

Annual Monitoring Report

Alaska Federal-Aid Highway Program Section 106 PA October 1, 2018 - September 30, 2019

Prepared by the
Alaska Department of Transportation & Public Facilities
Statewide Environmental Office

for submission to the
Federal Highway Administration Alaska Division,
the Advisory Council on Historic Preservation, and
the Alaska State Historic Preservation Officer



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Appendix 1: Project Lists

Appendix 2: Program Monitoring: Project Review

Appendix 3: Program Monitoring Review Checklists

1.0 Introduction

This report summarizes the Alaska Department of Transportation & Public Facilities' (DOT&PF) FFY2019 implementation of the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program (FAHP) in Alaska* (106 PA), executed November 1, 2017¹.

DOT&PF has assumed the FHWA's responsibility for environmental reviews (including Section 106 reviews) for FAHP projects under the 23 U.S.C. 327 NEPA Assignment Program (NEPA Assignment Program) as outlined in a Memorandum of Understanding (327 MOU).² Under this program, the FHWA retained responsibility for government-to-government (G2G) consultation with Tribes. NEPA Assignment Program projects are referred to in this report as "assigned projects" while any FAHP projects excluded from these programs in the past are referred to as "non-assigned projects." During FFY2019, all projects processed under the 106 PA were assigned projects.

The 106 PA recognizes the DOT&PF's existing assumption of Section 106 responsibility for assigned projects.³ The 106 PA also creates a streamlined review process for Programmatic Allowances, which are undertakings that have low potential to affect historic properties. Programmatic Allowances fall into two tiers, Tier 1 and Tier 2, and must meet specified conditions to qualify for streamlined review. These reviews are carried out internally and documented by the DOT&PF cultural resources staff, who are professionally qualified individuals (PQIs) meeting the Secretary of the Interior's Professional Qualifications Standards. This review process is outlined in the 106 PA's Appendix B.⁴ Projects that do not qualify for streamlined review are processed through standard Section 106 consultation, described in Appendix D of the 106 PA.

¹ This agreement replaced the October 14, 2014 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program (FAHP) in Alaska* (2014 106 PA).

² *Memorandum of Understanding between Federal Highway Administration and the Alaska Department of Transportation and Public Facilities concerning the State of Alaska's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327.* (For more details on the NEPA Assignment Program, see <http://www.dot.state.ak.us/stwddes/desenviron/resources/nepa.shtml>.) Prior to the NEPA Assignment Program, DOT&PF operated under a previous assignment program delineated in a 2015 *Memorandum of Understanding between Federal Highway Administration Alaska Division, and the Alaska Department of Transportation and Public Facilities, State Assumption of Responsibility for Categorical Exclusions*. This earlier program was referred to as the 6004 program, as seen in previous Section 106 PA Annual Reports.

³ In addition, the 106 PA delegates most aspects of the FHWA's role in the Section 106 process to the DOT&PF for FAHP projects that may not be covered under the NEPA Assignment Program.

⁴ Projects qualifying for streamlined review as Programmatic Allowances must meet criteria detailed in 106 PA *Appendix B*, including all relevant conditions. Under both Tiers, projects are screened by PQIs, with Tier 2 projects requiring additional screening and conditions. Projects with a combination of Tier 1 and Tier 2 activities are considered Tier 2 projects.

The 106 PA requires the DOT&PF Statewide Environmental Office (SEO) to conduct annual program monitoring and prepare an annual report. This report, prepared to satisfy those requirements, includes: 1) summaries and complete lists of the undertakings processed under the 106 PA; 2) program review observations; and 3) recommendations for improving implementation of the agreement.

This report covers the federal fiscal year period from October 1, 2018 through September 30, 2019, and fulfills the annual reporting requirement under *Stipulation IX.D.2*.

2.0 Summary of Undertakings Processed under the 106 PA

This summary is prepared from an electronic database which was established by the SEO in December 2014 to provide statewide tracking information on compliance with Section 106 and the Alaska Historic Preservation Act (AHPA). The Section 106/AHPA database focuses on collecting information to satisfy reporting requirements, and it is not intended to replace necessary documentation in project files. The database is structured with a records folder for each region and the SEO. Each PQI enters data as various federal and state projects are processed.

2.1 Project Totals and Comparisons by Type

Altogether, 178 project reviews were completed under the 106 PA (see Table 1 and Figures 1 through 4). The total consists of projects which had Section 106 reviews completed during the reporting year.⁵ Review totals also include updates to previously processed projects, when a re-evaluation or change in proposed work necessitated further Section 106 consideration.

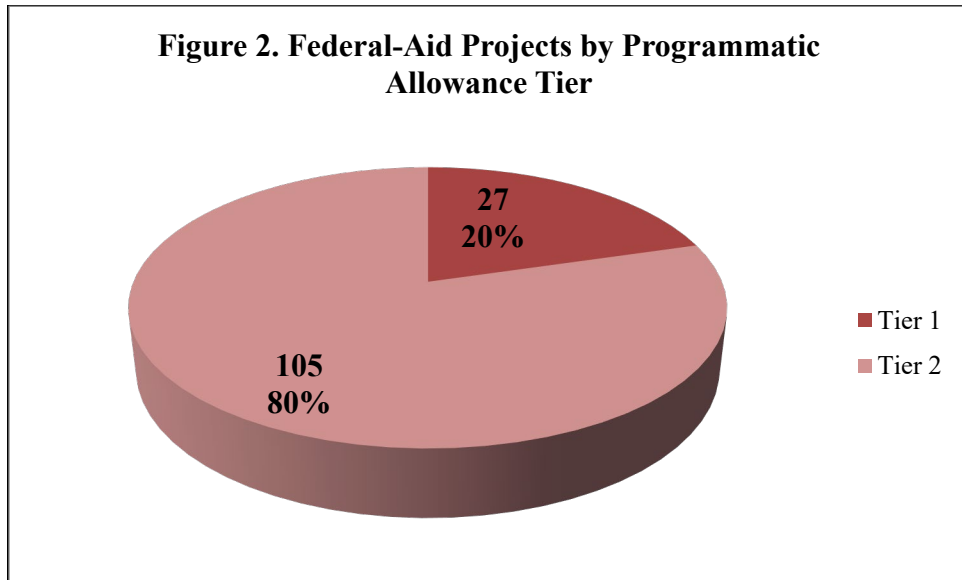
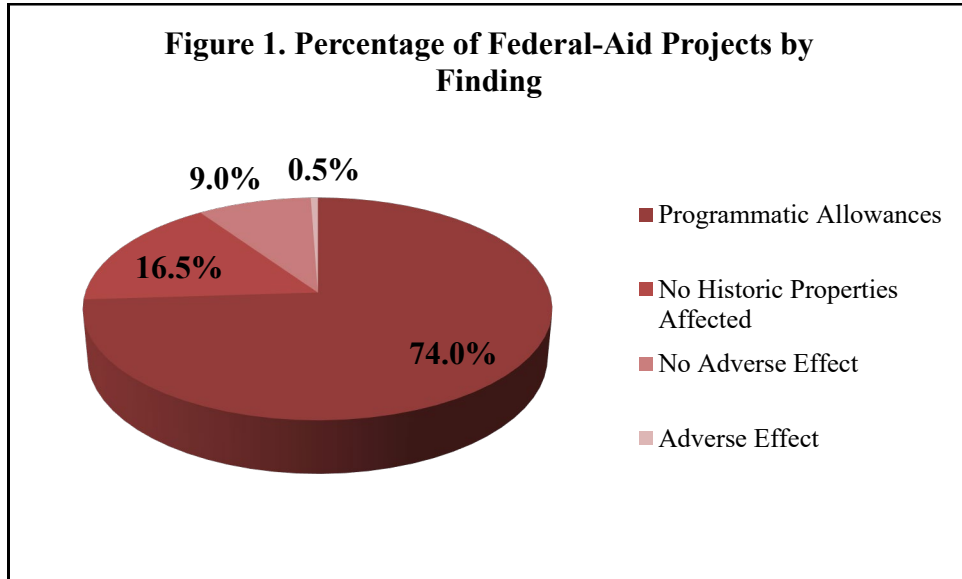
The summary in Table 1 is sorted by the type of review process applied. Note that all projects processed under the Section 106 PA during the FFY2019 reporting year were assigned under the NEPA Assignment MOU. The “Streamlined Reviews” column refers to projects qualifying for Programmatic Allowance Tier 1 or Tier 2. The “Standard Consultation” column refers to the remaining projects which followed the Section 106 process under Appendix D.

