

Appendix B

Class of Action Determination

IPaC report

Eagle Correspondence

Location Hydraulic Study

Essential Fish Habitat Worksheet

Section 4(f) Applicability Correspondence

Ackiss, Colleen M (DOT)

From: Goldstein, Melissa L (DOT)
Sent: Monday, March 02, 2015 11:49 AM
To: Nelson, Brett D (DOT)
Cc: Heck, Linda K (DOT); Ackiss, Colleen M (DOT)
Subject: SEO COA Approval RE: 62003 Seppala Drive Upgrade - COA
Attachments: 62003 COA 03 02 15.pdf; 62003 Seppala Drive Upgrade figures.pdf

Hi Brett,

Attached please find a copy of the signed Class of Action Consultation Form for the project files. Based on the information provided I concur that the **Seppala Drive Upgrade (62003)** project would fall under 23 CFR 771.117(c)(26), and that it is assignable per the MOU for 6004. However, keep in mind that this determination may change at a later date if there are any changes to the funding sources, if unusual circumstances or significant environmental impacts are discovered, or any other issues that may remove the project from assignment under the MOU for 6004. Please note that this determination is based in part on the project meeting the conditions in 23 CFR 771.117(e).

Thanks,
Melissa

Melissa Goldstein
NEPA Program Manager
Statewide Environmental Office
Alaska Department of Transportation and Public Facilities
Phone: (907) 465-6961

From: Horne, Taylor C (DOT)
Sent: Monday, March 02, 2015 9:04 AM
To: Goldstein, Melissa L (DOT)
Cc: Nelson, Brett D (DOT)
Subject: FW: 62003 Seppala Drive Upgrade - COA

Hi Melissa,

Can you please take care of this for Brett?

Thanks
Taylor



Taylor C. Horne
Statewide Environmental Program Manager
Alaska Department of Transportation and Public Facilities
3132 Channel Drive, P.O. Box 112500
Juneau, Alaska 99811-2500
Phone: (907) 465-6957 Cell: (907) 230-5055

From: Nelson, Brett D (DOT)
Sent: Friday, February 27, 2015 3:20 PM
To: Horne, Taylor C (DOT)
Cc: Heck, Linda K (DOT); Ackiss, Colleen M (DOT); Nelson, Brett D (DOT)
Subject: 62003 Seppala Drive Upgrade - COA

Taylor,

Can you please review and approve the attached COA form for the 62003 Seppala Drive Upgrade project. Please let me know if you have any questions or need more information.

Thanks,
Brett



Brett Nelson

Northern Region Environmental Manager
Alaska Dept. of Transportation & Public Facilities
Office (907)451-2238
Fax (907)451-5126

Class of Action Consultation Form
6004 Program Assignability



I. Project Information:

1. Project Name: Seppala Drive Upgrade
2. Federal-aid Project Number: 000S(828)
3. AKSAS (State Project Number): 62003
4. List of attachments:
5. Project description:

Realign and rehabilitate Seppala Drive in Nome from the intersection of Bering Street to the intersection of Airport Terminal Road (approximately 1.3 miles). Work expected to include roadway/shoulder widening, accommodation of pedestrian facility along road, culvert/drainage work, utility relocations, resurfacing and sign installations.

6. Provide a brief discussion of probable impacts (23 CFR 771.111(b)):
 - minor ROW acquisition may be necessary for project
 - no USCG bridge permit; may need USACE authorization in form of a NWP
 - project will not have a finding of adverse effects to historic properties; will not result in a Section 4(f) use; and no ESA involvement
 - no major traffic disruptions during project work
 - no change in access control
 - no floodplain encroachment; no Wild and Scenic Rivers involvement

II. Project Funding Information:

1. Is the project funded with Federal-aid Highway Program Funds? Yes No
2. Is the project is funded with federal funds other than Federal-aid Highway Program funds (FTA, FAA, BIA, etc.)? *If 'Yes', this project is not assignable under the 6004 MOU.* Yes No

III. CE Applicability:

1. **23 CFR 771.117(c)**
 - a. Is the action identified on the "c" list? Yes No
 - b. Identify the applicable "c" list action: **23 CFR 771.117(c)(26)**
2. **23 CFR 771.117(d)**
 - a. Is the action identified on the "d" list? Yes No
 - b. Identify the applicable "d" list action: **23 CFR 771.117(d)()**

IV. 6004 Program Assignability: *Check all that apply*

1. **The project is 6004 assignable.** This action is identified as a "c" list action or as a "d" list example; AND currently no unusual circumstances are identified per 23 CFR 771.117(b). The project should proceed in accordance with Chapter 3 of the *Alaska 6004 Program Environmental Procedures Manual*.
2. **The project is not 6004 assignable, due to:**
 - a. This action has a federal funding source in addition to the FHWA Federal-aid Highway Program.
 - b. This action is not specifically identified on the "c" list or in the "d" list examples.

c. FHWA guidance indicates this type of activity does not fall within the 6004 MOU.

d. Unusual circumstances exist per 23 CFR 771.117(b).

If any of the boxes in IV.2 are checked, then the project should proceed in accordance with Chapter 2 of the Alaska Highway Environmental Procedures Manual.

3. Recommended by: Brett Nelson Brett Nelson
[Printed Name and Signature] Regional Environmental Manager

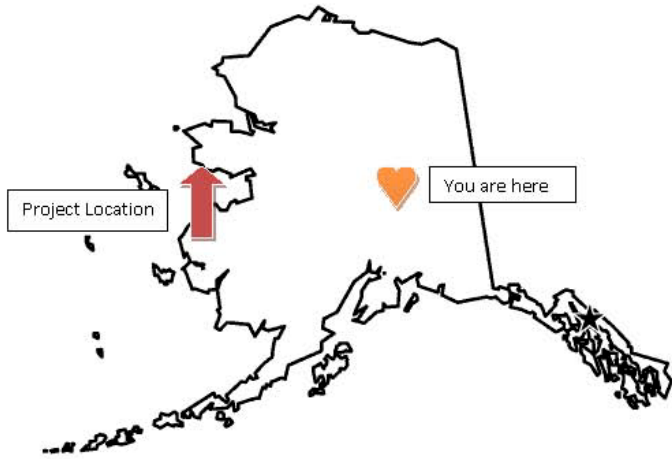
Date: 2-27-15

4. Approved by: Melissa Goldstein Melissa Goldstein
[Printed Name and Signature] Statewide NEPA Manager

Date: 03/02/15

Notes:

62003: Nome Seppala Drive Rehabilitation



62003: Nome Seppala Drive Rehabilitation



Project Scope: Realign and rehabilitate Seppala Drive in Nome from the intersection of Bering Street to the intersection of Airport Terminal Road.

Class of Action Consultation Form
6004 Program Assignability



I. Project Information:

1. Project Name: Seppala Drive Upgrades
2. Federal-aid Project Number: Z620030000
3. State Project Number: 000S828
4. List of Attachments:

5. Project Description:

The Seppala Drive Reconstruction project proposes to rehabilitate the full length of Seppala Drive, approximately 1.3 miles in length, between Bering Street and Airport Terminal Road. Work includes pavement rehabilitation, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. Work may also include minor horizontal alignment shifts and pedestrian facility improvements.

6. Provide a brief discussion of probable impacts (23 CFR 771.117(b)):

- Minor ROW acquisition may be necessary.
- No USCG bridge permit; USACE authorization, if needed would be NWP.
- Project will not have a finding of adverse effects to historic properties; will not result in a Section 4(f) used.
- Project will not adversely affect ESA species or critical habitat.
- No major traffic disruptions during project work.
- No change in access control.
- Project may have some floodplain encroachment.
- No Wild and Scenic Rivers involvement.

