



**U.S. Army Corps of Engineers Section 404
Individual Permit - Supplemental
Information**

for

Seldon Road Extension Phase II

CFHWY00562

May 13, 2026

Prepared for:



**Alaska Department of Transportation
and Public Facilities**

**4111 Aviation Avenue
Anchorage, AK 99519**

Prepared by:

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The Alaska Department of Transportation & Public Facilities (ADOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHA) under U.S. Code 327 and a memorandum of agreement between the agencies dated April 13, 2023, and thus is acting as the Federal Lead for this project.

ADOT&PF is proposing a 2.25-mile two-lane arterial extension to Seldon Road, from its current terminus at West Beverly Lake Road west to intersect North Pittman Road, allowing increased access to residential subdivisions from the Parks Highway and relieving congestion on Church Road. While ADOT&PF has equipment in the area they propose including project components in locations along the new road alignment to improve access to the new alignment and Pittman Road, improving traffic safety. The project components include constructing frontage roads along the road network; reconstructing portions of adjacent roads to meet current standards; creating new intersections; and constructing a new 10-foot-wide separated pedestrian pathway running south of and parallel to the road alignment. The ADOT&PF determined that the project met all criteria necessary to be processed as a Categorical Exclusion (CE) under ADOT&PF's assumption of FHWA's responsibilities with regards to the National Environmental Policy Act. However, the project does not meet CE requirements as defined by the U.S. Army Corps of Engineers (USACE), and the USACE has determined that this project would require a Department of Army (DA) Individual Permit (IP).

This document is to provide to supplement information and provide additional details to the USACE Application for DA Permit, Form 4345.

Project Location (Block 17)

The project is located in Wasilla, Alaska, approximately 48 miles from Anchorage. Seldon Road is approximately 1.7 miles north of the Parks Highway (MP 47), accessed by turning north onto Church Road, followed by turning west onto Seldon Road and traveling approximately 1.5 miles. The project is within T18N, R2W, Section 25, 26, 27, 34; USGS Anchorage C-7; Seward Meridian; beginning at Lat. 61.615468°N, Long. 149.559575°W (current terminus of Seldon Road) and ending at Lat. 61.612137°N, Long. 149.623606°W (North Pittman Road). See attached Figure 1 showing the project vicinity.

Project Purpose and Need (Block 19)

The purpose of this project is to complete a new roadway connection between the terminus of Seldon Road at West Beverly Lake Road west to intersect Pittman Road. The project will provide a new roadway alignment for vehicles to travel east and west, alleviating traffic along Church Road, improving overall traffic circulation in the area, providing an alternate route to the Parks Highway, as well as providing new pedestrian facilities. The project is part of the Matanuska-Susitna Borough (MSB) Long-Range Transportation Plan adopted in 2017.

Project Description (Block 18)

The ADOT&PF proposes to complete the Seldon Road extension from the Phase I terminus at the West Beverly Lakes Road intersection west to Pittman Road in Wasilla, AK (Figure 1). The proposed project will:

- Extend Seldon Road with a 2.25-mile two-lane arterial facility,
- Construct a frontage road near Pittman Road 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,
- Relocate utilities,
- Construct new drainage facilities,
- Clear and grub vegetation,
- Install new or replace roadside hardware, including signing and striping.

Impacts to Waters of the United States (Block 20-23)

After the wetlands assessment for the CE was completed, ADOT&PF further refined the road alignment resulting in a reducing in the wetland impact from the original acreage and fill volumes. The proposed impacts to Waters of the United States (WOTUS) would occur to 3.51 acres of wetlands and 280 linear feet of stream as depicted in Figure 2 through Figure 2.2 summarized in the Table 1 below and detailed in the attached project drawings.

A total of 17,000 cubic yards (cy) of gravel will be permanently placed in wetlands to provide a base for the proposed road (Figure 3); 95 cy of gravel will be permanently placed in waters to provide a base for proposed culverts and riprap (Figure 4, Figure 5). Excavated material will be disposed of in an upland site to be determined by the contractor.

Table 1: Overview of Impacts to Waters of the United States.

WOTUS Type	Impacts	Excavation	Fill
Wetlands			
Herbaceous ¹	0.95 acres	8,500 cy	17,000 cy
Forested ²	1.36 acres		
Scrub-Shrub ³	1.19 acres		
Total Impacts to Wetlands	3.51 acres	8,500 cy	17,000 cy
Streams			
Perennial Stream ⁴	280 linear feet	54 cy	95 cy
Total Impacts to Streams	280 linear feet	54 cy	95 cy

1- Herbaceous wetlands include Cowardin Classification PEM1C.

2 - Scrub-Shrub wetlands include Cowardin Classifications PSS4/1C, PSS4/EM1C, PSS1/4C, PSS1B, PSS1/EM1C, and PEM1/SS1C.

3 - Forested wetlands include Cowardin Classifications PFO4/SS1B, PFO4/SS1C, PFO4/EM1C, PFO4/1C, and PFO1/EM1C.

4 - Perennial stream includes Cowardin Classification R3UBH.

Stream Impact and Culvert Details

Stream impacts will be 280 linear feet of perennial stream for the installation of a new culvert under Seldon Road as well as the relocation and replacement of an existing culvert under West Beverly Lake Road (Figure 6). The stream will be rerouted through Culvert P10-2 beneath Seldon Road and then into Culvert P18-1 under Beverly Lake Road. Culvert P18-1 will replace the existing culvert under West Beverly Lake Road (Alaska Department of Fish and Game (ADF&G) #20501075). Riprap will be installed at the inlet of Culvert P10-2, at the shared inlet/outlet between the culverts, and at the outlet of Culvert P18-1 to provide erosion control. This design was chosen to minimize impacts to the stream while satisfying the Purpose & Need of the proposed project and ADF&G fish passage requirements. There will be no net loss of stream as hydrologic connection will be maintained throughout and after completion of construction. The following narrative and tables detail existing conditions and proposed permanent, temporary, and net new impacts.

Existing Conditions – The stream currently flows from north to south through the project area and is conveyed beneath West Beverly Lake Road via Culvert ADF&G #20501075 (Figure 6). The existing culvert is a 45 foot long, 24-inch diameter corrugated metal pipe (CMP) and is not adequately sized to accommodate small or weak fish passage or anticipated stream flows during times of high water.

Proposed Permanent Stream Impacts – Permanent impacts to the stream will occur as a result of relocating the stream alignment through two sequential culverts. Culvert P10-2 will be a 117 foot long, 72-inch diameter CMP under Seldon Road (Figure 4). Culvert P18-1 will be a 60-foot-long, 72-inch diameter CMP under Beverly Lake Road (Figure 5) and will replace and relocate the existing West Beverly Lake Road culvert (ADF&G #20501075; Figure 6). Figure 7 shows a conceptual version of how the section of stream will be relocated and the proposed new culvert layout. The total length of stream to be permanently relocated is 267 linear feet (Table 2, Figure 6).

Proposed Temporary Stream Impacts (Stream Diversion) – Temporary impacts to the stream will occur during construction to facilitate culvert installation and stream realignment. The temporary stream diversion will utilize the existing culvert (ADF&G #20501075) and will be constructed using supersacks, plastic-lined channels, temporary culverts, or other impermeable materials to convey flow to the existing culvert. Work within the stream is expected to be limited to approximately two to three weeks. Figure 7 shows a conceptual plan for stream diversion. The total length of stream to be temporarily diverted during construction is 13 linear feet (Table 2, Figure 6).

Table 2: Permanent and Temporary Impacts to Waters of the United States.

WOTUS Type	Permanent Impacts (Culverts)	Temporary Impacts (Diversion)	Total Impacts
Perennial Stream	267 linear feet	13 linear feet	280 linear feet
Total Permanent and Temporary Impacts to Waters	267 linear feet	13 linear feet	280 linear feet

Net New Permanent Impacts – Net new impacts are calculated by subtracting existing impacts from proposed (Figure 6) impacts. Net new impacts to the stream total 222 linear feet permanent impacts (Table 3) and 13 linear feet temporary impacts (Table 2).

Table 3: Net New Permanent Impacts to Waters of the United States.

WOTUS Type	Proposed Permanent Impacts (Culvert P18-1 and Culvert P10-2)	Existing Permanent Impacts (Culvert ADF&G ##20501075)	Net New Permanent Impacts (Proposed – Existing)
Perennial Stream	267 linear feet	45 linear feet	222 linear feet
Total Proposed and Existing Impacts to Waters	267 linear feet	45 linear feet	-

Jurisdiction

The U.S. Army Corps of Engineers (USACE) is responsible for determining the jurisdiction of WOTUS, by reviewing connections to downstream Traditionally Navigable Waters (TNW). All wetlands and waters within the project area are within the Fish Creek Hydrologic Unit Code 10 watershed, drained by Big Lake. Big Lake is TNW, therefore all wetlands and waters impacted by the project are assumed to be jurisdictional under Section 404 of the Clean Water Act.

Schedule & Construction Sequence

Construction of the project is expected to occur from July 2026 through November 2028. Work in WOTUS is expected to be limited to a two-to-three-week period during that time.

Floodplain Impacts

The project is not located within a regulatory floodplain. A Location Hydraulic Study was completed and approved by a hydraulic engineer; no floodplain impacts are anticipated. Please see Attachment C – LHS_Seldon Road IP for details.

Avoidance and Minimization

To avoid impacts to WOTUS, ADOT&PF examined four different Seldon Road Extension alignments as well as variations of the preferred alignment. This analysis compared the amount of wetlands and stream length impacted, the amount of fill to determine if new material sources would have to be opened, the logistics of acquiring properties, and the total cost. ADOT&PF chose the project alignment resulting in the Least Environmentally

Damaging Practical Alternative (LEDPA) which still met the project purpose and need. The proposed alignment also includes the lowest impact to WOTUS compared to other alternatives that were considered during the design process.

To minimize impacts to WOTUS, including wetlands, ADOT&PF proposes the following measures:

Minimization by Design: The cross-section of the roadway and pedestrian path have been designed with the minimum footprint necessary to meet design standards and address pedestrian safety concerns. Clean fill will be sourced from an approved material site.

Drainage Measures: Culverts will be used to maintain hydrologic connectivity for wetland and streams, and to provide water management along ditches for downhill drainage. Swales and other upland drainage features on the road route that collect water will have downhill connectivity maintained with culverts. Appropriately sized culverts will be placed as shown in the design to maintain hydrologic connectivity of drainage patterns.

Erosion Control Measures – The project will comply with Alaska’s Water Quality Standards. Erosion control and construction methods will be described in the Stormwater Pollution Prevention Plan required by the Alaska Pollutant Discharge Elimination System Permit. Erosion will be limited by using Best Management Practices (BMPs) for embankment stabilization.

Spill Control Measures – A Spill Prevention, Control & Countermeasures Plan will be developed and implemented that will minimize the potential for fuel spills and mitigate the impact if a spill does occur. BMP’s will be employed that will be consistent with industry standards and State and Federal regulations.

Migratory Bird Avoidance: Vegetation will be cleared outside of the migratory bird timing windows (May 1 to July 15) to avoid impacts to nesting birds.

Mitigation

Fish Habitat Mitigation:

While the replacement of the West Beverly Lake Road culvert is necessary to provide hydrologic connection between the Merri Belle Lake wetland complex north of West Beverly Lake Road the current culvert does not allow free fish passage. As part of constructing the new culvert the design will allow fish passage, restoring biological connection between the Merri Belle Lake wetland complex and Beverly Lake. The size of the culvert will be increased to accommodate stream flow which, during times of high water, exceeds the capacity of the existing culvert. No work will occur in wetlands during culvert replacement.

ADOT&PF and ADF&G confirmed that there are resident fish present in the wetlands above the West Beverly Lake Road culvert. This culverted is on an unnamed tributary and Merri Belle Lake wetland complex were subsequently re-classified by ADF&G as important for rearing of resident fish in May 2023. The current culvert at West Beverly Lake Road (24-inch diameter CMP) is insufficient to support fish passage as required by the 2025 Memorandum of Agreement between ADF&G and ADOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage.

A Fish Habitat Permit will be procured prior to in-water work within the unnamed tributary. Stream diversion will be necessary during construction and will utilize the existing West Beverly Lake Road culvert (Figure 7). Installation of Tier 1 fish passage culverts and adherence to the terms and conditions set forth in the ADF&G Fish Habitat Permit during construction are anticipated to mitigate any project-related impacts to resident fish, or essential fish habitat in the vicinity of the project. Culvert replacement on West Beverly Lake Road will result in improved hydrologic conditions and meet fish passage standards.

Given that the new culvert will restore fish passage and open up a large area of fish habitat which is now isolated there will be an ecological uplift, ADOT&PF proposes to use this uplift as mitigation to offset wetland impacts associated with this project.

Compensatory Mitigation:

ADOT&PF proposes purchasing credits from one of the USACES approved mitigation banks who service that Matanuska Susitna Borough.

Public Outreach

Public outreach was conducted through a publicly available webpage, mailing list, two Official Notice sent to State of Alaska Online Notice subscribers, and two public meetings. See attachments CE Attachment 1_Seldon_Issue Response Summary_v3, CE Attachment 2_Seldon_PI Chronology_v2_sk, CE Attachment 3_Seldon PI Original Documentation_sk and the CE Appendix F: Public and Agency Scoping, for complete details on public notices, outreach, and responses.

Wildlife

The USFWS, Information for Planning and Consultation (IPaC) was consulted on June 14, 2022, and a query of the project area returned no species listed under the Endangered Species Act within the project footprint or the vicinity of the project. Please see attached CE document for details.

An aerial survey for Bald and Golden Eagles nest as these birds and their next are protected under the Bald and Golden Eagle Protection Act. The aerial survey was conducted on the morning of June 2, 2022. No Bald and Golden Eagles were spotted during the survey, and no eagle nests were observed within the project footprint or the vicinity of the project. Please see CE Appendix D - Eagle Nest Survey for survey details.

To assess possible impacts of Essential Fish Habitat (EFH) the ADF&G's Anadromous Waters Catalog mapper (Accessed on July 8, 2022) and the National Oceanic and Atmospheric Administration Fisheries, Essential Fish Habitat Mapper (Accessed on July 8, 2022). Please see attached CE document for details. None of the streams or wetlands within the project footprint or the vicinity of the project are listed as Essential Fish Habitat or anadromous waters. The closest anadromous water is Cloudy Lake located approximately 310 feet northwest of the western edge of the project footprint. Please see attached CE document for details.

Section 106

The ADOT&PF conducted a cultural resources review to determine if any listed historic properties or historic properties which were eligible for listing under the National Historic Preservation Act would be affected by this project. On October 18, 2013, the Matanuska-Susitna Borough (MSB), Capital Project Department (CPD) initiated consultations with the Alaska Department of Natural Resources Office of History & Archeology (often referred to as the State Historic Preservation Office (SHPO)). On October 21, 2013, the MSB CPD initiated tribal consultation with Cook Inlet Region, Inc.; the City of Wasilla; Knik Tribal Council; the Native Village of Eklutna. ADOT&PF determined there were no historic properties affected by this project and initiated Section 106 consultation with the SHPO on March 11, 2016, and on April 19, 2016, the SHPO responded with a letter concurring with ADOT&PF's determination.

In 2022 ADOT&PF changed the Area of Potential Effect (APE) and on June 16, 2022 initiated consultation with the SHPO, Cook Inlet Region, Inc.; the City of Wasilla; Knik Tribal Council; the Native Village of Eklutna; Chickaloon Moose Creek Native Association, Inc.; Chickaloon Native Village; Kink Tribal Council; Knikatnu, Inc.; the Matanuska-Susitna Borough; and the Wasilla-Knik Historical Society. ADOT&PF determined there were no historic properties affected by this project and initiated Section 106 consultation with the SHPO on June 16, 2022, and on July 8, 2022, the SHPO responded via email that they concurred with ADOT&PF's determination.

For details about the cultural resources review and the Section 106 consultations, and the effects determination please see CE Appendix B – Section 106 (attached).

Other Certifications, Approvals, Permits (Block 26)

ADOT&PF has identified a number of state and local government permits required for this project, as listed in Table 4 below. ADOT&PF will obtain these permits prior to undertaking this project.

Table 4: Required permits identified by ADOT&PF the Seldon Road Extension Phase II project.

Agency	Type Approval	Identification Number	Date Applied	Date Approved	Date Denied
ADG&G	Fish Habitat Permit	ADF&G #20501075			
ADEC	401 Certification				
ADEC	Wastewater Discharge Authorization				
ADEC	Non-domestic Wastewater Plan Approval				
Mat-Su Borough	Temporary Noise Permit				

Environmental Documents

This project was evaluated for environmental effects in accordance with State of Alaska Environmental Review Procedures. A CE Environmental Document was approved on 03/22/2023, followed by an Expedited Re-Evaluation Approval Form, which was approved on October 10, 2023. Environmental reviews were conducted and documentation submitted for historic properties and cultural resources, floodplains, wetlands and waterbodies, fish and wildlife, water quality, and noise. Public involvement and agency coordination have occurred for the project since 2014.

The following environmental documentation were included in the CE and are submitted as part of this DA Individual Permit application:

- Appendix A: Figures
 1. Location and Vicinity Map
 2. Alignment Alternatives
 3. Typical Section
 4. Proposed Alignment
 5. Wetlands and Waters Overview
- Appendix B: Section 106
 - Consultation Initiation Letters
 - Responses to Consultation Initiation Letters
 - Finding Effects Letters
 - State Historic Preservation Officer Concurrence
- Appendix C: *Wetlands and Waters Delineation Report & Photo Report*
- Appendix D: *Eagle Nest Survey Report*
- Appendix E: *Noise Discipline Report*
- Appendix F: Public and Agency Scoping:
 1. ADOT&PF Notice of Intent, 2022
 2. Agency Scoping Email & Letter, 2022
 3. Alaska Department of Environmental Conservation (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. ADOT&PF Website, 2022
14. MSB Website, 2022
15. Project Fact Sheet, 2014
16. Public Meeting Summary, 2014
17. Agency Scoping Email & Letter, 2014
18. U.S. Fish & Wildlife Service Comment, 2014

The following environmental documentation was included in the Expedited Re-Evaluation Approval Form and can be provided to USACE upon request:

- Attachment: Fish passage correspondence between ADF&G and ADOT&PF.

