

EI-18772

PMRE Proposed Final APE

Barbara Hotchkin

to:

Judy Bittner, Catherine Glidden

12/30/2011 08:12 PM

Cc:

"Brian Lindamood", "Shina A (DNR) duVall", "Kathryn Kusske Floyd", "Elizabeth Grover", "Angie Wade", "Brad Sworts", "Fran Seager-Boss", "Victoria Rutson"

Hide Details

From: "Barbara Hotchkin" <Hotchkinb@akrr.com> Sort List...

To: "Judy Bittner" <judy.bittner@alaska.gov>, "Catherine Glidden" <Catherine.Glidden@stb.dot.gov>

Cc: "Brian Lindamood" <LindamoodB@akrr.com>, "Shina A (DNR) duVall" <shina.duvall@alaska.gov>, "Kathryn Kusske Floyd" <kusske.floyd.kathryn@DORSEY.com>, "Elizabeth Grover" <Elizabeth.Grover@hdrinc.com>, "Angie Wade" <AWade@kniktribe.org>, "Brad Sworts" <brad.sworts@matsugov.us>, "Fran Seager-Boss" <Fran.Seager-Boss@matsugov.us>, "Victoria Rutson" <rutsonv@stb.dot.gov>

Follow Up:

Normal Priority.

History: This message has been replied to.

Judy and Catherine,

In accordance with Stipulation II.D of the Port MacKenzie Rail Extension (PMRE) Project Programmatic Agreement, the Working Group developed a proposed final Area of Potential Effect (APE) for the PMRE Project. The attached letter submits the proposed final APE for a 15-day review.

I mailed a hard copy to Judy. Catherine - if you would like me to mail you a hard copy, please let me know. Happy New Year! Thanks, Barb

Barbara C. Hotchkin
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hotchkinb@akrr.com



December 30, 2011

Judith Bittner
State Historic Preservation Officer
Alaska Department of Natural Resources
550 W. 7th Ave., Suite 1310
Anchorage, AK 99501-3565

Catherine Glidden
Environmental Protection Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Re: Proposed Final Area of Potential Effect for 15-day review and comment

Dear Ms. Bittner and Ms. Glidden:

In accordance with Stipulation II.D of the Port MacKenzie Rail Extension (PMRE) Project Programmatic Agreement (Agreement; executed 6/15/2011), the Working Group developed a proposed final Area of Potential Effect (APE¹) for the PMRE Project. This letter submits the Working Group's proposed final APE for the PMRE Project for a 15-day review.

The proposed final APE is based on consultation with the State Historic Preservation Officer (SHPO) and Iditarod Dog Sledding Historic District (IDSHD) workshop participants. It is limited to the alignment licensed by STB (Mac East Variant-Connector 3 Variant-Houston-Houston South alternative; Surface Transportation Board [STB] Decision, November 21, 2011) and comports with the initial APE defined in Stipulation II.C of the Agreement. The APE for direct and indirect effects are described below and are depicted on the attached figures based on the current design.

APE for Direct Effects

The APE for direct effects shall include the 200-foot right of way (100 feet from either side of the alignment centerline) and other ground disturbance areas (e.g., staging areas, work camps, cut and fill areas, material sources/gravel quarries, overburden disposal areas, and associated buildings/structures and infrastructure) that may be outside the 200-foot right of way. A 100-foot buffer has been added in cut and fill areas to account for potential impacts during construction.

¹ As defined at 36 C.F.R. § 800.16(d)

APE for Indirect Effects

The APE for indirect effects is up to one mile on either side of the rail line centerline. The indirect effects APE may be significantly less than the proposed one-mile maximum in areas where views are impeded due to dense vegetation or topography. It may also be significantly less in areas where historic properties are not or are unlikely to be present (e.g., in wetland areas).

The Working Group would conduct cultural resource surveys in the APE for direct effects that has not yet been surveyed, in both moderate to high probability areas. Limited surveys may also be conducted in some low probability areas identified during consultation between Working Group members. Surveys would not be conducted in the indirect effects APE, as this APE is intended to encompass the broad study area previously investigated to identify historic properties that could be sensitive to visual or noise effects. The indirect effects APE is also intended to address IDSHD Workshop participants' concerns regarding potential line-of sight issues for trail approaches to crossings.