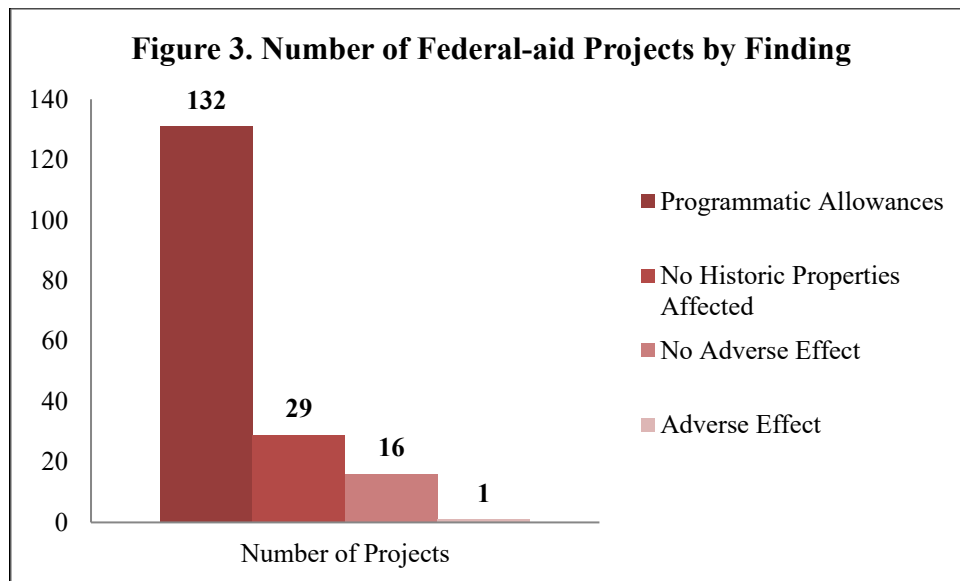
Table 1: Number of Project Reviews Completed Under 106 PA

| Project Review Applicable Tier or Finding | Streamlined Reviews | Standard Consultation | Total |
|--|------------------------|--------------------------|-------|
| Tier 1 | 27 | | 27 |
| Tier 2 | 105 | | 105 |
| No Historic Properties Affected | | 29 | 29 |
| No Adverse Effect | | 16 | 16 |
| Adverse Effect | | 1 | 1 |
| Total | 132 | 46 | 178 |

⁵ In the FFY15- FFY18 report tallies, undertakings, or “projects” were defined as those having a completed Section 106 action: either a streamlined review, or a standard consultation finding. If a project had more than one completed Section 106 action in the reporting period, each was counted for reporting purposes. The FFY19 report retains this approach.

Figures 1 through 3 present numbers and percentages for the Alaska FAHP as a whole.





The Section 106 consultations for the overall Alaska FAHP resulted in 29 findings of No Historic Properties Affected, 16 findings of No Adverse Effect, and 1 Adverse Effect finding.

Similar to the previous year’s reporting results, in FFY19 there was a larger proportion of streamlined review projects (132) than Section 106 consultations (46). The overall percentage of streamlined reviews was 74% of the total project reviews under the 106 PA. In FFY15, FFY16, FFY17, and FFY18 the percentage was similar, at 60%, 58%, 59% and 67% respectively. Most of the FFY19 streamlined reviews qualified under Tier 2 (80%), which was also consistent with previous years (FFY15 [72%], FFY16 [66%], FFY17 [65%], FFY18 [73%]). This preponderance of Tier 2 projects within the streamlined review category likely reflects that minor scope projects tend to exceed Tier 1 limitations because they also provide modest design improvements, which triggers Tier 2 review.

Tier 2 allows certain listed projects to be processed after PQI review of applicable conditions, including location-specific conditions. Some projects may not qualify for Tier 2 and must proceed to standard consultation. Because Tier 2 qualification depends on this case-by-case review, the proportion of projects that qualify for streamlined review was expected to vary moderately from year to year depending on individual project locations.

Out of the 178 total projects completed during the reporting year, 58 were updates of projects that had undergone Section 106 review at various times in the past. Of these 58, 22 were updated through standard consultation and 36 were updated through streamlined review. Table 2 shows how these updates compare to the total numbers of projects processed by each method.

Table 2: Project Updates Compared to Total Projects

| Update Type | # Updates Processed | Total Projects | Updates as Percent of Total Projects |
|------------------------|---------------------|----------------|--------------------------------------|
| Standard Consultations | 22 | 46 | 48% |
| Streamlined Reviews | 36 | 132 | 27% |
| Combined Total | 58 | 178 | 33% |

Figure 4 represents the proportion of updates compared with the total numbers of projects.