II. Project Funding Information:

1. Is the project funded with Federal-aid Highway Program funds? Yes No
2. Is the project funded with federal funds other than Federal-aid Highway Program funds (FTA, FAA, BIA, etc.)? Yes No

III. CE Applicability:

1. **23 CFR 771.117(c)**

- a. Is the action identified on the "c" list? Yes No

b. Identify the applicable "c" list action: **23 CFR 771.117(c)()**

2. **23 CFR 771.117(d)**


- a. Is the action identified on the "d" list? Yes No


b. Identify the applicable "d" list action: **23 CFR 771.117(d)(13)**

IV. 6004 Program Assignability: Check all that apply

1. **The project is 6004 assignable.** This action is identified as a "c" list action or as a "d" list example; AND currently no unusual circumstances are identified per 23 CFR 771.117(b). The project should proceed in accordance with Chapter 3 of the *Alaska 6004 Program Environmental Procedures Manual*.
2. **The project is not 6004 assignable, due to:**
 - a. This action has a federal funding source not included under the 6004 MOU.

- b. This action is not specifically identified on the “c” list or in the “d” list examples.
 - c. FHWA guidance indicates this type of activity does not fall within the 6004 MOU.
 - d. Unusual circumstances exist per 23 CFR 771.117(b).
- If any of the boxes in IV.2 are checked, then the project should proceed in accordance with Chapter 2 of the Alaska Highway Environmental Procedures Manual.*

3. Recommended by: Brett Nelson  Date: 11-9-17
 [Printed Name and Signature] Regional Environmental Manager

4. Approved by: Amy L. Sumner  Date: 11/9/2017
 [Printed Name and Signature] Statewide NEPA Manager

Notes:

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Project information

NAME

Seppala Dr Upgrades & Nome Port Rd Reconstruction

LOCATION

Nome County, Alaska



DESCRIPTION

DOT&PF highway project.

Local offices

Anchorage Fish And Wildlife Field Office

☎ (907) 271-2888

📠 (907) 271-2786

4700 Blm Road
Anchorage, AK 99507

Fairbanks Fish And Wildlife Field Office

☎ (907) 456-0203

📠 (907) 456-0208

MAILING ADDRESS
101 12th Avenue
Room 110
Fairbanks, AK 99701-6237

PHYSICAL ADDRESS
101 12th Avenue, Room 110
Fairbanks, AK 99701-6237

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species¹ are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service.

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Polar Bear <i>Ursus maritimus</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4958	Threatened

Birds

NAME	STATUS
Spectacled Eider <i>Somateria fischeri</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/762	Threatened
Steller's Eider <i>Polysticta stelleri</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/1475	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service³. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data <http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The migratory birds species listed below are species of particular conservation concern (e.g. [Birds of Conservation Concern](#)) that may be potentially affected by activities in this location. It is not a list of every bird species you may find in this location, nor a guarantee that all of the bird species on this list will be found on or near this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the [AKN Histogram Tools](#) and [Other Bird Data Resources](#). To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

NAME	SEASON(S)
Bar-tailed Godwit <i>Limosa lapponica</i>	Breeding
Fox Sparrow <i>Passerella iliaca</i>	Breeding
Kittlitz's Murrelet <i>Brachyramphus brevirostris</i> https://ecos.fws.gov/ecp/species/1633	Breeding
Mckay's Bunting <i>Plectrophenax hyperboreus</i> https://ecos.fws.gov/ecp/species/1236	Wintering
Pelagic Cormorant <i>Phalacrocorax pelagicus pelagicus</i>	Breeding
Red Knot <i>Calidris canutus ssp. roselaari</i> https://ecos.fws.gov/ecp/species/8880	Breeding
Semipalmated Sandpiper <i>Calidris pusilla</i>	Breeding
Short-eared Owl <i>Asio flammeus</i> https://ecos.fws.gov/ecp/species/9295	Breeding
Whimbrel <i>Numenius phaeopus</i> https://ecos.fws.gov/ecp/species/9483	Breeding
Yellow-billed Loon <i>Gavia adamsii</i> https://ecos.fws.gov/ecp/species/8199	Breeding

What does IPaC use to generate the list of migratory bird species potentially occurring in my specified location?

Landbirds:

Migratory birds that are displayed on the IPaC species list are based on ranges in the latest edition of the National Geographic Guide, Birds of North America (6th Edition, 2011 by Jon L. Dunn, and Jonathan Alderfer). Although these ranges are coarse in nature, a number of U.S. Fish and Wildlife Service migratory bird biologists agree that these maps are some of the best range maps to date. These ranges were clipped to a specific Bird Conservation Region (BCR) or USFWS Region/Regions, if it was indicated in the 2008 list of Birds of Conservation Concern (BCC) that a species was a BCC species only in a particular Region/Regions. Additional modifications have been made to some ranges based on more local or refined range information and/or information provided by U.S. Fish and Wildlife Service biologists with species expertise. All migratory birds that show in areas on land in IPaC are those that appear in the 2008 Birds of Conservation Concern report.

Atlantic Seabirds:

Ranges in IPaC for birds off the Atlantic coast are derived from species distribution models developed by the National Oceanic and Atmospheric Association (NOAA) National Centers for Coastal Ocean Science (NCCOS) using the best available seabird survey data for the offshore Atlantic Coastal region to date. NOAA/NCCOS assisted USFWS in developing seasonal species ranges from their models for specific use in IPaC. Some of these birds are not BCC species but were of interest for inclusion

because they may occur in high abundance off the coast at different times throughout the year, which potentially makes them more susceptible to certain types of development and activities taking place in that area. For more refined details about the abundance and richness of bird species within your project area off the Atlantic Coast, see the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other types of taxa that may be helpful in your project review.

About the NOAA NCCOS models: the models were developed as part of the NOAA NCCOS project: [Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#). The models resulting from this project are being used in a number of decision-support/mapping products in order to help guide decision-making on activities off the Atlantic Coast with the goal of reducing impacts to migratory birds. One such product is the [Northeast Ocean Data Portal](#), which can be used to explore details about the relative occurrence and abundance of bird species in a particular area off the Atlantic Coast.

All migratory bird range maps within IPaC are continuously being updated as new and better information becomes available.

Can I get additional information about the levels of occurrence in my project area of specific birds or groups of birds listed in IPaC?

Landbirds:

The [Avian Knowledge Network \(AKN\)](#) provides a tool currently called the "Histogram Tool", which draws from the data within the AKN (latest, survey, point count, citizen science datasets) to create a view of relative abundance of species within a particular location over the course of the year. The results of the tool depict the frequency of detection of a species in survey events, averaged between multiple datasets within AKN in a particular week of the year. You may access the histogram tools through the [Migratory Bird Programs AKN Histogram Tools](#) webpage.

The tool is currently available for 4 regions (California, Northeast U.S., Southeast U.S. and Midwest), which encompasses the following 32 states: Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

In the near future, there are plans to expand this tool nationwide within the AKN, and allow the graphs produced to appear with the list of trust resources generated by IPaC, providing you with an additional level of detail about the level of occurrence of the species of particular concern potentially occurring in your project area throughout the course of the year.

Atlantic Seabirds:

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS [Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project](#) webpage.

Facilities

Wildlife refuges and fish hatcheries

REFUGE AND FISH HATCHERY INFORMATION IS NOT AVAILABLE AT THIS TIME

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location overlaps the following wetlands:

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Not for consultation

Erica Betts

From: Lewis, Steve <steve_b_lewis@fws.gov>
Sent: Monday, May 28, 2018 11:47 AM
To: Erica Betts
Subject: Re: [EXTERNAL] Bald Eagle nest locations

Hi Erica,

Definitely no issue with golden eagle nests there and I'm pretty sure no issue with bald eagles either.

