or groundwater levels of the water sources immediately contributing to the PWS.
- 5) Within the identified DWPA, implement voluntary best management practices suited to your project where equipment storage, maintenance and operation, or other potential sources of contamination are located to minimize the potential for PWS source contamination.
- 6) Restrict or limit equipment storage, maintenance and operation, and other potential sources of contamination, within the following high-priority DWPA Zones:
  - a) Zone A DWPA (several-months-time-of-travel for contributing groundwater, or 1,000-foot buffer of the contributing surface water body and its immediate tributaries);
  - b) Zone E DWPA (1,000-foot buffer of the contributing surface water body and its immediate tributaries for a source using groundwater under the direct influence of surface water (GWUDISW)); or
  - c) Provisional DWPA (1,000-foot radius around a PWS source).
- 7) All non-proprietary data related to the project/permit, including but not limited to, water quality results (field and lab), survey data, water levels, subsurface lithologic descriptions and depth, and groundwater flow direction and gradient information, should be made available to the permitting agency upon request.
  - a) When associated with the development, construction, modification, or operation of a PWS, follow the requirements in DEC Drinking Water regulations 18 AAC 80, <https://dec.alaska.gov/eh/dw/regulations/>.
- 8) Keep a list of PWS contacts and agency spill reporting contacts readily available.
  - a) Immediately notify contacts of any potential contamination event, such as spills or excess erosion.

Sincerely,

Charley Palmer, *Hydrologist 3*  
DEC Drinking Water Source Protection  
E-mail: [charley.palmer@alaska.gov](mailto:charley.palmer@alaska.gov)  
Phone: (907) 269-0292

### Alternate contacts:




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Kenna Billups, Environmental Program Specialist 2, [kenna.billups@alaska.gov](mailto:kenna.billups@alaska.gov)





## SDWIS Drinking Water Facilities - Public

Federal Classification

-  Community Water System (C)
-  Non-Transient Non-Community Water System (NTNC)
-  Non-Community Water System (NC)

## DEC- DW Alaska Drinking Water Protection Areas

Zone A (GW-Several Months Time of Travel or SW 1000 ft buffer)



Zone B (GW-2 Yr Time of Travel or SW-1 mile buffer)



Zone C Surface Water (Watershed Boundary)



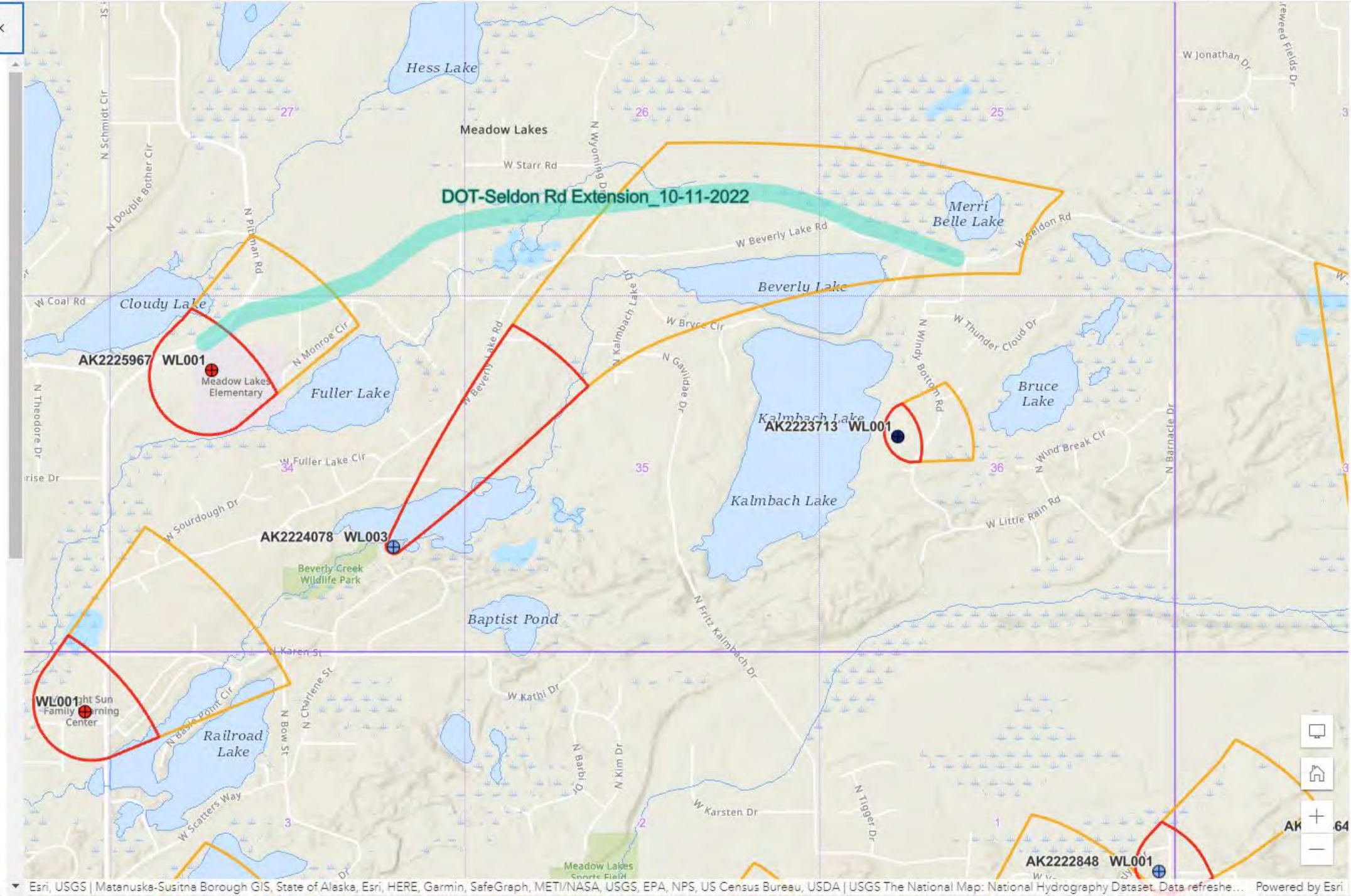
Zone E Ground Water Surface Water Influence  
(1000 ft buffer)



Zone F Ground Water Surface Water Influence (1 mile buffer)



Zone G Ground Water Surface Water Influence  
(Watershed Boundary)







# SELDON ROAD EXTENSION, PHASE II

Beverly Lakes Road/Windy Bottom to Pittman Road

Project Number: CFHWY00562/0001723

## Public Involvement Plan

April 13, 2022

Prepared by: Yehle & Associates LLC on behalf of the Alaska Department of Transportation & Public Facilities



## Public Involvement Scope

Previous public involvement efforts were extensive and included the Matanuska-Susitna Borough, Meadow Lakes Community Council, Meadow Lakes Elementary School, fire department, and members of the public. This project is popular, and we anticipate a high level of public interest along with participation. To facilitate engagement, we will provide a series of public meetings and other opportunities to discuss the project. This document serves as an outline for public engagement activities.

### PUBLIC INVOLVEMENT SCHEDULE

- Public Involvement Plan - May 2022
- Transportation Fair #1 - October 2022
- Public Outreach - 2022 to early 2024
- Open House Meeting - March 2023
- Community Council Meeting #1 - July 2023
- Community Council Meeting #2 - Fall 2023
- Transportation Fair #2 - October 2023

## Project Overview

The purpose of the project is to complete the work that began with the Seldon Road Extension, Phase I, and connect Palmer to Meadow Lakes along the Seldon Road corridor. The first phase began at Church Road and extended to Beverly Lake Road. It was completed in 2015. The second phase will complete the connection to Pittman Road.

### Project Benefits:

- Improves area circulation.
- Provides an alternate route to the Parks Highway.
- Shortens commuting time for Meadow Lakes' area residents traveling to Wasilla.
- Shortens emergency response times.