The Working Group is submitting the proposed final APE to you for a 15-day review period. Please provide your comments by January 16, 2011. Once we receive your comments, the Working Group will incorporate them as appropriate and submit the final APE to Agreement Signatories, Invited Signatories, and other interested Concurring Parties for their reference and records.

If substantial alterations to PMRE Project design occur prior to or during construction that will require a change to this proposed APE, ARRC, in coordination with the Working Group shall submit updated APE map(s)/figures to STB, SHPO, interested Concurring Parties, and other identified consulting parties as appropriate.

If you have any questions, please contact me at (907) 265-3095 or LindamoodB@akrr.com.

Sincerely,

Handwritten signature of Brian Lindamood in black ink, with the initials "BL" at the end.

Brian Lindamood
Alaska Railroad Corporation

Enclosures: APE map packet (7 pages)

Cc with enclosures:

Victoria Rutson, STB

Shina duVall, OHA

Barbara Hotchkin, ARRC

Fran Seager-Boss, MSB

Angie Wade, KTC

Elizabeth Grover, HDR

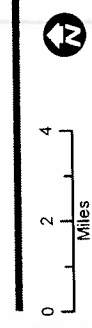
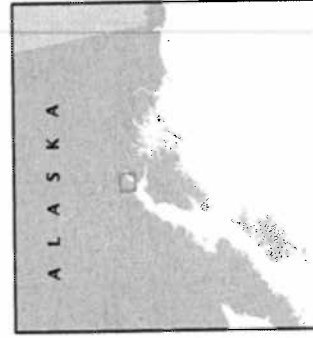
FIGURE 1



**Project Area Vicinity
and
Area of Potential Effect**

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative
- Existing ARRC Track
- Highway
- Medium Rd
- Minor Rd
- Park or Refuge



Date: December 21, 2011
 Projection: Alaska State Plane Zone 4, NAD 83
 Author: HDR Alaska, Inc.
 Sources: DNR, M58, HDR Alaska, Inc., Hanson