Steve

On Fri, May 25, 2018 at 5:15 PM, Erica Betts <EricaBetts@pdceng.com> wrote:

Steve,

Thank you so much for the response. The projects will repair existing roads, Seppala Drive (from Nome Airport into town), Port Road connecting the Port of Nome to town, and Bering Street. The projects are within existing ROW.

Have a great holiday weekend.

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

[1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414](#)

From: Lewis, Steve <steve_b_lewis@fws.gov>
Sent: Friday, May 25, 2018 3:08 PM
To: Erica Betts <EricaBetts@pdceng.com>
Subject: Re: [EXTERNAL] Bald Eagle nest locations

Hello Erica,

Thanks for your note.

As far as I know, there are no documented Bald Eagle nests in the Nome area. At this time, that may be a little far north for them but I would guess they are moving that way. Depending on where your projects are located, Golden Eagle nests could be an issue. There are quite a few of them on the Seward Peninsula. They are mostly on cliffs but also rock outcrops and bluffs. I wouldn't expect them in the city limits itself, but not that far outside of town. Unfortunately, I do not have a good database of Golden Eagle nests.

Perhaps you can give me a better idea of what the project entail?

Thanks,

Steve

On Thu, May 24, 2018 at 3:58 PM, Erica Betts <EricaBetts@pdceng.com> wrote:

Hello,

I am assessing environmental impacts for a couple of transportation projects in Nome, Alaska and am trying to determine whether Bald eagle nests are located nearby. If you are aware of any information regarding eagle nest locations in Nome, please let me know.

Thank you so much for your time,

Erica Betts

Lead Environmental Analyst

PDC INC. ENGINEERS

[1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414](https://www.pdcinc.com)

--

Stephen B. Lewis

U.S. Fish and Wildlife Service

[3000 Vintage Blvd., Suite 240](#)

[Juneau, AK 99801](#)

907-780-1163; steve_b_lewis@fws.gov

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Stephen B. Lewis

U.S. Fish and Wildlife Service

3000 Vintage Blvd., Suite 240

Juneau, AK 99801

907-780-1163; steve_b_lewis@fws.gov

Location Hydraulic study
Seppala Drive Upgrades
Project No. Z620020000/00S828

Keith Hanneman, P.E., Principal
May 2, 2018

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing to rehabilitate Seppala Drive in Nome. The purpose of the proposed project is to improve safety, extend the service life of the roadway, and provide pedestrian facilities.

Seppala Drive connects the airport in Nome with the city center. Seppala also serves as a connector to the Port of Nome. The road extends from Bering Street to the Airport Terminal Road for a distance of 1.3 miles, all of which is paved. Foot and bicycle traffic is frequent along Seppala Drive which has sidewalks from Bering Street to E street.

Proposed safety improvements and road repairs include the following:

- Reconstruct and pave Seppala Drive from Bering Street to the Airport, including select subgrade improvements.
- Replace and construct pedestrian improvements along Seppala Drive. Improvements include replacing sidewalk on both sides of Seppala Drive between Bering Street and F Street, adding sidewalk on the south side of Seppala Drive from F Street to Prospect Place, and adding a separated path from Prospect Place to the airport. One or more portions of the separated path between Prospect Place and the airport may require a widened shoulder due to space limitations.
- Repair sinkhole near F Street.
- Widen the northern road shoulder between F Street and the curve west of Belmont Street.
- Replace existing 6-foot diameter Dry Creek culverts. This includes raising the height of Seppala Drive to prevent the flow of water over the road surface during storm surges. New culverts will be larger diameter and longer than existing to accommodate added embankment and a portion of Dry Creek will require realignment.
- Raise profile grade between Jafet Road and Center Creek Road to improve sight distance and turning movement.
- Install intersection lighting.
- Replace guardrail.
- Widen Seppala Drive to the north in order to accommodate pedestrian improvements west of Center Creek Road. Add slope protection to the south along the Snake River.
- Replace damaged 36-inch diameter culvert at Center Creek.
- ROW acquisition may be needed along the project corridor.
- Relocate or repair utilities impacted by the project.

This project requires consideration of general criteria presented in Executive Order (EO) 11988, which mandates agencies to take floodplain encroachments into account when evaluating any water and land use plans. This Location Hydraulic Study fulfills the requirements of 23 CFR 650. The Provisions of CFR 650. Subpart A "Location and Hydraulic Design of Encroachments on Flood Plains" apply to all encroachments and to all actions which affect base flood plains. The project is located within a National Flood Insurance Program regulated floodplain. The attached FIRM panel (Panel 0043C and 0039C, Map revised May 3, 2010) shows that the majority of Seppala Drive lies within Zone AE. Zone AE on the

identified FIRM panel identifies the base flood elevation as 15 feet as referenced to the MLLW Tidal Datum.

Risks Associated with the Implementation of the Action

The risks associated with the project are low. In this context, "risk" means the consequences associated with the probability of flooding attributable to the encroachment. An "encroachment" is an action within the limits of the base flood plain. The slope protection to be added to Snake River is intended to replace flood related erosion that has occurred along the outside of the bend just upstream of the Snake River bridge. This erosion could potentially undermine the existing road and planned pedestrian facilities along this portion of Seppala Drive. The road will be widened to the North to further accommodate these facilities. The slope protection would therefore not extend into or increase historic flood potential. Two portions of Seppala Drive will be raised. One portion, centered at Center Creek Road, will allow for a smoother grade change and safer turning between the two intersections at Center Creek Road and Seppala Drive as well as Seppala Drive and the Snake River bridge. The grade level increase at Center Creek Road will be approximately 4 feet and will put this section of road above the 15 foot base elevation on the FIRM panels. The raised area will tie into existing grade just before the Center Creek culvert. At this location the road surface is below the base flood elevation. The Center Creek culvert (west of Center Creek Road) will be replaced as part of this project and will be assessed during design for proper sizing. The second grade raise will occur at the Dry Creek crossing. It has been reported that water overtops the embankment and crosses Seppala Drive during high flow events. In order to reduce this occurrence, the road will be raised by 1.4 feet. According to the NOAA tidal gauge data located on the Nome Port causeway, this will put the road surface elevation above the highest high tide level with one foot of freeboard. The exact culvert configuration will be determined during project design but it will be designed to convey 100-year design flows as well as satisfy fish passage criteria. A hydrology and hydraulics report will be prepared during design of the Dry Creek culverts.

Impacts on Natural and Beneficial Flood Plain Values

"Natural and beneficial flood-plain values" include, but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. The project should not significantly impact the natural and beneficial flood plain values. The DOT&PF has minimized the footprint of the project to the extent practicable. By replacing the existing Dry Creek culverts, this project will improve the hydrologic connectivity of the Dry Creek and Bourbon Creek with the Port of Nome.

Support of Probable Incompatible Flood Plain Development

This project does not include any new development within the flood plain. Raising the Dry Creek crossing will require additional embankment fill as will bank stabilization measures along Snake River. This project will not encourage or otherwise facilitate additional development within the base flood plain.

Measures to Minimize Flood Plain Impacts Associated with the Action

"Minimize" means to reduce to the smallest practicable amount or degree, and "practicable" means capable of being done within reasonable natural, social, or economic constraints. DOT&PF routinely does the following on highway design projects:


- Maintain the existing flow distributions to the extent practicable.
- Minimizes the footprint of the project to the extent practicable.
- Erosion and sediment control measures will be implemented during construction.