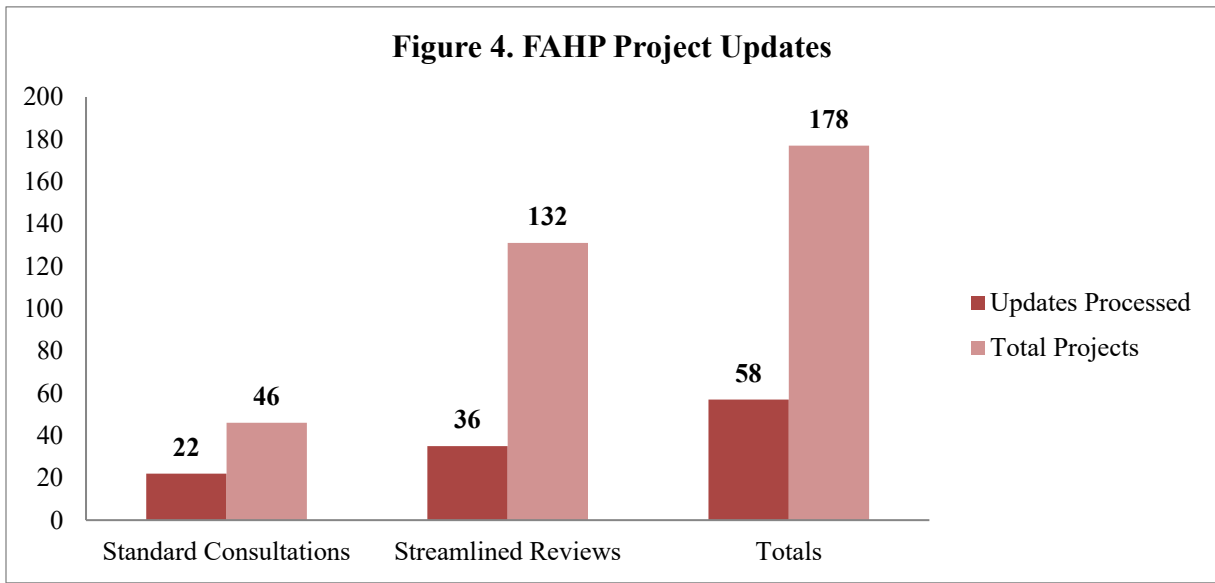
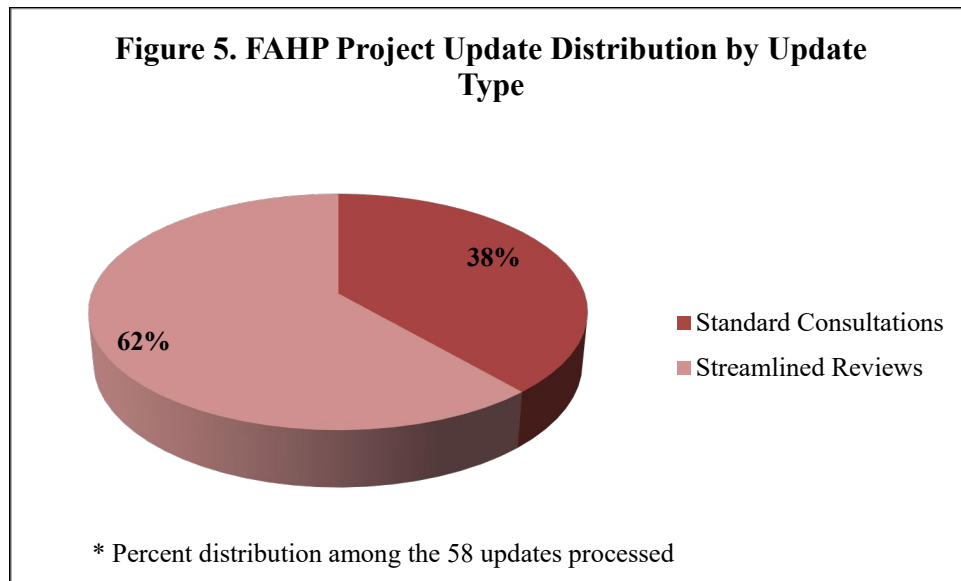
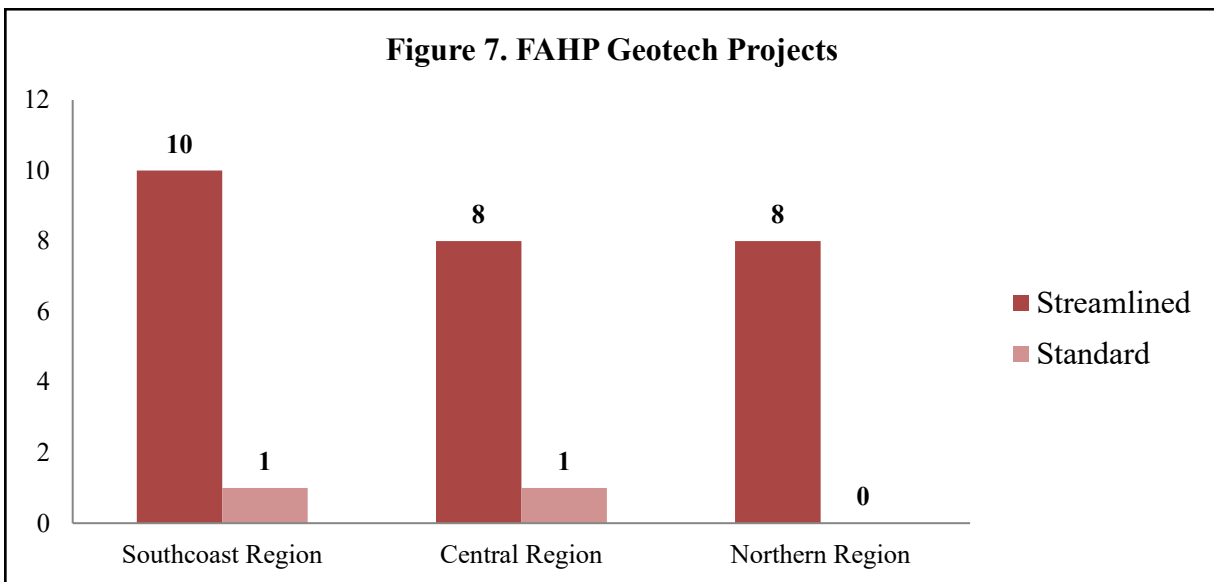
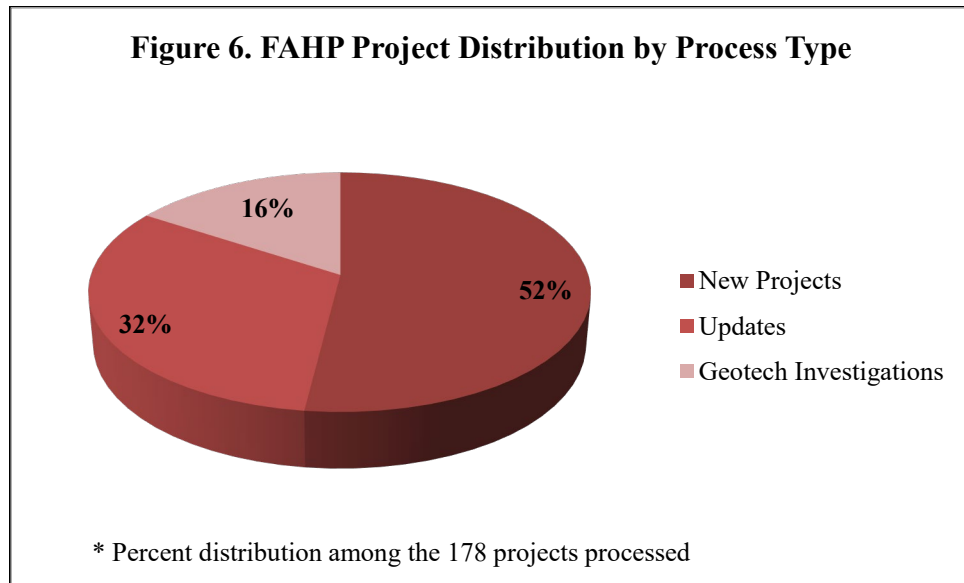


Figure 5 compares the set of updated projects according to the method used for the update.



These re-evaluations and updates represent a significant portion of all projects processed under the 106 PA during the reporting year, accounting for 33 % of all projects, and over a quarter (27%) of all streamlined reviews. The reduced processing timelines for updates that qualify for streamlined review continues to be beneficial when modest design adjustments occur following the initial Section 106 review.

A time savings is also gained when using streamlined reviews for geotechnical investigations. The Appendix B Tier 2 list was amended in FFY18 to allow geotech investigations which meet the applicable conditions to proceed as streamlined reviews. The efficacy of this amendment continued to be evident during FFY19. Geotech projects accounted for 16% of the total projects processed during FFY19 (Figure 6). Of the twenty-eight total standalone geotech investigations processed, 26 qualified for streamlined review (Figure 7). In terms of streamlined review, geotech projects accounted for 20 percent of all projects processed with programmatic allowances.



2.2 Project Listing Information

Complete lists of projects processed under the 106 PA for each of the three regions and the SEO are enclosed in Appendix 1. The lists are divided into streamlined and standard consultation groups, and then subdivided by region.

Lists provide the following information:

- Project Name
- Alaska State Accounting System (AKSAS) Number
- Federal Project Number
- Project Type: identifies program assignment (i.e., “FHWA assignable” or “FHWA non-assignable”)
- Process Type (new project, update, or geotech)
- Project Description

Streamlined project lists also include:

- Applicable Tier 1 and 2 Activities: The alpha-numerical entries in this column identify specific project activity classifications from the tables of the *Appendix B Programmatic Allowances*.
- Review Screening Record Approval Date: indicates the PQI signature date of screening approval (documented in the project file on the Streamlined Project Review form of the 106 PA *Appendix C*).

Standard consultation project lists indicate:

- Project Finding
- Finding Letter Date

Since the 106 PA also requires semiannual reporting of streamlined projects under *Stipulation IX.D.1.a*, during FFY19 DOT&PF had previously submitted two *Semiannual Tracking of Tiers 1 and 2 Undertakings* reports to the FHWA and the State Historic Preservation Officer (SHPO) covering October 1, 2018 to March 31, 2019, and April 1, 2019 to September 30, 2019. The streamlined project portion of the lists appended to this report is a compilation of these previously submitted semiannual lists. Two streamlined projects were added to this compilation list that did not appear in the earlier semi-annual reports due to a data entry error in the Section 106 database (these projects are denoted as such and can be found on page Appendix 1-27 and Appendix 1-31).

3.0 Program Observations

This year’s program review reporting is based on information gathered from the statewide database, and from ongoing communication with PQIs, including cross-regional coordination through the Cultural Resources Team (CRT) during the year. The CRT consists of the DOT&PF Statewide Environmental Program Manager and the PQIs from each of the three DOT&PF regions and the SEO. The Cultural Resources Liaison from the Office of History and Archaeology (OHA) is also a member. The CRT meets monthly via teleconference to discuss Section 106 processing issues and DOT&PF cultural resources management program goals.