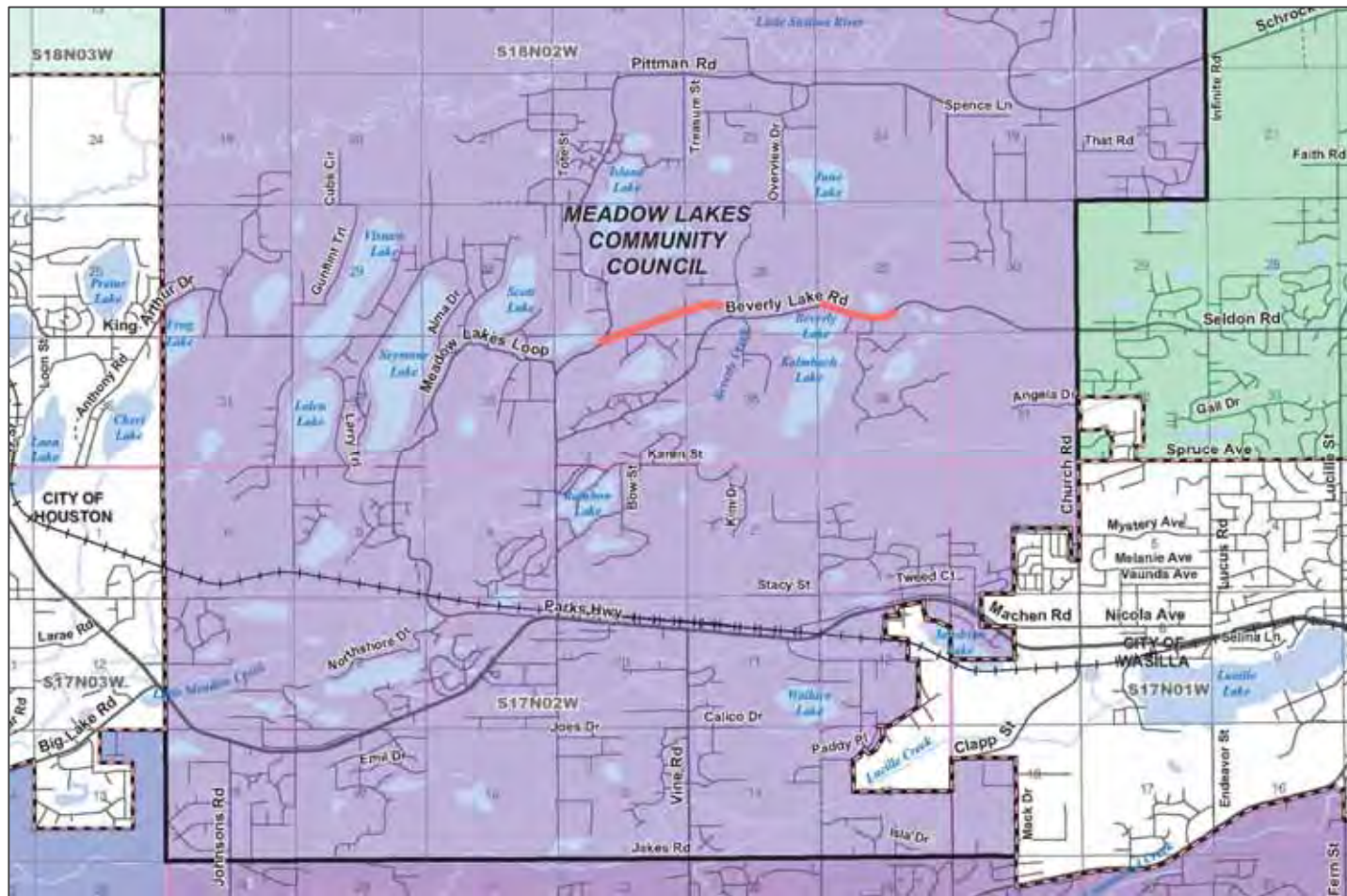
## Anticipated Public Issues

- Remaining right-of-way purchase
- Speeding near residences and school
- Lengthy project timeline
- Existing safety, speeding, and road condition issues on Beverly Lake Road



## Project Location

The project is in Meadow Lakes, Alaska and is within the Meadow Lakes Community Council Boundary. Residents use the Seldon Road corridor as an alternative to the Parks Highway. The project location is shown below in red.





## Local Concurrence

When the project was previously managed by the Borough, the Planning Commission approved the current design, and the current design meets local planning and zoning ordinances. The previous Borough project manager is invited to monthly project meetings to apprise the Borough of the current project status.

The Meadow Lakes Community Council is the only Community Council within 0.5 miles of the project and the team will send them a formal letter per Figure 450-2 of the Alaska Highway Preconstruction Manual requesting review and comment on the plans.

There are no villages within two miles of the project.

## Public Involvement Methods, General Public


**WEBSITE.** The website will provide background on the project, documents, meeting information, and an email subscribe link. Homestead Graphics will develop and maintain the site using an Alaska Department of Transportation and Public Facilities template.

**PUBLIC MEETINGS.** The team will conduct two public meetings to share project information with the public and solicit feedback. The meetings will be in-person with an online component.

**OUTREACH.** For each public meeting, outreach will include, but will not be limited to:

- Email notice to subscribers
- Mailer to:
  - Mailing list (elected officials, interest groups, etc.)
  - Residents and businesses within approximately one mile of the project area.

**MEETING MATERIALS.** Meetings will include fact sheets, project maps and graphics, comment forms, and follow-up.



**TRANSPORTATION FAIRS.** The annual Transportation Fairs attract a large audience and provide a venue for providing project information to regional users of the corridor. We plan to participate in the fall 2022 and 2023 Transportation Fairs. Camden Yehle is the organizer of the Transportation Fairs and will facilitate coordination.

**COMMUNITY COUNCIL MEETINGS.** The team will provide updates to the Meadow Lakes Community Council by request. Camden is the current President of the Meadow Lakes Community Council and will facilitate scheduling.

**STAKEHOLDER COMMUNICATIONS.** Yehle will receive, document, and prepare responses for stakeholder communications.


**MEDIA COMMUNICATIONS.** The team will route all media communications through Project Manager Chris Bentz.

**PUBLIC INVOLVEMENT DOCUMENTATION.** Camden will prepare a comment and response summary in addition to a chronology of all public involvement actions taken.

**CLOSE OUT DOCUMENTATION.** Final documentation of all public engagement activities and correspondence will take the form of a digital file transfer to the Department for future use and reference.

**CONTACT AND EMAIL LIST.** The team will develop a mailing and email list which will include members of the public, elected officials, and others. Camden will update the lists as needed throughout the project. Interested people will be able to opt into the email list on the website.





Below is an initial list of expected stakeholders, members of the public, and organizations who may be interested in the project. The team will include these entities in the initial project outreach/ mailing list.

#### General Public

- Business owners
- Property owners
- Residents

#### Local Communities

- Meadow Lakes
- Wasilla

#### First Nation Entities

- Chickaloon Village Traditional Council
- Cook Inlet Region Inc
- Knik Tribe
- Knikatu Inc

#### Local Government Entities

- State legislators
- Matanuska-Susitna Borough
  - Community Council (Meadow Lakes)
  - Assembly
  - Community Development
  - Emergency Services
  - Fire Service Areas (Central Mat-Su)
  - Parks, Recreation & Trails Advisory Board
  - Planning Commission

- 
- Planning Department
  - Public Affairs
  - Public Works
  - Road Service Areas (Meadow Lakes)
  - Transportation Advisory Board

#### Other Organizations

- Alaska Mat-Su Valley ATV Club
- Alaska Motor Musers Club
- Alaska State Snowmobile Association
- Alaska Trails
- Alaska Trucking Association
- Valley Mountain Bikers and Hikers Association

#### PROJECT TEAM

##### Lead Agency

Alaska Department of Transportation and Public Facilities:

Chris Bentz, Project Manager, 907-269-0652, [chris.bentz@alaska.gov](mailto:chris.bentz@alaska.gov)

Drew Vonlindern, Environmental Analyst

##### Consultant Team

Stantec:

Steve Kari, Project Manager, 907-343-5277, [steve.kari@stantec.com](mailto:steve.kari@stantec.com)

Tom Garrett, Civil Engineering

Brian Chase, Traffic Engineering/Analysis

Sara Lindberg, Environmental Lead

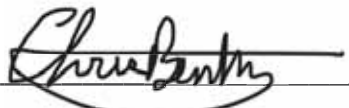
Kacy Hillman, Categorical Exclusion

Yehle & Associates LLC:


Camden Yehle, Public Involvement Lead, 907-346-0506, [camden.yehlealaska@gmail.com](mailto:camden.yehlealaska@gmail.com)

## SIGNATURES

These signatures indicate approval of the initial final version of the public involvement plan; however, this is a living document to be updated as needed as the project develops.

Project Manager:  Date: 4/28/2022

Planning Chief:  Date: 5/17/2022

Pre-Construction Engineer:  Luke Bowland Date: 5/17/22

Digitally signed by Luke  
Bowland  
Date: 2022.05.17  
10:28:20 -08'00'



# SELDON RD EXTENSION PHASE II: WINDY BOTTOM/BEVERLY LAKES RD TO PITTMAN RD



**Scope:** The purpose of the Phase II project is to complete the connection from Church Road to Pittman Road. The first phase, completed in 2015, went from Church Road to Beverly Lake Road. Phase II will connect to Pittman.

Major Features:

- Provide an alternate route to the Parks Highway.
- Separated pathway for the full length of the project.
- 50 mph speed limit to match the speed of Seldon Road.

The Borough previously developed the project design, however now that the project will receive federal funding we must work through the federal process.

**Schedule:** We anticipate construction in 2024.

**Project Cost:** Total costs are expected to be about \$11 million.

**Current & Upcoming Activities:** The team is working on a Categorical Exclusion environmental document required for federal funding. At least one partial property remains to be purchased.

**Contact Info:** To reach the team, email [seldon@yehlealaska.com](mailto:seldon@yehlealaska.com) or text or call 907-346-0506.

Chris Bentz, Project Manager, Alaska Department of Transportation & Public Facilities

Steve Kari, Consultant Project Manager, Stantec

Camden Yehle, Public Involvement Lead, Yehle & Associates

**Website:** <http://www.seldon-phase2.com>

Meadow Lakes Community Council Meeting (October 12, 2022, 7 pm, Zoom meeting link: <https://bit.ly/3eUtZ92>, or by phone: 253-215-8782, Meeting ID: 848 2210 2933, Passcode: 829443)

## Seldon Road Extension Phase 2 - Presentation Outline

### **1. Introductions (Chris)**

- a. Chris Bentz, Project Manager, Alaska Department of Transportation & Public Facilities
- b. Steve Kari, Consultant Project Manager, Stantec
- c. Camden Yehle, Public Involvement Lead, Yehle and Associates
- d. Mike Campfield, Mat-Su Borough

### **2. Project Overview (Steve for rest of presentation)**

The purpose of the Phase II project is to complete the work that began with the Seldon Road Extension, Phase I, and connect Palmer to Meadow Lakes along the Seldon Road corridor. The first phase, completed in 2015, went from Church Road to Beverly Lake Road. The second phase will complete the connection to Pittman Road.

Major Features:

- Provide an alternate route to the Parks Highway.
- Separated pathway for the full length of the project.
- 50 mph speed limit to match the speed of Seldon Road, Phase I.
- New frontage road near Meadow Lakes Elementary School.

### **3. Project Cost**

Phase II total costs are expected to be in the \$11 million range. Funding is from the voter approved Borough bond package and federal funding.