The project will not involve significant encroachments and does not support incompatible flood plain development. Proposed work will improve water conveyance and no adverse flood plain impacts are anticipated. There will be no loss of flow conveyance to carry base flood and storage capacity will not be affected by proposed improvements in this project's final condition. A floodplain permit will be obtained from the City of Nome prior to construction.

Measures to Restore and Preserve the Natural and Beneficial Flood Plain Impacts Associated with the Action

Communication with the US Fish and Wildlife Service has expressed concerns over the lack of hydrologic connectivity offered by the existing Dry Creek culverts. A replacement of these culverts provides an opportunity to reestablish tidal exchange with the Dry and Bourbon Creek wetlands. The service states that these ecosystems support a variety of plants and animals often valued by wildlife, and are uncommon near Nome. The perched nature of these culverts also limits fish passage, another criteria which will be addressed during the design of these culverts.

Submitted by:

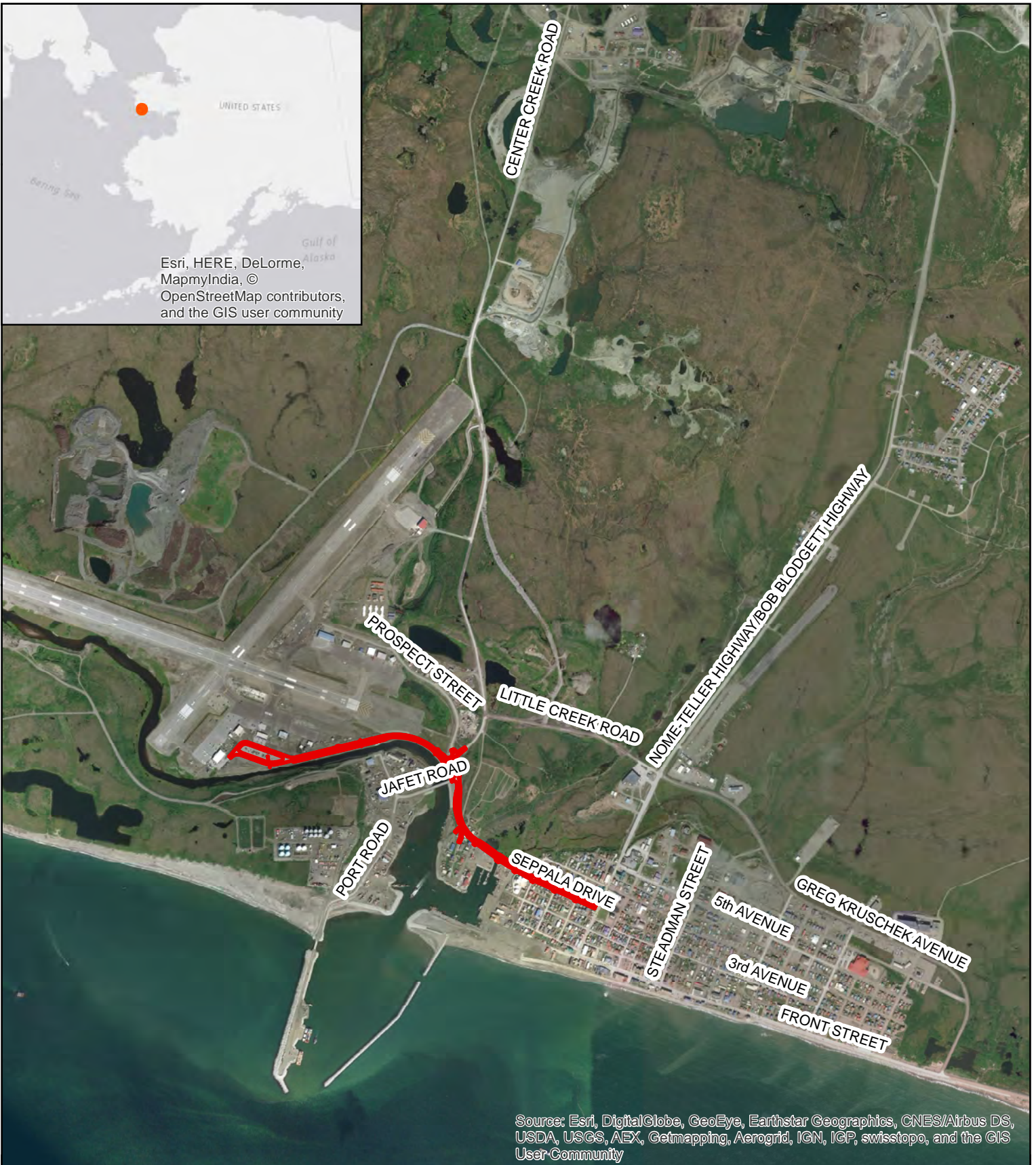


Keith Hanneman, P.E.
PDC Engineers

Attachments:

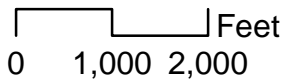
Project Location & Vicinity map
Project Details map
FEMA FIRM panel