In addition, a more detailed review was also carried out on a randomized selection of projects, to assess conformance with procedures and adequacy of documentation. Thirty projects were

selected for monitoring review. The number chosen for review reflects approximately 17% coverage of the total processed during the reporting period. The results are presented in Appendix 2. A summary is included at the end of this section.

3.1 Accomplishments

General PA Operation

Overall, DOT&PF continues to operate successfully under the Section 106 PA to efficiently and effectively advance project development. PQIs and analysts are very familiar with the 106 PA, and other DOT&PF staff continue to grow in knowledge of PA processes. Region PQIs, SEO, and the OHA Cultural Resources Liaison coordinate when implementation questions arise on individual projects.

Section 106/AHPA Electronic Database

The electronic database was created in late 2014 to track Section 106 processing under the 106 PA, and can also be used to track Section 106 or AHPA outcomes for other DOT&PF projects (state and other federal agency funded). PQIs enter project reporting information for their respective regions. The database has been a helpful tool in developing the semiannual reports and this annual report. SEO reviews draft reporting information with each PQI for quality control prior to finalizing project lists for these reports. DOT&PF staff is pleased with the program oversight and document tracking capabilities of the database. The DOT&PF plans on continuing to use this database in the future.

SEO cultural resource staff also coordinated with the NEPA Assignment Program managers during the reporting year in relation to the development of a NEPA electronic database, to ensure compatibility with cultural resource tracking.

OHA Project Funding

Under 106 PA *Stipulation III.B.7*, DOT&PF pursued Federal-aid Highway Program funding for maintenance and continued development of the Alaska Heritage Resources Survey (AHRIS) database and for the OHA Cultural Resources Liaison position.

3.2 Administrative Documentation Requirements

Stipulation V.B of the 106 PA states that copies of streamlined review forms for region projects will be sent to Regional Environmental Managers (REMs) and SEO PQIs, and to the region PQI in the case of statewide projects. Consultation letter templates indicate that an SEO PQI is to be copied on the letter and enclosures. A communication difficulty was noted last year with one region's filing and notification protocol. Two of the three regions include SEO on email notifications of outgoing Section 106 correspondence at the time it is sent. The third region places copies of Section 106 correspondence on a share drive as it is completed. The result was that although this region's letters indicated SEO had been copied on the correspondence, SEO was unaware of the presence or content of letters until later. SEO discussed this again with the region PQI, who will send email notifications to SEO at the same time that project teams are notified that correspondence or streamlined reviews have been completed.

3.3 Emergency Situations

The DOT&PF responded to a magnitude 7.1 earthquake, which was centered about 10 miles north of Anchorage on November 30, 2018. The SEO cultural resources manager sent a notification to SHPO of the emergency and the DOT&PF's intent to respond, on the same day.

CR's PQIs processed many of the emergency repairs via multiple streamlined review forms during the past reporting year. The 106 PA's streamlined review process was beneficial for the earthquake response projects.

3.4 Post-Review Discoveries

No projects reported post-review archaeological discoveries on FAHP projects, and no human remains were encountered during this reporting period.

3.5 Professional Qualifications and Training

The 106 PA Appendix E defines the DOT&PF PQI professional qualifications and lists training requirements. There are PQIs at each of the three regions and the SEO. During the reporting year, Northern Region hired an additional SOI-qualified person for an Environmental Analyst position; this region now has two PQIs. Also during the reporting year, one of Central Region's PQIs left DOT&PF; Central Region operated with one PQI for several months and subsequently hired another to bring their number back up to two for the region.

Annual PA refresher training for all PQIs took place in January and February 2019, via in-person training sessions by SEO cultural resources staff. SHPO's DOT&PF Liaison also attended each of these training sessions, which was very helpful and productive. The Liaison offered SHPO-specific advice on Section 106 topics and had productive conversations with PQIs and analysts both during and after the training sessions. The monthly CRT staff meetings also provide an opportunity for informal discussions and clarifications on Section 106 processing under the PA, as needed.

3.6 PQI Approval Role under the PA

The 106 PA *Stipulation IX.A.2* and Appendix E require PQI approval of Section 106 project documentation. All Section 106 reviews undertaken by the DOT&PF under the 106 PA are executed by the PQIs. PQIs sign all initiation and findings letters. They review the accompanying materials and assist project teams in coordination with cultural resources consultants to prepare surveys and Section 106 documentation.

This stipulation and appendix also require that when the PQI responsible for project review requires cultural resource expertise outside his/her area of specialty, he/she must either consult with a different PQI who has that expertise, or request assistance from OHA staff. The PQIs have contacted OHA throughout the reporting year, as appropriate. The FFY19 monitoring review included a checklist question on this topic; no issues were observed. This topic will continue to be included in the annual refresher training.

3.7 Project Updates

Projects may require Section 106 updates during subsequent project development and construction. During this reporting year, updates comprised nearly a third (32%) of the projects processed. While some updates required additional consultation under the Appendix D standard consultation protocol, the majority of updates (roughly 61%) qualified for streamlined review.

The reduced processing timelines for updates that qualify for streamlined review continues to be a substantial benefit to project timelines when design adjustments are identified after the initial Section 106 review. While this benefit is not fully quantifiable and varies case-by-case, a

general calculation of the number of streamlined updates (35) this year and the typical review time saved for each (30 days) results in potentially 1,050 project development days saved.

3.8 Public Objections

The reporting database did not indicate any public Section 106 objections for projects processed under the 106 PA during this reporting period. The database indicated that consulting parties, including SHPO, responded to six projects with substantive comments or requests for more information.

3.9 Resolution of Adverse Effects

Three projects with Section 106 actions during this reporting period involved consultations for adverse effects. These were Glenn Hwy MP 53-56 and Dalton Hwy MP 18-37, which were also discussed in last year's report, and the Anchor River Bridge Replacement (Kenai River Bridge Replacement 2015: Anchor River Bridge). Appendix D contains a procedural requirement for SEO to participate in adverse effect findings (D.2.a.i), in MOA consultations at SEO discretion (E.1.a), and for approving text of MOAs (E.2.b).

The Glenn Hwy MP 53-56 and Dalton Hwy MP 18-37 projects submitted findings of Adverse Effect during FFY18. During the current reporting year, these projects continued consultation on agreement documents to resolve the adverse effects. The MOA for the Glenn Highway MP 53-56 was executed on March 8, 2019; the Dalton Hwy MP 18-37 MOA was executed on June 21, 2019. These projects followed the 106 PA requirements for SEO approvals.

The Anchor River Bridge Replacement project submitted a finding of Adverse Effect on March 19, 2019 (Appendix 1, page 1-72) and MOA consultations were underway during the reporting period. The region coordinated with SEO verbally and via email in advance of the finding.

Additionally, as noted last year, the Sterling Highway MP 45-60 project involved the development of a Programmatic Agreement (PA) related to its Section 106 compliance (executed on March 2, 2018). Consultation among the PA's signatories continued during FFY2019 as the project moved toward construction. Central Region produces a separate annual report for this PA.

3.10 Semiannual Tracking Reports of Tiers 1 and 2 Submittals

The semiannual tracking reports for the 106 PA were posted on the DOT&PF website immediately after transmitting them to the Signatories.

<http://www.dot.state.ak.us/stwddes/desenviron/resources/historicproperties.shtml>

3.11 Recommendations from Project Review (Appendix 2)

The monitoring review provided an opportunity to observe how the 106 PA processing evolved and strengthened during the reporting year. Best practice areas included good coordination among PQIs, the OHA Cultural Resources Liaison, and SEO; good work by PQIs in communicating with region staff on application of the 106 PA; generally strong file documentation; and adherence to the guidelines governing application of Appendix B of the 106 PA for streamlined reviews. The PQIs in all regions engage professionally and courteously with consulting parties, often going the extra mile to respond to requests and coordinate between project teams and consulting parties.

Recommendations include:

Streamlined Reviews

- For Tier 1 projects, PQIs should continue to work with project teams to clarify proposed activities to confirm a project does not necessitate Tier 2 processing.
- PQIs should continue to carefully define Tier 2 APEs and assess whether projects qualify for Tier 2.
- Tier 2 General Conditions should continue to be individually acknowledged in the Tier 2 processing package. Any Tier 1 allowance-specific conditions should also be acknowledged.
- PQIs should continue to work closely with analysts to get up-to-date project information to determine whether additional historic roads consideration is necessary. PQIs will continue to work with SEO and SHPO when questions arise regarding historic roads and the use of streamlined review.