### **4. Schedule**

We anticipate construction in 2024. The primary causes of delays so far are:

- Right-of-way acquisition issues
- Securing funding
- Following the federal National Environmental Policy Act process that is required to use federal funds

### **5. Contact Info (paste into the chat box)**

Website: <http://www.seldon-phase2.com/index.shtml>



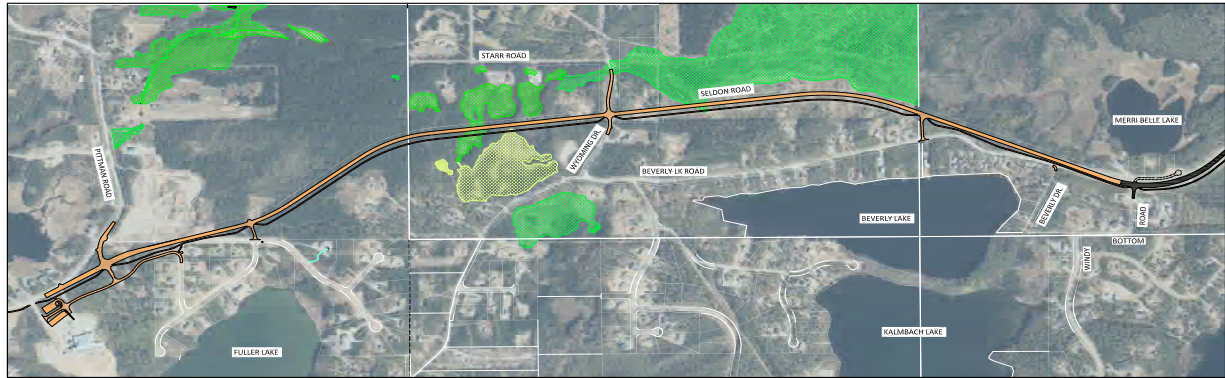
Email: [seldon@yehlealaska.com](mailto:seldon@yehlealaska.com)

Text or call Camden Yehle, Public Involvement Lead, at: 907-346-050

## 6. Overview Graphic:

### Seldon Road Extension Project

### Phase II Alignment



*Matanuska-Susitna Borough*





# Matanuska-Susitna Borough

# Project Update!

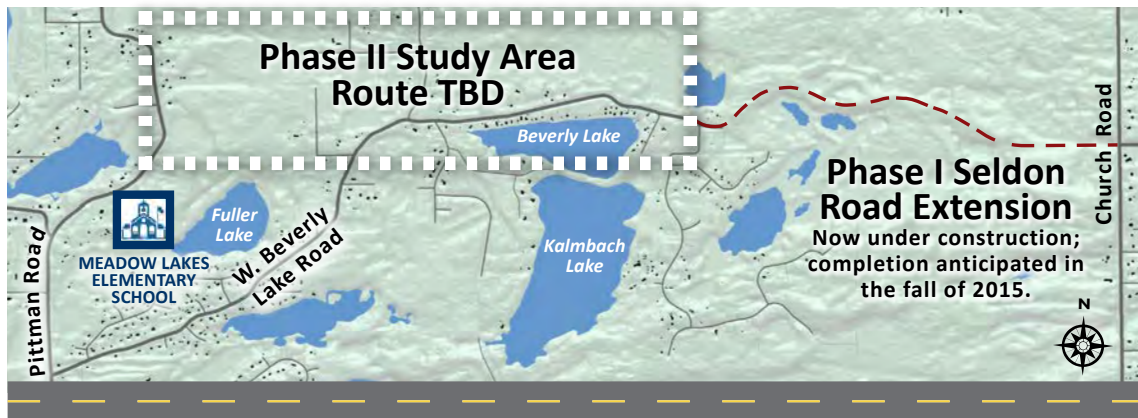
## PUBLIC MEETING

Meadow Lakes  
Elementary School  
5:00 pm - 8:00 pm

Thursday  
November

# 13<sup>th</sup>

Rescheduled to this  
date due to a conflict  
with the Mat-Su  
Transportation Fair  
October 22, 2014\*



## Phase II Pittman Road to Beverly Lake Road

*The Route Alignment Study is now underway for Phase II.  
We need your involvement and input in **November 2014**  
to help the Borough determine a preferred alignment.*

\* Visit our project table at the October 22 Mat-Su Transportation Fair, 4-8 pm, Raven Hall, Alaska State Fairgrounds

## Seldon Road Extension Project Church Road to Pittman Road

# Project Update!

## **Phase I Seldon Road Extension**

Beverly Lake Road to Church Road

2.25 miles of new road is under construction;  
completion is anticipated in the fall of 2015.

## **Phase II Seldon Road Extension**

Pittman Road to Beverly Lake Road

A route alignment study is underway this fall to explore  
extending Seldon Road to Pittman (approximately 1.75 miles),  
including public meeting and input opportunities:

### ***Mat-Su Transportation Fair - October 22, 2014***

Visit our project table to review the Phase II alignments  
that have been considered since the 1980s.

### ***Preliminary Engineering Report - November 1, 2014***

A DRAFT Preliminary Engineering Report will be posted to the  
Seldon Road Extension project website for review:

[www.matsugov.us/project/roads/bond-projects](http://www.matsugov.us/project/roads/bond-projects)

### ***Public Meeting #2 - November 13, 2014***

We need your input on possible Phase II route alignments.

Stantec, formerly USKH  
351 W. Parks Highway, Suite 200  
Wasilla, Alaska 99654



**For more information contact:**  
Stantec, formerly USKH - Sara Doyle  
Public Involvement Coordinator  
Wasilla: 352-7813 [sara.doyle@stantec.com](mailto:sara.doyle@stantec.com)



# Seldon Road Extension Project

*We need your input!*

## PUBLIC MEETING

1741 N. Pittman Road (MP 2.0)

Meadow Lakes Elementary School Gym

Thursday **13<sup>th</sup>**  
November

**5:00 pm - 8:00 pm**

Drop in anytime, open house format

Rescheduled to this date due to a conflict with the Mat-Su Transportation Fair October 22, 2014, 4-8 pm, Raven Hall, Alaska State Fairgrounds - Visit our project table.

The Matanuska-Susitna Borough and Stantec, formerly USKH, are midway through a project to extend Seldon Road between Church Road and Pittman Road. This new road represents the next link in an east-west corridor envisioned to reach from Palmer to Houston.

Please join project staff and your neighbors at a public meeting to discuss:

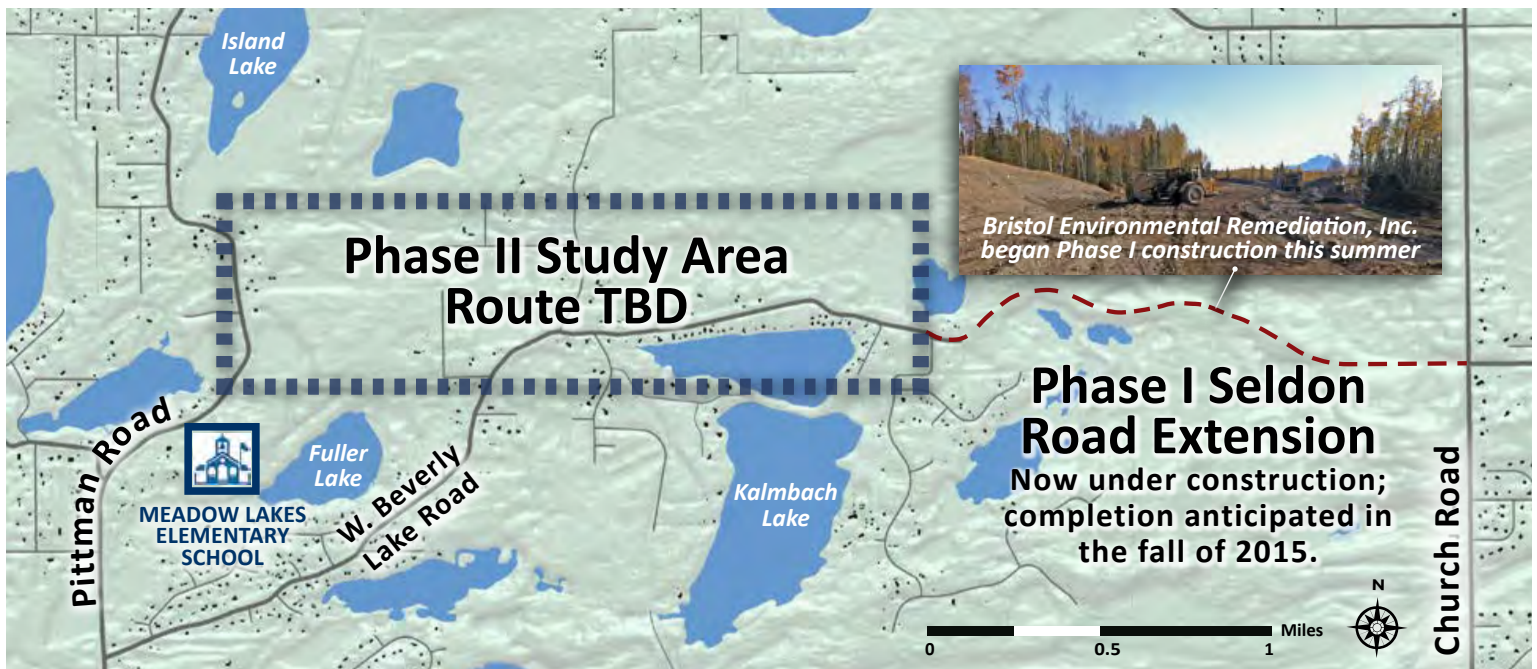
- Phase I construction progress;
- Phase II route evaluations spanning from the 1980s to today; and
- Phase II alignment options.