Figures

Figure 1: Location and Vicinity Map

Figure 2 – 2.3: WOTUS Impact

Figure 3: Seldon Road Typical Section

Figure 4: Seldon Road Culvert Details (P10-2)

Figure 5: West Beverly Lake Road Culvert Details (P18-1)

Figure 6: Existing and Proposed Conditions

Figure 7: Conceptual Stream Diversion

Figure 8: West Beverly Lake Road Plan and Profile



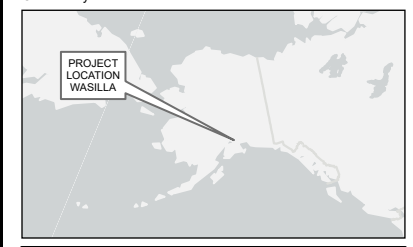
 Project Area



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Notes

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2. Background: PublicSafety_E911Roads:
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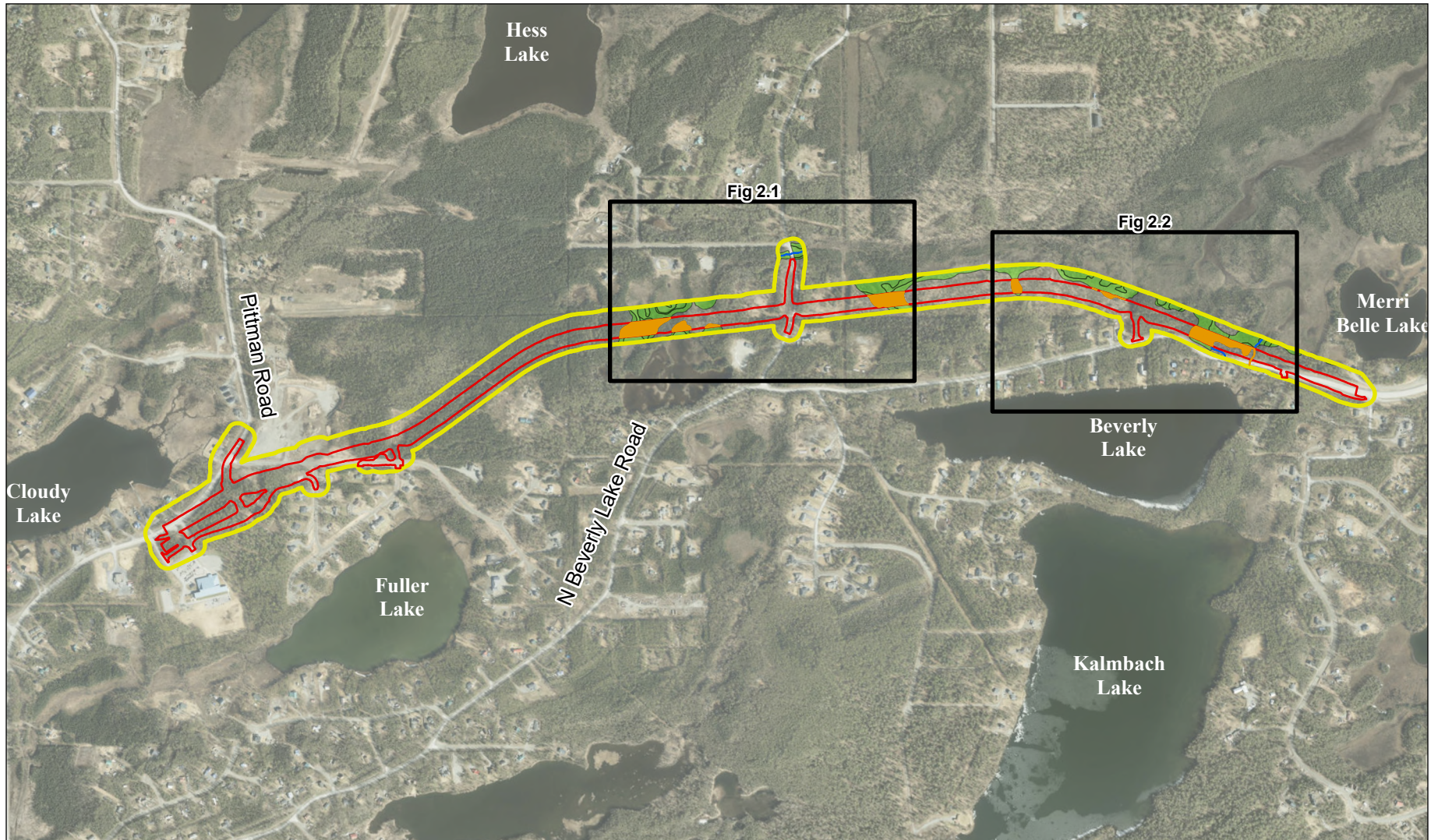


Project Location
 T18N, R02W, Sec: 25, 26, 27, 34
 T. of Wasilla, AK

Client/Project 2047079800
 Alaska Department of Transportation and Public Facilities
 Seldon Road Extension Phase II
 USACE Nationwide Permit 23

Figure No.
1

Title
**Seldon Road Extension Phase II
 Location & Vicinity Map**

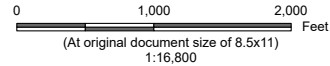


WOTUS Mapping

- Study Area
- Wetland
- Stream

WOTUS Impact

- Seldon Road Fill Footprint
- WOTUS Impact



Notes

1. Coordinate System: NAD 1983 StatePlane Alaska 4 FIPS 5004 Feet
 2. Background: Light Gray Reference: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
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 World Imagery: Microsoft, Vantor

Project Location
 T18N, R02W, Sec: 25, 26, 27, 34
 T. of Wasilla, AK

Client/Project 2047079800

Alaska Department of Transportation and Public Facilities
 Seldon Road Extension Phase II
 USACE Nationwide Permit 23

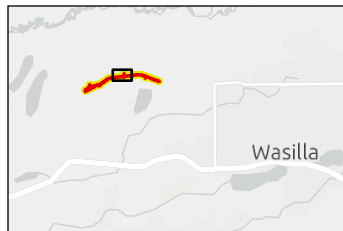
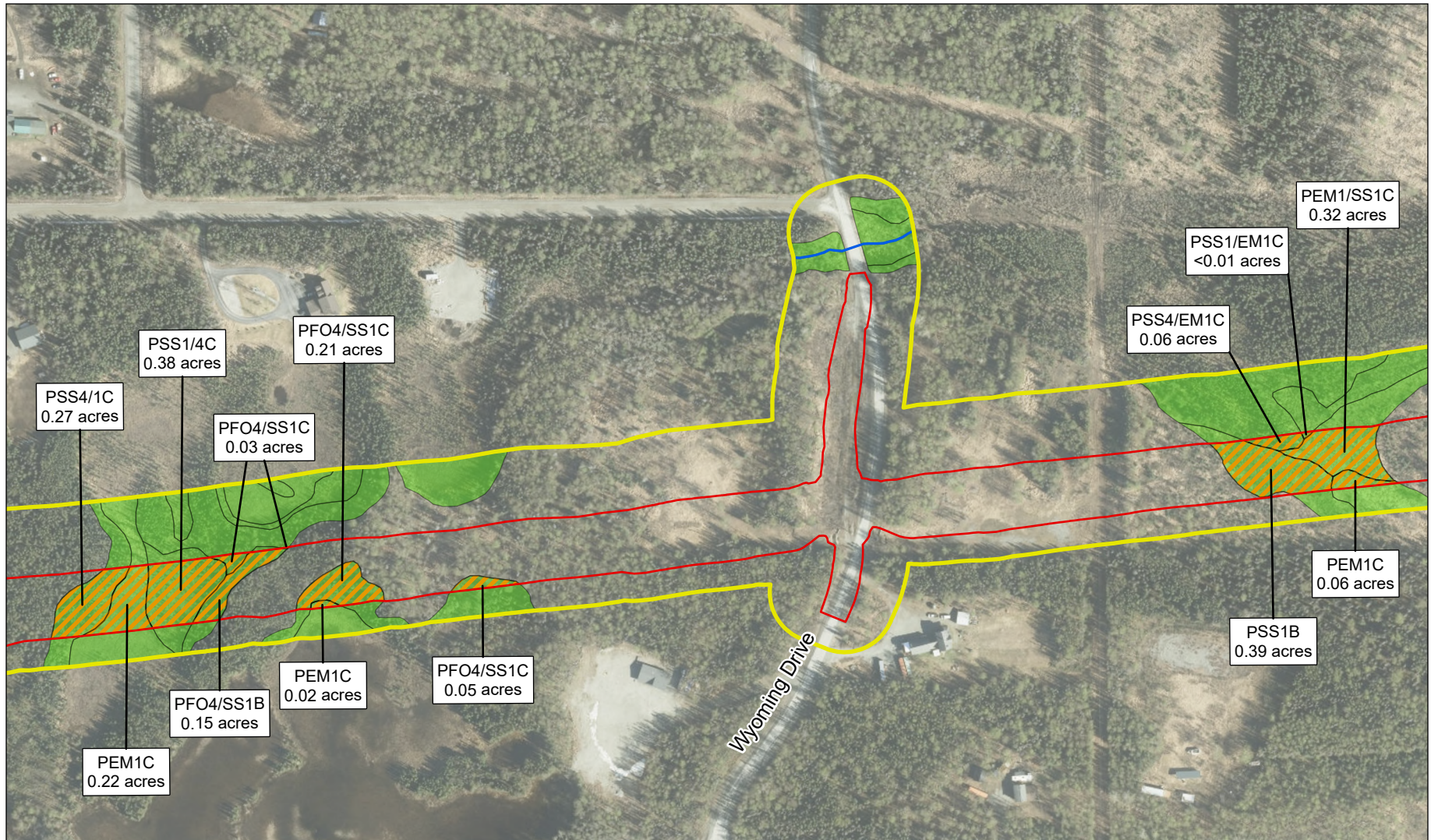
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2

Title

**Seldon Road Extension Phase II
 WOTUS Impact
 Project Overview - Index**

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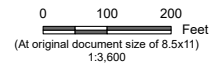


WOTUS Mapping

- Study Area
- Wetland
- Stream

WOTUS Impact

- Seldon Road Fill Footprint
- Wetland Fill



Notes

1. Coordinate System: NAD 1983 StatePlane Alaska 4 FIPS 5004 Feet
2. Background: Light Gray Reference: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
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Project Location
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T. of Wasilla, AK

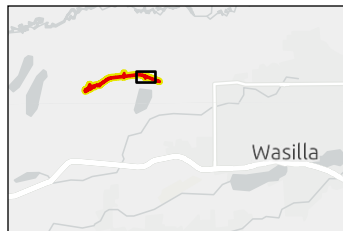
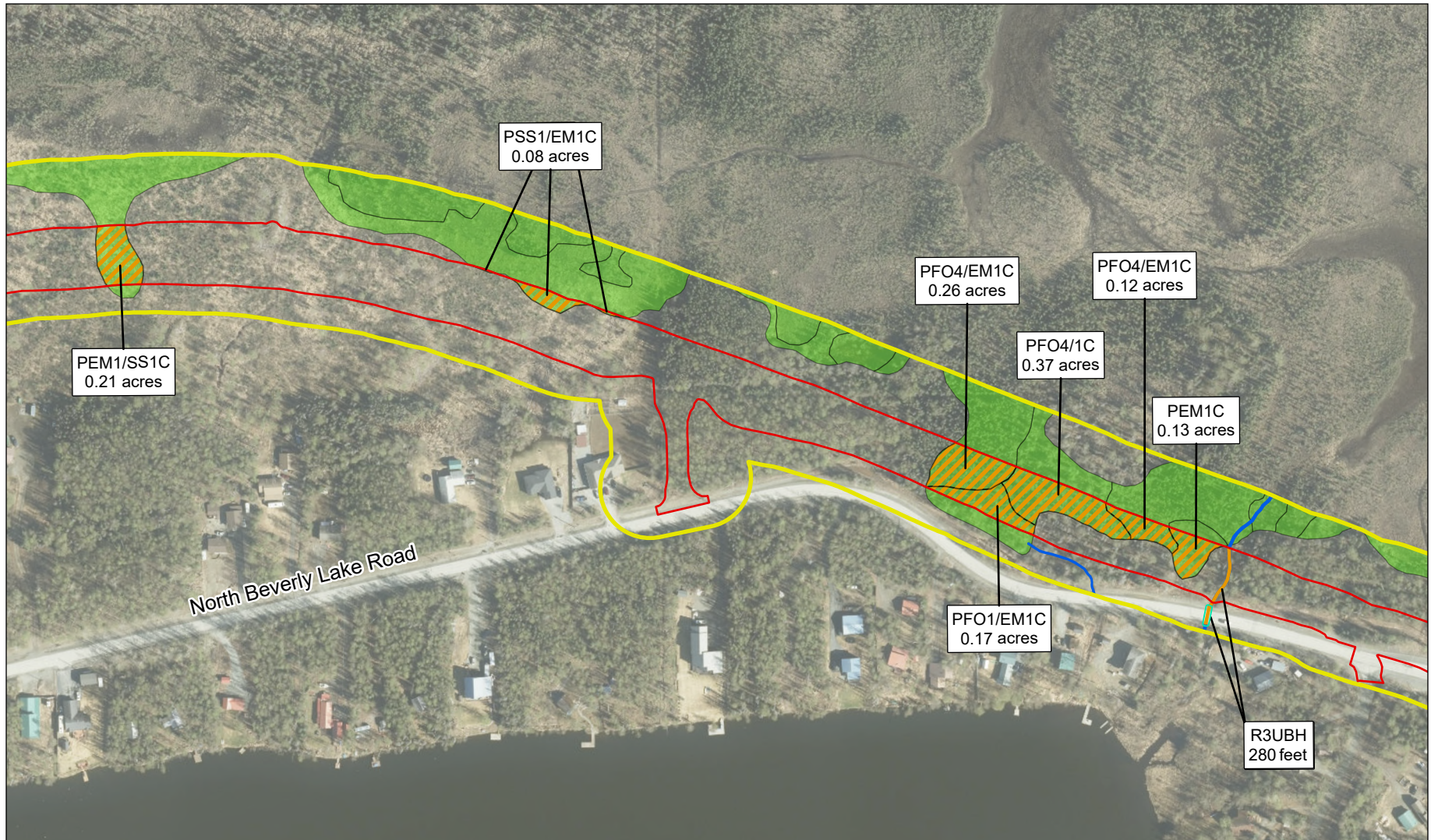
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Seldon Road Extension Phase II
USACE Nationwide Permit 23
2047079800

Figure No.

2.1

Title

**Seldon Road Extension Phase II
WOTUS Impact**



WOTUS Mapping

- Study Area
- Wetland
- Stream
- Existing Culvert

WOTUS Impact

- Seldon Road Fill Footprint
- Wetland Fill
- Proposed Culvert



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1. Coordinate System: NAD 1983 StatePlane Alaska 4 FIPS 5004 Feet
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 Light Gray Base: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
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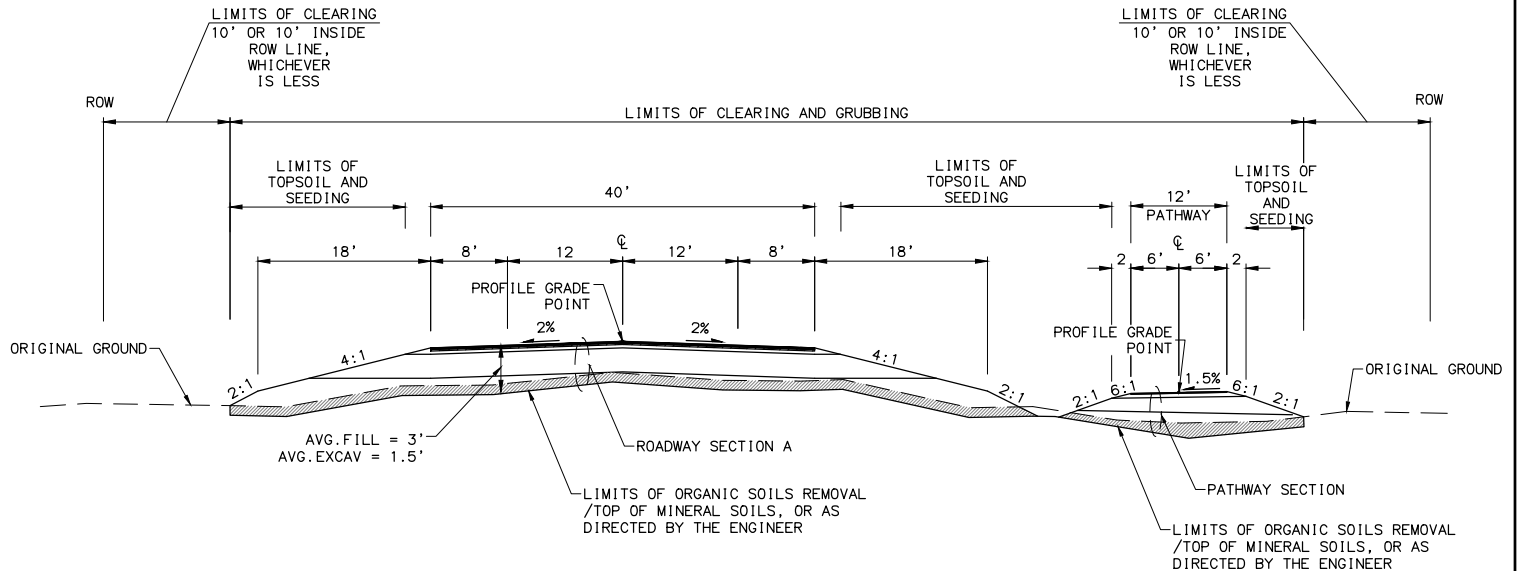
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 Alaska Department of Transportation and Public Facilities
 Seldon Road Extension Phase II
 USACE Nationwide Permit 23
 2047079800

Figure No.