Standard Consultations

- PQIs should continue to verify that all required consulting parties are included in correspondence, including ANCSA corporations and local governments, and that federally recognized tribes receive letters with the G2G language at all points in the consultation.
- Recordkeeping: PQIs should continue to review enclosures and figures for clarity, since these are part of the compliance record. As a best practice, PQIs should ensure the MOU assignment language is present on all report covers, regardless of internal or external authorship. Regions should send email notifications to SEO when correspondence includes an SEO courtesy copy.
- PQIs should continue to consult with both a Statewide NEPA manager and the Statewide Cultural Resources Manager before signing findings letters that vary from the protocol in the posted letter templates with regard to 4(f) related language. SEO observed improvements in FFY19 on 4(f) coordination and recommends these lines of communication stay open. This will allow an opportunity for the related disciplines to coordinate.
- SEO, region PQIs, and SHPO should continue to work closely together to ensure that historic roads consideration is implemented efficiently and smoothly into project development.

Project updates

- Updates should continue to clearly delineate what is being updated in the current consultation.
- If a gap of five years or more has occurred, PQIs should re-initiate consultation prior to sending an updated findings letter.
- An update letter should clearly state the findings for the project as a whole in the conclusion of the letter.

4.0 Assessment of Agreement and Recommendations for Continued Implementation

4.1 Annual Program Review Meeting

A draft copy of the annual monitoring report was provided to the PA signatories on January 31, 2020 in accordance with Stipulation IX.D.2.c.i. The Annual Meeting was held on March 19, 2020 with representatives of DOT&PF SEO, OHA, FHWA, and ACHP.

The following discussion reflects DOT&PF's assessment and recommendations. OHA, FHWA, and ACHP attendees agreed with these recommendations, and noted that the 106 PA is working well.

4.2 Overall 106 PA

The 106 PA was designed to be an effective streamlining tool to improve project delivery while ensuring that effects to cultural resources are appropriately taken into account. The 106 PA appears to be accomplishing the goals of the Signatories.

As DOT&PF has gained experience with streamlined review processing, the review efforts for these projects have taken relatively less of the PQIs' time. Implementation of the 106 PA has generally allowed PQIs to shift more effort from small-scope projects to the substantial Section 106 issues that arise on more complex projects and consultations. This is a key benefit of the PA for both the DOT&PF and the OHA.

Subjectively, the 106 PA implementation has created closer dialogue among the PQIs and increased consultation between the PQIs and the OHA Cultural Resources Liaison regarding project processing. It has substantially reduced the time the DOT&PF staff spends preparing consultation documentation, which provides the DOT&PF and the OHA staff with more time to focus on complex projects.

Recommendation: No substantial concerns are identified and the 106 PA should remain in effect.

4.3 National Environmental Policy Act (NEPA) Assignment Program

On November 13, 2017, DOT&PF began operating under the NEPA Assignment Program established in 23 U.S.C. 327. Under NEPA Assignment, DOT&PF assumed FHWA's environmental responsibilities for Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements; the assigned responsibilities include Section 106 compliance. The NEPA Assignment Program supplanted the previous 6004 Program, under which DOT&PF had assumed FHWA's environmental responsibilities for certain Categorical Exclusion projects.

DOT&PF and its PQIs continue to operate under NEPA assignment, complying with the Section 106 PA to process projects via streamlined review and standard consultation. SEO works with NEPA managers to monitor compliance with Section 106 under assignment.

Recommendation: None at this time.

4.4 Adjustments to Accommodate Historic Roads Transition

During the reporting year, DOT&PF transitioned from using the separate Alaska Roads PA⁶ to address historic road consideration to incorporating such consideration into the Section 106 PA. The Alaska Roads PA sunsetted on February 23, 2019; at that time, revisions to the Section 106 PA's appendices went into effect to address historic road consideration.

These revised protocols occur in two places. The first is in Appendix B (*Streamlined Project Review Programmatic Allowances*). This appendix provides lists of activities that may be processed through DOT&PF PQI review. In certain circumstances, the amended Appendix B requires additional consideration of historic roads prior to a decision on whether a project qualifies for streamlined review; this additional consideration is referred to as Historic Roads Analysis (HRA). The second component is a new appendix to the Section 106 PA, Appendix J (*Historic Roads Consideration*). This appendix establishes protocols for historic road identification and consideration during standard consultations. Appendix J.I outlines scenarios where historic road identification is not necessary. Appendix J.II describes the processes for identification and evaluation of historic roads. If a DOE is needed, preparers must follow the *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility*⁷, which provides a sequential process for assessing National Register eligibility of individual roads. The Methodology begins with a screening step placing a road into one of two categories. Category 1 roads are determined up front as not individually eligible for the NRHP based on this screening. Category 2 roads continue with further evaluation steps to consider historic significance and ultimately integrity. Appendix J also contains a section on assessing effects to eligible roads (J.III) and resolving adverse effects (J.IV). Appendix J.V. contains details on transitional processes, including a transitional allowance for projects in development at the time of the historic roads transition. SEO is currently coordinating with FHWA and SHPO on updates to J.V reflecting observations of its first year of use.

SEO PQIs presented training on the new historic roads consideration (Appendix B, Appendix J, and the *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility* in all three regions to Environmental Analysts, PQIs, REMs, and interested consultants and other DOT&PF management staff.

4.5 Updates to Programmatic Allowances Streamlined Reviews

Apart from the adjustments to programmatic allowances in relation to historic roads consideration, no additional additions or edits were made to programmatic allowances.

Recommendation: DOT&PF will continue to propose revisions to Appendix B and Appendix C (Streamlined Project Review Form) in consultation with SHPO and FHWA when pertinent topics arise.

⁶ February 23, 2010 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska Department of Transportation and Public Facilities, and the Alaska State Historic Preservation Officer Regarding Alaska's Highway System Roads Affected by the Federal-Aid Highway Program in Alaska.*

⁷ The *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility*, prepared for DOT&PF by Mead & Hunt, 2014, is available on the DOT&PF Historic Properties website at http://www.dot.state.ak.us/stwddes/desenviron/assets/pdf/resources/historic_2019/akroads_methodology.pdf

4.6 Geotech Investigations

A programmatic allowance for geotech investigations (2.q) was added to the Sec 106 PA in December 2017, during the FFY18 reporting year. As discussed earlier in this report, the geotech Tier 2 allowance provided for significant time savings during the past reporting year. Twenty-eight geotech investigations were processed during FFY19 and the programmatic allowance was used for 26 of those investigations; using the standard 30 day period as a time estimate, the allowance saved an estimated 780 project days.

4.7 Training Requirements

Training requirements are outlined in the 106 PA's Appendix E. As indicated during past annual meetings, there may be a need to adjust Appendix E. II in the future to account for funding, include other options for analysts, and address timing concerns.

Discussions in past annual meetings explored ideas for lower-cost training options, including online course modules. OHA has advocated for in-person training being more effective than online modules for new analysts, and acknowledged the need to address cost. Other ideas included options for in-person Section 106 mini-trainings from OHA, which could also include an AHRS component. OHA expressed interest in partnering with DOT&PF on development and delivery of training. At the FFY17 annual meeting, OHA indicated they had heard from some region PQIs that it is difficult to secure funds and time for training attendance. OHA strongly advocated for advanced training opportunities for PQIs, and for PQIs to have more institutional support to attend training and professional development sessions. FHWA agreed, and the group explored various options for in-person training. OHA also suggested that DOT&PF consider the annual OHA cultural resources practitioners' workshop as a training opportunity for PQIs from all regions.

During recent years, more of these concepts have come to fruition. During FFY18, DOT&PF developed an online training module for the Environmental Procedures Manual (EPM) Cultural Resources chapter. The EPM module went live on September 28, 2018 and is available for viewing by DOT&PF environmental staff as well as consultants and other interested parties. PQIs from all regions and SEO attended the April 2019 OHA annual workshop in Anchorage.