Your input is needed to help the Borough select a Phase II preferred route.

For more information contact:

**Stantec, Sara Doyle**  
Public Involvement Coordinator  
Wasilla: 352-7813 (1-888) 706-8754  
sara.doyle@stantec.com

Learn more online (select the Seldon Road Extension link): [matsugov.us/project/roads/bond-projects](http://matsugov.us/project/roads/bond-projects)



Matanuska-Susitna Borough





## MAT-SU COLLEGE



*Courtesy Matanuska-Susitna College*

Governor Sean Parnell and First Lady Sandy Parnell were guests in adjunct instructor Dan Kennedy's Business Law class at Mat-Su College Oct. 30. He also attended a meet-and-greet event in the atrium at the college Thursday following Kennedy's class.

### Seldon Road open house planned Nov. 13

An open house to update the public on the Seldon Road extension is planned from 5 to 8 p.m., Nov. 13 at the Meadow Lakes Elementary School Gym, 1741 N. Pittman Road, Mile 2, Pittman Road. The Mat-Su Borough is midway through a project to extend Seldon Road Church Road and Pittman Road. The open house will provide an update on Phase I of construction, Church Road to Beverly Lakes Road. And people will be asked to provide input to help the borough select a preferred route for Phase II. The extension will add a new east-west corridor from Palmer to Houston. For more information, contact 352-7813, or [sara.doyle@stantec.com](mailto:sara.doyle@stantec.com).

## NEWS & NOTES

### Comments due Nov. 14 on Parks upgrade project

Comments are due Nov. 14 on the proposal rehabilitate a section of the George Parks Highway from Mile 163 to 183 (Little Coal Creek to 2 miles south of the East Fork of the Chulitna River Bridge.) Research on potential environmental impacts from the proposed project actions and figures of the project area can be reviewed at [bit.ly/1sSXzdl](http://bit.ly/1sSXzdl). For more information, or to submit comments, contact Richard Stumpf at 907-451-2285, or email [rj.stumpf@alaska.gov](mailto:rj.stumpf@alaska.gov).

### Input sought on airport regs

The Alaska Department of Transportation and Public Facilities seeks

public comment by Nov. 17 on changes to chapters 42 and 45 of the Alaska Administrative Code regulations, which cover authorized land use and activity at airports, leases, concessions, security, aircraft parking and tie-down and airport operations. The document is available online at [bit.ly/1qiSHwG](http://bit.ly/1qiSHwG). Comments may be submitted via email to [alex.moss@alaska.gov](mailto:alex.moss@alaska.gov).

### LNG open house is Nov. 18

A community open house is planned on the Alaska Liquefied Natural Gas Project at Trapper Creek Elementary School from 6 to 8 p.m., Nov. 18. For information, call (855) 550-5445 or visit [ak-lng.com](http://ak-lng.com).

## APPEAL

*Continued from Page 1*

tion should be overturned because the prosecutor in the case improperly told the jury that a small piece of metal found in his girlfriend's face after the shooting was a piece of the bullet he fired.

At trial, the girlfriend had tried to testify that her doctor said the metal was "from probably the bullet" but since that counts as hearsay — she heard the

ment that the fragment was from the bullet.

In slapping down Escholt's arguments, Allard quotes the prosecutor's closing statements where the metal fragment comes up.

"A piece of a bullet fragment or piece of metal also hit her in the face," the prosecutor says at one point and then, at another point: "It was a bare miss. The bullet fragments in that — from that bullet — actually hit her in the face."

"A prosecutor is entitled to argue facts that are, 'within the range of reasonable inference which could be drawn from the evidence,'" Allard writes. "Here, the evidence properly before the jury was that the bullet had fragmented within the Suburban, embedding pieces of metal in the rubber molding of the Suburban door, and that a tiny 'dot' of metal was found in (the girlfriend's) temple a few days after the incident. Given these circumstances,

metal found in (her) temple came either from a bullet fragment or from some other metal debris created by the fragmenting bullet."

Allard and the rest of the court therefore affirmed Escholt's conviction but did side with him on one minor point — that corrections to a document in his case called the pre-sentence report should have been adopted into the final version of that document and were not. The appeals court sent the case back to Palmer





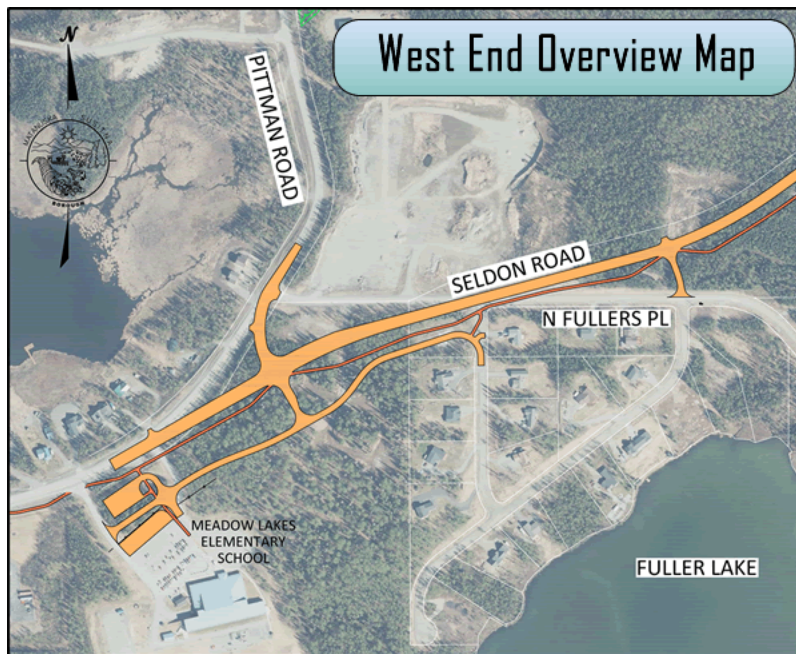
# Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Rd to Pittman Rd

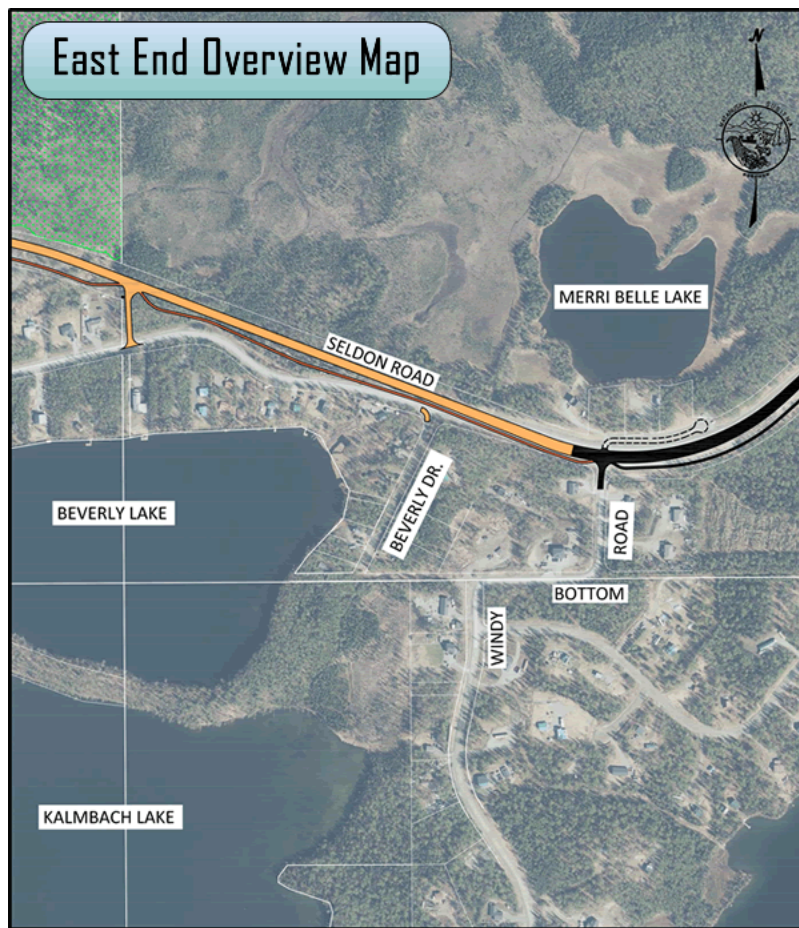
## Overview

The purpose of the Phase II project is to complete the work that began with the Seldon Road Extension, Phase I, and connect Palmer to Meadow Lakes along the Seldon Road corridor. The first phase, completed in 2015, went from Church Road to Beverly Lake Road. The second phase will complete the connection to Pittman Road.

### Major Features:

- Provide an alternate route to the Parks Highway.
- Separated pathway for the full length of the project.
- 50 mph speed limit to match the speed of Seldon Road, Phase I.
- New frontage road near Meadow Lakes Elementary School.
- New trailhead parking area near Meadow Lakes Elementary School.





## Schedule


The design has the potential to be significantly accelerated, however right-of-way acquisitions and transitioning to a federal process to leverage federal funding have delayed construction to 2024. We appreciate your patience as we work through the requirements to use federal funds. We will construct the project as soon as possible.

## Project Cost

Phase II total costs are expected to be in the \$10 million range. Funding through the federal Community Transportation Program will complete Phase II.

Funding was originally available for this project in 2011 through a combination of state grant funds and Borough general obligation bonds. The cost for Phase I was approximately \$5.5 million.

## Documents

 Unless noted, the document links on this site are all in pdf format. You must have Acrobat Reader to view the documents. If you do not have Acrobat Reader, [click here to download the free software.](#)

The team will post project documents as they become available. Note: The Matanuska-Susitna Borough previously completed a design for the Phase II project segment. Borough project development documents are located at <https://www.matsugov.us/projects/seldon-road-extension>.