Figures



Legend

 Project Boundary

 Feet
0 1,000 2,000



Section: 26 Township: 11S
Range: 34W Meridian: Kateel River
USGS Quad: Nome C-1

Nome, Alaska

Date: 5/2/2018

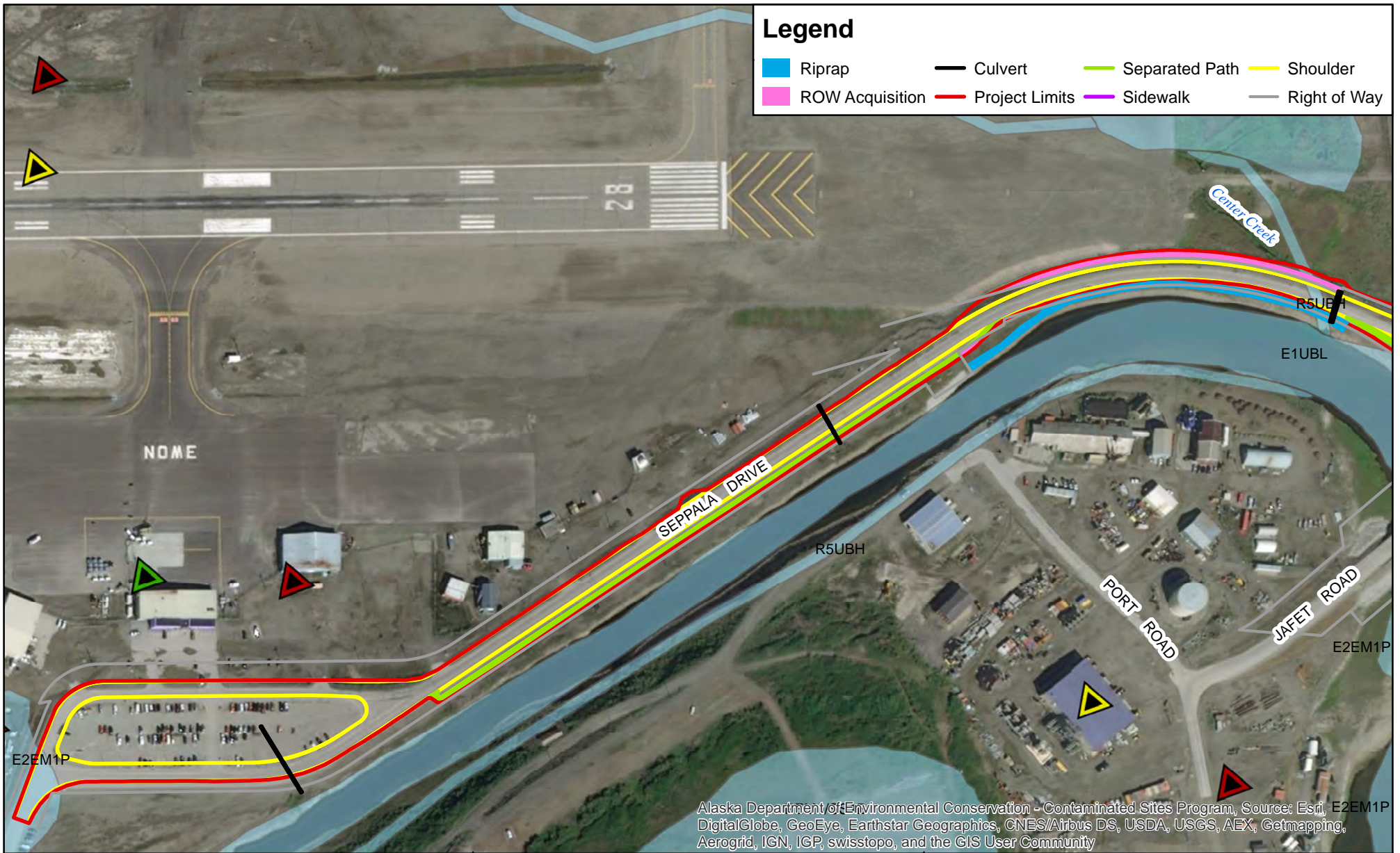
Figure: 1

State of Alaska

Department of Transportation and Public Facilities
Northern Region



Seppala Drive Upgrades
Categorical Exclusion
Location & Vicinity Map



Alaska Department of Environmental Conservation - Contaminated Sites Program, Source: Esri, E2EM1P DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

Contaminated Sites

- Active
- Cleanup Complete
- Cleanup Complete - Institutional Controls
- Informational


Wetlands

0 150 300 Feet

Nome, Alaska

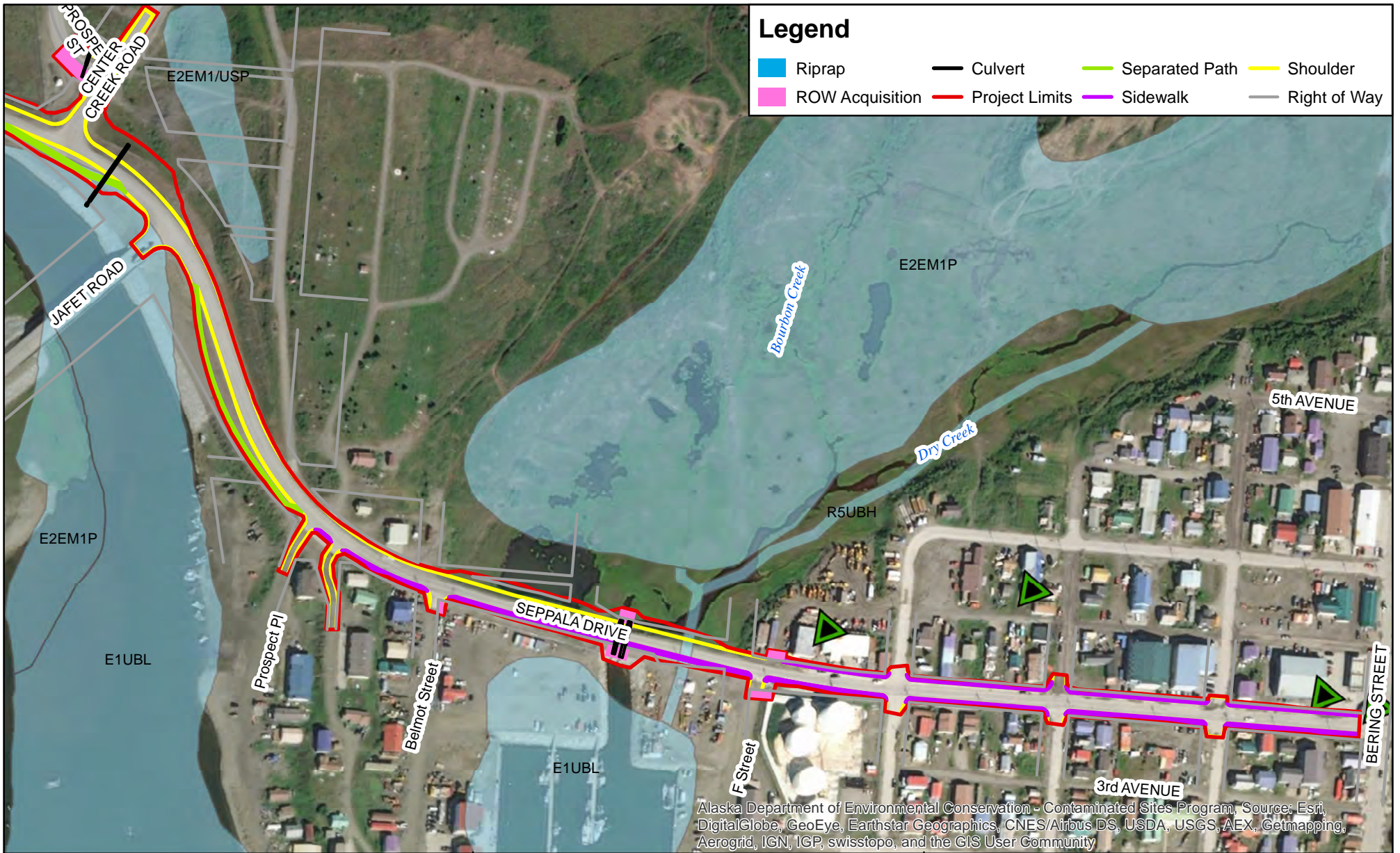
Date: 5/2/2018 Figure: 2

State of Alaska
Department of Transportation and Public Facilities
Northern Region



Seppala Drive Upgrades
Categorical Exclusion

Project Details



Legend

Contaminated Sites

- Active
- Cleanup Complete
- Cleanup Complete - Institutional Controls
- Informational

Wetlands

0 150 300 Feet

Nome, Alaska

Date: 5/2/2018

Figure: 3

State of Alaska

Department of Transportation and Public Facilities
Northern Region

Seppala Drive Upgrades
Categorical Exclusion

Project Details

NOTES TO USERS

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NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