2.2

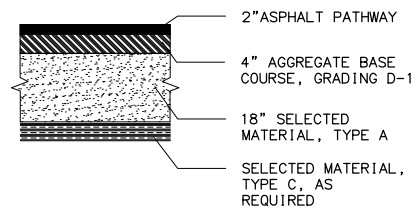
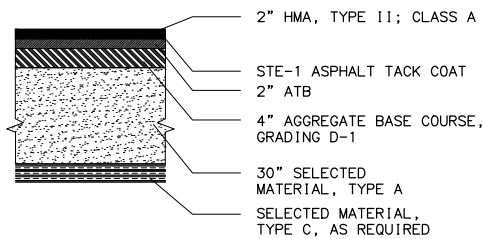
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**Seldon Road Extension Phase II
 WOTUS Impact**



Seldon Road

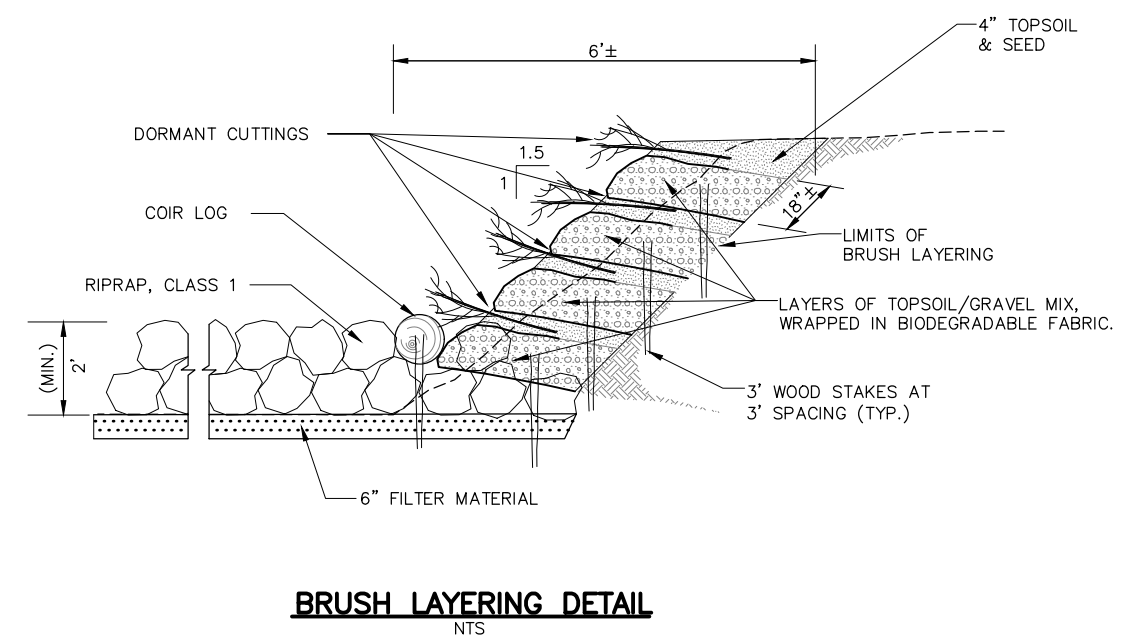
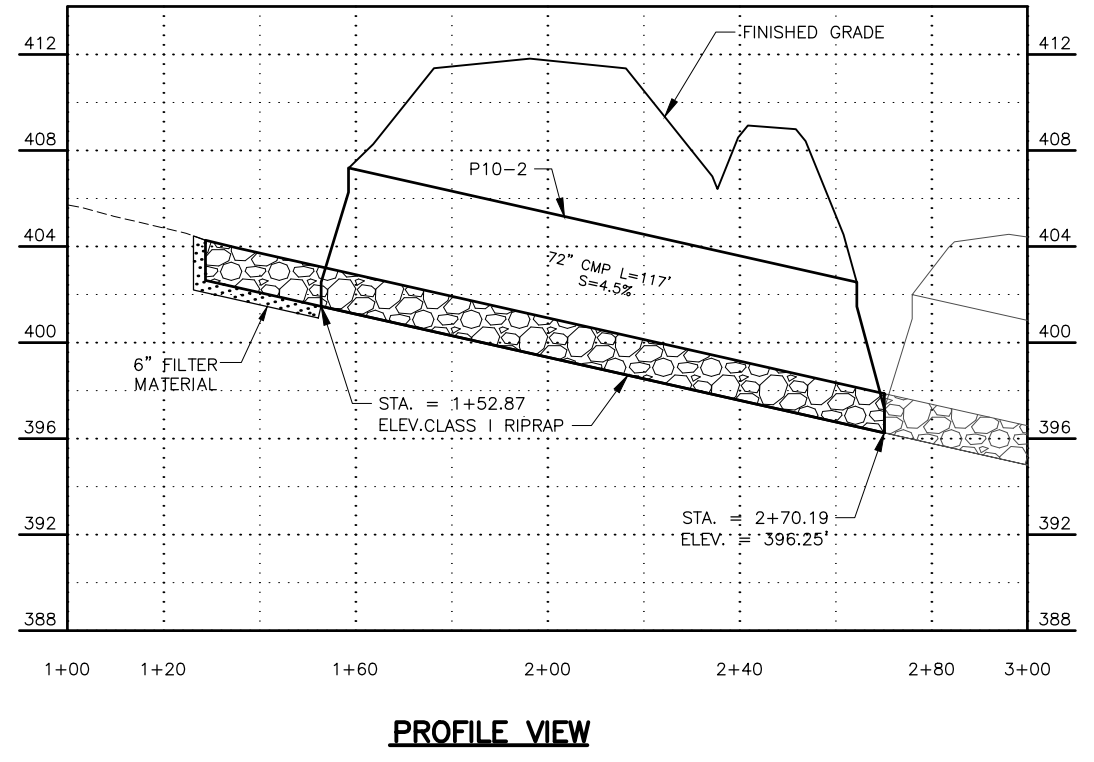
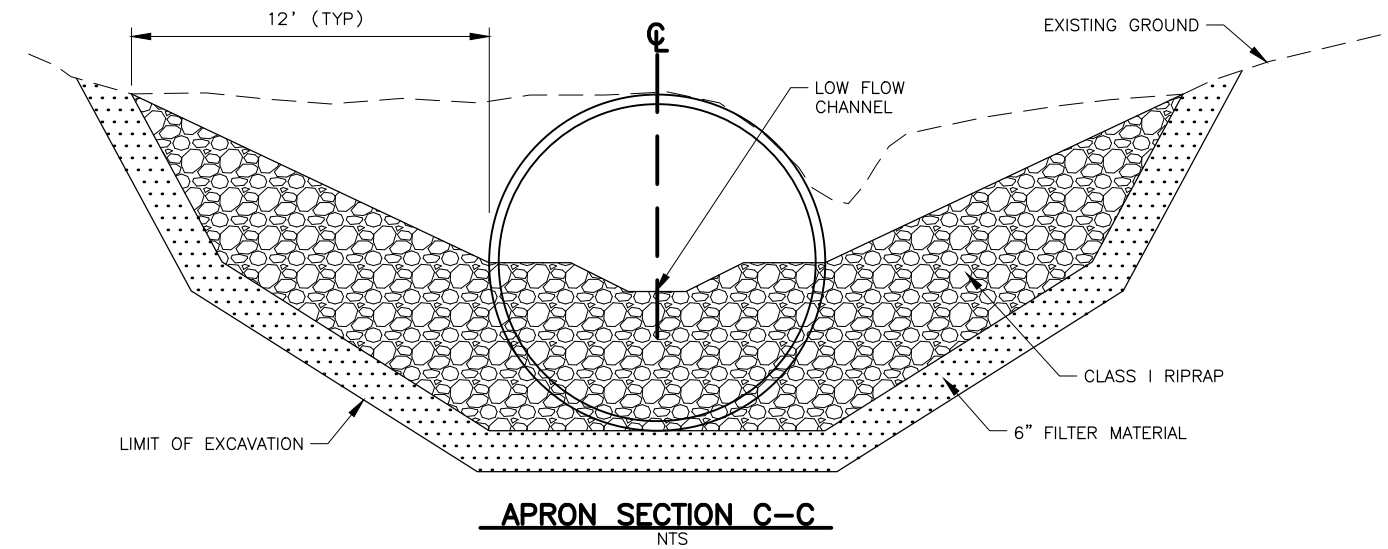
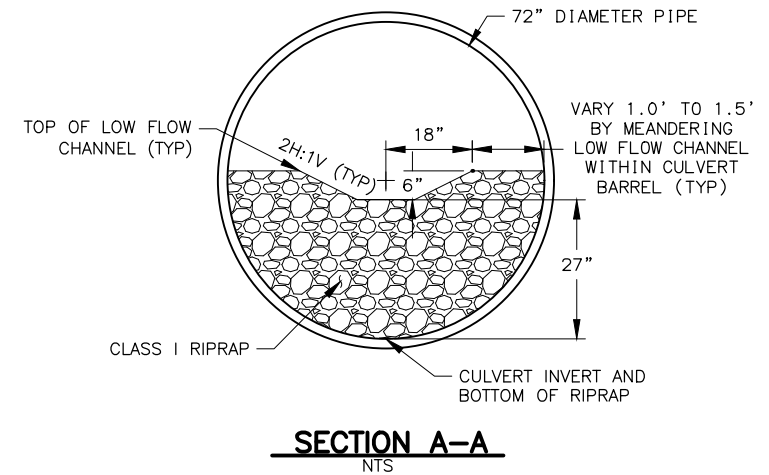
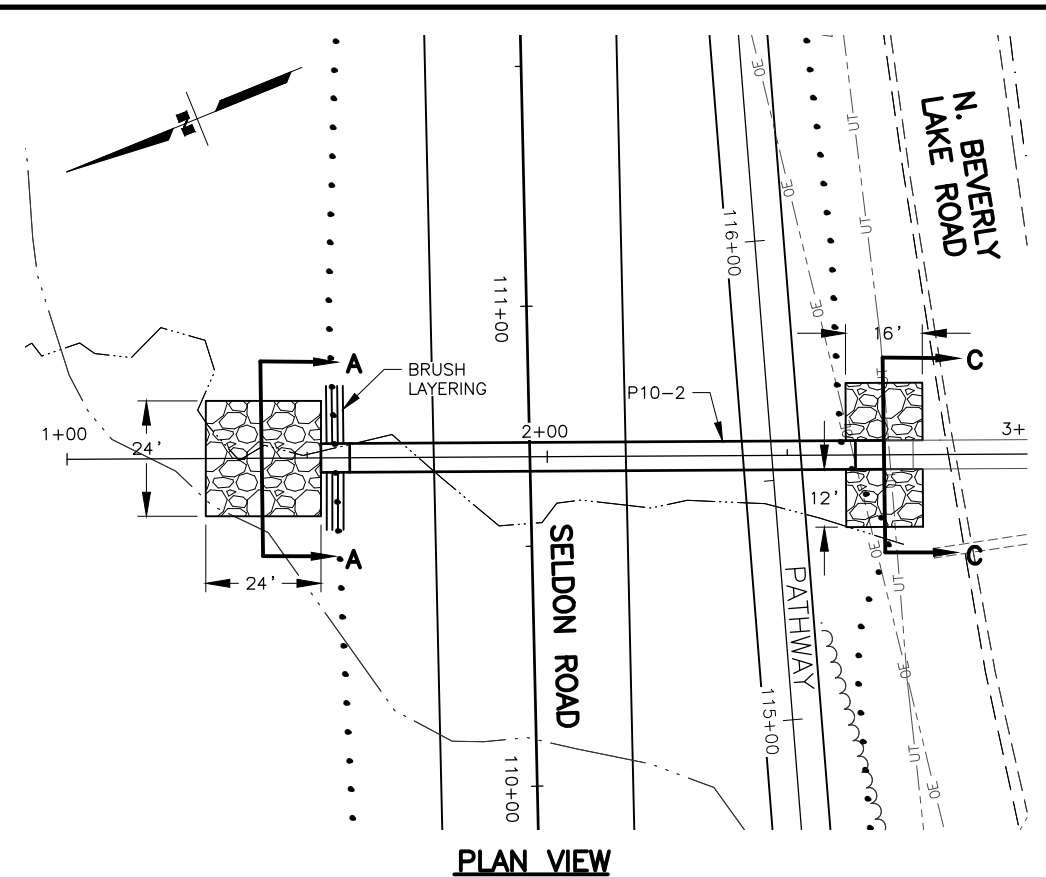
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**Figure 3:
Seldon Road Typical Section**

STATE OF ALASKA Department of Transportation and Public Facilities Central Region	
SELDON RD EXTENSION PHASE II WINDY BOTTOM/BEVERLY LAKES RD TO PITTMAN RD (MSB) PROJECT NO. 0001723/CFHWY00562	
Wasilla, Alaska	
Date: 11/10/2025	Figure 3 of 3

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001723/CFHWY00562	2025	E2	E3



**Figure 4:
Seldon Road Culvert
Details (P10-2)**



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

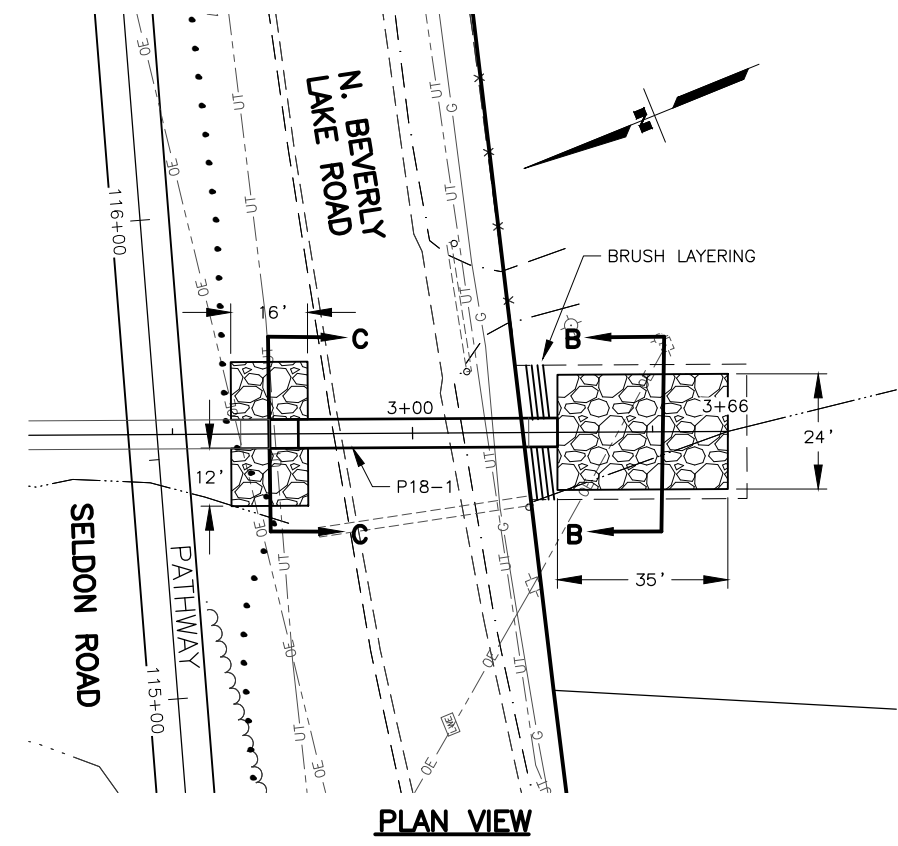
**SELDON ROAD EXTENSION
PHASE II
WINDY BOTTOM/BEVERLY LAKES RD
TO PITTMAN RD (MSB)**

CROSS CULVERT DETAILS

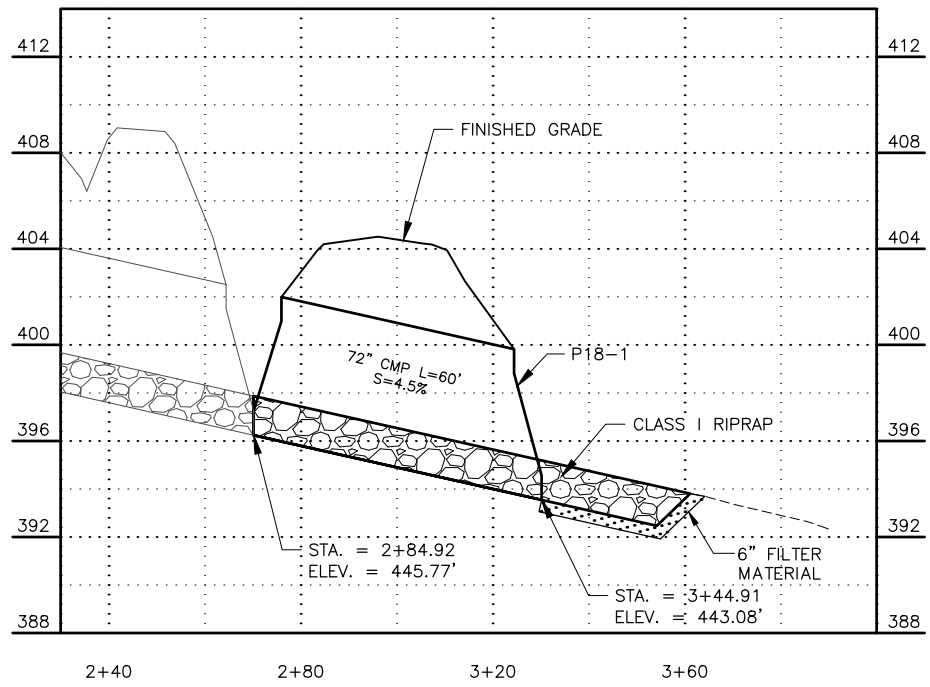
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 DESIGNED BY: MLH
 CHECKED BY: SWK
 DRAFTED BY: MLH

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001723/CFHWY00562	2025	E1	E3

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 DESIGNED BY: M.L.H.
 CHECKED BY: S.W.K.
 DRAFTED BY: M.H.
 SCALE: _____
 DATE: 1/5/2026
 TIME: _____



