



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Ms. Jennifer Harrison, Finance/Operations Manager
Chickaloon Native Village
PO Box 1105
Chickaloon, Alaska 99674-1105

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Ms. Harrison:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

The siting of the Crossing is based on the location of the Port of Anchorage and Port MacKenzie, their associated commercial/industrial areas, physical features of the land, bathymetry and submarine geophysical conditions, and land use designations that allow or restrict certain land uses. In general, the study area is between the Port of Anchorage/Ship Creek industrial area to the south, Elmendorf Air Force Base boundary along Knik Arm to the east, Six Mile Creek (Anchorage side) and Anderson Dock (Mat-Su side) to the north, and the Port MacKenzie District to the west (Figure 1). Exact project area location is: Township 14 North, Range 3 and 4 West, Sections 20, 21, 28, 29, 31, 32 and 13, 24, 25, and 36 and Township 13 North, Range 3 West, Sections 5, 6, 7, 8, 17, and 18; Seward Meridian; USGS topographic map Anchorage [A-8] NW Alaska and Anchorage [B-8] SW, Alaska.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your



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tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

Since we are early in the project development stage, project alternatives are currently still being investigated. However, we know that the Crossing length across Knik Arm is approximately 2-3 miles. The Crossing will tie into the road system connecting Port MacKenzie and Knik-Goose Bay area with the Parks Highway at Wasilla on the Mat-Su Borough side of the Arm. On the Anchorage side, the Crossing will tie into existing road connections in the Port of Anchorage/Government Hill/Ship Creek area.

The Area of Potential Effect (APE) extends from Six Mile Creek in the north, west across Knik Arm to ½ miles inland from the coast, south to an area in line with Point McKenzie, and east to and along 3rd Avenue. The easterly boundary would extend northerly through the Government Hill/Ship Creek area, between Elmendorf Air Force Base to the Port of Anchorage, and along the bluff line northerly to the vicinity of Six Mile Creek. Corridor alignments are currently proposed along the tidelands and would not intrude above the existing bluff except in the vicinity of the Port of Anchorage. Figure 2 depicts the APE.

Based on a preliminary review of the Alaska Heritage Resources Survey (AHRS) database, cultural resources are located in the APE. While no cultural resources in the APE are currently listed on the National Register of Historic Places, cultural resources included in the AHRS in the APE are potentially eligible for listing on the National Register of Historic Places.

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If you wish to provide comments related to this proposed project, please contact Ms. Edrie Vinson, FHWA Environmental Project Manager, at the address above, at 907-586-7464, or by e-mail at edrie.vinson@fhwa.dot.gov, or please feel free to contact me directly.

In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Dale Paulson
AKDOT&PF/KABATA
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1
Figure 2
Knik Arm Crossing Preliminary Cultural Resources & Technical Memorandum
September 2004
Project Consultation Options form

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director
Dale Paulson, KABATA/AKDOT&PF, Environmental Director
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



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REFER TO
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File #: HDP-CA 0001-277/56047/58142

Mr. Gary Harrison, President/Traditional Chief
Chickaloon-Moose Creek Native Association, Inc.
P.O. Box 1105
Chickaloon, Alaska 99674

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of
the National Historic Preservation Act

Dear Mr. Harrison:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Since we are early in the project development stage, project alternatives are currently still being investigated. However, we know that the Crossing length across Knik Arm is approximately 2-3 miles. The Crossing will tie into the road system connecting Port MacKenzie and Knik-Goose Bay area with the Parks Highway at Wasilla on the Mat-Su Borough side of the Arm. On the Anchorage side, the Crossing will tie into existing road connections in the Port of Anchorage/Government Hill/Ship Creek area.

The Area of Potential Effect (APE) extends from Six Mile Creek in the north, west across Knik Arm to ½ miles inland from the coast, south to an area in line with Point McKenzie, and east to and along 3rd Avenue. The easterly boundary would extend northerly through the Government Hill/Ship Creek area, between Elmendorf Air Force Base to the Port of Anchorage, and along the bluff line northerly to the vicinity of Six Mile Creek. Corridor alignments are currently proposed along the tidelands and would not intrude above the existing bluff except in the vicinity of the Port of Anchorage. Figure 2 depicts the APE.