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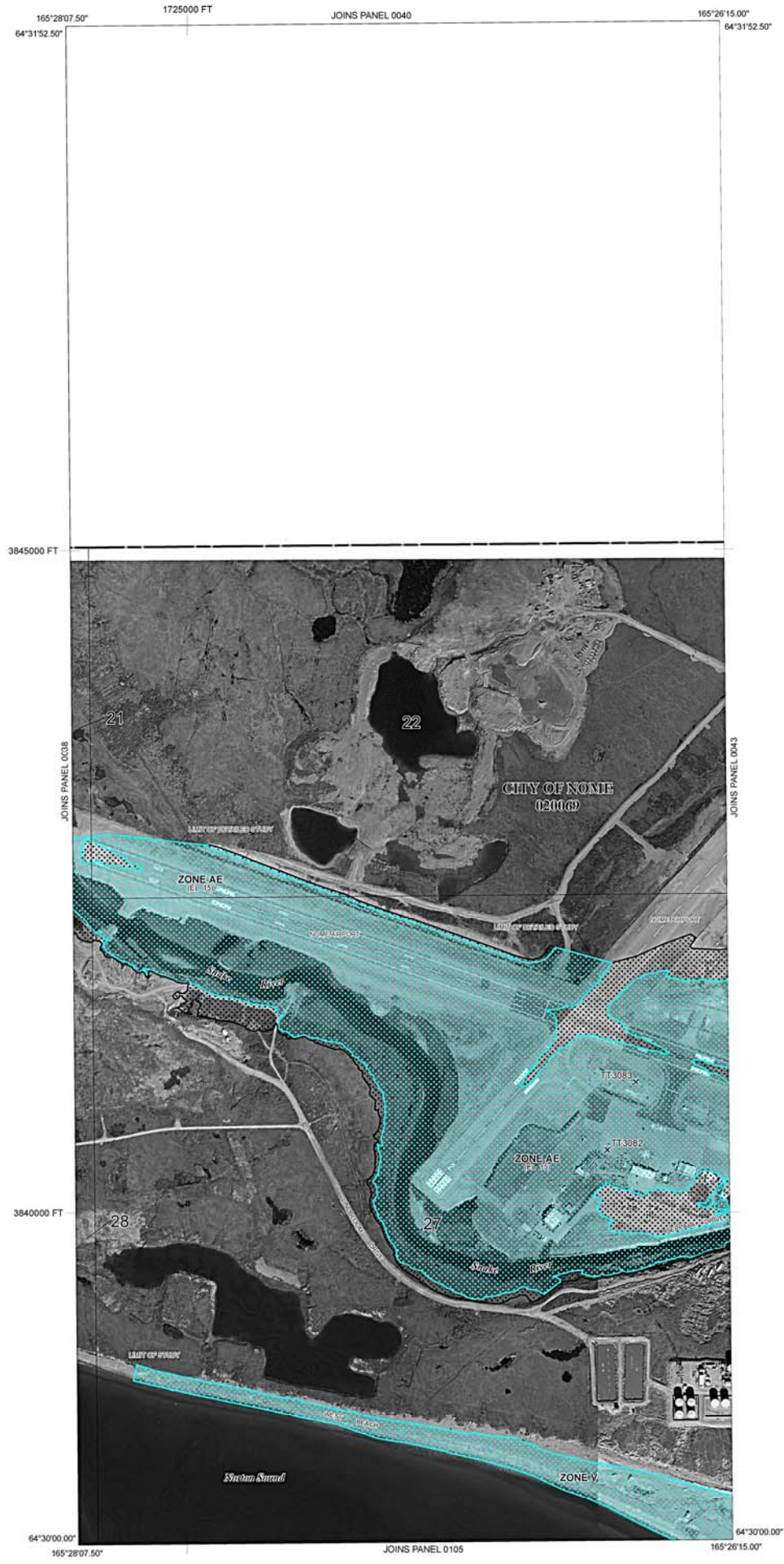
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LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- Zone boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

*referenced to the Mean Lower Low Water (MLLW) Tidal Datum

- Cross section line
- Transect line

97°07'30", 32°22'30"
4276^m
6000000 FT
DX5510 x
• M1.5
River Mile

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102 Division Street, Nome, Alaska 99762 (Maps available for reference only, not for distribution.)

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250 0 500 1000 FEET
150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0039C

FIRM FLOOD INSURANCE RATE MAP

CITY OF NOME, ALASKA
NOME CENSUS AREA

PANEL 39 OF 130
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
NOME, CITY OF	020069	0039	C

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MAP NUMBER
0200690039C

MAP REVISED
MAY 3, 2010

Federal Emergency Management Agency

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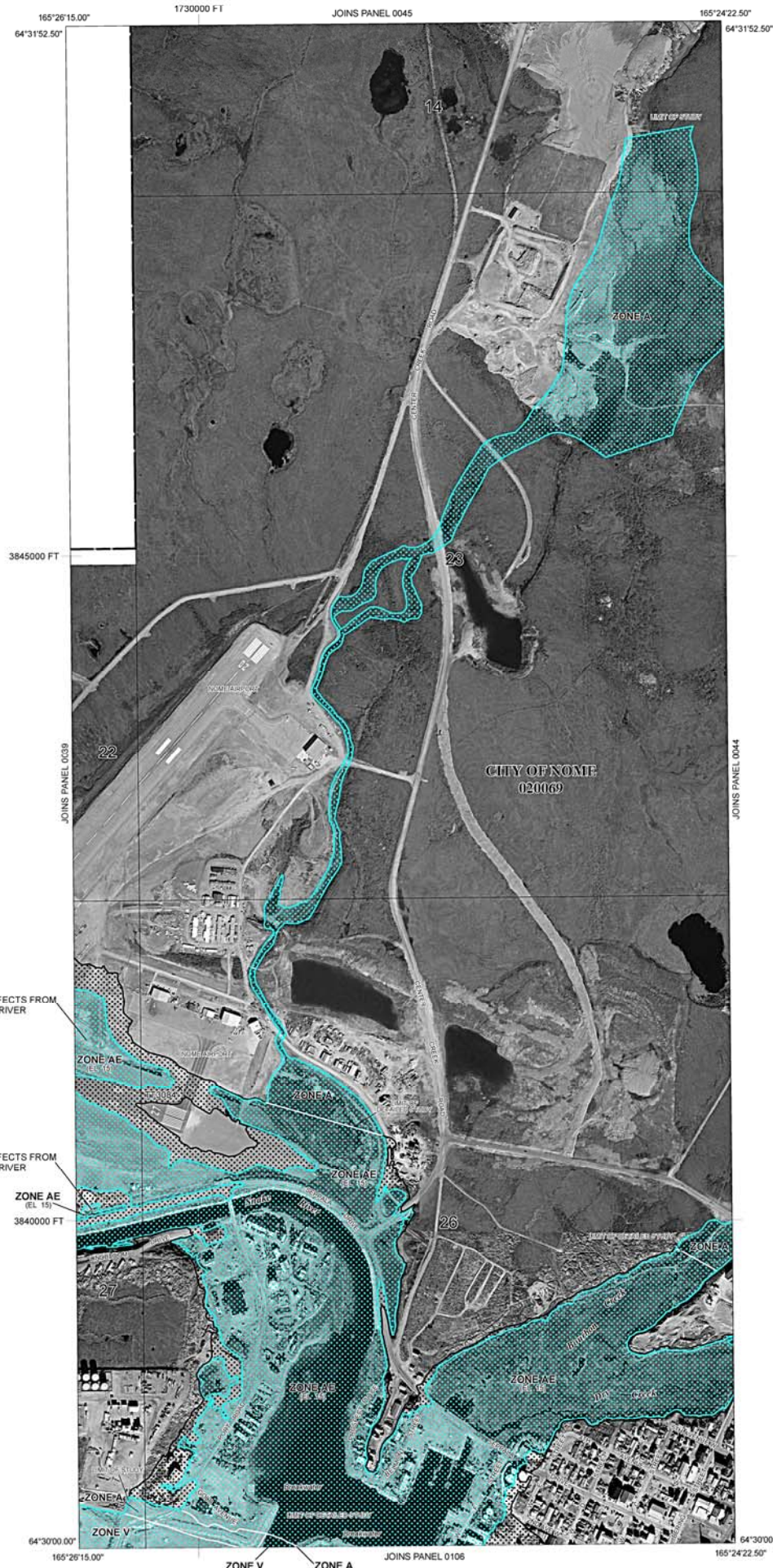
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97°07'30", 32°22'30"

4276^{mm}

6000000 FT

DX5510 x

• M1.5

River Mile

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NFIP PANEL 0043C

FIRM
FLOOD INSURANCE RATE MAP

CITY OF NOME, ALASKA
NOME CENSUS AREA

PANEL 43 OF 130
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
NOME, CITY OF	020069	0043	C