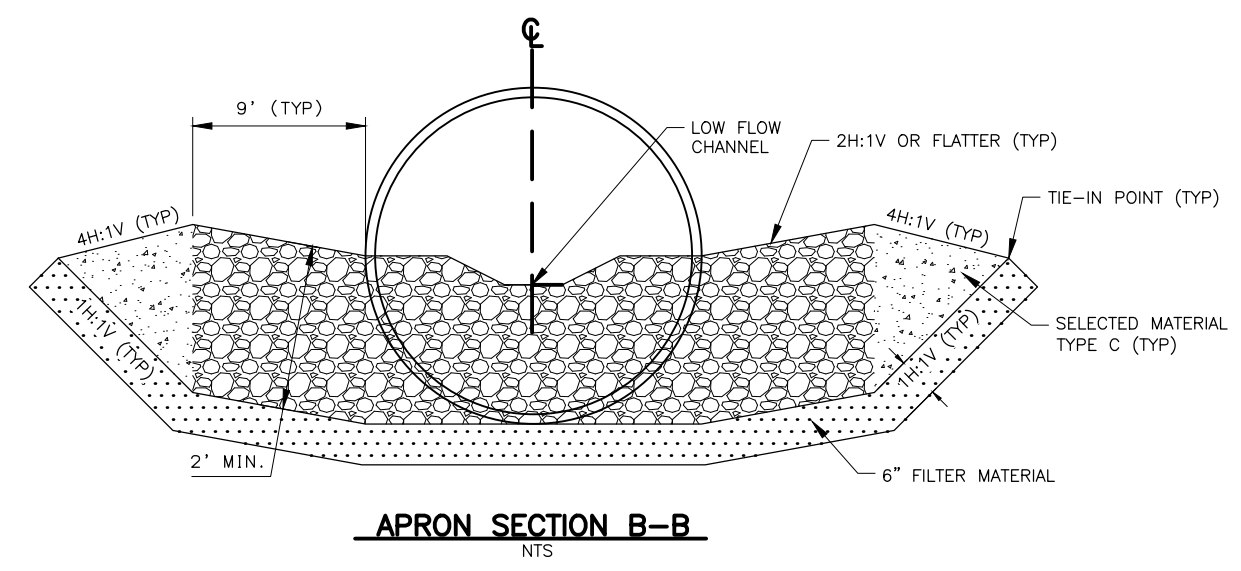
PLAN VIEW



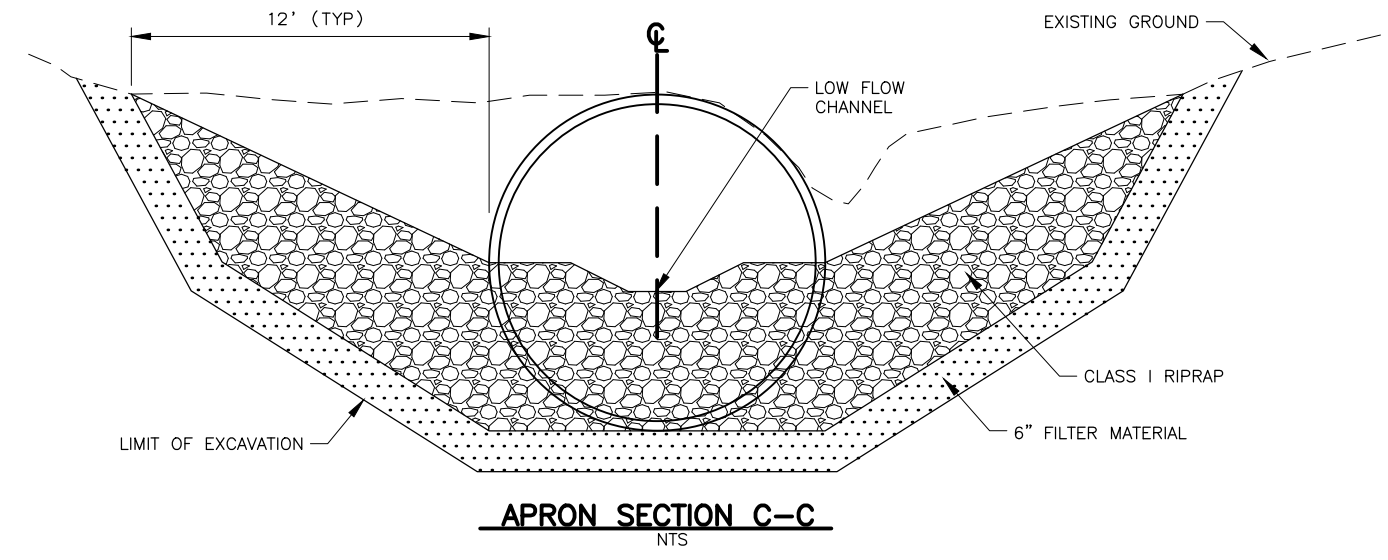
PROFILE VIEW

CROSS CULVERT NOTES:

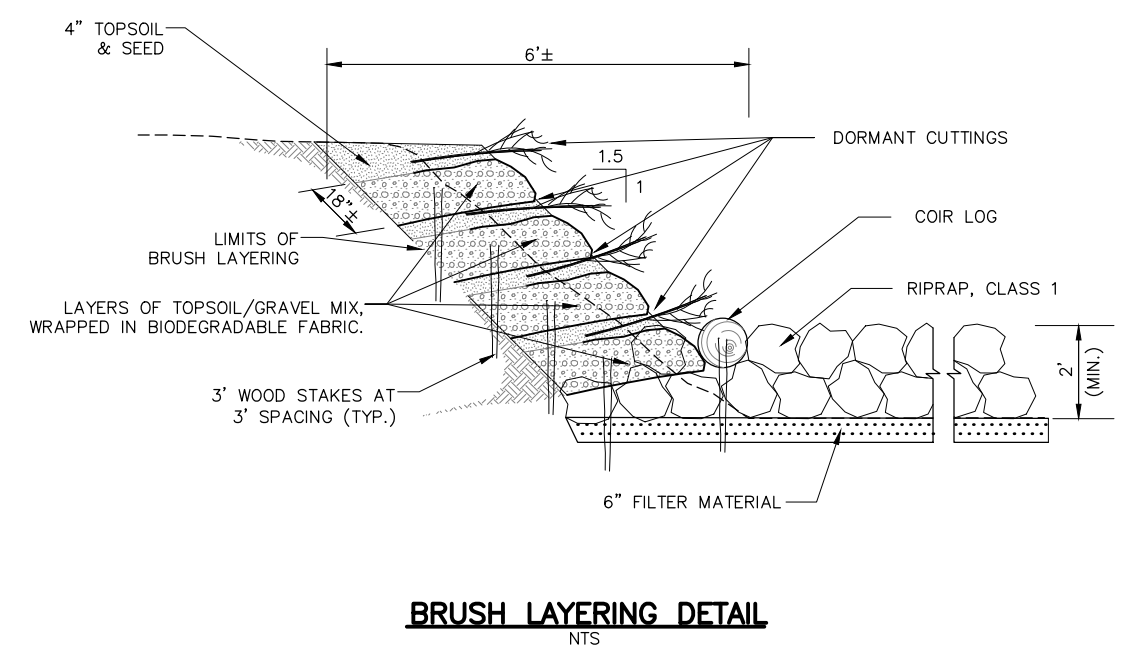
1. AFTER PLACEMENT OF RIPRAP FILL VOIDS IN RIPRAP WITHIN CREEK BANKS AND INSIDE THE CULVERT BARREL WITH SELECTED MATERIAL, TYPE B. MATERIALS PLACED INSIDE CULVERT MAY BE PRE-MIXED.
2. PIPE SHALL BE 10 GAGE WITH 6" BY 2" CORRUGATIONS.
3. RIPRAP THICKNESS IS MEASURED PERPENDICULAR TO FINISHED GROUND.
4. WARP APRON SLOPE TO SHAPE CREEK BANKS TO MATCH EXISTING CREEK SIZE AND SHAPE.
5. RIPRAP SHALL MEET FLATTENED APRON SIDE SLOPES TO MATCH EXISTING GROUND OVER LENGTH OF APRON



APRON SECTION B-B
NTS



APRON SECTION C-C
NTS



BRUSH LAYERING DETAIL
NTS

**Figure 5:
Beverly Lake Road Culvert
Details (P18-1)**



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

**SELDON ROAD EXTENSION
PHASE II
WINDY BOTTOM/BEVERLY LAKES RD
TO PITTMAN RD (MSB)**

CROSS CULVERT DETAILS

PLANS DEVELOPED BY:
STANTEC CONSULTING SERVICES INC.
3900 C STREET, SUITE 902
ANCHORAGE, AK 99503
907-276-4245
CERTIFICATE OF AUTHORIZATION #126386

MLH
SMK
MTH

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE
1" = 50'

DATE
2/2/2026 10:12 AM

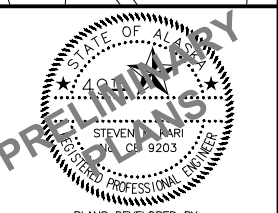
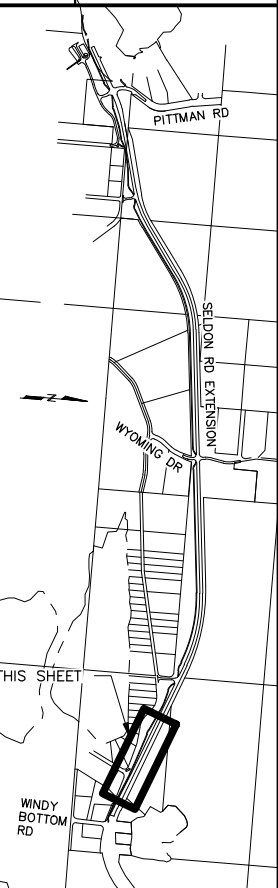
TIME

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SHEET NO.	TOTAL SHEETS
F10	F31
STATE	YEAR
ALASKA	2025

PROJECT DESIGNATION
**001723/
CFHWY00562**

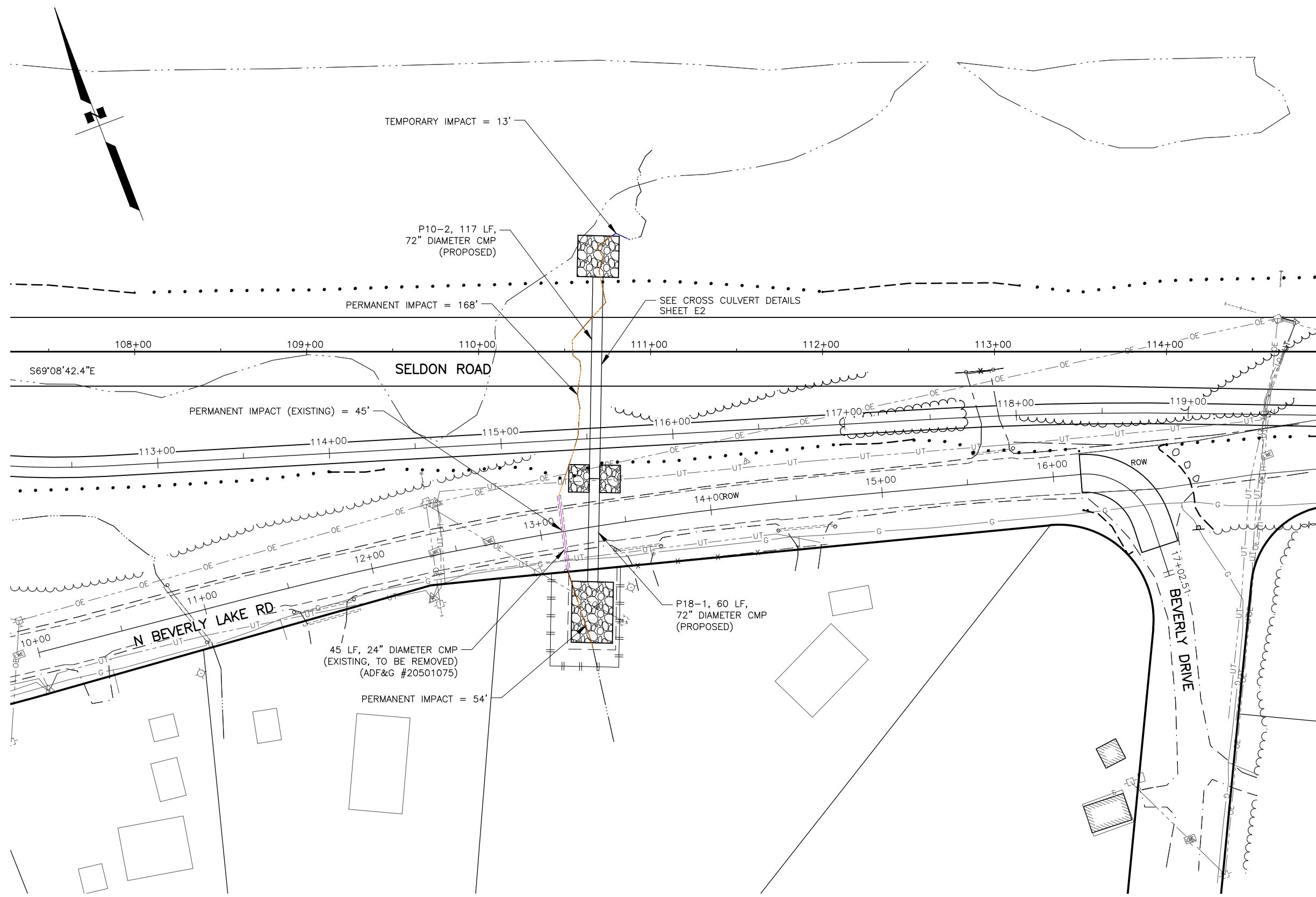
NO.	REVISION



PLANS DEVELOPED BY:
STANTEC CONSULTING SERVICES INC.
3900 C STREET, SUITE 902
ANCHORAGE, AK 99503
907-276-4245
CERTIFICATE OF AUTHORIZATION #126386

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SELDON RD EXTENSION
PHASE II
WINDY BOTTOM/BEVERLY LAKES RD
TO PITTMAN RD (MSB)

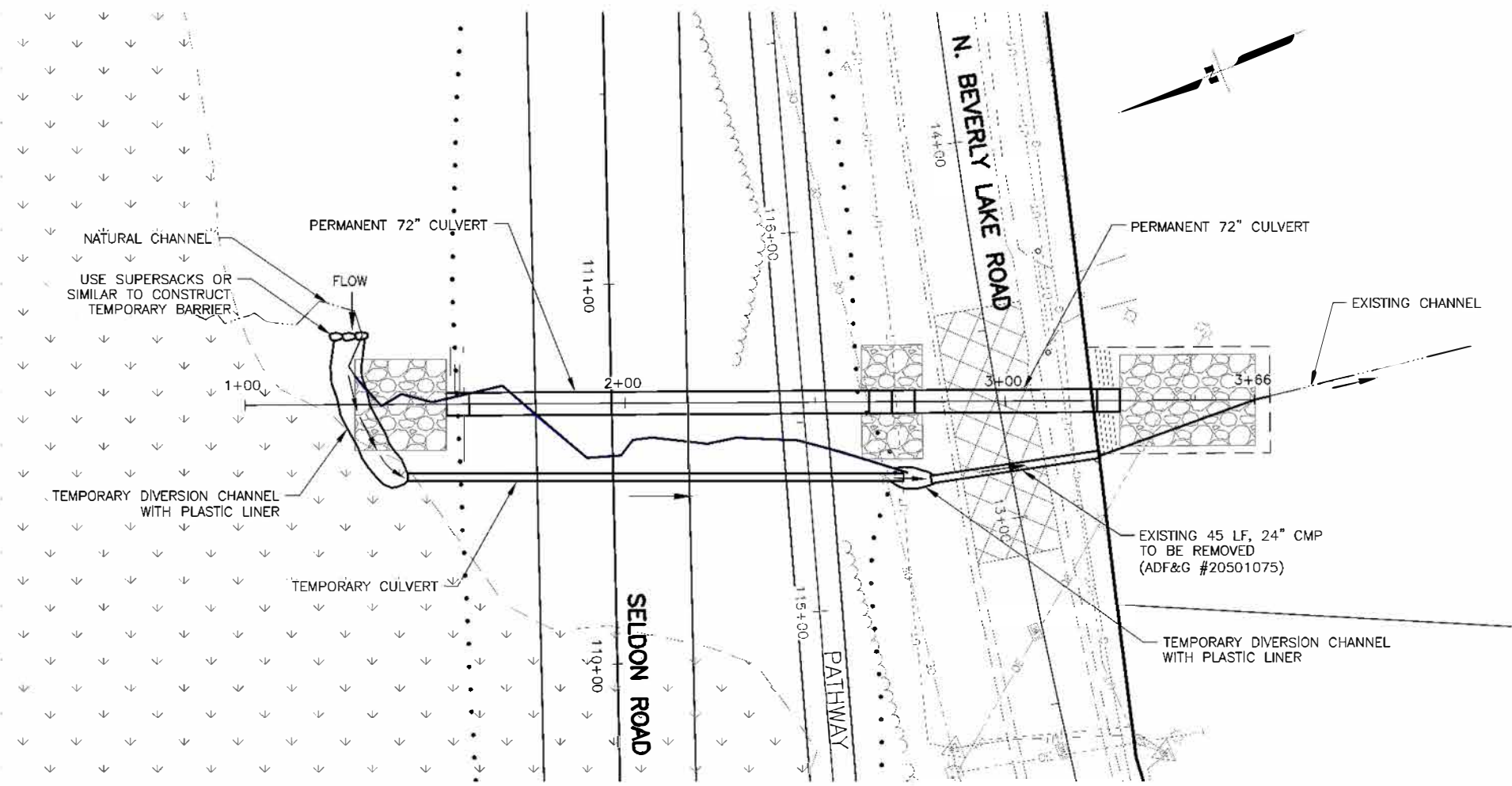
SELDON RD
PLAN



**Figure 6:
Existing and Proposed Conditions**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001723/CFHWY00562	2025	E3	E3

MLH
 DESIGNED BY
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 DATE
 TIME
 1/30/2026
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CAUTION! OVERHEAD AND UNDERGROUND UTILITIES

PLAN VIEW

NOTES:

- DIVERSION AND DEWATERING IS THE CONTRACTOR'S RESPONSIBILITY. DETAILS ON THIS SHEET ARE PROVIDED FOR INFORMATION ONLY. THE CONTRACTOR SHALL PROVIDE A DETAILED DIVERSION AND DEWATERING PLAN TO THE ENGINEER FOR REVIEW PRIOR TO STARTING CONSTRUCTION.
- FLOWING WATER AT TIME OF CULVERT INSTALLATION MAY BE DIVERTED AS SHOWN IN THE DIVERSION CHANNEL DETAIL. DAMMING AND PUMPING OR BY OTHER APPROVED MEANS MAY BE USED TO PREVENT SEDIMENT LADEN WATER FROM ENTERING THE DRAINAGE SYSTEM.
- A DIVERSION CHANNEL MAY BE USED TO REDIRECT FLOW PRIOR TO CONSTRUCTION OF CULVERTS WITHIN ACTIVE STREAMS AS FOLLOWS:
 - THE DIVERTED STREAM CHANNEL MUST BE LINED WITH A PLASTIC LINER OR OTHER IMPERMEABLE LAYER TO PREVENT EROSION OF THE EXPOSED SOILS. THE LINER SHOULD BE OVERLAPPED AT THE SEAMS AND THE SEAMS SHOULD BE FACING DOWNSTREAM. SHIFT THE LOCATION OF THE SUPERSACKS DURING THE DIVERSION PROCESS TO AVOID ROUTING THE NATURAL STREAM INTO AREAS UNDER CONSTRUCTION.
 - INSTALL A TEMPORARY DIVERSION PIPE IN THE SELDON ROAD AND PATHWAY EMBANKMENT(S). CONSTRUCT A TEMPORARY DIVERSION CHANNEL UPSTREAM USING PLASTIC LINER IN CONJUNCTION WITH SUPERSACKS OR SIMILAR TO ROUTE FLOW INTO THE TEMPORARY CULVERT INLET.
 - CONSTRUCT A SHORT TEMPORARY DIVERSION CHANNEL CONNECTING THE OUTLET OF THE TEMPORARY CULVERT TO THE INLET OF THE EXISTING 24" PIPE CROSSING N. BEVERLY LAKE ROAD.
- THE TEMPORARY DIVERSION PIPE SHALL BE SIZED FOR FLOWS UP TO 15 CFS (APPROXIMATELY EQUIVALENT TO THE 2-YEAR FLOOD EVENT). CONTRACTOR SHALL PLAN FOR CONSTRUCTION TO OCCUR DURING THE DRY SEASON AFTER BREAKUP.
- THE PERMANENT 72" CULVERTS SHALL BE CONSTRUCTED IN DRY EXCAVATIONS UTILIZING A PUMP AND HOSE AS REQUIRED TO DEWATER THE AREA. ALL DISCHARGE POINTS REQUIRE PERMANENT OR TEMPORARY VELOCITY CONTROLS. PROVIDE FOR SEDIMENT REMOVAL FOR ALL DEWATERING ACTIVITY PRIOR TO DISCHARGE FROM THE PROJECT INTO RECEIVING WATERS.
- REMOVE DIVERSION CHANNELS AND TEMPORARY CULVERT AFTER STREAM FLOW HAS BEEN REDIVERTED TO THE PERMANENT 72" CULVERTS.

**Figure 7:
Conceptual Stream Diversion**



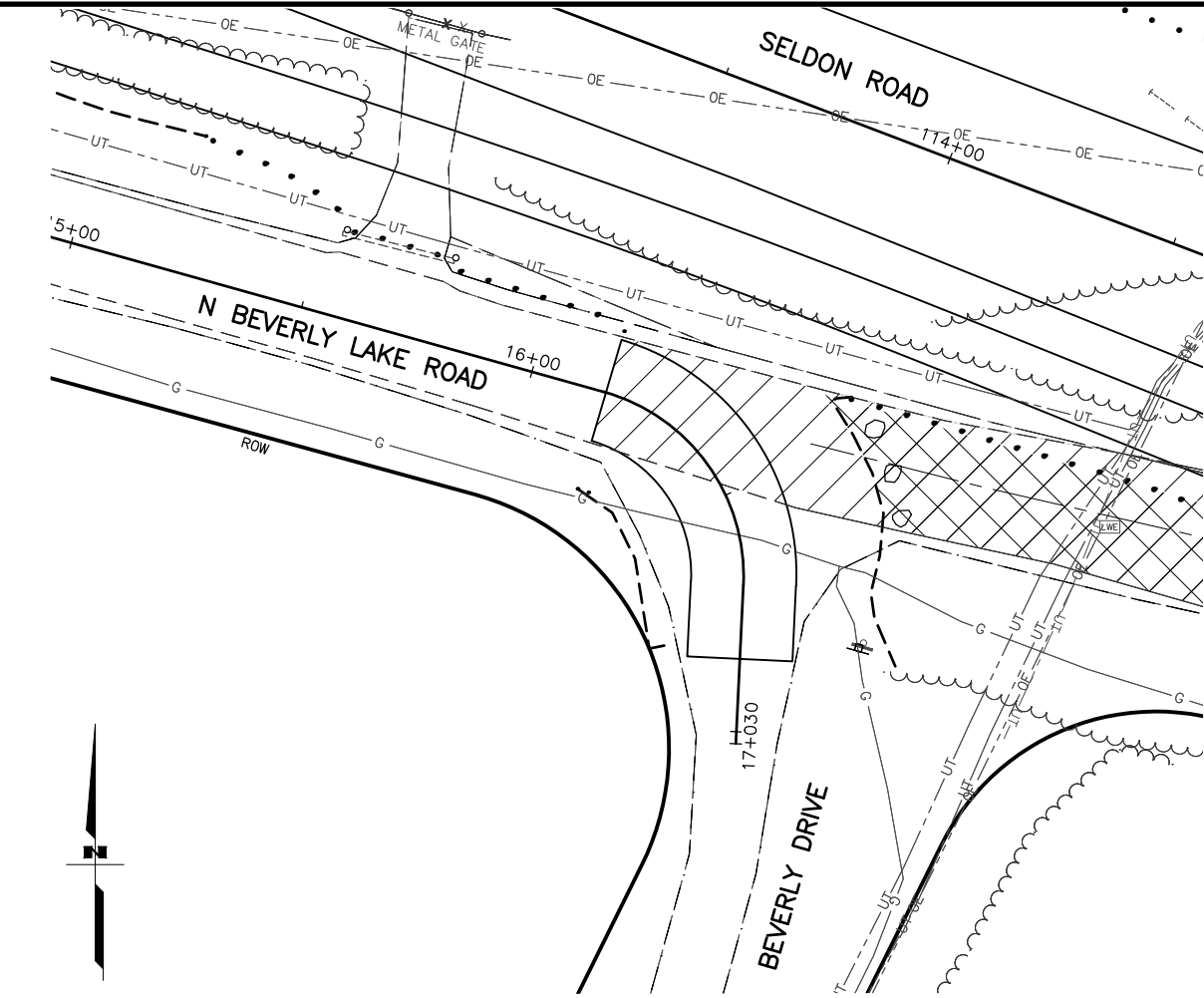
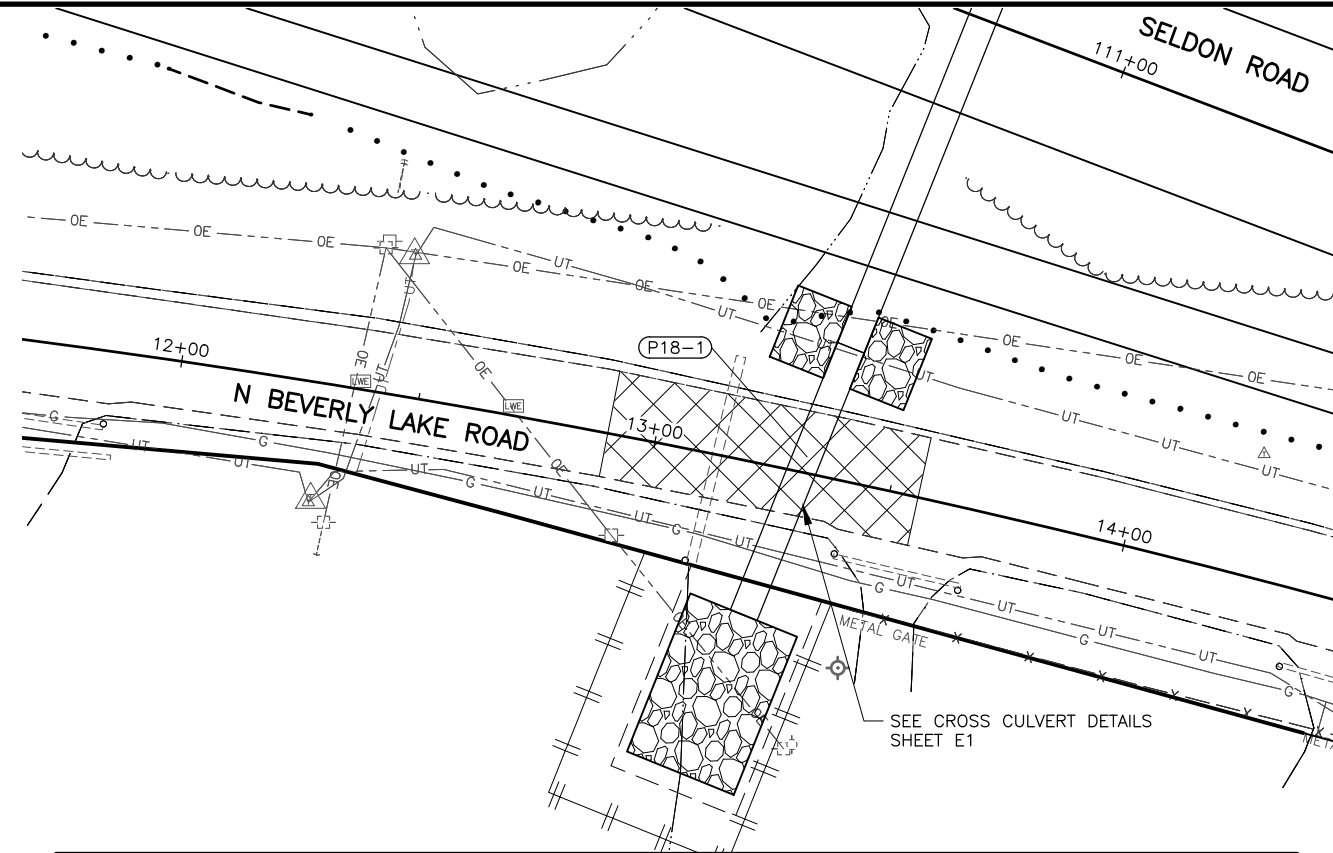
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

**SELDON ROAD EXTENSION
 PHASE II
 WINDY BOTTOM/BEVERLY LAKES RD
 TO PITTMAN RD (MSB)**

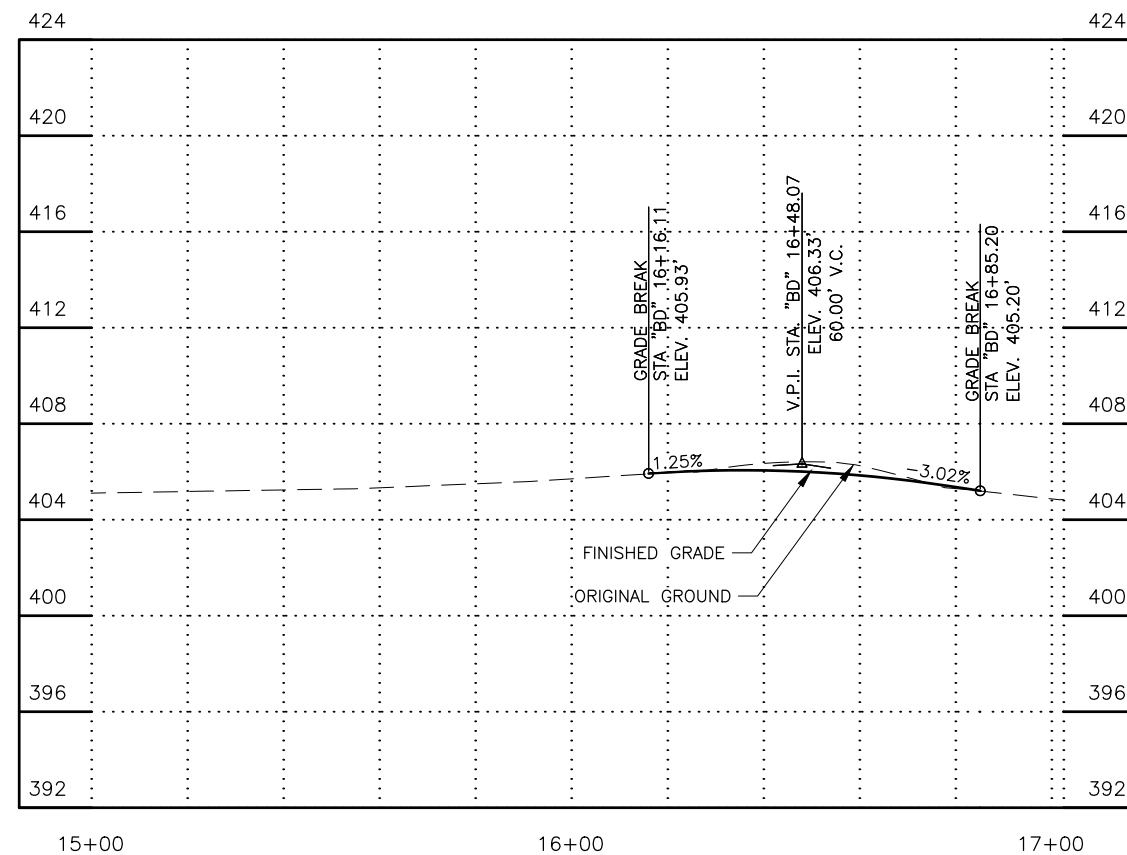
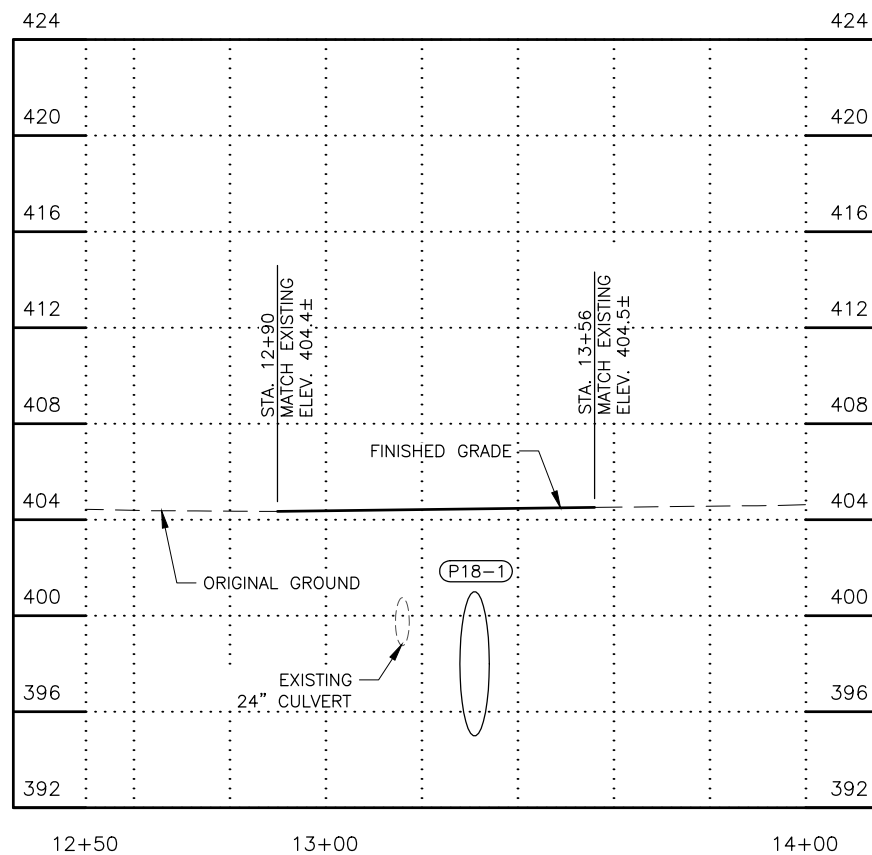
DIVERSION DETAILS

PLANS DEVELOPED BY:
 STANTEC CONSULTING SERVICES INC.
 3900 C STREET, SUITE 902
 ANCHORAGE, AK 99503
 907-276-4245
 CERTIFICATE OF AUTHORIZATION #126388

MLH DESIGNED BY
 SMK CHECKED BY
 MTH DRAFTED BY
 SCALE 1" = 20'
 DATE 1/5/2026 11:19 AM
 TIME
 DRAWING LOCATION
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PIPE SUMMARY										
PIPE	SIZE (IN)	LENGTH (FT)	START STATION	START OFFSET	START INVERT ELEV. (FT)	END STATION	END OFFSET	END INVERT ELEV. (FT)	% GRADE	REMARKS
P18-1	72	60	"BD" 13+35.8	27.5' LT	396.2	"BD" 13+25.4	31.6' RT	393.6	4.5%	



SHEET NO.	TOTAL SHEETS
F18	F31
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
001723/ CFHWY00562	
NO.	REVISION
NO.	REVISION
NO.	REVISION



PRELIMINARY
 PLANS

PLANS DEVELOPED BY:
 STANTEC CONSULTING SERVICES INC.
 3900 C STREET, SUITE 902
 ANCHORAGE, AK 99503
 907-276-4245
 CERTIFICATE OF AUTHORIZATION #126386

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SELDON RD EXTENSION
 PHASE II
 WINDY BOTTOM/BEVERLY LAKES RD
 TO PITTMAN RD (MSB)

BEVERLY DRIVE
 PLAN AND PROFILE

Figure 8: Beverly Lake Road Plan and Profile

Attachment A
Categorical Exclusion Document



State of Alaska
Department of Transportation & Public Facilities

CATEGORICAL EXCLUSION DOCUMENTATION FORM
(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the 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.

I. Project Information

A. Project Name: Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

B. State Project Number: CFHWY00562

C. Federal Project Number: 0001723

D. Primary/Ancillary Project Connections: Seldon Road Extension Phase I: Windy Bottom/Beverly Lakes Road to Pittman Road (MSB-funded project)

E. COA Determination: Unlisted CE

F. Project Scope:

TIP or STIP: STIP

Need ID: 32724

Project Scope:

The project extends Seldon Road on a new alignment to the north from its current terminus at Beverly Lake Road (a residential subdivision road) and connect to Pittman Road. Project development includes completion of design and right-of-way along with full construction of a new arterial level facility with separated bike path.