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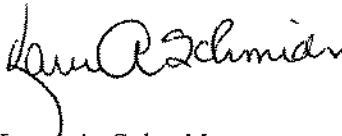
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AKDOT&PF/KABATA
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Phone: 907-269-6641 Fax: 907-269-6697
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Karen A. Schmidt
Assistant Division Administrator

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REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Chugiak-Eagle River Historical Society
PO Box 670573
Chugiak, Alaska 99567-0573

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

To Whom It May Concern:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1

Figure 2

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September 2004

cc w/o enclosures:

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Dale Paulson, KABATA/AKDOT&PF, Environmental Director

Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Ma



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March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Ms. Katie Gage, Land Department
Cook Inlet Region, Inc.
2525 C Street, Suite 500
Anchorage, Alaska 99503

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Ms. Gage:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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AKDOT&PF/KABATA
550 W. 7th Avenue, Suite 1850
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Karen A. Schmidt
Assistant Division Administrator

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REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Jim Barnett
Cook Inlet Historical Society
121 W. 7th Avenue
Anchorage, Alaska 99501-3611

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Barnett:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Karen A. Schmidt
Assistant Division Administrator

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Mr. Lee Stephan, President of Board of Directors
Eklutna, Incorporated
16515 Centerfield Dr., Suite 201
Eagle River, Alaska 99577

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Stephan:

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The siting of the Crossing is based on the location of the Port of Anchorage and Port MacKenzie, their associated commercial/industrial areas, physical features of the land, bathymetry and submarine geophysical conditions, and land use designations that allow or restrict certain land uses. In general, the Crossing study area is between the Port of Anchorage/Ship Creek industrial area to the south, Elmendorf Air Force Base boundary along Knik Arm to the east, Six Mile Creek (Anchorage side) and Anderson Dock (Mat-Su side) to the north, and the Port MacKenzie District to the west (Figure 1). Exact project area location is: Township 14 North, Range 3 and 4 West, Sections 20, 21, 28, 29, 31, 32 and 13, 24, 25, and 36 and Township 13 North, Range 3 West, Sections 5, 6, 7, 8, 17, and 18; Seward Meridian; USGS topographic map Anchorage [A-8] NW Alaska and Anchorage [B-8] SW, Alaska.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your



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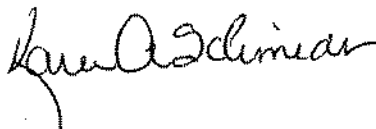
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In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Dale Paulson
AKDOT&PF/KABATA
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1
Figure 2
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September 2004
Project Consultation Options form

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director
Dale Paulson, KABATA/AKDOT&PF, Environmental Director
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Ms. Christina Flowers, Interim Executive Director
Knik Tribal Council
PO Box 871565
Wasilla, Alaska 99687-1565

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Ms. Flowers:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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ALASKA DIVISION
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March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Ms. Christina Flowers, Interim Executive Director
Knik Tribal Council
PO Box 871565
Wasilla, Alaska 99687-1565

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

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Assistant Division Administrator

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
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Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Walter Tellman, President
Knikatnu Inc.
P.O. Box 872130
Wasilla, Alaska 99687-2130

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Tellman:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Assistant Division Administrator

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ALASKA DIVISION
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March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Tom Nelson, Planning Director
Municipality of Anchorage
Planning Department
4700 Bragaw Street
Anchorage, Alaska 99507

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Nelson:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Assistant Division Administrator

Enclosures:

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ALASKA DIVISION

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March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Ms. Fran Seager-Boss
Matanuska Susitna Borough
Department of Planning and Land Use, Cultural Resources Division
350 E. Dahlia Avenue
Palmer, Alaska 99645

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Ms. Seager-Boss:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

The siting of the Crossing is based on the location of the Port of Anchorage and Port MacKenzie, their associated commercial/industrial areas, physical features of the land, bathymetry and submarine geophysical conditions, and land use designations that allow or restrict certain land uses. In general, the Crossing study area is between the Port of Anchorage/Ship Creek industrial area to the south, Elmendorf Air Force Base boundary along Knik Arm to the east, Six Mile Creek (Anchorage side) and Anderson Dock (Mat-Su side) to the north, and the Port MacKenzie District to the west (Figure 1). Exact project area location is: Township 14 North, Range 3 and 4 West, Sections 20, 21, 28, 29, 31, 32 and 13, 24, 25, and 36 and Township 13 North, Range 3 West, Sections 5, 6, 7, 8, 17, and 18; Seward Meridian; USGS topographic map Anchorage [A-8] NW Alaska and Anchorage [B-8] SW, Alaska.