## Relevant Planning Documents

1. [Mat-Su Borough Comprehensive Plan](#)
2. [Meadow Lakes Comprehensive Plan](#)

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## Project Team

### **Chris Bentz, Project Manager**

Alaska Department of Transportation & Public Facilities

907-269-0652, [chris.bentz@alaska.gov](mailto:chris.bentz@alaska.gov)

### **Steve Kari, Consultant Project Manager**

Stantec

907-343-5277, [Steve.Kari@stantec.com](mailto:Steve.Kari@stantec.com)

### **Camden Yehle, Public Involvement Lead**

Yehle and Associates

907-346-0506, [camden.yehlealaska@gmail.com](mailto:camden.yehlealaska@gmail.com)



## Submit a Comment or Question

- Send an email to [seldon@yehlealaska.com](mailto:seldon@yehlealaska.com)
- Text or call Camden Yehle, Public Involvement Lead, at 907-346-0506

# MAT-SU

## **Seldon Road Extension Phase II - Windy Bottom Road to Pittman Road**

### **Scope**

The purpose of this project is to continue the roadway connection between Church Road and Pittman Road and represents the next link in an east-west corridor envisioned to reach from Palmer to Meadow Lakes. Design and construction is taking place in two phases, with the first phase beginning at Church Road and extending to the east end of Beverly Lake Road, completed in 2015. The second phase will complete the connection to Pittman Road. A typical section of roadway would include two 12'-wide travel lanes, 8' shoulders and a separated pathway.

### **Project Benefits**

The project:

- Improves area circulation
- Provides an alternate route to the Parks Highway
- Shortens the commuting time for the Meadow Lakes area residents traveling to Wasilla.
- Shortens emergency response times.

# Project Status

Phase 1 opened Wednesday, July 29, 2015. Construction on the new road finished ahead of schedule. Originally scheduled to open in September, it opened while the finishing touches were completed. Please, drive slow and be aware of changes to the traffic patterns, reduce speeds, and obey speed limit signs. A preferred Phase 2 Alignment was selected and confirmed by the Mat-Su Assembly. Right-of-way acquisition is 95% complete. In 2020, the Mat-Su Borough was awarded a matching grant from the Federal Highway Administration to complete the project. Project management has been transferred to the Alaska DOT&PF to complete the remaining work including design, ROW, and construction. Refer to the State's website here: <http://www.seldon-phase2.com> and their project Design Status Report for more information.

## Contacts

### Contact Information:

Matanuska-Susitna Borough

Mike Campfield, P.E., Project Manager

(907) 861-7719

[Mike.Campfield@matsugov.us](mailto:Mike.Campfield@matsugov.us) (<mailto:Mike.Campfield@matsugov.us>)

## Project Docs

Corridor Access Management Plan (/projects?

task=download&collection=file\_upload\_x&xi=0&file=file\_upload&id=13435) (pdf 2.51 MB) | 2138 hits

Seldon Rd Extension PH II - Alignment (/projects?

task=download&collection=file\_upload\_x&xi=1&file=file\_upload&id=13435) (pdf 10.87 MB) | 1999 hits



Project Fact Sheet (/projects?task=download&collection=file\_upload\_x&xi=2&file=file\_upload&id=13435)  
(pdf 322.55 KB) | 2921 hits

Design Status Report (July 2022) (/projects?  
task=download&collection=file\_upload\_x&xi=3&file=file\_upload&id=13435) (pdf 558.99 KB) | 1767 hits

## Project Cost

Funding was originally available for this project in 2011 through a combination of state grant funds and Borough general obligation bonds. The cost for Phase I was approximately \$5.5 million.

Phase II total costs are expected to be in the \$10 million range. Funding through the federal Community Transportation Program and Mat-Su Borough general obligation bonds will complete Phase II.



Contacts (/contacts)

Job Opportunities (<https://www.governmentjobs.com/careers/matsugov>)

Volunteer Opportunities

(<https://www.governmentjobs.com/careers/matsugov/transferjobs>)

[Serve on a Borough Board \(/boards\)](#)

[Employee Mail & Services \(/join-us/employeeservices\)](#)



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(907) 861-7801 | Main Borough Building Hours: Mon.- Fri. 8 A.M. - 5 P.M.



# SELDON ROAD EXTENSION

## CHURCH ROAD TO PITTMAN ROAD

# Matanuska-Susitna Borough PROJECT FACTS

### Project Scope

The purpose of this project is to provide four miles of new roadway between Church Road and Pittman Road. By extending Seldon Road west, from Wasilla into Meadow Lakes, this project helps enhance regional east-west transportation options and improve traffic circulation for residents.

Design and construction will take place in two phases with the first phase beginning at Church Road and extending to the east end of Beverly Lake Road (see map on the back of this fact sheet). The second phase will complete the connection to Pittman Road.

### Project Status

**Phase I - Church Rd. to Beverly Lake Rd.**  
2.25 miles of new road is currently under construction; completion is anticipated in the fall of 2015.

**Phase II - Beverly Lake Rd. to Pittman Rd.**  
A route alignment study is underway this fall to explore extending Seldon Road to Pittman (approximately 1.75 miles), including public input opportunities:

**Mat-Su Transportation Fair, October 22, 2014;** Visit our project table to review the Phase II alignments that have been considered since the 1980s.

**Preliminary Engineering Report (PER) November 1, 2014;** A Draft will be posted to the project website for review.

**Public Meeting #2, November 13, 2014**  
Public input will be sought on possible Phase II route alignments.

Once the Borough selects a preferred route, the roadway design will be engineered by Stantec (formerly USKH). Right-of-Way acquisition and construction of Phase II will

be completed at a future date, depending on the availability of funds.

### Project Costs

Funding in the amount of approximately \$7.5 million is available for this project through a combination of state grant funds and Borough general obligation bonds. The construction cost estimate for Phase I is expected to fall in the \$3 - \$4 million range.

### Benefits

The Seldon Road Extension will:

- Provide a new alternative emergency transportation route.
- Help create a new regional east-west transportation route between Palmer and Houston that relieves congestion on high-demand facilities, such as the George Parks Highway.
- Improve area circulation, and decrease travel times.

### Contact Information

To learn how you can provide input and stay informed, contact Stantec's public involvement coordinator:

Sara Doyle [sara.doyle@stantec.com](mailto:sara.doyle@stantec.com)  
(907) 352-7813

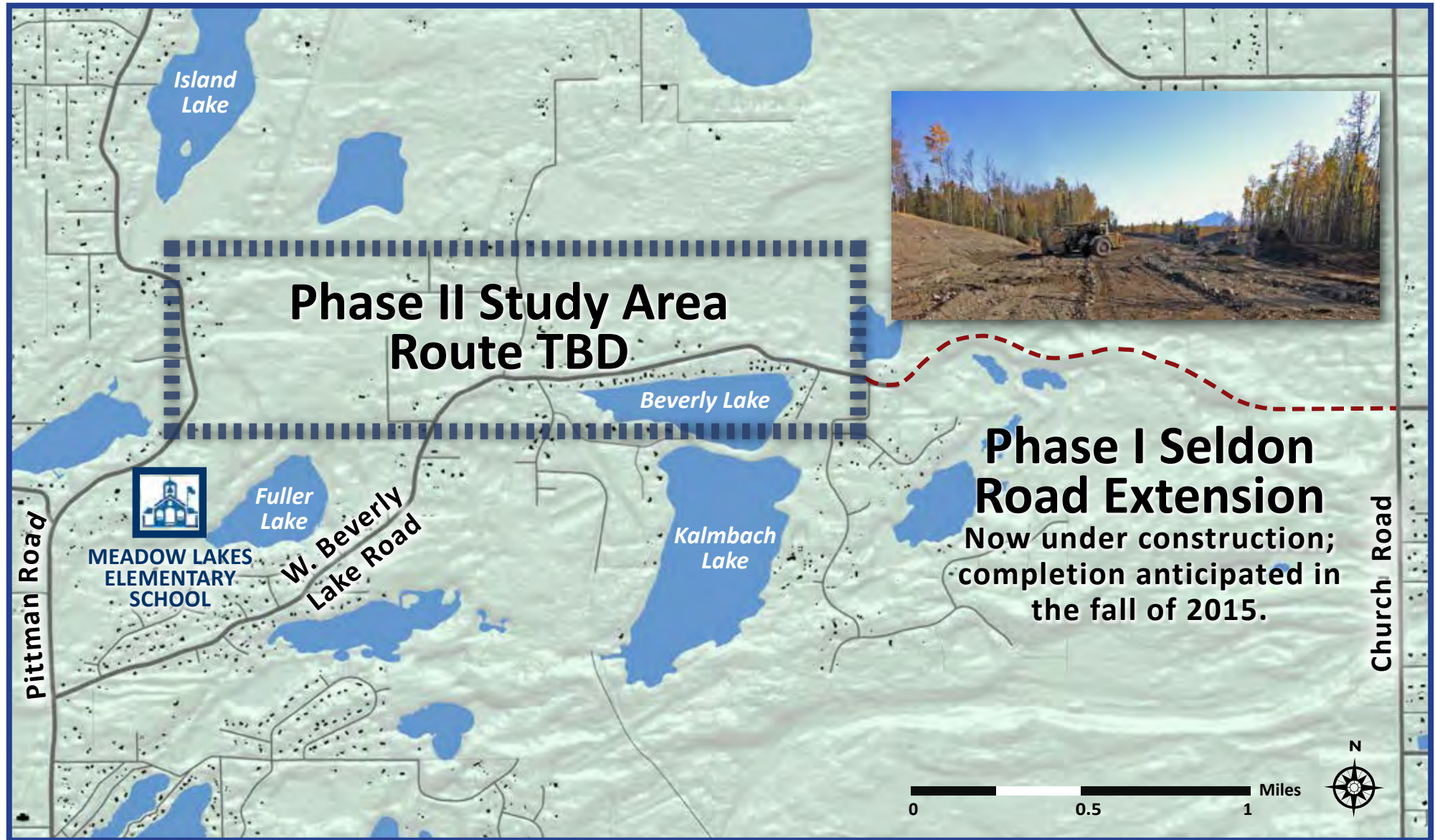
For more information, contact the Borough:

Michael J. Campfield, P.E.  
Capital Projects Pre-Design Division  
[Mike.Campfield@matsugov.us](mailto:Mike.Campfield@matsugov.us)  
(907) 861-7719

Also visit the project website (select the Seldon Road Extension link):

[matsugov.us/project/roads/bond-projects](http://matsugov.us/project/roads/bond-projects)

# Seldon Road Extension Project Church Road to Pittman Road



Updated October 7, 2014



Matanuska-Susitna Borough







## Seldon Road Extension, Phase II Windy Bottom Road to Pittman Road Public Meeting #2 - Summary

November 13, 2014 • 5:00 – 8:00 pm • Meadow Lakes Elementary School

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Eighty-one residents and stakeholders attended the initial Seldon Road Extension Public Meeting. Participants were notified via a direct mailing to 750 property owners in the corridor vicinity, electronic announcements, notices in the *Frontiersman* newspaper, notices and meeting displays on the Borough's project webpage, direct outreach by email, and a 20-minute project presentation to the Meadow Lakes Community Council on the day prior, November 12, 2014.

The meeting format was an open house with four display stations. Participants were given an agenda with an input form on the back and asked to rank criteria and offer feedback. This summary generally describes each station's content, and input themes, as well as written comments from 23 individuals, and input from phone communications. This summary document is intended to capture the breadth of public feedback, and therefore includes some repetition.

### **Station 1: Sign In, Project Overview, & Public Input** (Sara Doyle, Stantec, Public Involvement Specialist)

Participants were welcomed to the event, and as they signed in, were given an agenda and input form, and provided with a verbal meeting orientation. Participants were also notified of a December 8, 2014 input deadline to return their input, including input on a project Preliminary Engineering Report (PER), which provided more detailed project information and was available on the Borough's webpage.

This station hosted a project overview poster on the History of the project as a major "East-West Corridor" dating from the 1980s, and the project's scope, goals, timeline, and status.

Public participation at this station also consisted of general questions and comments, and speculative discussions around which future routes might eventually connect westward to Houston beyond Pittman Road. Participants also handed in, or later emailed, input forms and written comments that are summarized in this section. Major input themes include:

- **Enhanced Connectivity:** A large number of individuals are looking forward to Seldon Road's extension (especially Phase I), and are glad to have an alternative to the Parks Highway, with enhanced east-west connectivity all the way from Meadow Lakes to Palmer.
- **Property Impacts:** Many participants expressed concern about possible project impacts, direct and indirect, to their properties and neighborhoods. This was also reflected in criteria rankings on the input form, as "*minimizing private property impacts*" was the highest ranked priority on average. However, several participants acknowledged that the area is currently more sparsely populated than it will be in the future, so doing this project now will minimize overall private property impacts.
- **Phase I Connection to Beverly Lake Road:** Many participants expressed concerns about safety and traffic impacts to Beverly Lake Road once Seldon Road Phase I is connected, especially because of curves, sight distance limitations, school bus stop patterns, and the number of driveways. Traffic speed limit reductions, speed bumps, and increased enforcement, and building Phase II as soon as possible were raised by participants as ways to address this concern. This was also reflected in criteria rankings on the input form, as "*locate the intersection to enable high-capacity westward travel with*



good sight distances” was the second ranked priority on average.

- **As Straight and Safe as Possible.** Residents are hoping for a safe route with good visibility. This was also reflected in criteria rankings on the input form, as “roadway geometry” was a close third-ranked priority on average by respondents. Also, Norm’s Road alignment supporters typically mentioned they liked the road geometry.
- **Cost Issues:** Keeping the cost as low as possible is important but some residents also do not want the Borough to cut corners and end up with a sub-par road that needs lots of maintenance in the future. Cost was reflected in criteria rankings on the input form as the next to lowest ranked priority on average.
- **Natural Resource Impacts:** Concern was raised over impacts to wetlands, costly wetland and water crossings, and wildlife issues including Crane nesting impacts in the wetlands south of Fishback Circle, moose habitat loss and road crossing safety (a sign is recommended at each creek). Water quality was also a concern, including possible impacts to Beverly Lake from runoff, and drainage and glaciation issues that impact adjacent properties. Although these issues were mentioned by a number of individuals, this consideration was listed as the lowest ranked priority on average of all the criteria ranking options on the input form.
- **4-Way Roundabout Capacity:** Several participants expressed the desire to see planning for a 4-way roundabout in the long term, including by someone who was involved in the 1980s East-West Corridor Planning process, who believes that the Fishback Circle Alignment will create problems in the long term because it cannot support a four-way intersection or roundabout at Pittman Road and intersections near road curves.
- **Figure out Phase III first, before completing to Pittman:** Several individuals also emphasized the need to define where Phase III will go before finalizing the Phase II alignment’s connection to Pittman Road so it can have the best flow and safety.

- **Address Pittman Safety Issues:** Residents living on Pittman mention that school buses and parents waiting to get into the school create congestion and an intersection at Zehnder would intensify the problem. They suggested that the Borough and State consider road improvements for Pittman including straightening, overhead lighting, and lower speed limits. It was also suggested that the Fishback Circle connection with Pittman is preferable as it provides the longest sight distance in both directions.
- **Upgrade Older Seldon Road Segments:** A few individuals asked that the Borough focus on upgrading older sections of the existing road before building Phase II.
- **Roadside Shoulder Use:** Individuals expressed a desire to see a broad shoulder alongside the road to allow 4-wheeler, horse, pedestrian, and other roadside traffic.
- **Phase III Connection to Skyview Drive (South Meadow Lakes):** Several individuals suggested that the lower population levels and existing land uses (airstrips, rural residential) in the northern reaches of Meadow Lakes make the Peninsula Road section line less suitable for supporting future Seldon Road extension phases westward.
- **Use Beverly Lake Road (Phase II is Unnecessary):** Several individuals suggested that because of traffic destinations and settlement patterns, Phase II should not build a new connection, but instead upgrade Beverly Lakes Road to Pittman, and connect via a four-way stop to Skyview Drive with eventual connections to Houston. Several Beverly Lake Road residents, who prefer not to have traffic both in front and behind their houses, also concur with this assessment.
- **Do not use Beverly Lake Road (Phase II is critical):** Contradicting the theme above, some residents think that using part of existing Beverly Lake Road will disrupt homeowners, causing traffic safety and efficiency issues because of the many curves and driveways, and would be a poor choice over the long term.

**Station 2: Alignment History, Suitability, & Criteria**  
(Kacy Hillman, Stantec, Environmental Analyst)

Participants at this station were presented with historic Phase II Route proposed alignments, including a 1984 Pittman-Lucille Connector and two alignments from a 2013 Arterial Study.

They were also presented with a display of the Phase II study area's suitability in terms of natural features such as lakes, waterways, and wetlands that were used, in addition to a range of proposed criteria used by the Seldon Extension project team, to evaluate possible Phase II alignments, based on project public input at the initial project meeting (fall 2013).

Finally, this station provided an overview of four preliminary alignments that were evaluated against criteria by the engineering team:

- **Zehnder Road**
- **Fishback Circle**
- **Norm's Road**
- **Starr Road**

Input themes at this station included:

- Concerns about wildlife corridor crossings with the Phase II alignment.
- Concerns about moose calving and bedding areas being displaced.
- A few individuals expressed preference for Phase II to follow and widen Beverly Lake Road to Pittman Road.
- Drainage concerns along Beverly Lake Road where Phase II begins.
- Inquiries of how the alignments were ranked.
- Inquiries of where the Phase II alignments would eventually go in the ultimate plan to connect to Houston.

**Station 3: Preliminary Routes & Evaluations** (Steve Kari, Stantec, Principal Transportation Engineer; Will Webb, Stantec Transportation Engineer; Charles Hakari, Stantec, Transportation Engineer)

Station three presented the November 2014 PER's top rated alignments for Seldon Road Phase II, including the detailed evaluation and ranking of each route in terms of construction cost, transportation outcomes, and community impacts:

#### **Ranked #1 - Fishback Circle Alignment**

#### **Ranked #2 - Norm's Road Alignment**

#### **Ranked #3 - Zehnder Road Alignment**

Note that the Starr Road Alignment was ranked the lowest and not presented due to higher costs and impacts. Input themes at this station included:

- Speeding is a big issue on Beverly Lake Road.
- Everyone wants the project as far from their house as possible.
- People near the proposed connection between Beverly Lake Road and Seldon Road at station 105+50 (Fishback option) are concerned about safety, considering curves on Beverly Lake Road. They suggested moving the connection to the section line to the west.
- Concerns were raised about drainage on the east end of the site, where the wet areas to the north drain into Beverly Lake. Changes to the existing drainage patterns could have adverse impacts to properties.
- Residents mentioned a wildlife corridor along the creek shown on our maps east of Wyoming.
- Several participants expressed concerns about collisions with moose.
- Several attendees want the alignment chosen with an eye toward the ultimate Phase III extension. The consensus was it would be short sighted to not plan for that.
- Several times it was mentioned that the connection should be at Norm's Road as it provides a better connection westward.
- There seemed to be a lot of interest in Phase III. With the exception of the property owners along the northern corridor where there are two air strips, most participants were anxious to see that connection with Houston.