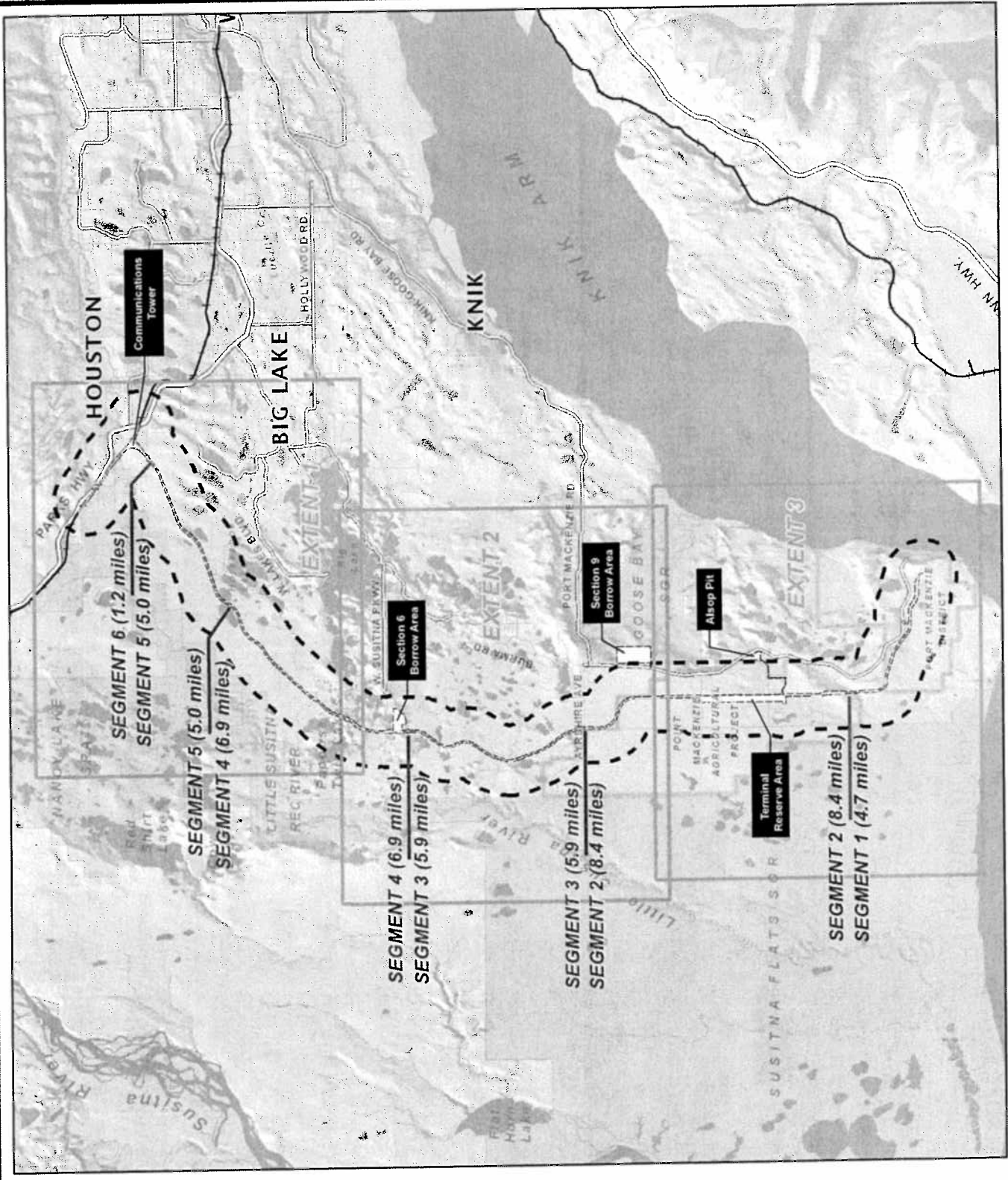
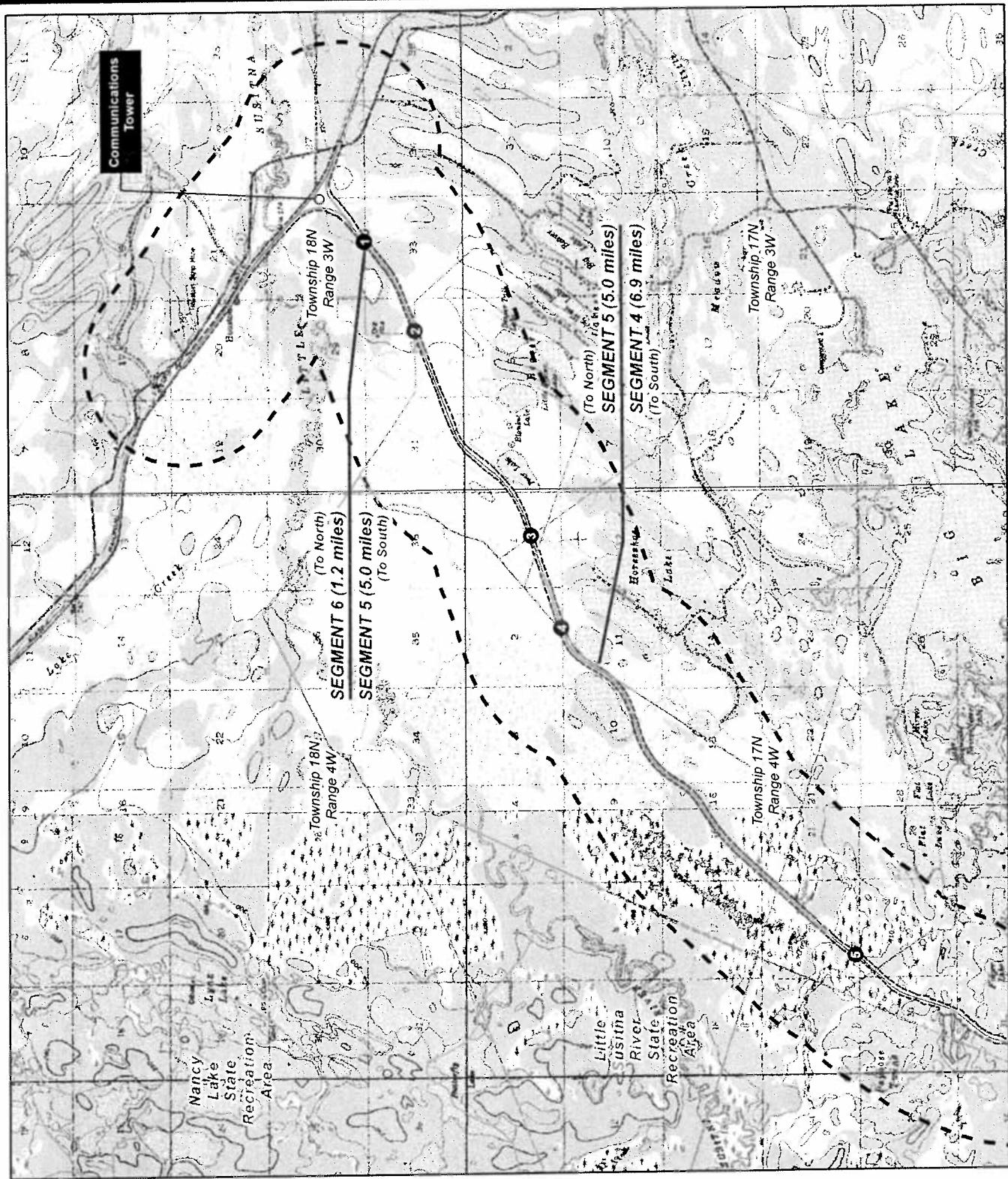