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For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Since we are early in the project development stage, project alternatives are currently still being investigated. However, we know that the Knik Arm Crossing length across Knik Arm is approximately 2-3 miles. The Knik Arm Crossing will tie into the road system connecting Port MacKenzie and Knik-Goose Bay area with the Parks Highway at Wasilla on the Mat-Su Borough side of the Arm. On the Anchorage side, the Crossing will tie into existing road connections in the Port of Anchorage/Government Hill/Ship Creek area.

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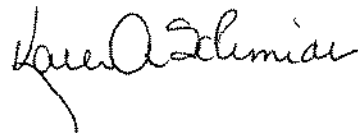
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If you have questions or comments related to this proposed project, please contact Ms. Edrie Vinson at the address above, by telephone at 907-586-7464, or by e-mail at edrie.vinson@fhwa.dot.gov. However, I encourage you to include the AKDOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Dale Paulson
AKDOT&PF
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

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

Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1

Figure 2

Knik Arm Crossing Preliminary Cultural Resources & Technical Memorandum
September 2004

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director

Dale Paulson, KABATA/AKDOT&PF, Environmental Director

Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Ma



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Lee Stephan, CEO
Native Village of Eklutna
26339 Eklutna Village Road
Chugiak, Alaska 99567

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Stephan:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your



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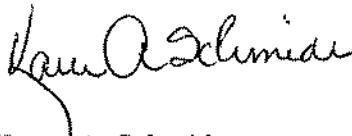
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In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Dale Paulson
AKDOT&PF/KABATA
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1
Figure 2
Knik Arm Crossing Preliminary Cultural Resources & Technical Memorandum
September 2004
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Henry Springer, KABATA/AKDOT&PF, Executive Director
Dale Paulson, KABATA/AKDOT&PF, Environmental Director
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Peter Merryman, President
Native Village of Tyonek
PO Box 82009
Tyonek, Alaska 99682-0009

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Merryman:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

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In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Dale Paulson
AKDOT&PF/KABATA
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1
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September 2004
Project Consultation Options form

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director
Dale Paulson, KABATA/AKDOT&PF, Environmental Director
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
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ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

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KABATA

March 17, 2005

REFER TO
HDA-AK
File #: HDP-CA 0001-277/56047/58142

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to 36 CFR 800.3

Dear Ms. Bittner:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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Dale_Paulson@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1

Figure 2

Knik Arm Crossing Preliminary Cultural Resources & Technical Memorandum
September 2004

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director

Dale Paulson, KABATA/AKDOT&PF, Environmental Director

Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION

709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Mr. Bart Garber, CEO
Tyonek Native Corporation
1689 C St., Suite 219
Anchorage, Alaska 99501-5131

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Garber:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

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AKDOT&PF/KABATA
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Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

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September 2004
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Henry Springer, KABATA/AKDOT&PF, Executive Director
Dale Paulson, KABATA/AKDOT&PF, Environmental Director
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U.S. DEPARTMENT OF TRANSPORTATION
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ALASKA DIVISION
709 West Ninth Street, Room 851
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Juneau, Alaska 99802
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March 17, 2005

REFER TO
HDA-AK

File #: HDP-CA 0001-277/56047/58142

Wasilla-Knik-Willow Creek Historical Society
300 N. Boundary Street, Suite B
Wasilla, Alaska 99654

SUBJECT: Knik Arm Crossing Project, Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act

To Whom It May Concern:

The Knik Arm Bridge and Toll Authority (KABATA), which is an extension of the Alaska Department of Transportation and Public Facilities (AKDOT&PF), and the Federal Highway Administration (FHWA) are proposing to construct a vehicular toll bridge across Knik Arm between the Port of Anchorage/Ship Creek industrial area in the Municipality of Anchorage (MOA) and the Port MacKenzie District in the Matanuska-Susitna (Mat-Su) Borough. The Knik Arm Crossing Project (Crossing) is proposed in response to five basic need categories: port/industrial area connectivity, military operations, emergency evacuation/response, regional growth, and the economic welfare of the state.