**Station 4: Right-of-Way (ROW) Acquisition** (Fred Mortimer, Dryden & LaRue, ROW Agent; Michael J. Campfield, P.E., Civil & Environmental Engineer, Matanuska-Susitna Borough, Capital Projects Department)

This station presented handouts and input on how the land acquisition process would work for Seldon Road Extension Phase II, including property owner compensation, and a possible timeline.

A large display map highlighted private properties with possible right-of-way (ROW) acquisitions in the Phase II study area. This enabled the attending ROW agent and Borough project manager to hold preliminary conversations with property owners.

Input themes at this station included:

- Private property owners in the corridor are not in favor of alignments that impact their property, either through direct property takings, or proximity because of perceived noise and visual impacts.
- One property owner prefers directing Phase II traffic on Beverly Lake Road, even though she lives there, because of a desire not to have traffic both in front of and in back of her home.
- There is a need to improve Seldon Road between Lucille and Fishhook.
- Look at connecting to Beverly Lake Road through the section line easement.
- Add a Phase I project change order and widen to reduce S curves on Beverly Lake Road.
- Beverly Lake Road residents are concerned about speeding and would like signage and speed bumps, and double fines for speeding until Phase II is constructed.
- Beverly Lake Road needs fresh yellow striping and curve signs for dark conditions.
- One landowner suggests looking at connecting to Houston to the north through three parcels he owns.
- Pittman Road needs curve straightening for safety.
- Residents are concerned about noise and asked the Borough to look into sound mitigation options.

Additional input on specific alignments was offered by property owners who would be subject to ROW acquisitions:

**(D10) Support for Fishback acquisition:** The Fishback Circle alignment crosses a 40-acre property. Its owner supports this route because the crossing minimizes impacts to attractive spruce and birch forests on either side, plus it creates two parcels of similar size, enhancing options for future development.

**(C22) Prefers Fishback over Zehnder:** An adjacent homeowner (east of Fishback Circle) prefers the alternative behind his house over Zehnder, which would be in front of his house.

**(Beverly Lake Estate Lot 8) Fishback Route is "reasonable":** A property owner with a 16-acre lot spanning Beverly Lakes road, just east of Wyoming Drive, would lose a portion of property north of a home. Although he prefers Starr Route (which requires no acquisition), he cites Fishback as the most feasible.

**(D7, D8, D11) Opposed to Norm's Road acquisition prefers Zehnder:** A large property owner along Pittman is impacted by three alignments; the Norm's Road alignment would impact a shop building. The owner strongly opposes this alignment for this and a variety of reasons. The owner prefers Zehnder and has made property investments anticipating this alignment. Fishback is also not ideal to this owner because of vegetation and wildlife impacts, and the road also bisects gravel operations, creating operational and safety concerns.

**(B10) Opposed to Zehnder.** Concerned about ROW impacts to their home, driveway, and access generally.

**Opposed to Zehnder:** Property owners living along Zehnder, especially in the Fuller Lake area, generally prefer Fishback due to the reduced noise, fewer driveway conflicts, and reduced congestion near the Pittman intersection.

**From:** Hillman, Kacy  
**To:** ["william.ashton@alaska.gov"](mailto:william.ashton@alaska.gov); ["mike.bethe@alaska.gov"](mailto:mike.bethe@alaska.gov); ["judy.bittner@alaska.gov"](mailto:judy.bittner@alaska.gov); ["mark.burch@alaska.gov"](mailto:mark.burch@alaska.gov); ["maureen\\_dezeuw@fws.gov"](mailto:maureen_dezeuw@fws.gov); ["Dean.Heather@epamail.epa.gov"](mailto:Dean.Heather@epamail.epa.gov); ["Jonathan\\_Gerken@fws.gov"](mailto:Jonathan_Gerken@fws.gov); ["jeff.graham@alaska.gov"](mailto:jeff.graham@alaska.gov); ["jeanne.hanson@noaa.gov"](mailto:jeanne.hanson@noaa.gov); ["Nicole.M.Hayes@usace.army.mil"](mailto:Nicole.M.Hayes@usace.army.mil); ["samuel.ivey@alaska.gov"](mailto:samuel.ivey@alaska.gov); ["kimberly\\_klein@fws.gov"](mailto:kimberly_klein@fws.gov); ["LaCroix.Matthew@epa.gov"](mailto:LaCroix.Matthew@epa.gov); ["glenn.merrill@noaa.gov"](mailto:glenn.merrill@noaa.gov); ["samantha.oslund@alaska.gov"](mailto:samantha.oslund@alaska.gov); ["lori\\_verbrugge@fws.gov"](mailto:lori_verbrugge@fws.gov); ["Ellen\\_Lance@fws.gov"](mailto:Ellen_Lance@fws.gov)  
**Cc:** [Mike Campfield](#); [Kari, Steven](#); [Doyle, Sara](#); [Lindberg, Sara](#)  
**Subject:** Seldon Road Extension Phase II | Agency Scoping  
**Date:** Tuesday, November 11, 2014 8:33:00 AM  
**Attachments:** [SeldonRdPhaseII\\_AgencyScopingLtr\\_111114.pdf](#)

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Good Morning,

The Matanuska-Susitna Borough (MSB) contracted Stantec (formerly USKH) to provide professional services to design an extension of Seldon Road in two phases between its existing western terminus at Church Road to a new intersection with Pittman Road in Wasilla, Alaska. Phase I (Church to Beverly Lake Road) is currently under construction and the alternatives analysis for Phase II (western terminus of Phase I to a new intersection with Pittman Road; proposed project) is currently underway (see attached Figure 1). The proposed project is located at approximately 61.6171° North Latitude, -149.5689° West Longitude; Township 18 North, Range 2 West, Sections 25, 26, 27; Township 18 North, Range 1 West, Section 30; Seward Meridian. Additional information is included on the attached letter.

We request your comments on the proposed project, particularly in regard to resources under your jurisdiction. Please provide any information that would assist us. We request your written comments by **December 8, 2014**. A Preliminary Engineering Report is available for review and comment under the *Seldon Road Extension* page accessible here: <http://www.matsugov.us/project/roads/bond-projects>. Additionally, we invite you to attend the Seldon Road Extension Public Meeting on **November 13, 2014** from **5:00 – 8:00 pm** at Meadow Lakes Elementary Gym (1741 N. Pittman Road, Wasilla).

If you have any questions or comments regarding the proposed project please contact the Project Manager, Michael Campfield (MSB), by email at [Mike.Campfield@matsugov.us](mailto:Mike.Campfield@matsugov.us), or by phone at (907) 861-7719 or the Environmental Analyst, Kacy Hillman (Stantec), by email at [kacy.hillman@stantec.com](mailto:kacy.hillman@stantec.com), or by phone at (907) 276-4245. You may submit comments by mail to MSB, Capital Projects Pre-Design Division, Attn: Michael J. Campfield, P.E., 350 E. Dahlia Ave., Palmer, AK 99645.

Best Regards,

**Kacy Hillman, PWS**

Stantec  
2515 A Street Anchorage AK 99503-2709  
Phone: (907) 343-5241  
Fax: (907) 258-4653  
[kacy.hillman@stantec.com](mailto:kacy.hillman@stantec.com)

**Celebrating 60 years of community, creativity, and client relationships.**

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 Please consider the environment before printing this email.





## MATANUSKA-SUSITNA BOROUGH

### Capital Projects Department

#### Pre-Design & Engineering Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7723 • Fax (907) 861-7735

e-mail: [pre-design&engineering@matsugov.us](mailto:pre-design&engineering@matsugov.us)

November 10, 2014

Re: Seldon Road Extension – Phase II  
MSB Project Number 35411

#### **Subject: Request for Scoping Comments**

Dear Agency Contact:

The Matanuska-Susitna Borough (MSB) contracted Stantec to provide professional services to design an extension of Seldon Road in two phases between its existing western terminus at Church Road to a new intersection with Pittman Road in Wasilla, Alaska. Phase I (Church to Beverly Lake Road) is currently under construction and the alternatives analysis for Phase II (western terminus of Phase I to a new intersection with Pittman Road; proposed project) is currently underway (see attached Figure 1). The proposed project is located at approximately 61.6171° North Latitude, -149.5689° West Longitude; Township 18 North, Range 2 West, Sections 25, 26, 27; Township 18 North, Range 1 West, Section 30; Seward Meridian.

Phase II is in the early stages of design and environmental analysis. A MSB Projects Environmental Form will be completed to identify potentially impacted resources by the proposed project. To ensure potential impacts are properly identified, your agency's input at this time is important. Please identify any resources that may be impacted by the proposed project, or other information you deem valuable to the environmental analysis. Your response will help us evaluate potential impacts and help design the proposed project to avoid or minimize impacts.

#### Purpose and Need

The purpose of the proposed project is to:

- Provide an alternative emergency transportation route;
- Create a link in the new regional east-west transportation route between Palmer and Houston to relieve traffic congestion on high traffic volume corridors, such as the George Parks Highway; and
- Improve area circulation, and decrease east-bound travel distance for Beverly Lake and Pittman Road area residents.

#### Proposed Action

The proposed Phase II (approximately 2.25 miles) would complete the Seldon Road connection with Pittman Road (Figure 1). The proposed project would have a design speed of 55 miles-per-hour, include an approximate 40-foot road width (two 12-foot lanes and eight-foot shoulders), and an

*Providing Outstanding Borough Services to the Matanuska-Susitna Community*

approximate 160-foot right-of-way. A 10-foot pedestrian/bike pathway would be included on the south side of the roadway.