During January and February of the current reporting year, SEO PQIs presented in-person training in all three regions. This training provided an overview of the Section 106 PA before transitioning to describe the new historic roads procedures that were implemented after February 23, 2019.

SEO was invited to attend a workshop on developing project-level programmatic agreements led by the SRI Foundation and hosted by Oregon DOT in March 2019. This workshop brought together SHPOs, DOT cultural resources policy managers, and federal agency representatives from the western states for a first-ever face to face workshop to discuss the efficacy and applications of these types of programmatic agreements. SEO and Alaska SHPO were unable to attend due to out-of-state travel restrictions, but were able to make arrangements with the workshop sponsors to listen to the opening presentation via teleconference.

The ACHP offered two Section 106 training sessions in Anchorage in October 2019. The first was a two day practitioners' workshop, and the second was a one-day seminar on drafting

agreements. One region PQI was in attendance at both sessions; a Statewide PQI attended the second seminar.

Recommendations: DOT&PF will continue to explore options for introductory Section 106 training for new analysts. DOT&PF will also seek opportunities to strengthen multi-year Section 106 training planning. SEO will emphasize the importance of PQI advanced training and professional development opportunities to DOT&PF management. Such training provides benefits to DOT&PF not only from strengthening staff expertise and retention, but also through the opportunities for inter-agency engagement which builds cooperating agencies' confidence in DOT&PF cultural resource capabilities. This in turn pays dividends in strengthening the Department's relationship with other agencies and can expand opportunities for time-and-cost-saving streamlining. DOT&PF, OHA, and FHWA may continue discussions on adjustments to Appendix E. II.

4.8 STIP Funding

Under 106 PA *Stipulation III.B.7*, DOT&PF offers to pursue federal STIP funding for the Alaska Heritage Resources Survey (AHRS) database program and the OHA Cultural Resources Liaison position. The Liaison MOU between the FHWA, DOT&PF, and the OHA will be up for renewal in September 2020. Having a liaison at OHA continued to prove invaluable for project efficiency and delivery throughout the past reporting year, and DOT&PF plans to pursue MOU renewal.

Recommendation: DOT&PF has requested STIP funding through FFY 2021, and will continue to pursue STIP funding for both programs and will continue to work together with OHA to maximize the efficacy and benefit of these programs.

5.0 Conclusion

The DOT&PF SEO looks forward to working with the FHWA and the SHPO on the recommendations offered within this report to strengthen the Section 106 program through the successful implementation of the 106 PA. The ongoing processing of projects under the 106 PA, with the close coordination of and consultation with the OHA Cultural Resources Liaison, fosters productive professional discussions and a strong partnership between agencies. The 106 PA, enhanced by annual meetings with SHPO and FHWA, has helped the DOT&PF to better assess project effects on historic properties, while enabling the successful and expedited delivery of FAHP transportation projects to Alaskans.

Appendix 1: Project Lists

This Appendix provides lists of projects processed under the 106 PA for each of the three regions and by SEO. The lists are divided into streamlined and standard consultation groups, and then subdivided by region.

Lists provide the following information:

- Project Name
- Alaska State Accounting System (AKSAS) Number
- Federal Project Number
- Project Type: identifies program assignment¹ (i.e., “FHWA assignable” or “FHWA non-assignable”)
- Process Type (new project, update, or geotech)
- Project Description

Streamlined project lists also include:

- Applicable Tier 1 and 2 Activities: The alpha-numerical entries in this column identify specific project activity classifications from the tables of the *Appendix B Programmatic Allowances*.
- Review Screening Record Approval Date: indicates the PQI signature date of screening approval (documented in the project file on the Streamlined Project Review form of the 106 PA *Appendix C*).

Standard consultation project lists indicate:

- Project Finding
- Finding Letter Date

¹ Assignment as related in this table refers to the assignment status at the time the action occurred during the FFY19 reporting period.

Section 106 Programmatic Agreement
Annual Report on Tier 1 and Tier 2 Undertakings
Central Region
10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|----------------|-------------------|-----------------|--------------|--------------------------------------|---------------------------------------|
| Matanuska-Susitna Borough September 2012 Southcentral Flooding Permanent Repairs | 57182 | TBD | FHWA assignable | New project | 1.a, 1.c, 1.d, 2.b, 2.d, 2.f, 2.g | 1/30/2019 |
| <p>Repave bicycle path, pathway; removal/repair/replace fencing and guardrail; ditch work, clean culvert; slope/embankment stabilization; brush cutting/grubbing; culvert and drainage structure replacement, upgrade, extension, new installation; bank stabilization/stream restoration; replacement of riprap.</p> | | | | | | |
| Anchorage Earthquake November 2018 - earthquake repair | CDRER 00507 | AK 2019-2 | FHWA assignable | New project | 1.a, 1.b, 1.d, 1.e, 1.f, 2.g, 2.o | 1/15/2019 |
| <p>Maintenance or rehabilitation of pavement or other roadway surfaces; repair or replace guardrails, barriers, curbs, gutter, and sidewalk; hydroseed/shoulder treatments, placement of fill materials, and landscaping on foreslopes; removal/replacement of retaining walls; rehabilitation, repair, replacement of bridge components; removal, repair, replacement of signs, signals, lighting, RR warning devices; cleaning and reconditioning of ditches, catch basins, street sweeping, etc.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Zones 1 and 2 Post-Earthquake Geotech Assessment | CDRER 00507 | TBD | FHWA assignable | Geotech | 2.q | 8/26/2019 |

Geotechnical boreholes to test road fill and prism after November 2018 earthquake, at site 15J by the Spring Creek Bridge on the Parks Hwy near Palmer and site 172 near MP 34.9 of the Glenn Hwy.

| | | | | | | |
|--|-------------|-----|-----------------|-------------|-----|-----------|
| SB Old Glenn Highway at Fire Lake Emergency Repair 2018 Earthquake | CDRER 00509 | tbd | FHWA assignable | New project | 1.a | 1/17/2019 |
|--|-------------|-----|-----------------|-------------|-----|-----------|

Maintenance or rehabilitation of pavement and other roadway and parking lot surfaces associated with earthquake repair.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|----------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| East Fireweed Road at Loberg Lake Emergency Repair 2018 Earthquake | CDRER 00510 | TBD | FHWA assignable | New project | 1.a, 1.b | 1/17/2019 |

Maintenance and rehabilitation of pavement and other roadway and parking lot surfaces; shoulder treatments, placement of fill material, and landscaping on foreslopes.

| | | | | | | |
|--|----------------|---------|-----------------|-------------|---------------|-----------|
| ANC 2018 Earthquake Damage Repairs-FHWA Postmark Drive and Adjacent Pathway | CDRER 00530 | AK20192 | FHWA assignable | New project | 1.a, 1.b, 1.d | 8/12/2019 |
| <p>The DOT&PF is proposing to perform repairs from the earthquake damage that occurred on Postmark Drive and the adjacent pathway located at the Ted Stevens Anchorage International Airport. The pathway surface became irregular with severe cracks that extended into both the pathway embankment and roadway shoulder. After spring thaw the pathway embankment has developed additional cracking and signs of instability. DOT&PF is proposing to remove the pathway embankment and reconstruct it with the of an embankment key at the toe of the slope and geogrid layered at 3 foot intervals. The pathway, ditch and roadway shoulder will also be reconstructed. The roadway pavement between the shoulder repair and the median will be milled/repaved.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|----------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Kenai Peninsula 2018 Emergency Flood Repairs -- East Hill Rd MP 0.58 | CDRER 00544 | | FHWA assignable | New project | 1.a, 1.b, 1.c, 1.d, 2.g | 5/20/2019 |

Emergency repairs consisted of culvert replacement, flume/wall/embankment stabilization, geogrid installation, and road repaving.

| | | | | | | |
|---|----------------|--|-----------------|-------------|----------|-----------|
| Kenai Peninsula 2018 Emergency Flood Repairs -- Herman Leirer Rd MP 4.6 | CDRER 00557 | | FHWA assignable | New project | 1.d, 2.f | 5/20/2019 |
|---|----------------|--|-----------------|-------------|----------|-----------|