The siting of the Crossing is based on the location of the Port of Anchorage and Port MacKenzie, their associated commercial/industrial areas, physical features of the land, bathymetry and submarine geophysical conditions, and land use designations that allow or restrict certain land uses. In general, the Crossing study area is between the Port of Anchorage/Ship Creek industrial area to the south, Elmendorf Air Force Base boundary along Knik Arm to the east, Six Mile Creek (Anchorage side) and Anderson Dock (Mat-Su side) to the north, and the Port MacKenzie District to the west (Figure 1). Exact project area location is: Township 14 North, Range 3 and 4 West, Sections 20, 21, 28, 29, 31, 32 and 13, 24, 25, and 36 and Township 13 North, Range 3 West, Sections 5, 6, 7, 8, 17, and 18; Seward Meridian; USGS topographic map Anchorage [A-8] NW Alaska and Anchorage [B-8] SW, Alaska.

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.



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Since we are early in the project development stage, project alternatives are currently still being investigated. However, we know that the Knik Arm Crossing length across Knik Arm is approximately 2-3 miles. The Crossing will tie into the road system connecting Port MacKenzie and Knik-Goose Bay area with the Parks Highway at Wasilla on the Mat-Su Borough side of the Arm. On the Anchorage side, the Crossing will tie into existing road connections in the Port of Anchorage/Government Hill/Ship Creek area.

The Area of Potential Effect (APE) extends from Six Mile Creek in the north, west across Knik Arm to ½ miles inland from the coast, south to an area in line with Point McKenzie, and east to and along 3rd Avenue. The easterly boundary would extend northerly through the Government Hill/Ship Creek area, between Elmendorf Air Force Base to the Port of Anchorage, and along the bluff line northerly to the vicinity of Six Mile Creek. Corridor alignments are currently proposed along the tidelands and would not intrude above the existing bluff except in the vicinity of the Port of Anchorage. Figure 2 depicts the APE.

Based on a preliminary review of the Alaska Heritage Resources Survey (AHRS) database, cultural resources are located in the APE. While no cultural resources in the APE are currently listed on the National Register of Historic Places, cultural resources included in the AHRS in the APE are potentially eligible for listing on the National Register of Historic Places.

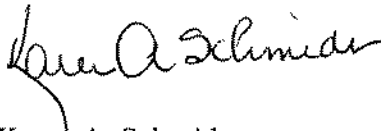
KABATA has contracted HDR Alaska, Inc. (HDR) to assist with the Environmental Impact Statement and regulatory compliance for this project. HDR has subcontracted with Stephen R. Braund & Associates (SRB&A) to conduct research pertaining to archaeological and historic resources. Identification efforts undertaken up to this point have included a review of the AHRS database and a preliminary review of literature including reports describing previous cultural resource surveys as well as historic and ethnographic accounts pertaining to the APE. Section 106 consultations with local Native groups, State Historic Preservation Office (SHPO), and other interested parties are being initiated and SRB&A will inventory historic structures within the Government Hill and Ship Creek area. This inventory will include address, block and lot number, year constructed, type of building/structure, and whether the building/structure has been nominated for, determined eligible for, or listed on the National Register of Historic Places. A field survey and consultation with local Native groups, SHPO, and other interested parties will be conducted as warranted.

If you have questions or comments related to this proposed project, please contact Ms. Edrie Vinson at the address above, by telephone at 907-586-7464, or by e-mail at edrie.vinson@fhwa.dot.gov. However, I encourage you to include the AKDOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Dale Paulson
AKDOT&PF
550 W. 7th Avenue, Suite 1850
Anchorage, AK 99501
Phone: 907-269-6641 Fax: 907-269-6697
Dale_Paulson@dot.state.ak.us

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

Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Figure 1

Figure 2

Knik Arm Crossing Preliminary Cultural Resources & Technical Memorandum
September 2004

cc w/o enclosures:

Henry Springer, KABATA/AKDOT&PF, Executive Director

Dale Paulson, KABATA/AKDOT&PF, Environmental Director

Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Ma