G. Project Purpose And Need:

The purpose of this 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 would provide a roadway alignment for vehicles to travel east and west, an alternate route to the Parks Highway, improve overall traffic circulation in the area, and provide better facilities for pedestrians. Project is part of the Matanuska-Susitna Borough Long-Range transportation Plan adopted in 2017.

H. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT) is proposing 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, AK (Figures 1-2). The proposed project would:

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

Attachments

Environmental Consequences

Project Plans & Location Information

- appendix_a_figures.pdf CFHWY00562.pdf

Historic Properties and Cultural Impacts

- CFHWY00562_2013_Initiation_letters.pdf CFHWY00562.pdf
- Seldon Rd_Initiation_Package.pdf CFHWY00562.pdf
- CFHWY00562 Seldon Rd_Findings Package.pdf CFHWY00562.pdf
- Regional_Cultural_Resource_Specialist_Agreement.pdf CFHWY00562.pdf CFHWY00562.pdf
- CFHWY00562_Fnding_Concurrence.pdf CFHWY00562.pdf
- CE_106_Consultation_Responses_and_Survey_Documents_Final.pdf CFHWY00562.pdf

Floodplain Impacts (23 CFR 650, Subpart A)

- Appendix A.pdf CFHWY00562.pdf
- LHS CFHWY00562.pdf
- Public Involvement Documentation CFHWY00562.pdf
- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

Wetland and Waterbody Impacts

- appendix_c1_wetdel_rpt_appen.pdf CFHWY00562.pdf
- appendix_c2_wetdel_photos.pdf CFHWY00562.pdf

Fish and Wildlife Impacts

- appendix_d_eaglenestsurvey.pdf CFHWY00562.pdf

Water Quality Impacts

- appendix_f_scoping.pdf CFHWY00562.pdf

Noise Impacts (23 CFR 772)

- appendix_e_noisereport.pdf CFHWY00562.pdf

Comments and Coordination**Public Involvement**

- Seldon Road Extension Phase II_ADN.pdf CFHWY00562.pdf
- Seldon Road Extension Phase II_Frontiersman.pdf CFHWY00562.pdf
- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf
- NOI_Floodplain.pdf CFHWY00562.pdf
- 20230314_Seldon_Issue Response Summary_v3 (1).pdf CFHWY00562.pdf
- 20230314_Seldon_PI Chronology_v2_sk (1).pdf CFHWY00562.pdf
- 20230315 Seldon PI Original Documentation_sk (1).pdf CFHWY00562.pdf

Agency Involvement

- appendix_f_scoping.pdf CFHWY00562.pdf

II. Environmental Consequences

A. Land Use and Transportation Plans

Yes No

1. Were land use plans for this area reviewed? If yes, include source, link, and date accessed.

1. "Meadow Lakes Comprehensive Plan" (MSB, 2005). Source: <https://matsugov.us/plans/meadow-lakes-comprehensive-plan>. Accessed: 12/06/22.

a. Is the project consistent with land use plan(s)?

2. Were transportation plans for this area reviewed?

1. "2035 MSB Long Range Transportation Plan" (MSB, 2017). Source: <https://matsugov.us/plans/lrtp>. Accessed: 12/06/22.
2. "2007 MSB Long Range Transportation Plan" (MSB, 2007). Source: [http://www.wasillamainstreetproject.com/documents/JUNE%2007%20LRTP\[1\].pdf](http://www.wasillamainstreetproject.com/documents/JUNE%2007%20LRTP[1].pdf). Accessed: 12/06/22.

a. Is the project consistent with transportation plan(s)?

3. Would the project induce adverse indirect and cumulative effects on land use or transportation?

Summary

Summarize how the project is consistent or inconsistent with land use and transportation plan(s).

The proposed project would address the need identified in the 2005 "Meadow Lakes Comprehensive Plan" (MSB) for a new east-west road (referred to as "Seldon West") through Meadow Lakes to connect Houston to Wasilla and Big Lake, which would help alleviate traffic congestion on the George Parks Highway and provide more efficient access to adjoining communities.

The proposed project would also address part of the MSB arterial grid system inadequacy identified in the "2035 MSB Long Range Transportation Plan" (MSB, 2017) and the "2007 Long Range Transportation Plan" (MSB, 2007) by extending Seldon Road west to Pittman Road. The proposed project is also identified in the "MSB Five Arterials Planning Study" (DOT&PF, 2013) as a needed arterial facility improvement to address inadequacies in the arterial grid system between Palmer and Houston. Currently, the arterial grid between Palmer and Houston lacks alternate routes for traffic flow to the George Parks Highway. During times of peak traffic volumes operational difficulties in this arterial grid result in traffic congestion and travel delays.

The project would divert heavy residential traffic off of a subdivision collector road, Beverly Lakes Road, to the project, an arterial designed to carry the larger amounts of traffic.

The proposed project would not have adverse, indirect, or cumulative effects to local transportation or land use plans.

B. Right-of-Way Impacts

Yes No

1. Are there any temporary right-of-way (ROW) impacts (e.g., Temporary Construction Easements (TCEs), Temporary Construction Permits (TCPs), utility relocations, construction staging area)?

2. Is additional permanent ROW required?

a. Are there any full parcel acquisitions?

b. Are more than 25 partial parcel acquisitions required?

B. Right-of-Way Impacts

Yes No

- c. Are business or residential relocations required?
- 3. Will there be property transfer from a local, state, or federal agency?
- 4. Will the project require an ANILCA Title XI approval?

Summary

Summarize ROW impacts, if any. Include any project-specific commitments or mitigative measures in Section V.

The proposed project area presents challenging physical conditions. The landscape is dotted with lakes, several streams, wetland complexes, and pockets with poor soils and high water tables. As a result, prime development land is generally focused on narrow uplands between lakes and wetlands, making it a challenge to avoid direct impact to individual properties and structures. The proposed project traverses a rural residential area comprised of 1-40 acre lots.

To minimize ROW and wetland impacts, the proposed project alignment follows a curving horizontal corridor that seeks to avoid wetland and ROW acquisition to the maximum extent practicable while balancing cut and fill.

Some ROW for the proposed project was previously acquired when the project was being managed by the MSB with utilization of non-federal funding. Acquisition of an additional partial parcel is anticipated to be required in order to develop the proposed project. The parcel itself is uninhabited and contains no structures. Although the parcel is not zoned for a specific land-use category, it is owned through partnership, by a commercial business with operations in the area. Partial acquisition of the parcel is not anticipated to adversely affect the business or its operational capacity within the Matanuska-Susitna Borough.

A "Corridor Access Management Plan" was developed to establish proposed access locations along the proposed road alignment, how existing property access will be maintained, and ways to minimize traffic interruptions and promote safety. No residential or business relocations are anticipated to occur as a result of developing the proposed project.

C. Environmental Justice Impacts (E.O. 12898)

Yes No

- 1. Is there potential to affect environmental justice (EJ) populations?
- 2. Include source, link, and date accessed of databases used.

The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html) does not identify any demographics that greatly exceed state or national averages.

- 3. Are environmental justice (EJ) populations present within or adjacent to the project area?
- 4. Will the project have an adverse effect on EJ populations?

Summary

Summarize EJ population impacts and mitigation, if any. Include any project-specific commitments or mitigative measures in Section V.

The proposed project would not disproportionately affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html) does not identify any demographics that greatly exceed state or national averages in or adjacent to the project area. Adverse impacts would not be experienced by EJ populations within or adjacent to the project area because EJ populations are not disproportionately represented within the project area.

Although EJ populations were not found to be disproportionately represented in the project area, there are likely some individuals present that would fall into an EJ population category. The proposed project is expected to provide

beneficial impacts to them because, 1) Providing a faster connection to healthcare and to access supplies/needs, 2) Providing improved accessibility to other areas of the Matanuska Valley to both motorists and pedestrians, and 3) Providing a separated pedestrian pathway for safer pedestrian travel.

D. Historic Properties and Cultural Impacts

Yes No

1. Is a National Register of Historic Places listed or eligible property in the proposed Area of Potential Effect (APE)?

2. Was a programmatic allowance processed for the project under the Section 106 Programmatic Agreement?

3. Was Section 106 consultation initiated or a Direct to Findings worksheet completed?

a. Was a direct to findings worksheet completed?

b. Date Consultation Initiation Letters sent

10/18/2013; 3/8/2022 (Appendix B)

Attachments

- CFHWY00562_2013_Initiation_letters.pdf CFHWY00562.pdf
- Seldon Rd_Initiation_Package.pdf CFHWY00562.pdf

c. List consulting parties:

SHPO, CIRI, City of Wasilla, Knik Tribal Council, Native Village of Eklutna (2013); SHPO, MSB, City of Wasilla, CIRI, Knikatunu Inc., Knick Tribe, Chickaloon Moose Creek Native Association, CNV, Wasilla-Knik Historical Society (2022).

d. Were any comments received?

Comments were received from Chickaloon Village Traditional Council (CVTC), and the Knik Tribal Council (KTC), and SHPO. CIRI stated on April 4, 2022 they had no concerns with the project. The attached appendix details these comments and further consultation efforts. A summary of comments received from KTC, CVTC, and SHPO are provided below.

KTC raised concerns on March 10, 2022 about materials sources for the project. DOT&PF responded by stating it will be up to the selected contractor to select one or more materials sites, and acquire any needed permits.

CVTC stated on March 11, 2022 that areas of traditional religious and cultural importance to the tribe were present in the area and requested consultation with FHWA via government to government. However, during the government to government consultation with FHWA, CVTC did not identify any locations of traditional religious or cultural importance within the study area. The resulting documents from the consultation between CVTC and the FHWA did not identify specific sites, structures, or geographic locations of traditional religious and cultural importance to CVTC.

SHPO responded on 4/5/22 that the new alignment near the west end of the project near Pittman Road was not previously surveyed for cultural resources and a cultural resources survey of this new alignment may be necessary.

D. Historic Properties and Cultural Impacts

Yes **No**

4. Was a Section 106 "Finding of Effect" completed?

Attachments

- CFHWY00562 Seldon Rd_Findings Package.pdf CFHWY00562.pdf
- Regional_Cultural_Resource_Specialist_Agreement.pdf CFHWY00562.pdf CFHWY00562.pdf

a. Date "Finding of Effect" Letters sent:

02/09/2016; 06/16/2022

b. State "Finding of Effect":

- No Effect

c. Were there any changes to consulting parties?

d. Were any comments received?

SHPO concurred with the finding of no historic properties affected on April 19, 2016 and July 11, 2022.

CVTC did not provide concurrence with the finding of no effect on July 1, 2022, and stated their opposition to the findings letter, but didn't identify any structure or specific area of cultural and religious importance to the tribe.

5. Date State Historic Preservation Officer (SHPO) concurred with "Finding of Effect":

4/19/16 & 7/11/22

Attachments

- CFHWY00562_Fnding_Concurrence.pdf CFHWY00562.pdf

6. Will there be an adverse effect on a historic property?

7. Are there any unresolved issues with consulting parties, including project issues or concerns of a federally-recognized Indian Tribe [36 CFR 800.16(m)]?

Summary

Summarize impacts to historic properties and mitigation, if any. List affected sites (by AHRS number only) and any commitments or mitigative measures. Also include any project-specific commitments or mitigative measures in Section V.

The proposed project is not anticipated to impact historic or cultural resources. A Cultural Resource Survey Report (Cultural Resource Consultants, 2015) was completed for the proposed project and did not identify any archaeological sites or historic properties recommended eligible for the National Register of Historic Places. A Historic and Cultural Resources Memo (Stantec, 2022) was completed for the proposed project to provide an updated cultural resources review and recommended the proposed project would have no effect on cultural resources.

The MSB found that no historic properties would be affected by the Proposed Project and the ADNR, Office of History and Archaeology concurred with the finding on April 19, 2016. Since that time, the DOT&PF has updated the design and slightly adjusted the APE and an updated finding of no historic properties affected was sent to ADNR, Office of History and Archaeology, Alaska State Historic Preservation Office (SHPO) on June 16, 2022 and other consulting parties (MSB, City of Wasilla, Cook Inlet Region Inc., Knikatu Inc., Knik Tribe, Chickaloon Moose Creek Native Association, Chickaloon Native Village, and the Wasilla-Knik Historical Society) and concurrence from the SHPO was received on July 8, 2022.

The SHPO concurred with DOT&PF's finding of no effect on July 11, 2023. The CVTC responded on July 1, 2023 that they disagreed with the finding of effect, but did not identify any specific cultural resources or historic sites of traditional religious and/or cultural importance within the APE in their response. See attached documents for a history of the Section 106 consultation process, including the government to government consultation between FHWA and CVTC.

Attachments

- CE_106_Consultation_Responses_and_Survey_Documents_Final.pdf CFHWY00562.pdf

E. Section 4(f)/6(f) Impacts

Yes No

1. Section 4(f) (23 CFR 774)

a. Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance?

b. Does a Section 4(f) resource exist within or adjacent to the project area?

2. Section 6(f) (36 CFR 59)

a. Does a Section 6(f) Land and Water Conservation Fund Act (LWCFA) resource exist within or adjacent to the project area?

Summary

Summarize Section 4(f)/6(f) involvement, if any.

No Section 4(f) or 6(f) properties would be impacted by the proposed project. Additionally, LWCFA funds are not used for the proposed project; therefore, Section 6(f) is not applicable.

F. Contaminated Sites and Hazardous Materials Impacts

Yes No

1. Include source, link, and date accessed of databases used.

Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response, Contaminated Sites Database. Source: <https://dec.alaska.gov/applications/spar/publicmvc/csp/search>. Accessed: June 14, 2022.

- 2. Are there known or potentially contaminated sites within or adjacent to the existing ROW? Yes No
- 3. Would a documented hazardous material site be acquired? Yes No
- 4. Are there contaminated sites within 1,500 feet of where excavation dewatering is anticipated? Yes No

Summary

Summarize the contaminated site impacts and mitigation, if any.

A review of the ADEC Contaminated Sites Database did not identify any contaminated sites within or adjacent to the proposed project study area.

G. Floodplain Impacts (23 CFR 650, Subpart A)

Yes No

1. Does the project encroach into a mapped base floodplain or a potential unmapped base floodplain? Yes No

Attachments

- Appendix A.pdf CFHWY00562.pdf
- LHS CFHWY00562.pdf
- Public Involvement Documentation CFHWY00562.pdf

- a. Does the project encroach into a regulatory floodway? Yes No
- b. Would the proposed action increase the base flood elevation (BFE) one-foot or greater, or any rise in a regulatory floodway? Yes No
- c. Is there a longitudinal encroachment into the 100-year floodplain? Yes No
- d. Is there significant encroachment as defined by 23 CFR 650.105(q)? Yes No
- 2. Does the project conform to local flood hazard requirements? Yes No
- 3. Is the project consistent with E.O. 11988 (Floodplain Protection)? Yes No

Summary

Summarize floodplain impacts and describe any temporary encroachment(s) and functionally dependent use(s).

The Federal Emergency Management Agency, Flood Insurance Rate Map for the Matanuska-Susitna Borough, Alaska (panels #02170C8055F and #02170C8060F, effective 9/27/2019) was reviewed and no mapped floodplains were identified within the proposed project limits.

The proposed project includes replacement of 2 culverts in the eastern portion of the project. DOT&PF identified the need to conduct a location hydraulic study (LHS) for both culverts in order to complete construction of the proposed project. The LHS is attached and a summary of findings from the LHS is below.

One unmapped floodplain exists on the north side of Beverly Lake Road adjacent to two small stream crossings of Beverly Lake Road, and an additional unmapped floodplain exists running east-west crossing Wyoming Road north of the intersection with Seldon Road. National Flood Insurance Program maps (LHS, Figure 2) shows an additional crossing west of the Wyoming/Seldon intersection, but wetland delineation efforts (LHS, Figure 5) show no stream visible in the project area at that location. Additional culverts would be installed at appropriate locations throughout the project area and adequately sized to pass the base flood with no adverse impacts.

Attachments

- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

H. Wetland and Waterbody Impacts

Yes No

1. Would the project affect wetlands or other Waters of the U.S. (WOTUS), as defined by the U.S. Army Corps of Engineers (USACE) (Section 404).

2. Wetlands?

a. Are the wetlands delineated in accordance with the “Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007”?

b. Estimated area of wetland involvement (acres): 3.9

c. Estimated fill quantity: 21,400 cubic yards

d. Estimated dredge quantities: 10,400 cubic yards

e. Wetlands Finding

Attachments

- appendix_c1_wetdel_rpt_appen.pdf CFHWY00562.pdf
- appendix_c2_wetdel_photos.pdf CFHWY00562.pdf

i. Are there practicable alternatives to the proposed construction in wetlands?

ii. Does the project include all practicable measures to minimize harm to wetlands?

iii. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project’s impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction.

3. Waters?

a. Estimated fill quantities below:

H. Wetland and Waterbody Impacts

Yes No

OHW: 21,400 cubic yards

MHW: 21,400 cubic yards

HTL: 21,400 cubic yards

b. Estimated dredge quantities: 10,400 cubic yards

4. Does the project involve work within or over navigable waters as defined by the USACE (Section 10)? Yes No

5. Proposed waterbody involvement: Yes No

- Culvert

6. Is a USACE authorization anticipated? Yes No

- Nationwide Permit

7. Will the project involve navigable waters as defined by the U.S. Coast Guard (USCG) (Section 9)? Yes No

8. Will the project affect a designated Wild and Scenic River or land adjacent to a Wild and Scenic River, including those on the Nationwide Rivers Inventory? Yes No

Summary

Summarize wetland and waterbody impacts and mitigation, if any.

Multiple wetland delineations and wetland field reconnaissance efforts have been completed for the proposed project. Wetlands field reconnaissance was completed in September 2013, August 2014, and a wetland delineation was completed in July 2015 to field verify existing mapped wetlands published in Cook Inlet Wetlands (Gracz, 2007). The wetland delineation focused on examining Cook Inlet Wetlands (Gracz, 2007) boundaries, and verifying stream locations within the proposed project ROW. Additionally, an updated wetland delineation was completed in June 2022 for the revised proposed project ROW and to verify previous wetland delineation boundaries.