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MAP NUMBER
0200690043C

MAP REVISED
MAY 3, 2010

Federal Emergency Management Agency

Essential Fish Habitat Worksheet

I. PROJECT DESCRIPTION

Project Title: Seppala Drive Upgrades	Project #: Z620030000/00S828
Project Location (include region): Nome, Alaska	Date Prepared: 7/12/2018
<p>Brief Project Description: The Seppala Drive Upgrades project proposes to rehabilitate the full length of Seppala Drive, approximately 1.3 miles in length, between Bering Street and Airport Terminal Road. Work includes pavement rehabilitation, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. Work also includes widening of the road in some places to accommodate pedestrian facility improvements. One such location occurs between the airport and Center Creek Road. The road will be moved to the North toward airport property in order to accommodate pedestrian facilities to the South. The Snake River has eroded portions of the embankment along this section of Seppala Drive. The project proposes to add slope protection in the form of riprap along this segment. See the attached figure for location. Seppala Drive will be raised along the crossing of Dry Creek to prevent overtopping of the road during high storm surge events and near the Snake River bridge to eliminate the steep grade leading to the intersection with Center Creek Road. The work along Dry Creek will include widening the embankment, replacing the Dry Creek culverts, and realigning Dry Creek adjacent to the embankment.</p>	

II. DESCRIPTION OF ESSENTIAL FISH HABITAT AND PROJECT ACTIVITIES:

Waterbody	Species	Habitat Function			Project Activity Affecting Water Body*
		Spawning	Rearing	Migration	
Snake River	Pink and Sockeye	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stream embankment work
Dry Creek	Coho salmon	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Culvert replacement, channel realignment
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Types of activities that may involve EFH and require a Fish Habitat Permit include, but is not limited to, culverts, bridges, stream crossings, stream embankment work, stream relocations, boat ramps, water withdrawal, gravel extraction, and use of explosives.

Essential Fish Habitat Worksheet

III. CONSERVATION MEASURES PROPOSED TO AVOID, MINIMIZE, OR REDUCE POTENTIAL ADVERSE IMPACTS ON EFH

A. Conservation measures implemented for **culvert, bridge, and other activities involving EFH.**

Conservation Measure	Culvert Activities	Bridge Activities	Other Activities (e.g. stream crossings, stream embankment work, stream relocations, boat ramps, water withdrawal, gravel extraction, and use of explosives)
Culverts will be sized, constructed, and maintained in compliance with the culvert guidelines contained in the August 2001 ADF&G and the ADOT&PF Fish Pass Memorandum of Agreement and/or the 2011 NMFS Northwest Region's Anadromous Salmonid Passage Facility Design .	<input checked="" type="checkbox"/>	NA	NA
Replacement structure will be designed to avoid encroachments into the active stream channel.	NA	<input type="checkbox"/>	NA
Replacement structure will be designed to minimize encroachments into the floodplain.	NA	<input type="checkbox"/>	NA
The construction contractor will be required to comply with the conditions outlined in the Fish Habitat Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Seasonal restrictions, as defined by ADFG, for in-water work will be followed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
In-water construction will be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Only native vegetation will be used in stabilization plantings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The construction contractor will be required to comply with an APDES permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

List other conservation measures:

B. Explain selections in III. A. and provide other relevant information that will support a conclusion of No Adverse Effect to EFH:

Essential Fish Habitat Worksheet

Correspondence with USFWS has expressed support for replacing the Dry Creek culverts. The current culverts are believed to be perched such that tidal exchange has been reduced. Proper design of replacement culverts would restore this tidal exchange and improve the natural function of the Dry Creek watershed. DOT&PF will continue to coordinate with ADF&G and USFWS during design to address any further concerns and to incorporate recommendation into the Dry Creek culvert replacement and realignment. The timing window for work in Dry Creek would likely be May through July based on correspondence with ADF&G. The embankment at the crossing will utilize a steeper slope in order to minimize the amount of fill needed.

The separation between the Snake River and Seppala Drive has eroded at the bend in the river between the Snake River bridge and the airport. This project proposes to reinforce the embankment to protect against further erosion. Riprap would be placed along the embankment in a manner similar to the work around the new Snake River bridge. In water work would be minimized to the fullest extent possible and any recommended work window would be observed. The river would remain open during the placement of riprap below OHW and navigation would not be impacted. Sediment control measures such as a silt curtain would be utilized to contain disturbed sediment in place.

V. EFH DETERMINATION

DOT&PF has determined that the action will have NO Adverse Effect on EFH.

DOT&PF has determined that the project MAY have an Adverse Effect on EFH.*

**Consultation with NMFS is required and an EFH Assessment is required. Refer to [50 CFR 600.920\(e\)](#) for consultation requirements and mandatory contents of an EFH Assessment. For more information refer to the [Guide for Preparing EFH Assessments](#).*

VI. LEVEL OF EFH CONSULTATION

Consultation not required (*no adverse effects*).

Informal discussion with NMFS staff to confirm EFH species, project effects or concerns:

Date:

NMFS Staff Contact:

Informal Consultation Summary/Conclusions:

Consultation required*:

**Required when a determination of adverse effect is reached. Contact NMFS staff to determine whether abbreviated ([50 CFR 600.920\(h\)](#)) or expanded ([50 CFR 600.920\(i\)](#)) consultation is needed. For more information refer to the [EFH Consultation Guidance](#).*



Erica Betts

Date: 1/15/2019

[Printed Name and Signature] Worksheet Preparer

Essential Fish Habitat Worksheet

Worksheet Instructions

This worksheet provides information for assessing the potential for adverse effects to Essential Fish Habitat (EFH) as required under the Magnuson-Stevens Fishery Conservation and Management Act (MSA). This worksheet will allow for the efficient and consistent analysis of DOT&PF actions with the potential for involvement with EFH.

Objective

The objective of this EFH worksheet is to determine:

- If the proposed action, after consideration of proposed conservation measures, may adversely affect designated EFH for the relevant fisheries species within the proposed action area; and
- If EFH consultation with National Marine Fisheries Service (NMFS) is required under the MSA.

Definitions

Essential Fish Habitat – EFH is defined as the waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity. Regulations for implementing the MSA are at 50 CFR 600.905 – 930.

Adverse Effect – An adverse effect is any impact that reduces the quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components, if such modifications reduce the quality and/or quantity of EFH. Adverse effects to EFH may result from actions occurring within EFH or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences or actions.

Worksheet NOTE

While the Adverse Effect definition appears to offer a broad application, the intent is to consult with NMFS for only those actions that would remove, disturb, impede, or eliminate fish habitat. The net effect of the action should be considered after the implementation of all conservation measures.

This worksheet outlines conservation measures appropriate for culvert and bridge related actions that, if followed, will generally result in “no adverse effect” to EFH (see Section III). These measures were developed using the NMFS publication, [“Impacts to Essential Fish Habitat from](#)

Essential Fish Habitat Worksheet

[Non-fishing Activities in Alaska”, November 2011](#) and through informal consultation with NMFS staff. This worksheet can also be used for other types of ADOT&PF actions with the potential for EFH involvement.

If a conclusion of “no adverse effect” is reached through the incorporation of conservation measures it will be necessary to ensure that these measures are added to the environmental documentation and implemented during the construction phase of the project. It is important to evaluate actions for special or unusual circumstances and add additional conservation measures if needed to avoid an adverse effect. Consultation with NMFS is required for any adverse effects to EFH.

*Indicate any EFH species that may be affected.

EFH has been described for over [50 fish species](#), including Pacific salmon and various species of groundfish. Freshwater EFH for Pacific salmon species is identified in the [ADF&G’s Catalogue of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fishes \(ADF&G 1998a\)](#) (Catalog). Marine waters identified as EFH for salmon and groundfish include estuaries, bays, fjords, and offshore waters out to the 200 nautical mile Economic Exclusive Zone (EEZ) boundary. Pacific salmon species will be most commonly associated with DOT&PF projects.