FIGURE 2



Area of Potential Effect USGS Base Extent 1

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative
- Trails
- Crossing Types
- Road
- Trail
- Stream

- ### CROSSING TYPE SUMMARY
1. Millers Reach Road At-Grade
 2. Unnamed Big Lake Rec. Trail At-Grade
 3. Unnamed Big Lake Rec. Trail At-Grade
 4. Houston Lake Loop Trail Bridge
 5. H-6.3 - Tributary of Little Su Bridge

NOTE: Crossing locations are based from Mat-Su Borough GIS and field survey data and may not align with what is shown on the USGS base map.



Date: December 21, 2011
 Projection: Alaska State Plane Zone 4, NAD 83
 Sources: HCR Alaska, Inc., Hanson
 Base map: USGS 1:63,360
 ANCHORAGE (C-8), TYONEK (C-1)

FIGURE 3



Area of Potential Effect USGS Base Extent 2

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative
- Trails

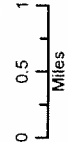
Crossing Types

- Road
- Trail
- Stream

CROSSING TYPE SUMMARY

- | | |
|------------------------------------|----------|
| 6. H-4.3 - Tributary to Little Su | Bridge |
| 7. W. Papoose Twins Road | At-Grade |
| 8. W. Susitna Parkway | At-Grade |
| 9. Historic Iditarod Trail | Bridge |
| 10. H-0.8 - Outlet of Diamond Lake | Bridge |
| 11. W. Ayrshire Avenue | At-Grade |

NOTE: Crossing locations are based from Mat-Su Borough GIS and field survey data and may not align with what is shown on the USGS base map.



Date: December 21, 2011
 Projection: Albers State Plane, Alaska, NAD 83
 Author: HDR Alaska, Inc., Hanson
 Sources: HDR Alaska, Inc., Hanson
 Base map: USGS 1:63,600
 ANCHORAGE (B-3, C-3), TYONEK (B-1, C-1)