Emergency work consisted of removing rock and debris from the roadside and replacing eroded material. All work within the DOT&PF ROW.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| Kenai Peninsula 2018 Emergency Flood Repairs -- West Hill Rd MP 0.49 | CDRER 00574 | | FHWA assignable | New project | 1.b, 1.d, 2.e | 5/20/2019 |

Emergency repairs included replacing embankment material, armoring the embankment slope, removing a damaged flume, and lining a damaged culvert.

| | | | | | | |
|---|--------------------|----------------|------------------------|--------------------|-------------------------------------|-----------------|
| A Street: Northern Lights Blvd to 40th Avenue Pavement Preservation | CFHWY 00223 | 0527030 | FHWA assignable | New project | 1.a, 1.e, 1.f, 2.d, 2.h, 2.l | 1/7/2019 |
| <p>Resurface A Street between Northern Lights Blvd and 40th Ave; upgrade curb ramps to comply with ADA; repair pathway segments as necessary; improvements to drainage facilities which may include replacement of existing drainage structures and culverts; replace traffic signal components as necessary; structural repairs within the existing roadway; and utility relocations as necessary.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| DeArmoun Road E. 140th Avenue to Hillside Drive Pavement Preservation | CFHWY 00286 | 051007 | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c, 2.g, 2.i | 10/12/2018 |

Resurface roadway, reapplication of pavement markings, friction treatment; drainage improvements, repair/replace culverts, ditch grading; structural repair of road sections; vegetation clearing/grubbing; install/repair/replace guardrail, guardrail end treatments; utility replacement, upgrade, repair; signage, signalization, lighting improvements.

| | | | | | | |
|--------------------------------------|-------------|-----|-----------------|----------------|-----------------------------------|----------|
| East Hill Road Pavement Preservation | CFHWY 00297 | TBD | FHWA assignable | Project update | 1.a, 1.f, 2.a, 2.c, 2.d, 2.h, 2.i | 3/5/2019 |
|--------------------------------------|-------------|-----|-----------------|----------------|-----------------------------------|----------|

Updated to include APE for potential ROW acquisitions for drainage improvements.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------------------------------|-------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| East Hill Road Pavement Preservation | CFHWY 00297 | TBD | FHWA assignable | Project update | 1.a, 1.d, 1.f, 2.a, 2.c, 2.h, 2.i | 10/11/2018 |

Resurface East Hill Road; repair structural sections of the road; vegetation clearing; drainage improvements (repair/replace culverts, ditch maintenance); repair/replace guardrail, guardrail end treatments, lighting, signage, striping; upgrade pedestrian facilities to comply with ADA; utility relocation

| | | | | | | |
|--|-------------|---------|-----------------|---------|-----|----------|
| Vine Road Improvements: KGB Road to Hollywood Road | CFHWY 00323 | 0001605 | FHWA assignable | Geotech | 2.q | 9/3/2019 |
|--|-------------|---------|-----------------|---------|-----|----------|

Conduct geotechnical testing along road, ditches, and parallel ATV trails along Vine Road from KGB Road to Hollywood Road.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|-----------------------|-------------------------------------|---------------------------------------|
| HSIP: Anchorage Pedestrian Lighting | CFHWY 00366 | tbd | FHWA assignable | Project update | 1.a, 1.e, 2.a, 2.g, 2.l, 2.q | 11/3/2018 |

Update to include additional conduit/utility repair. Overall project consists of installation, replacement, repair, or modification of lighting fixtures, electrical raceways, pedestrian facilities (sidewalks), signage and striping, bus stop relocation, utility relocations, geotechnical investigations, structural repair of the road.

| | | | | | | |
|--|--------------------|------------|------------------------|--------------------|---------------------------|------------------|
| AMATS: Fireweed Lane: Seward to Spenard Pavement Preservation | CFHWY 00379 | TBD | FHWA assignable | New project | 1.a, 1.h, 2.g, 2.l | 9/11/2019 |
| <p>Resurface Fireweed Lane from Seward Highway to Spenard Road; structural section repairs; pedestrian facility improvements including ADA improvements; upgrade or rehab signals, lighting, traffic recording equipment; upgrade guardrail including end treatments; drainage improvements including upgrade or rehab of culverts, storm drain facilities and ditches; utility relocations; vegetation clearing and grubbing; upgraded signage; striping.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|

| | | | | | | |
|---|--------------------|---------------|------------------------|--------------------|-------------------------------------|------------------|
| AMATS: Airport Heights: DeBarr Road to Glenn Highway Pavement Preservation | CFHWY 00381 | 001620 | FHWA assignable | New project | 1.a, 1.d, 1.h, 2.g, 2.h, 2.i | 7/29/2019 |
|---|--------------------|---------------|------------------------|--------------------|-------------------------------------|------------------|

Resurface 0.6 miles of Airport Heights Drive from DeBarr Road to the Glenn Highway in Anchorage. The work would include: milling and paving; upgrading curb ramps to comply with Americans with Disabilities Act (ADA) standards; repair, replacement or installation of roadside hardware; road subgrade improvements; drainage improvements; utility relocations; and vegetation clearing.

| | | | | | | |
|---|--------------------|--|------------------------|--------------------|--|------------------|
| Old Seward Highway Dimond to Dowling Pavement Preservation | CFHWY 00386 | | FHWA assignable | New project | 1.a, 1.d, 1.e, 1.f, 2.c, 2.h, 2.i | 5/20/2019 |
|---|--------------------|--|------------------------|--------------------|--|------------------|

The project will: mill and pave; upgrade curb ramps to comply with ADA standards; replace, repair, or install roadside hardware (e.g., signage, lighting); improve the road/pathway subgrade; improve drainage (e.g., culverts, ditch grading); improve intersections; enact pedestrian improvements (including ADA improvements).

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|----------------|------------------------------------|---------------------------------------|
| AMATS: Chugach Foothills NE Trail Connector: Phasell | CFHWY 00387 | | FHWA assignable | Geotech | 2.q | 3/15/2019 |

Geotechnical investigations in boggy ground off Tudor Road.

| | | | | | | |
|--|--------------------|------------|------------------------|--------------------|--|-----------------|
| Elmore Road: Abbott Road to Providence Drive Pavement Preservation | CFHWY 00395 | TBD | FHWA assignable | New project | 1.a, 1.d, 1.l, 1.o, 2.a, 2.c, 2.g, 2.l, 2.o | 8/1/2019 |
| <p>Resurface Elmore Road including 3 bridges from Abbott Road to Providence Drive in Anchorage. Additional work may include structural section repairs; bridge repair and resurfacing; pedestrian facility improvements; utility relocations; crack sealing; vegetation clearing and grubbing; upgrade signage and striping.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|--------------------|-------------------------------------|---------------------------------------|
| Palmer-Fishhook Road MP 7-17 Pavement Preservation Project | CFHWY 00405 | TBD | FHWA assignable | New project | 1.a, 1.d, 1.f, 1.l, 2.c, 2.l | 4/29/2019 |

Maintenance or rehabilitation of pavement and other roadway and parking lot surfaces, including crack-sealing, pavement edge safety improvements such as 'safety edge'; cleaning and reconditioning of ditches and catch basins, street sweeping, cleaning; repair/replacement of guardrails, barriers, curb, gutter, sidewalks; rehabilitation of existing pavement or wearing surface on bridge decks; landscaping, brush cutting, and removal of new growth w/in previously cleared areas; utility replacements, upgrades, or repairs.

| | | | | | | |
|--|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|
| CR 19 Anchorage District NHS Preventative Maintenance | CFHWY 00437 | tbd | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/6/2018 |
|--|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| CR 19 Mat-Su District NHS Preventative Maintenance | CFHWY 00438 | TBD | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/6/2018 |

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

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|--|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|
| CR 19 Peninsula District NHS Preventative Maintenance | CFHWY 00439 | tbd | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/6/2018 |
|--|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| CR 19 Anchorage District Non-NHS Preventative Maintenance | CFHWY 00440 | tbd | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/5/2018 |

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| | | | | | | |
|---|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|
| CR 19 Mat-Su District Non-NHS Preventative Maintenance | CFHWY 00441 | TBD | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/5/2018 |
|---|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| CR 19 Peninsula District Non-NHS Preventative Maintenance | CFHWY 00442 | tbd | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/5/2018 |