The findings of the updated wetland delineation (June 2022) are included in the Wetlands and Waters Delineation Report (Appendix C). Development activities from construction of the proposed project would impact 3.89 acres of wetlands and/or waters of the U.S. under USACE jurisdiction. According to the functions they provide, high value wetlands include palustrine emergent (0.35 acre impacted) and scrub-shrub (2.02 acres impacted), and moderate value wetlands include palustrine forested (1.51 acre impacted). Additionally, high value streams include intermittent streams (0.01 acre impacted).

A Preliminary Jurisdictional Determination of the delineated wetland and upland boundaries was received from the USACE on February 22, 2016 and an approved Nationwide Permit (NWP) 14 (Linear Transportation Projects) was issued to the MSB on April 29, 2016 for unavoidable impacts to 0.84 acre of wetlands. Since that time the proposed project has been refined and a new USACE wetland permit, NWP 23 (Approved Categorical Exclusions), will be applied for prior to construction.

I. Fish and Wildlife Impacts

Yes No

1. Anadromous and resident fish habitat.

I. Fish and Wildlife Impacts

Yes No

a. Include source, link, and date accessed of databases used.

Alaska Department of Fish and Game (ADF&G), Alaska Fish Resource Monitor. Source: <https://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=main.interactive>. Accessed: July 8, 2022.

b. Is anadromous or resident fish habitat present in project area (Title 16.05.841 and 16.05.871)?

2. Essential Fish Habitat (EFH).

a. Include source, link, and date accessed of databases used.

National Oceanic and Atmospheric Administration Fisheries, Essential Fish Habitat Mapper. Source: <https://www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper>. Accessed: July 8, 2022.

b. Is EFH present in project area?

3. Threatened and Endangered (T&E) Species

a. Include source, link, and date accessed of databases used.

USFWS, Information for Planning and Consultation (IPaC). Source: <https://ipac.ecosphere.fws.gov/>. Accessed: June 14, 2022.

b. Are listed threatened or endangered species present in the project area?

4. Marine Mammals.

a. Is the project located in the marine environment?

5. Wildlife Resources:

a. Is the project in an area of high wildlife/vehicle accidents?

b. Would the project bisect migration corridors?

c. Would the project segment habitat?

6. Bald and Golden Eagle Protection Act.

a. Include source, link, and date accessed of databases used.

1) United States Fish and Wildlife Service (USFWS), Alaska Bald Eagle Nest Atlas. Source: <https://gis.data.alaska.gov/maps/d0be8220447747f2bb25e43a36513482/about>. Accessed: June 29, 2022.

2) Stantec, Eagle Nest Survey, June 29, 2022 (Appendix D).

b. Is the project visible from an eagle nesting tree?

c. Is the project within 330 feet of an eagle nesting tree?

d. Is the project within 660 feet of an eagle nesting tree?

I. Fish and Wildlife Impacts

Yes No

e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest?

f. Is an eagle permit required?

7. Is the project consistent with the Migratory Bird Treaty Act?

Summary

Summarize fish and wildlife impacts and mitigation, if any.

There are no anadromous or resident fish streams identified within the proposed project study area by the ADF&G Fish Resource Monitor (Accessed online July 8, 2022 at <https://adfg.maps.arcgis.com/apps/MapSeries/index.html?appid=a05883caa7ef4f7ba17c99274f2c198f>). As part of the previous Seldon Phase II Extension project with MSB as the project proponent a fish trapping survey was conducted in 2013 to confirm fish presence/absence by using baited minnow traps placed in streams within the proposed project study area. The traps were soaked for at least 6 hours within each stream and no anadromous or resident fish species were trapped.

Portions of the proposed project would be located within areas that would require vegetation clearing prior to construction. The USFWS recommended time period to avoid vegetation clearing during bird nesting would be adhered to (May 1 - July 15). If vegetation clearing would need to occur during this time period a ground survey to identify nests would be conducted for the affected area prior to construction. Vegetation clearing limits would encompass approximately 10 feet on either side of the slope limits. The proposed project would connect an existing residential development with an existing arterial road. The proposed project is not in an area of subsistence or wildlife migration corridors. The proposed project is not anticipated to affect wildlife resources.

The proposed project would construct a new road in a mixed-use development surrounded by other existing roads, residences, and several businesses. Wildlife, including moose, will be able to cross the road to reach the segmented habitat and vegetation will be cleared beyond the road shoulders to allow for appropriate sight distance and avoidance of wildlife-vehicle collisions. ADF&G and USFWS were sent an agency scoping letter regarding the proposed project, and neither agency responded with comments or concerns about the project segmenting wildlife habitat.

Steve Lewis, USFWS Alaskan raptor wildlife biologist, recommended a 660-foot buffer of the project footprint to complete an accurate eagle nest survey. Two eagle nest surveys have been conducted for the proposed project study area. One aerial survey was conducted in 2013 and no eagle or other raptor nests were observed. A second aerial survey was conducted June 2022 and no eagle or other raptor nests were observed (Appendix D). The proposed project would not affect eagles or their nests. If a new eagle nest is observed prior to construction in the proposed project vicinity the USFWS would be consulted.

Attachments

- appendix_d_eaglenestsurvey.pdf CFHWY00562.pdf

J. Invasive Species Impacts

Yes No

1. Include source, link, and date accessed of databases used.

University of Alaska Anchorage, Alaska Center for Conservation Science, Alaska Exotic Plants Information Clearinghouse (AKEPIC). Source: <https://accs.uaa.alaska.edu/invasive-species/non-native-plants/>. Accessed: June 14, 2022.

2. Are invasive species present in project area?

3. Does the project include all practicable measures to minimize the introduction or spread of invasive species, making the project consistent with E.O. 13112 (Invasive Species)?

Summary

Summarize invasive species impacts and mitigation, if any.

A review of the AKEPIC indicates 12 non-native plants in an approximate 1-acre area near Pittman Road at Cloudy Lake, adjacent to the project area. There is the potential for some invasive species to occur. To minimize the introduction of additional invasive species to the area, the contractor would comply with Executive Order 13112 to mitigate invasive species by; 1) ensuring that ground disturbing activities are minimized, and disturbed areas are re-vegetated with seed recommended for the region by Alaska Department of Natural Resources (ADNR)'s A Revegetation Manual for Alaska; and 2) erosion and sediment control materials would be locally produced products to minimize potential importation of new propagules from outside Alaska.

K. Water Quality Impacts

Yes No

- 1. Will there be temporary degradation of water quality?
- 2. Is a public or private drinking water source or protection area within or adjacent to the project?

Attachments

- appendix_f_scoping.pdf CFHWY00562.pdf

- 3. Would the project result in a discharge of storm water to a WOTUS? [40 CFR 230.3(o)]
- 4. Would the project discharge storm water into or affect an ADEC-designated Impaired Waterbody?
- 5. Will the project involve more than one (1) acre of ground-disturbing activities?
- 6. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?

Summary

Summarize the water quality impacts and mitigation, if any.

A review of the Alaska Department of Environmental Conservation (ADEC) Drinking Water Protection Areas Map indicates the proposed project is located near two Public Water Systems (PWS) (AK2224078 and AK2225967). The proposed project intersects the drinking water protection footprints of these Public Water Systems. DOT&PF has initiated consultation with the drinking water division of ADEC regarding this issue and ADEC provided a list of recommendations to DOT&PF to protect these PWS during construction (Appendix F). DOT&PF will provide the construction project manager with this recommendation list when the project is certified for construction.

The Proposed Project will comply with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit, regulated by the ADEC, for storm water discharges associated with construction. Prior to construction the Contractor will prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The Contractor will use Best Management Practices (BMPs) to protect water quality, including minimization of erosion and sediment runoff during construction.

L. Air Quality Impacts

Yes No

- 1. Will there be temporary degradation of air quality?
- 2. Is the project located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5)?

Summary

Summarize air quality impacts and mitigation, if any.

The Alaska Department of Environmental Conservation, Division of Air Quality, Air Non-Point and Mobile Sources website accessed on June 17, 2022 found the proposed project study area is not located within an air quality maintenance or nonattainment area. Air quality impacts from construction are anticipated to be minimal and temporary and no long-term air quality impacts are anticipated.

<u>M. Noise Impacts (23 CFR 772)</u>	Yes	No
1. Will there be temporary noise impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project involve any of the following Type I project actions listed below (23 CFR 772.5)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Construction of highway on a new location.		
3. Are any lands listed in 23 CFR 772.11(c) adjacent to the project? Identify all below.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Category B: Residential.		
• Category C (exterior): Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.		
4. Does the noise analysis identify a noise impact?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Summary

Summarize noise impacts and mitigation, if any.

A Noise Discipline Report (Michael Minor & Associates, 2022) for the proposed project was completed (Appendix E) to provide a traffic noise impact and abatement analysis meeting the requirements of the Federal Highway Administration (FHWA) and the DOT&PF, and in accordance with DOT&PF 2018 Noise Policy. The noise study consisted of an on-site inspection and noise monitoring. The Noise Discipline Report concluded that noise from construction would be similar to other highway construction projects and that typical DOT&PF construction noise mitigation measures could be included in the project specifications such as; 1) No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays, or between the hours of 10 p.m. and 7 a.m. on other days, without the approval of the DOT&PF construction project manager, 2) All equipment used shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust, and 3) All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency. No noise abatement measures were considered since there are no receivers that meet the impact noise abatement criteria (NAC) of 66 decibels (dB) nor any substantial increases of +15 dB.

Attachments

- appendix_e_noisereport.pdf CFHWY00562.pdf

<u>N. Social and Economic Impacts</u>	Yes	No
1. Would the project affect neighborhoods or community cohesion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the project affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

N. Social and Economic Impacts

Yes No

- a. Would the project include temporary delays and detours of traffic?
- 5. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.
- 6. The project will adversely affect established businesses or business districts.
- a. Would the project have temporary impacts on businesses?

Summary

Summarize social and economic impacts and mitigation, if any.

The proposed project is not anticipated to adversely affect neighborhoods, or community cohesion. The proposed project would provide neighborhood residents greater accessibility and community connection with major arterials for easier access to city amenities.

The proposed project is not anticipated to adversely affect travel patterns and accessibility. The proposed project would provide improved accessibility to other areas of the Matanuska Valley to both motorists and pedestrians. Additionally, the proposed project would provide a separated pedestrian pathway for safer pedestrian travel.

The proposed project would not disproportionately affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html) does not identify any demographics that greatly exceed state or national averages. The proposed project would provide a faster connection to healthcare and to access supplies/needs.

The proposed project would create accessibility to currently undeveloped properties along the proposed road corridor which has the potential to provide economic land development opportunities. The proposed project is not anticipated to result in negative economic impacts.

III. Comments and Coordination

A. Public Involvement

Yes No

- 1. Was public involvement for project completed?
- 2. Was the project public noticed?
- a. Newspaper name and date of notice:

Mat-Su Valley Frontiersman, 2/2/2022

Anchorage Daily News, 1/30/2022

Attachments

- Seldon Road Extension Phase II_ADN.pdf CFHWY00562.pdf
- Seldon Road Extension Phase II_Frontiersman.pdf CFHWY00562.pdf

A. Public Involvement

Yes **No**

b. Alaska Online Public Notice date:

01/28/2022

Attachments

- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

c. Were public notices completed for specific resource impacts (e.g., floodplain, Section 4(f))?

Attachments

- NOI_Floodplain.pdf CFHWY00562.pdf

3. Was a public meeting held?

a. Date(s), time(s), and location(s):

Mat-Su Transportation Fair, 9:00 am, 10/20/2022;

Meadow Lakes Community Council, Zoom, 7:00 pm, 10/12/2022;

Meadow Lakes Elementary, 5:00 pm, 11/13/2014

4. Is there any unresolved controversy on human, natural, or economic grounds?

Summary

Summarize public comments and coordination efforts for this project. Discuss pertinent issues raised.

Public Scoping

A Public Involvement Plan was developed for the Proposed Project and includes public involvement scheduled from Fall 2022 through Fall 2023 (Appendix F). A public meeting was held via zoom October 12, 2022 with the Meadow Lakes Community Council and the project team presented a project overview, project cost, schedule, and provided an opportunity for public comments. A presentation outline from that meeting is included in Appendix F. Additionally, the project team attended the Transportation Fair October 20, 2022 and held a table to provide information, a fact sheet (Appendix F), and answer questions on the proposed project. Public involvement documentation during January 2022-December 2022 public scoping is included in the attached documents. The topic of comments included Beverly Lake Road traffic/impacts, MSB involvement, construction timeline, associated costs, fish involvement, flooding issues, future road extension, road ownership, pedestrian pathway, right-of-way acquisition, roundabout intersection, school crossing, and trucking use. Detailed comments received and responses to comments are included in the attached documents.

Prior to the utilization of federal funding and initiation of the project under NEPA, the MSB was the project proponent and completed public scoping. A public meeting was held on November 13, 2014 from 6:00 p.m. to 8:30 p.m. at Meadow Lakes Elementary, Wasilla, Alaska. A public meeting notice (Appendix F) was mailed to all residents and stakeholders and emailed to stakeholders within the vicinity of the proposed project. The meeting was also advertised in the Frontiersman (Appendix F) and local radio stations. The public meeting was an open house format where residents and stakeholders had the opportunity to discuss the proposed project with the MSB Project Manager and other project staff at different input and display stations. Comment forms were provided to those in attendance at the public meeting.

A summary of the public meeting, including verbal comments from residents and stakeholders, are included in Appendix F. In addition, a website was developed for the Proposed Project through DOT&PF and MSB and can be accessed at <http://www.seldon-phase2.com> and <http://www.matsugov.us/projects/seldon-road-extension>. A view of the websites are included in Attachment F.

Attachments

- 20230314_Seldon_Issue Response Summary_v3 (1).pdf CFHWY00562.pdf
- 20230314_Seldon_PI Chronology_v2_sk (1).pdf CFHWY00562.pdf
- 20230315 Seldon PI Original Documentation_sk (1).pdf CFHWY00562.pdf

B. Agency Involvement

Yes No

1. Was an agency scoping conducted?

4/13/2022 & 11/11/2014

Attachments

- appendix_f_scoping.pdf CFHWY00562.pdf

2. Was an agency scoping meeting held?

3. Was a field review completed with agencies?

Summary

Summarize agency coordination efforts for this project.

Agency Scoping

Agency scoping included an informal pre-scoping email in addition to formal scoping letters sent to applicable agencies

on April 13, 2022 and November 11, 2014(Appendix F). The project purpose and need, a description of the proposed project, potential environmental resources affected were included in the scoping materials. Additionally, an invitation to attend the November 13, 2014 public meeting was included in the November 11, 2014 scoping letter; however, no agency members attended the meeting. One agency comment was received from the USFWS on August 30, 2014 (Appendix F) that stated no federally listed or proposed species and/or designated or proposed critical habitat is within the proposed project area and no further coordination with USFWS is required.

In response to the April 13, 2022 agency scoping letters, comments were received from the Alaska Department of Environmental Conservation (ADEC) Air Quality Division, the ADEC Contaminated Sites Program, and the Alaska Department of Fish and Game (ADF&G) Habitat Section. All comments received are summarized below and included in the attached Appendix F.

The ADEC Air Quality Division commented on April 20, 2022, 1) The project does not require a conformity analysis; 2) If open burning is used to dispose of organic debris procedures to minimize smoke must be used and obtain necessary permits; and 3) Construction activities should follow 18 AAC 50.045(d) to prevent particulate matter from being emitted.

The ADEC Contaminated Sites Program commented on April 21, 2022 that they do not have any comments on the proposed project.

The ADF&G Habitat Section commented on May 5, 2022 that the proposed project does not cross any anadromous streams would be crossed and no resident fish streams would be affected by the proposed project and no ADF&G permit would be required.

IV. Permits and Authorizations

A. Permits and Authorizations

Yes No

- 1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit
- 2. Coast Guard, Section 9
- 3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)
- 4. Flood Hazard
- 5. ADEC Non-domestic Wastewater Plan Approval
- 6. Requires 401 Cert
- 7. ADEC APDES
- 8. Eagle Permit
- 9. Incidental Take Authorization
- 10. Local (Borough or City) permit (e.g., noise)

Mat-Su Borough Temporary Noise Permit

- 10. Other Permits

Summary

The permits listed above are anticipated to be required for construction of the proposed project.

V. Environmental Commitments

A. Environmental Commitments and Mitigation Measures [23 CFR 771.109(b)]

Yes No

- 1. Are there project-specific environmental commitments for this project?

Summary

DOT&PF and their Contractor(s) shall:

DOT&PF anticipates that there are no *project specific* environmental commitments or mitigation measures needed to develop the proposed project.

VI. Environmental Documentation Approval

A. Environmental Documentation Approval

Yes No

1. Do any unusual circumstances exist, as described in 23 CFR 771.117(b)?

2. Does the project meet the criteria of one of the following DOT&PF Programmatic Approvals authorized in the Nov. 13, 2017 "Chief Engineer Directive - Programmatic Categorical Exclusions"?

Summary

No unusual circumstances associated with the proposed project exist.

VII. (e) Constraints

A. 23 CFR 771.117(e) Constraints

Yes No

Does the project involve any of the following? Supporting information for responses must be provided in the impact discussions for each of the applicable impact categories. *If YES is selected for any item, the project cannot be approved under 23 CFR 771.117(c)(26-28).*

1. An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements.

2. An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899.

3. A finding of "adverse effect" to historic properties under the National Historic Preservation Act.

4. The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 [Section 4(f)] except for actions resulting in de minimis impacts.

5. A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act.

6. Construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions.

7. Changes in access control.

8. A floodplain encroachment other than functionally dependent uses (e.g. bridges, wetlands) or actions that facilitate open space use (e.g. recreational trails, bicycle and pedestrian paths).

9. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

Summary

Environmental Documentation Approval Signatures

Prepared by:



Date: 3/21/2023

Kacy Hillman
Kacy Hillman, Environmental Scientist

Reviewed by:



Date: 3/21/2023

Chris Bentz
Project Manager

Approved by:



Date: 3/22/2023

Brian Elliott
Central Region Environmental Manager

Recommended by:



Date: 3/22/2023

Matthew Dietrick
NEPA Manager

Attachment B

Expedited Re-Evaluation Approval Form



State of Alaska
Department of Transportation & Public Facilities

Expedited Re-evaluation APPROVAL FORM
(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023 and executed by FHWA and DOT&PF.