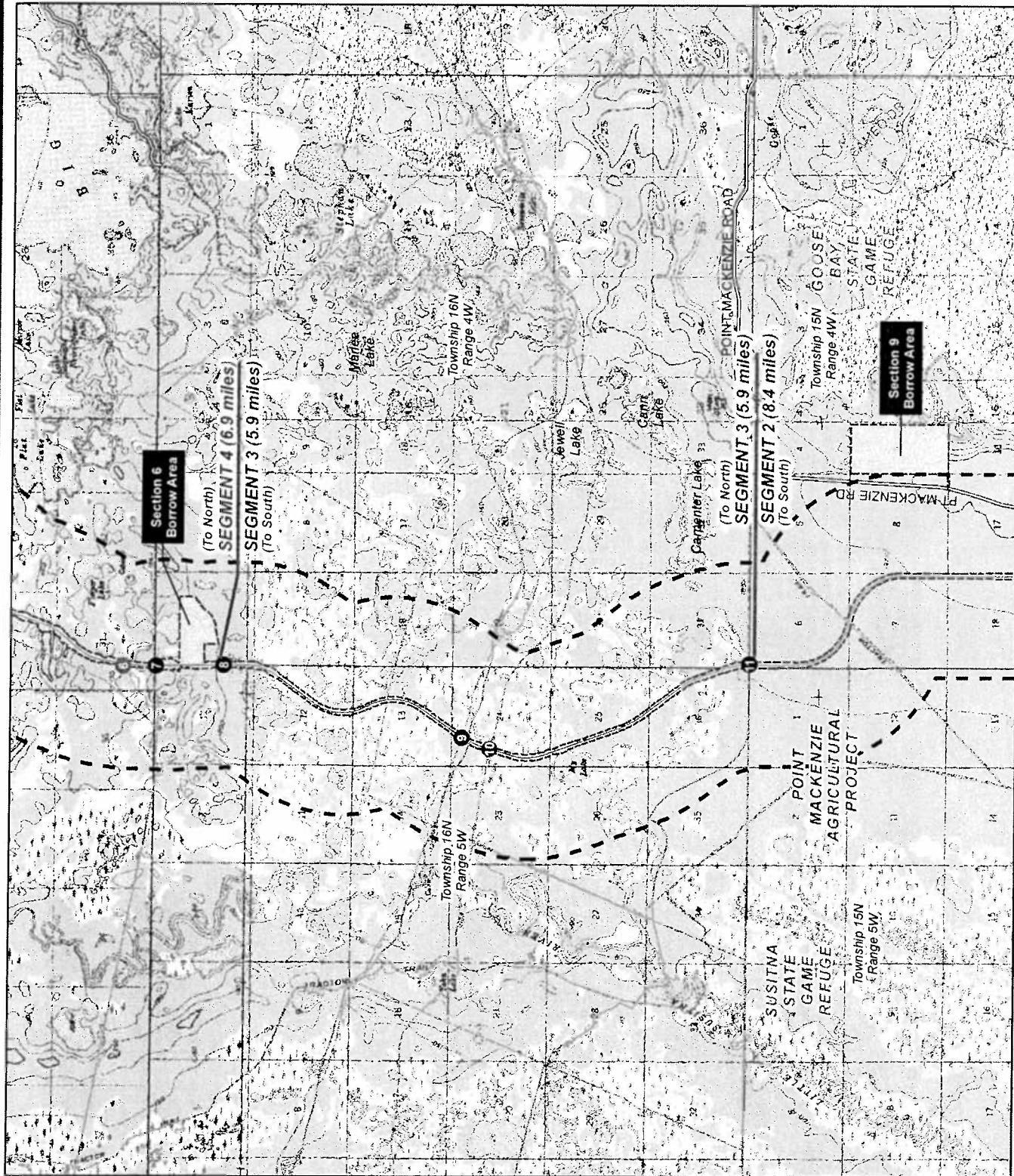
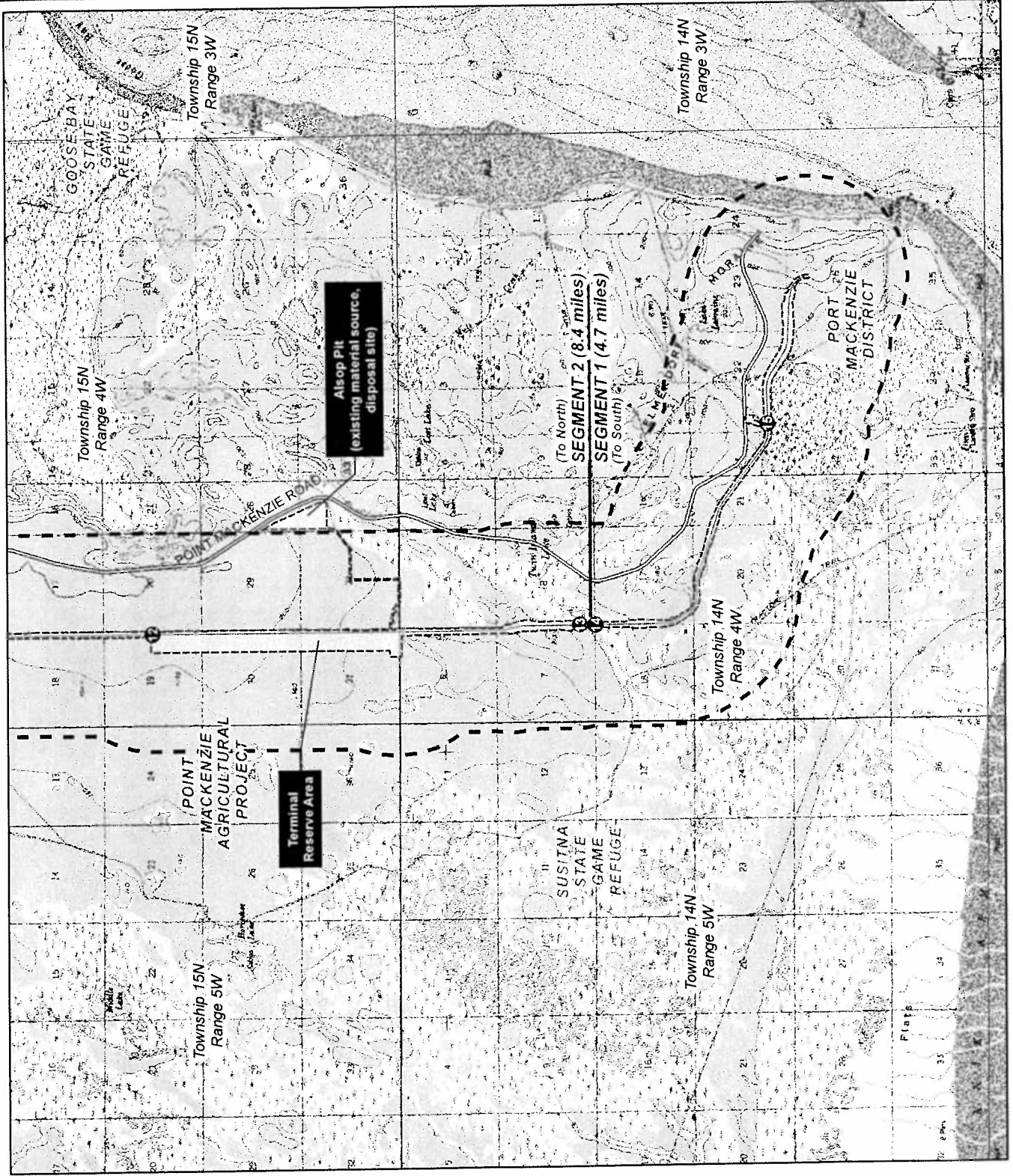