We request your comments on the proposed project, particularly in regard to resources under your jurisdiction. Please provide any information that would assist us. We request your written comments by **December 8, 2014**. A Preliminary Engineering Report is available for review and comment under the *Seldon Road Extension* page accessible here: <http://www.matsugov.us/project/roads/bond-projects>. Additionally, we invite you to attend the Seldon Road Extension Public Meeting on November 13, 2014 from 5:00 – 8:00 pm at Meadow Lakes Elementary Gym (1741 N. Pittman Road, Wasilla).

If you have any questions or comments regarding the proposed project please contact the Project Manager, Mike Campfield, P.E. (MSB), by email at [Mike.Campfield@matsugov.us](mailto:Mike.Campfield@matsugov.us), or by phone at (907) 861-7719 or the Environmental Analyst, Kacy Hillman (Stantec), by email at [kacy.hillman@stantec.com](mailto:kacy.hillman@stantec.com), or by phone at (907) 276-4245.

You may submit comments by mail to MSB, Capital Projects Department, Attn: Michael J. Campfield, P.E., 350 E. Dahlia Ave., Palmer, AK 99645.

Sincerely,



Michael J. Campfield, P.E.  
Environmental Engineer  
Capital Projects Department  
Matanuska-Susitna Borough

Enclosures: Preliminary Research Results  
Figure 1 – Location/Vicinity Map and Proposed Action

cc: William Ashton, Alaska Department of Environmental Conservation, Division of Wastewater  
Mike Bethe, Alaska Department of Fish and Game, Habitat  
Judith Bittner, Alaska Department of Natural Resources, State Historic Preservation Office  
Mark Burch, Alaska Department of Fish and Game, Wildlife  
Maureen de Zeeuw, United States Fish and Wildlife Service  
Heather Dean, Environmental Protection Agency  
Jon Gerken, United States Fish and Wildlife Service, Fisheries  
Jeff Graham, Alaska Department of Natural Resources, Division of Forestry  
Jeanne Hanson, National Marine Fisheries Service, Habitat Conservation Division  
Nicole Hayes, United States Army Corps of Engineers  
Sam Ivey, Alaska Department of Fish and Game, Sport Fish  
Kimberly Klein, United States Fish and Wildlife Service, Endangered Species  
Matt LaCroix, Environmental Protection Agency  
Ellen Lance, United States Fish and Wildlife Service, Endangered Species  
Glenn Merrill, National Marine Fisheries Service, Sustainable Fisheries Division  
Samantha Oslund, Alaska Department of Fish and Game, Sport Fish  
Lori Verbrugge, United States Fish and Wildlife Service, Environmental Contaminants



## **Preliminary Research Results**

Wetlands and Waters of the U.S.: A review of the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory and the Kenai Watershed Forum Cook Inlet Wetlands show some wetlands within the proposed project study area. Reconnaissance field efforts were completed in September 2013 and August 2014 to verify existing mapped wetland boundaries and will be reviewed as part of the environmental analysis for the proposed project. A wetland delineation will be completed during the summer of 2015 after the preferred alignment is selected. Wetlands will be avoided to the extent practicable. If unavoidable wetland impacts may occur as part of the proposed project a Section 404 wetland fill permit would be required.

Fish and Wildlife: A review of the Alaska Department of Fish and Game (ADF&G) Fish Resource Monitor did not identify anadromous waters or known resident fish within the proposed project study area vicinity. A fish trapping survey was completed in September 2013 and did not identify juvenile fish within the proposed project study area. No Essential Fish Habitat exists for any protected species under the Magnuson-Stevens Fishery Conservation and Management Act within the proposed project study area vicinity.

An aerial eagle nest survey was completed in October 2013 for the proposed project study area to ensure compliance with the Migratory Bird Treaty Act and no eagle nests were identified.

State Refuges, Critical Habitat Areas, and Sanctuaries: A review of the ADF&G Refuges, Sanctuaries, Critical Habitat Areas and Wildlife Ranges did not identify protected areas within the proposed project study area vicinity.

National Parks, Preserves, Monuments, and Wild and Scenic Rivers: A review of the National Park Service National Parks and Wild and Scenic Rivers listings did not identify national parks, preserves, monuments, and wild and scenic rivers within the proposed project study area vicinity.

Threatened and Endangered (T&E) Species: A review of the United States Fish and Wildlife Environmental Conservation Online System did not identify T&E species within the proposed project study area vicinity. Correspondence received from the USFWS determined no federally listed, proposed species, and/or designated or proposed critical habitat within the proposed project study area.

Floodplains: A review of the Federal Emergency Management Agency Flood Insurance Rate Maps did not identify any floodplains within the proposed project study area vicinity.

Water Quality: A review of the Alaska Department of Environmental Conservation Impaired Waters List did not identify impaired waters within the proposed project study area vicinity. The proposed project would comply with the Alaska Pollutant Discharge Elimination System general permit for construction activities and it would be the contractor's responsibility to prepare a Stormwater Pollution Prevention Plan and implement Best Management Practices prior to construction.

Cultural Resources: There are no cultural resource sites within the proposed project study area vicinity listed in the Alaska Heritage Resource Survey. A cultural resource survey will be completed in summer 2015 and will be reviewed as part of the environmental analysis for the proposed project. At this time, it is not anticipated the proposed project would impact cultural resources. The State

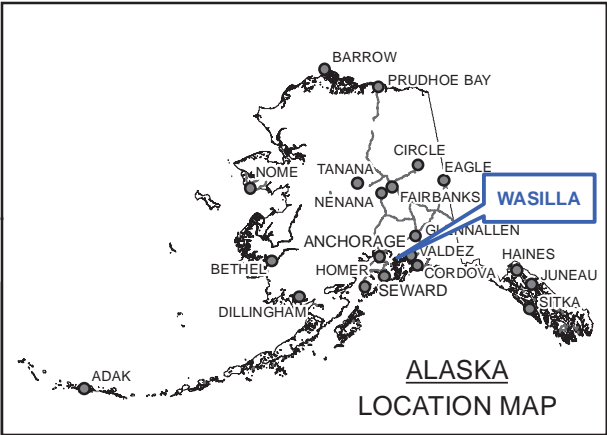


Historic Preservation Officer, tribal entities, and other consulting parties in the area will be consulted in accordance with Section 106 of the National Historic Preservation Act.

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Wasilla is classified as a Class II air quality area. Class II air quality areas, as defined by the Clean Air Act, includes all clean air regions not listed in Class I air quality areas (e.g., Denali National Park and other National Wilderness Areas). An area designated Class II is allowed moderate pollution increases unless otherwise designated by a State or tribe. Wasilla is designated as an “Attainment Area”, meaning the area is within acceptable levels for various air pollutants.

Contaminated Sites, Spills, Underground Storage Tanks, and Hazardous Materials: There is no known contamination within the proposed project study area vicinity. A review of the Alaska Department of Environmental Conservation Contaminated Sites Program Database did not find any contaminated sites, spills, leaking underground storage tanks, or hazardous materials within the study area vicinity.





- Legend**
- Phase I (Under Construction)
  - Phase II Potential Alignments**
    - Zehnder Road Alignment
    - Fishback Circle Alignment
    - Starr Road Alignment
    - Norm's Road Alignment



VICINITY MAP

PREPARED BY STANTEC

<div>Seldon Road Extension - Phase II Potential Alignments</div>	Date	OCT 2014	Sheet  1
	Drawn	CDP	
	Checked	KDH/SL	
	Project No.	WO# 204700260	
MATANUSKA SUSITNA BOROUGH WASILLA, ALASKA			



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Anchorage Fish & Wildlife Field Office  
605 West 4<sup>th</sup> Avenue, Room G-61  
Anchorage, Alaska 99501-2249



In reply refer to: AFWFO

August 30, 2014

**Emailed to:**

Kacy Hillman  
2515 A Street  
Anchorage, AK 99503

Re: Wasilla Seldon Road

Dear Ms. Hillman,

Thank you for your email regarding wildlife species that may be affected by your proposal to design an extension of Seldon Road between its existing western terminus at Church Road to a new intersection with Pittman Road in Wasilla, Alaska. The U.S. Fish and Wildlife Service (the Service) is providing this list of threatened and endangered species in accordance with section 7 of the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq., as amended, ESA).

There are no federally listed or proposed species and/or designated or proposed critical habitat within the action area. ***Therefore, no further coordination with the Service regarding threatened and endangered species is required.*** However, obligations under section 7 of the ESA must be reconsidered if new information reveals project impacts that may affect listed species or critical habitat in a manner or to an extent not previously considered, if this action is subsequently modified in a manner which was not considered in this assessment, or if a new species is listed or critical habitat is determined that may be affected by the proposed action.

This letter relates only to federally listed or proposed species and/or designated or proposed critical habitat. It does not provide coverage for the authorities of the National Marine Fisheries Service, the Fish and Wildlife Coordination Act, Migratory Bird Treaty Act, Marine Mammal Protection Act, Clean Water Act, National Environmental Policy Act, or Bald and Golden Eagle Protection Act. The following recommendations are voluntary measures that if adopted, will reduce the possibility of violating the Bald and Golden Eagle Protection Act or the Migratory Bird Treaty Act:

- In areas that are currently undeveloped and/or covered with intact vegetation, conduct all ground-disturbing work and vegetation removal during periods of time outside of the migratory bird breeding season. See the attached guidelines for specific timing windows.
- In areas where nesting bald eagles may be found, survey all areas within a ½-mile radius of project work to determine whether existing bald eagle nests occur there. If nests are found, contact the Service for additional recommendations to avoid disturbance.

Thank you for your concern regarding threatened and endangered species. If you have any questions, please contact me at (907) 271-2066.

Sincerely,

Kimberly J. Klein  
Endangered Species Biologist

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