I. Project Information

- A. Project Name:** Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road
- B. State Project Number:** CFHWY00562
- C. Federal Project Number:** 0001723
- D. Primary/Ancillary Project Connections:** Seldon Road Extension Phase I: Windy Bottom/Beverly Lakes Road to Pittman Road (MSB-funded project)
- E. COA Determination:** Unlisted CE
- F. Project Scope:**

TIP or STIP: STIP

Need ID: 32724

Project Scope:

The project extends Seldon Road on a new alignment to the north from its current terminus at Beverly Lake Road (a residential subdivision road) and connect to Pittman Road. Project development includes completion of design and right-of-way along with full construction of a new arterial level facility with separated bike path.

- G. Approval date(s) and impact summary(ies) of the original environmental document and any subsequent Re-Evaluations:**

Original CE approved on 3/22/2023. Impact summaries for each environmental resource do not differ from that described in the 3/22/2023 CE.

- H. Project Purpose and Need as Described in the Original Environmental Document:**

The purpose of this 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 would provide a roadway alignment for vehicles to travel east and west, an alternate route to the Parks Highway, improve overall traffic circulation in the area, and provide better facilities for pedestrians. Project is part of the Matanuska-Susitna Borough Long-Range transportation Plan adopted in 2017.

I. Project Description as Stated in the Original Environmental Document:

The Alaska Department of Transportation and Public Facilities (DOT) is proposing 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, AK (Figures 1-2). The proposed project would:

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

J. Environmental Commitments as Stated in the Original Environmental Document:

As stated in the original 3/22/2023 CE, DOT&PF anticipates that there are no *project specific* environmental commitments or mitigation measures needed to develop the proposed project.

K. Describe changes to project, including prior re-evaluations. Identify any changes in the project impacts from those identified in the original environmental document. Describe the resulting impacts:

1) The re-evaluation is being conducted to provide DOT&PF Authority to Proceed (ATP) in project development to Right-Of-Way (ROW) appraisal and acquisition. Anticipated ROW impacts from the proposed project remain unchanged from the March 22, 2023 CE.

2) ADF&G completed a fish sampling effort on 5/23/2023 and found rainbow trout upstream of culvert 20501075 (see attached correspondence). In response to this finding the project design is incorporating a culvert which will comply with the Tier 1 passage standards as stated in the 2001 Memorandum of Agreement between the Alaska Department of Fish and Game (ADF&G) and the Alaska Department of Transportation and Public Facilities for the Design, Permitting, and Construction of Culverts for Fish Passage. Additionally, anticipated permit changes will include completion of an ADF&G Fish Habitat Permit. Installation of a Tier 1 fish passage culvert and adherence to the terms and conditions set forth in the ADF&G Fish Habitat Permit during construction are anticipated to mitigate any project-related impacts to resident fish, or essential fish habitat in the vicinity of the project.

Attachments

- RE_ Seldon Road, Phase II Fish Passage.pdf CFHWY00562.pdf

Expedited Re-Evaluation

A. Expedited Re-Evaluation

Yes No

1. The project meets the criteria of the Programmatic Approval 1, 2, or 3 in the Nov. 13 2017 Chief Engineer Directive.

2. Does the following statement apply? "Based on the information provided I verify that this project as described at this time remains consistent with the conclusions and commitments of the original environmental document, and any prior re-evaluations, and that the environmental document remains valid."

3. Additional Information:

n/a

Re-evaluation Approval Signatures

Recommended by:



Date: 10/9/2023

Brian Elliott
Central Region Environmental Manager

Approved by:



Date: 10/10/2023

Matthew Dietrick
NEPA Manager

From: [Kelsey, Isaac S \(DOT\)](#)
To: [Moenaert, Crystal L \(DFG\)](#)
Cc: [Bentz, Chris L \(DOT\)](#)
Subject: RE: Seldon Road, Phase II Fish Passage

Awesome. Thank you Crystal!

Because we are proposing to build a new road segment for phase II of Seldon Road, I believe we plan to place a new culvert in the fish-bearing stream that will be upstream of the current culvert. I don't know that we have made plans for what, if anything will be done with the existing culvert. I will however, share the results of your sampling efforts with the project team. I'll be in touch as we progress with design for the proposed project, and your office will have an opportunity to review & comment on our design for the new, and replacement culvert, if we intend to replace it. As you stated, I also expect a fish habitat permit will be needed for construction.

In the meantime, DOT can cover any costs associated with your sampling efforts. Please send Chris and I the paperwork for that, and we'll see that it gets processed.

Best,

Isaac Kelsey

Environmental Impact Analyst II

Alaska Dept. of Transportation & Public Facilities

Preliminary Design and Environmental Section

500 S. Seward Meridian Pkwy.

Wasilla, AK 99654

Phone: (907) 707-1918

Email: isaac.kelsey@alaska.gov

From: Moenaert, Crystal L (DFG) <crystal.moenaert@alaska.gov>
Sent: Friday, May 26, 2023 12:50 PM
To: Kelsey, Isaac S (DOT) <isaac.kelsey@alaska.gov>
Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Subject: RE: Seldon Road, Phase II Fish Passage

Good Afternoon,

Thanks for your patience with my sampling efforts. I placed fish traps upstream and downstream of two existing culverts (20501074 and 20501075) on W Beverly Lake Rd on 05/23/2023.

No fish were collected upstream or downstream of Culvert 20501074, and after walking the channel there is significant elevation gain as well as natural fish passage barriers from where the stream meets Beverly Lake to the culvert. At this time, we are not concerned with fish passage and a Fish Habitat Permit is not required for this location. However, should culverts be placed, or the stream diverted for any reason during construction activities, we ask that the water be diverted back into the channel as it does drain into a fish bearing waterbody (Beverly Lake).

Rainbow trout were captured upstream of Culvert 20501075 deeming this stream important for rearing of resident fish species. A Fish Habitat permit will be required at this location prior to placing culverts, bridges, or water withdrawals.

No anadromous fish were captured during this sampling effort.

Thank you again for the opportunity to confirm fish presence/absence in your project area.

Sincerely,

Crystal Moenaert

Habitat Biologist 2

ADF&G Habitat Section

1801 S Margaret Drive, Suite 6

Palmer AK 99645

Ph: 907-861-3204

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



From: Moenaert, Crystal L (DFG)

Sent: Thursday, May 18, 2023 8:12 AM

To: Kelsey, Isaac S (DOT) <isaac.kelsey@alaska.gov>

Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>

Subject: RE: Seldon Road, Phase II Fish Passage

Morning Isaac,

Thanks for checking in. I have set aside two days for site visits (one to set traps, one to check) next week Tues/Wed. I should be able to provide information and findings by the end of next week.

Sincerely,

Crystal Moenaert

Habitat Biologist 2

ADF&G Habitat Section

1801 S Margaret Drive, Suite 6

Palmer AK 99645

Ph: 907-861-3204

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



From: Kelsey, Isaac S (DOT) <isaac.kelsey@alaska.gov>
Sent: Thursday, May 18, 2023 7:20 AM
To: Moenaert, Crystal L (DFG) <crystal.moenaert@alaska.gov>
Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>
Subject: RE: Seldon Road, Phase II Fish Passage

Hi Crystal,

I wanted to check in with you about the fish survey work planned this spring near the Seldon Road Phase 2 DOT&PF project. I will need to complete a NEPA re-evaluation soon and would like to incorporate your findings into the document. If fish are found, it will also impact our culvert designs for the project. Could you please give me a rough estimate of when this survey work will be conducted? Chris and I are able to provide project billing information when it's needed.

Thank You,

Isaac Kelsey

Environmental Impact Analyst II

Alaska Dept. of Transportation & Public Facilities

Preliminary Design and Environmental Section

500 S. Seward Meridian Pkwy.

Wasilla, AK 99654

Phone: (907) 707-1918

Email: isaac.kelsey@alaska.gov

From: Moenaert, Crystal L (DFG) <crystal.moenaert@alaska.gov>
Sent: Thursday, October 27, 2022 10:29 AM
To: Kelsey, Isaac S (DOT) <isaac.kelsey@alaska.gov>; Myers, Sarah E E (DFG) <sarah.myers@alaska.gov>
Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>; Vonlindern, Drew A (DOT) <drew.vonlindern@alaska.gov>
Subject: RE: Seldon Road, Phase II Fish Passage

Good morning Isaac,

Thank you for passing along the comment from the member of the public. In speaking with Sarah, the ADF&G Habitat Section would like to investigate further to determine fish presence in this area. Since winter has arrived, we are looking at spring of 2023 as the earliest we can begin sampling efforts. We have identified three locations to start with, and will add more if needed:

1. 61.61628, -149.56517
2. 61.61636, -149.56670
3. 61.61480, -149.58762

I will reach out again when the conditions allow us to begin sampling. Thanks again, and if you have any additional questions please reach out.

Sincerely,

Crystal Moenaert

Habitat Biologist 2

ADF&G Habitat Section

1801 S Margaret Drive, Suite 6

Palmer AK 99645

Ph: 907-861-3204

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



From: Kelsey, Isaac S (DOT) <isaac.kelsey@alaska.gov>

Sent: Thursday, October 27, 2022 8:36 AM

To: Moenaert, Crystal L (DFG) <crystal.moenaert@alaska.gov>; Myers, Sarah E E (DFG) <sarah.myers@alaska.gov>

Cc: Bentz, Chris L (DOT) <chris.bentz@alaska.gov>

Subject: Seldon Road, Phase II Fish Passage

Hello Crystal & Sarah,

I am writing to you concerning a DOT&PF project under development in a MSB near Beverly Lake. DOT&PF plans to extend Seldon Rd through to Pittman Road, improving east-west connectivity in that portion of the Borough. Drew Vonlindern sent your office a scoping letter for the proposed

project, which Crystal responded to on May 5, 2022. In the response, you indicated no anadromous or resident fish bearing streams would be affected by the scope of work and no fish habitat permit needs were anticipated.

DOT&PF held a Transportation Fair last week. During the fair we received a comment from a member of the public who lives near Beverly Lake. He stated there is an anadromous waterway flowing under Beverly Lake Road in this area. I've double checked the AWC and AFFI on the ADF&G website and agree with your assessment that no known anadromous or resident fish-bearing stream is present in this location.

Does your office wish to conduct additional survey work in the area to confirm the presence or absence of fish in this waterway? There are at least two culverts near this location that appear inadequate for fish passage. DOT&PF as well as the MSB have a strong desire to ensure any newly installed culverts in fish-bearing waterways meet fish passage standards. If the waterways contain fish, DOT&PF also anticipates we would need to obtain a fish habitat permit from your office prior to conducting in-stream work. The fish passage site numbers I pulled from the catalog pertaining to these culverts are: 20501074 and 20501075.

Respectfully,
Isaac Kelsey

Isaac Kelsey

Environmental Impact Analyst II

Alaska Dept. of Transportation & Public Facilities

Preliminary Design and Environmental Section

500 S. Seward Meridian Pkwy.

Wasilla, AK 99645

Phone: (907) 269-0524

Email: isaac.kelsey@alaska.gov

Attachment C

Location Hydraulic Study

State of Alaska
Department of Transportation & Public Facilities
FLOODPLAIN CONSULTATION FORM
LOCATION HYDRAULIC STUDY*



***Instructions:** This form is optional for NEPA Assignment Program Projects and is intended to be used in conjunction with the State of Alaska DOT&PF Program Guidance on Documenting Floodplain Impacts and Compliance with E.O. 11988. Any answer with an asterisk (*) in Section II requires consultation with the Hydraulics Engineer to complete Section III and Section IV, and to have this form approved as the Location Hydraulic Study. Justification for responses must be provided either in the form or in separate attached documentation.*

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.

Attachments: *List attached maps and other supporting documentation as needed.*

I. Project Information

Project Name: Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road
State Project #: CFHWY00562
Federal Project #: 0001723

Project Description:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) proposes the Seldon Road Extension Phase II project to extend the western terminus of Seldon Road at Windy Bottom Road/Beverly Lakes Road on a new roadway alignment and connect to Pittman Road. The proposed project would complete the roadway connection between Church Road and Pittman Road in Wasilla, Alaska (Appendix A, Figure 1).

The proposed project is located within Township 18 North, Range 2 West, Sections 25, 26, 27, and Township 18 North, Range 1 West, Section 30, Seward Meridian.

The proposed project would complete the following:

- Extend Seldon Road with a 2.25-mile two-lane arterial facility with 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 approximate 160-foot right-of-way (ROW).
- 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.

II. Floodplain Information

Are National Flood Insurance Program (NFIP) maps and studies available?

Yes No*

If yes, attach map and complete items a through e below. If no, complete items c through e only and list any sources used in preparing this form in item e below.

a. Does the project go outside of the NFIP map boundary?

Yes* No

b. Is the project located within a regulatory floodway?

Yes* No

Regulatory floodway is defined as a floodplain area that is reserved in an open manner by federal, state or local requirements, i.e., unconfined or unobstructed either horizontally or vertically, to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than a designated amount (not to exceed 1 foot as established by FEMA for administering the NFIP) [see 23 CFR 650.105(m)].

c. Is the project located within a base floodplain?

Yes* No Unmapped Floodplain*

Base floodplain is defined as the area inundated by a flood or tide having a one percent (1%) chance of being exceeded in any given year (100-year flood) [see 23 CFR 650.105(b) and (c)].

d. For projects encroaching within a mapped or unmapped base floodplain, is the encroachment considered “functionally dependent” as defined by FEMA?

Yes* No

CE projects with encroachments that are not functionally dependent cannot be classified as c(26, 27, or 28).

e. Floodplain description

List waterbody(ies) and Special Flood Hazard Area (SFHA) Zone(s) for NFIP mapped areas; for projects in unmapped areas or outside of NFIP map boundaries, consult with the Hydraulics Engineer to identify and describe any unregulated base floodplains.

b. The project exists within an area of minimal flood hazard - Zone X per the attached NFIP maps (attachments 2 and 3).

d. Construction of Seldon Road Extension is not considered functionally dependent because it can perform its intended function if it is not located or carried out in water.

e. An unmapped floodplain exists on the north side of Beverly Lake Road adjacent to two small stream crossings of Beverly Lake Road. An additional unmapped floodplain exists running east-west crossing Wyoming Road north of the intersection with Seldon Road. NFIP maps (Figure 2) shows an additional crossing west of the Wyoming/Seldon intersection, but wetland delineation efforts (Figure 5) show no stream visible in the project area at that location.

III. Floodplain Impacts

1. Will the proposed project result in a longitudinal encroachment? Yes No
2. Will the proposed project involve one or more of the following construction or flood-related impacts? *If yes, the proposed project will result in a significant encroachment (see 23 CFR 650.105).* Yes No
- A significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.
 - A significant risk [to life or property].
 - A significant adverse impact on natural and beneficial floodplain values.
3. Will the proposed project include elements that support probable incompatible floodplain development? Yes No
4. Will the proposed project impact natural and beneficial floodplain values? Yes No
5. Will the proposed project include elements that increase the likelihood of flooding or flood-related impacts to adjacent structures or property? Yes No

Impact Discussion: *Discuss the floodplain and flood-related impacts associated with the proposed project, and provide justification for responses to the above questions. If yes is selected for #1, #2 and/or #3, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.111. Attach supporting documentation as needed.*

1. No, project does not run generally parallel to the unmapped floodplains identified on near Beverly Lake Road or Wyoming Road. A longitudinal encroachment is not expected.
2. The project does not create a significant potential for interruption or termination of transportation facilities, would not create a risk of permanently interrupting the community's emergency response systems or cutting off designated evacuation routes, nor does it create a significant risk to life or property. Project creates a new transportation route that will not be the sole route for emergency response in the community.
3. The project does not include elements that would encourage development in the floodplain as its design does not encourage, allow, serve, or otherwise facilitate floodplain development that has not already been built or otherwise permitted by local or borough authorities. The project is designed as an arterial road with no additional development planned along its route.
4. Any impacts to natural and beneficial floodplain values are expected to be minor and will be mitigated by installation of appropriately sized culverts and special ditch grading to ensure that natural flow paths are minimally affected. See mitigation discussion in IV, below.
5. No, the project will not include elements that increase the likelihood of flooding or flood-related impacts to adjacent structures or property. See mitigation discussion in IV, below.

IV. Mitigation

Are any mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values impacted by the project? Yes No

If yes, explain.

Seldon Road cross culverts will be necessary at two identified stream crossings. Stream Crossing 1 is located mid-project on the northern edge of Wyoming Drive (Appendix A, Figure 1). Stream Crossing 2 outfalls into Beverly Lake (Appendix A, Figures 1 and 4). Additional culverts and special ditch grading may be considered to equalize surface water that could pond on either side of Seldon Road, especially near the intersection with Beverly Lake Drive and Windy Bottom Road (Appendix A, Figure 4). Culverts will be sized to adequately pass the base flood with no adverse impacts and following existing Matanuska Susitna Borough (MSB) requirements.

V. Consultation

Were the applicable local, state, and federal water resource and floodplain management agencies consulted to determine if the proposed project is consistent with existing watershed and floodplain management programs? Yes No

If yes, describe consultation efforts.

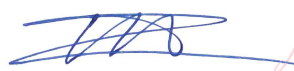
The Matanuska Susitna Borough (MSB) floodplain manager and planner have been consulted throughout the project development cycle to ensure the design is consistent with MSBs existing watershed and floodplain management programs. The U.S. Army Corp of Engineers has been consulted and is in the process of evaluating an individual permit for the unavoidable impacts to wetlands.

PREPARED BY:

Kacy Hillman Digitally signed by Kacy Hillman
Date: 2023.01.26 12:35:32 -08'00'
Signature – Environmental Analyst

01.26.23
Date

Print Name: Kacy Hillman

 Digitally signed by Raymond E. Plummer III
Date: 2023.01.26 14:55:20 -06'00'
Signature – Hydraulic Engineer*

1/26/23
Date

Print Name: Raymond E. Plummer III

*If approved by the Hydraulics Engineer, this may serve as the Location Hydraulic Study