FIGURE 4



Area of Potential Effect USGS Base Extent 3

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative

Trails

Crossing Types

- Road
- Trail
- Stream

CROSSING TYPE SUMMARY	
12. W. Holstein Avenue	At-Grade
13. MC-4.5 - Unnamed Stream	Bridge
14. Baker Farm Road	At-Grade
15. Figure 8 Lake Loop Trail	Oversized Culvert

NOTE: Crossing locations are based from Mat-Su Borough GIS and field survey data and may not align with what is shown on the USGS base map.



Date: December 21, 2011
 Projection: Alaska Albers
 Sources: HDR Alaska, Inc.; Hansen
 Base map: USGS 1:63,360
 ANCHORAGE (B-4); TYONEK (B-1)

FIGURE 5

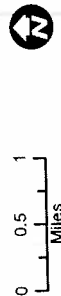


Area of Potential Effect Aerial Imagery Extent 1

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative
- Trails
- Highway
- Medium Rd
- Minor Rd
- Crossing Types
- Road
- Trail
- Stream

- CROSSING TYPE SUMMARY**
1. Millers Reach Road
 2. Unnamed Big Lake Rec. Trail
 3. Unnamed Big Lake Rec. Trail
 4. Houston Lake Loop Trail
 5. H-6.3 - Tributary of Little Su
- At-Grade
At-Grade
At-Grade
Bridge
Bridge



Date: December 21, 2011
 Projection: Alaska State Plane Zone 4, NAD 83
 Author: HDR Alaska, Inc.
 Sources: HDR Alaska, Inc.; Hanson
 Basemap: NRCS Imagery 2004