EFH descriptions and maps can be found on the NMFS Alaska Regional Office EFH website:

Species: <http://www.alaskafisheries.noaa.gov/habitat/efh/faq.htm#species>

Mapper: <http://www.habitat.noaa.gov/protection/efh/habitatmapper.html>.

Erica Betts

From: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Sent: Friday, March 08, 2019 1:40 PM
To: Erica Betts
Cc: Johnston, Christopher F (DOT)
Subject: FW: SEO Section 4(f) No Use Determination RE: Z620030000Nome Seppala Drive Upgrades 4(f) consultaion
Attachments: Z620030000 Seppala Drive Upgrades_4f Applicability.pdf; 62003_Seppala Drive_Upgrade_SHPO_Coordination.pdf

From: Goldstein, Melissa L (DOT)
Sent: Friday, March 08, 2019 1:38 PM
To: Nelson, Brett D (DOT)
Cc: Jensen, Melissa L (DOT)
Subject: SEO Section 4(f) No Use Determination RE: Z620030000Nome Seppala Drive Upgrades 4(f) consultaion

Hi Brett,

Based on the information provided in the attached documents, I agree that the **Seppala Drive Upgrades (Z620030000)** project will not affect Anvil City Square, which is a Section 4(f) protected resource located near the project area. The project will not result in a permanent incorporation, temporary occupancy, or constructive use of the park.

DOT&PF has determined that the proposed project will not use any Section 4(f) properties. Therefore, the requirements of Section 4(f) do not apply.

While a portion of the project will occur within the boundary of the Nome Subsurface Historic District (NOM-00158,) that cultural resource is not listed nor has it been determined to be eligible for listing on the NRHP and is therefore not currently a Section 4(f) protected resource.

Please ensure a copy of this email is placed in the project file.

Thanks,
Melissa

Melissa Goldstein
NEPA Program Manager
Statewide Environmental Office
Alaska Department of Transportation and Public Facilities
Phone: (907) 465-6961

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.

From: Nelson, Brett D (DOT)
Sent: Wednesday, March 06, 2019 10:54 AM

To: Goldstein, Melissa L (DOT)
Cc: Jensen, Melissa L (DOT); Nelson, Brett D (DOT)
Subject: FW: Z620030000Nome Seppala Drive Upgrades 4(f) consultaion

Hi Melissa,

Can you please review the attached Section 4(f) applicability write-up. Let us know if you have any questions or need additional information for your review.

Thanks,
Brett



Brett Nelson

Northern Region Environmental Manager
Alaska Dept. of Transportation & Public Facilities
2301 Peger Road / Fairbanks, AK 99709
Office (907)451-2238
Fax (907)451-5126

From: Jensen, Melissa L (DOT) <melissa.jensen@alaska.gov>
Sent: Monday, March 4, 2019 2:04 PM
To: Nelson, Brett D (DOT) <brett.nelson@alaska.gov>
Subject: Z620030000Nome Seppala Drive Upgrades 4(f) consultaion

Brett,

I have attached the documents for 4(f) consultation. Can you please review to send off to Melissa?

Thanks,
Missy

Z620030000 Seppala Drive Upgrades Section 4(f) Applicability

Project Description

The Seppala Drive Upgrades project proposes to rehabilitate the full length of Seppala Drive, approximately 1.3 miles in length, between Bering Street and Airport Terminal Road. Work includes pavement and pavement structure rehabilitation, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. Work also includes widening of the road or a separate pathway in places to accommodate pedestrian facility improvements. The proposed work for Seppala Drive includes the following:

- Reconstruct and pave Seppala Drive from Bering Street to Airport Terminal Road, including select subgrade improvements.
- Replace and construct pedestrian improvements along Seppala Drive. Improvements include replacing sidewalk on both sides of Seppala Drive between Bering Street and F Street, adding sidewalk on the south side of Seppala Drive from F Street to Prospect Place, and adding a separated path from Prospect Place to the airport. One or more portions of the separated path between Prospect Place and the Airport may require a widened shoulder due to space limitations.
- Repair sinkhole near F Street.
- Widen the northern road shoulder between F Street and the curve west of Belmont Street.
- Replace existing 6-foot diameter Dry Creek culverts. This includes raising the height of Seppala Drive to prevent the flow of water over the road surface during storm surges. New culverts will be larger diameter and longer than existing to accommodate added embankment and a portion of Dry Creek will require realignment.
- Raise profile grade between Jafet Road and a few hundred feet west of Center Creek Road to improve sight distance and turning movement. To match this grade will require tying into Center Creek Road approximately 322 feet.
- Install intersection lighting at Jafet Road.
- Replace guardrail.
- Widen Seppala Drive to the north in order to accommodate pedestrian improvements west of Center Creek Road. Add slope protection to the south along the Snake River between the old bridge location and Jafet Road.
- Replace damaged 36-inch diameter culvert at Center Creek.
- ROW acquisition will be needed along the project corridor.
- Relocate or repair utilities impacted by the project.

Section 4(f) Involvement

Anvil City Square is a park located along Bering Street between W 3rd Avenue and Warren Place, just beyond the east end of the project. That places it adjacent to the Seppala Drive terminus at Bering Street (shown on APE map in attached SHPO packet). Anvil City Square is an approximately 1.9 acre open green space in the heart of Nome. It features statues with local historical significance including bronze statues, an 18-foot high gold pan, an umiak display, and dredge buckets. It also features a playground focused for children ages 2 through 12 years old. Anvil City Square houses Old St. Joe's hall, the 1901-built and oldest standing building in Nome, important for its age, architecture, and role it played during Nome's early history. The property is used for recreation and community gatherings. The

City of Nome Department of Parks and Recreation oversees the management of this park. It is open year-round with pedestrian and vehicle access.

Effects to Section Properties

The Seppala Drive Upgrades project will end just before the intersection with Bering Street, approximately 50 feet from the park boundary.

- Permanent Incorporation: The proposed project would not require the acquisition of additional ROW or incorporation of land from the park into a transportation facility.
- Temporary Occupancy: The proposed work will require no temporary occupancy of the park.
- Constructive Use: The proposed project was evaluated against the five situations listed in 23 CFR 774.15(e)(1-5) to determine whether it would meet any of the five situations that constitute a constructive use:
 - *Noise Interference*: The proposed project would not increase capacity or make other substantial changes to the existing roadway that would result in an increase in traffic noise. There may be a temporary increase in noise levels during construction, but that will not impact the designated use of the park.
 - *Aesthetic Impairment*: All work would remain consistent with the existing characteristics and would not change the aesthetic features or attributes of features adjacent to the park.
 - *Access Restriction*: The proposed project would not result in a restriction of access to the park. Access to the park will remain open throughout project construction.
 - *Vibration Impact*: During construction, the proposed project has the potential to cause temporary vibration impacts from equipment use; however, due to the nature of proposed work, equipment is not expected to remain in any portion of the project area for an extended period of time. As such, the proposed project would not involve extensive periods of vibration during construction that could substantially impair park facilities.
 - *Ecological Intrusion*: The proposed project would be limited to the existing DOT&PF ROW in the areas adjacent to the park. All work would remain consistent with the existing characteristics. No wildlife or waterfowl refuges are located adjacent to the proposed project area.

Furthermore, a portion of the Seppala Drive Upgrades project will occur within the boundary of the Nome Subsurface Historic District (NOM-00158). DOT&PF found that no historic properties would be affected by the project under Section 106 of the National Historic Preservation Act and SHPO concurred with that finding on January 8, 2019 (attached).