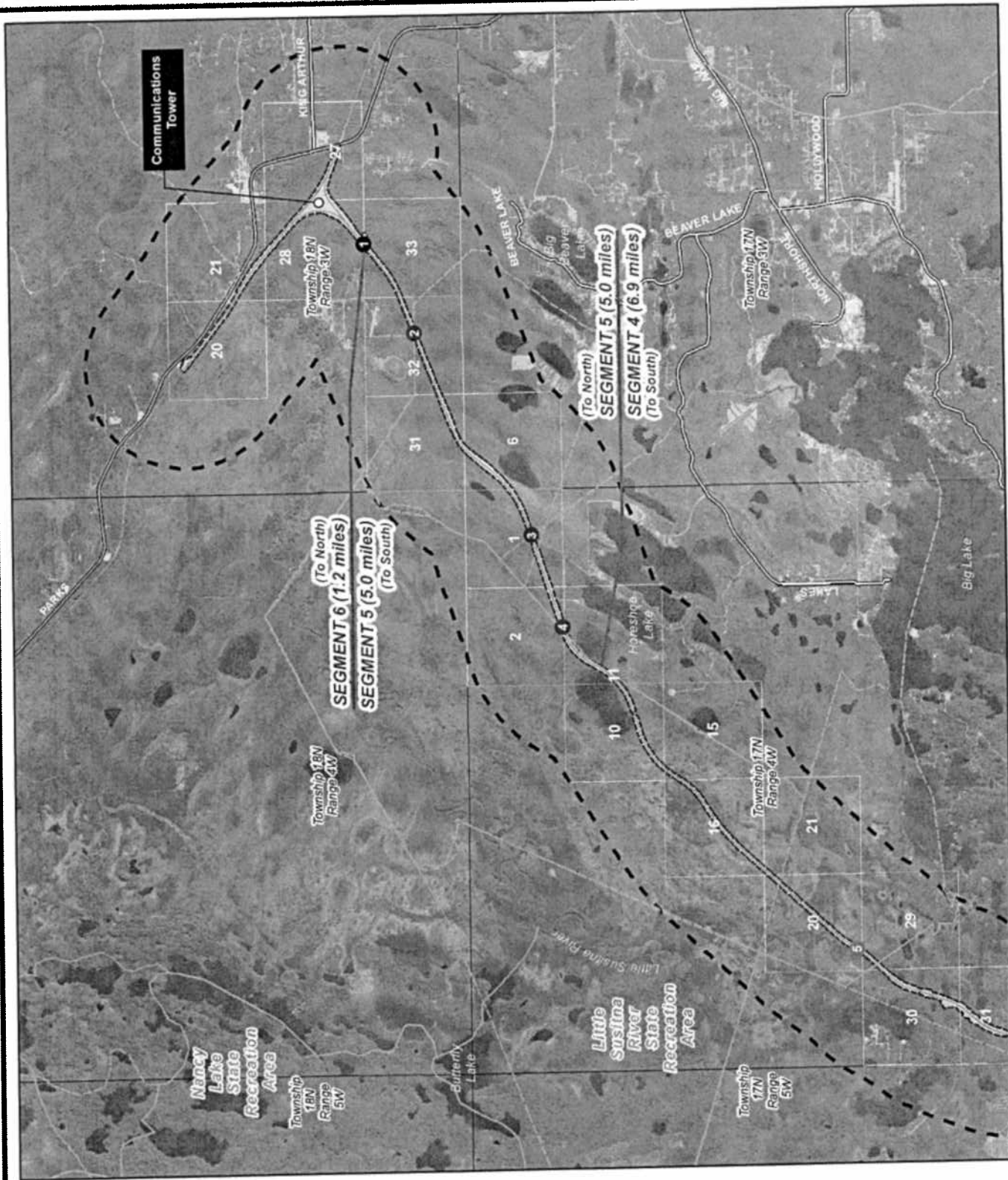


FIGURE 6

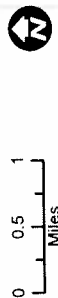


Area of Potential Effect Aerial Imagery Extent 2

LEGEND

- Proposed Area of Potential Effect (APE)
- Proposed Area of Indirect Potential Effect
- Proposed Alternative
- Trails
- Highway
- Medium Rd
- Minor Rd
- Crossing Types
- Road
- Trail
- Stream

- CROSSING TYPE SUMMARY**
- 6. H-4.3 - Tributary of Little Su Bridge
 - 7. W. Papoose Twins Road At-Grade
 - 8. W. Susitna Parkway At-Grade
 - 9. Historic Iditarod Trail Bridge
 - 10. H-0.8 - Outlet of Diamond Lake Bridge
 - 11. W. Ayrshire Avenue At-Grade



Date: December 21, 2011
 Projection: Alaska Albers
 Author: HDR Alaska, Inc.
 Sources: HDR Alaska, Inc.; Hansen
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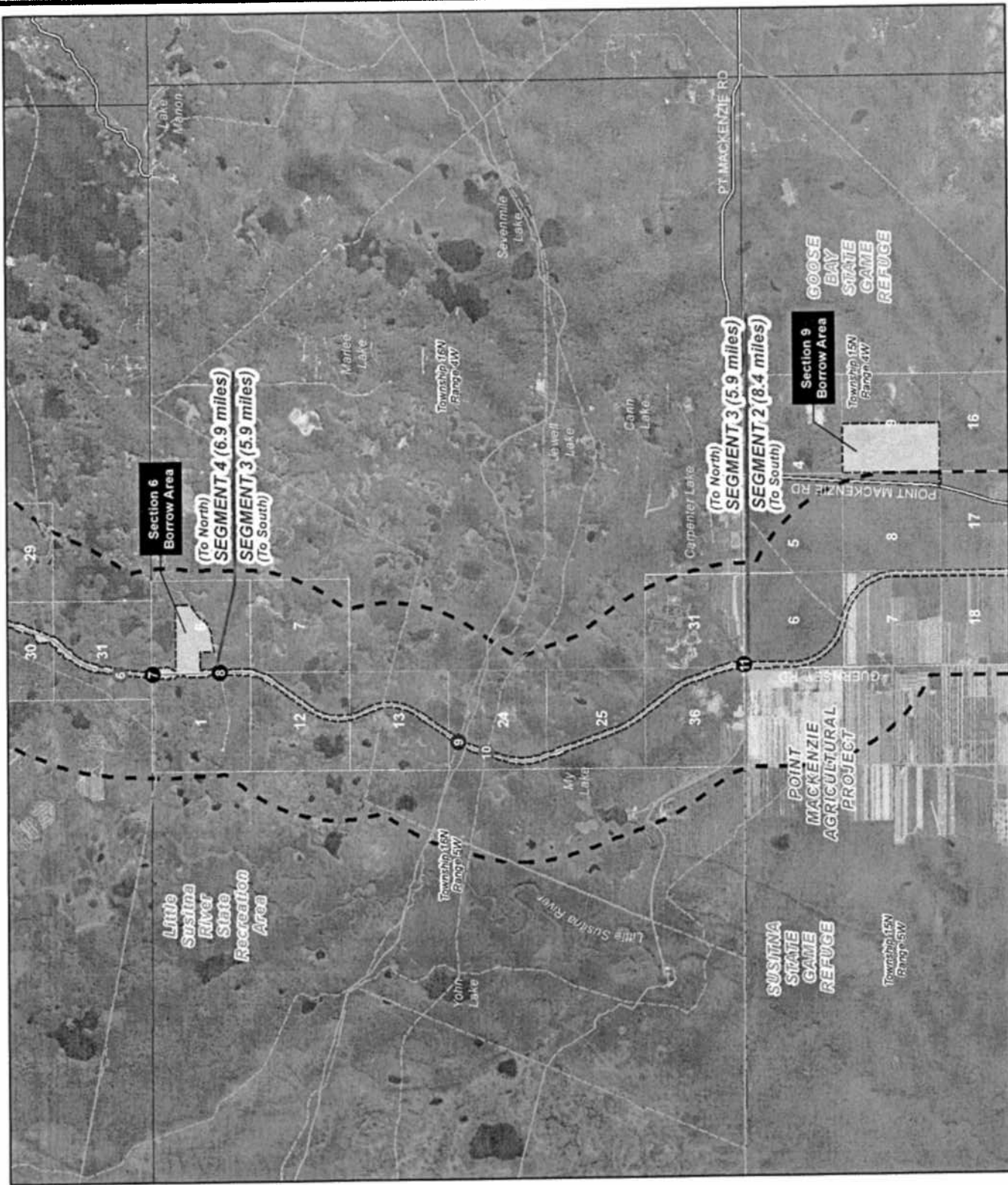


FIGURE 7