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| | | | | | | |
|---|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|
| CR 19 SW District Non-NHS Preventative Maintenance | CFHWY 00443 | TBD | FHWA assignable | New project | 1.a, 1.d, 1.e, 2.a, 2.c | 11/5/2018 |
|---|--------------------|------------|------------------------|--------------------|--------------------------------|------------------|

Remove debris, sediment, and vegetation from existing ditch fore/back slopes; remove debris, sediment, and vegetation from around guardrails and shoulder; application of surface aggregate and asphalt; clean, repair, replace culverts; clean/reshape inlets/outlets of ditch culverts; crack sealing replace bulbs, ballasts, wiring, and other hardware; replace damaged pole bases; clean storm drain structures; apply markings; dust palliative application to unpaved roads that is not asphalt emulsion based.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| CR 19 Bridge NHS Preventative Maintenance | CFHWY 00444 | TBD | FHWA assignable | New project | 1.l, 1.m, 1.n, 1.o, 1.p, 1.q, 1.r | 11/7/2018 |

Rehab of existing pavement/wearing surface; bridge cleaning/washing; debris removal around piers/abutments; repair/replace deck joints and failed grout; bridge spall repairs; bridge repainting; rehab/repair/replace existing non-original bridge component

| | | | | | | |
|---|-------------|-----|-----------------|----------------|---|------------|
| CR 19 Bridge NHS Preventative Maintenance | CFHWY 00444 | TBD | FHWA assignable | Project update | 1.a, 1.b, 1.h, 1.l, 1.m, 1.n, 1.o, 1.p, 1.q, 1.r, 2.g | 12/20/2018 |
|---|-------------|-----|-----------------|----------------|---|------------|

Update for rehab of existing pavement/wearing surface; bridge cleaning/washing; debris removal around piers/abutments; repair/replace deck joints and failed grout; bridge spall repairs; bridge repainting; rehab/repair/replace existing non-original bridge component, brush control; repair approaches and pedestrian transitions; erosion repairs at approach shoulders; erosion control around abutments (replace gravel on abutments on shoulders/foreslopes); replace existing dry stack retaining wall.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|--|---------------------------------------|
| CR 19 Bridge Non-NHS Preventative Maintenance Program | CFHWY 00445 | tbd | FHWA assignable | New project | 1.l, 1.m, 1.n, 1.o, 1.p, 1.q, 1.r | 11/7/2018 |

Rehabilitation of existing pavement or wearing surface on bridge decks and/or application of new pavement; bridge cleaning/washing; debris removal around piers and abutments of bridge; repair/replace bridge deck joints, expansion joints, failed bridge spall repairs; bridge repainting and similar surface treatments; rehab/repair/replace existing non-original bridge components.

| | | | | | | |
|---|--------------------|------------|------------------------|--------------------|------------|------------------|
| CR 19 Anchorage Intersection Pavement Markings Program | CFHWY 00446 | tbd | FHWA assignable | New project | 1.a | 11/7/2018 |
|---|--------------------|------------|------------------------|--------------------|------------|------------------|

Maintenance or rehabilitation of pavement and other roadway and parking lot surfaces.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|--|---------------------------------------|
| AMATS: Boundary Ave: Boniface Parkway to Oklahoma Street Pavement Preservation | CFHWY 00447 | TBD | FHWA assignable | New project | 1.a, 1.i, 2.c, 2.d, 2.g, 2.h, 2.i | 7/31/2019 |
| <p>Resurface Boundary Ave from Boniface Parkway to Oklahoma Street in Anchorage. Additional work would include the following: structural section repairs, pedestrian facility improvements including ADA curb ramps; upgrade or rehab signals, lighting, traffic recording equipment and signage; upgrade guardrail including end treatments; drainage improvements (upgrade or rehab of culverts, storm drain facilities, ditches); safety improvements; utility relocations; vegetation clearing and grubbing; and striping.</p> | | | | | | |
| HSIP Vine Road at Hollywood Intersection Improvements | CFHWY 00463 | 30463 | FHWA assignable | Geotech | 2.q | 9/3/2019 |
| <p>Geotechnical testing at proposed roundabout at intersection of Hollywood and Vine roads.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| HSIP: Portage Glacier Road and Potter RR Crossing Improvements | CFHWY 00495 | TBD | FHWA assignable | New project | 2.j | 2/15/2019 |

Rehabilitation of existing at-grade RR crossing.

| | | | | | | |
|---|--------------------|------------|------------------------|--------------------|------------|------------------|
| HSIP: Gambell St Utility Pole Removal and Increased Lighting | CFHWY 00502 | TBD | FHWA assignable | New project | 2.g | 5/14/2019 |
|---|--------------------|------------|------------------------|--------------------|------------|------------------|

Removing the utility poles along the west side of the Gambell Street corridor in Anchorage and relocating the utilities underground. New street lights would be installed further from the travel lanes on breakaway bases to improve vehicular safety and pedestrian visibility.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| HSIP: Gambell and Ingra Streets - Overhead Signal Indication Upgrades | CFHWY 00503 | TBD | FHWA assignable | New project | 2.g | 5/14/2019 |

Increasing signal visibility in Anchorage on Gambell and Ingra Streets by replacing existing or installing new signal poles and mast arms to bring signals into conformance with current minimum signal indication requirements.

| | | | | | | |
|---|--------------------|------------|------------------------|--------------------|------------|------------------|
| HSIP Systemic Central Region One Way Signing Compliance | CFHWY 00514 | TBD | FHWA assignable | New project | 2.g | 7/23/2019 |
| <p>Installation of "one way" and "stay right" signs at approximately 163 divided highway and multi-lane tee intersections. Proposed work would include installing posts where needed.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Kenai Peninsula 2018 Flood: Nash Road Debris Removal - Salmon Creek and Sawmill Creek | CFHWY 00537 | TBD | FHWA assignable | New project | 1.n | 4/17/2019 |

Debris removal around piers and abutments of Salmon Creek and Sawmill Creek Bridges on Nash Road outside of Seward.

| | | | | | | |
|---|-------------|-----|-----------------|-------------|---------------|-----------|
| Kenai Peninsula 2018 Flood: Herman Leirer Road MP 1.2 | CFHWY 00538 | TBD | FHWA assignable | New project | 1.a, 1.b, 2.e | 4/18/2019 |
|---|-------------|-----|-----------------|-------------|---------------|-----------|

Maintenance or rehabilitation of pavement and other roadway and parking lot surfaces; hydroseeding/shoulder treatments, placement of fill material, landscaping on foreslopes; placement of new riprap.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|

| | | | | | | |
|--|-------------|-----|-----------------|-------------|--------------------|-----------|
| Kenai Peninsula 2018 Emergency Flood Repairs - Herman Leirer Rd MP 4.4 | CFHWY 00539 | TBD | FHWA assignable | New project | 1.a, 1.b, 1.d, 2.e | 5/20/2019 |
|--|-------------|-----|-----------------|-------------|--------------------|-----------|

Restoring the damaged road embankment and eroded area; replacing the damaged cross-culvert; placing riprap at the culvert inlet and outlet; regrading the road ditch back to as-built condition; repaving the roadway.

| | | | | | | |
|--|-------------|-----|-----------------|-------------|---------------|-----------|
| Kenai Peninsula 2018 Emergency Flood Repairs - Herman Leirer Rd MP 4.6 | CFHWY 00540 | TBD | FHWA assignable | New project | 1.d, 2.c, 2.e | 5/20/2019 |
|--|-------------|-----|-----------------|-------------|---------------|-----------|

Clearing vegetation and debris as needed to reinforce the stream bank breaches with riprap.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Kenai Peninsula 2018 Flood: Seward Highway MP 68.6 | CFHWY 00542 | TBD | FHWA assignable | New project | 1.a, 1.b, 1.f | 4/17/2019 |

Maintenance or rehabilitation of pavement and other roadway and parking lot surfaces (resurfacing); repair or replacement of guardrails, barriers, curb, gutter, sidewalk; hydroseeding/shoulder treatments, placement of fill material, landscaping foreslope.

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|--------------------------------------|-------------|---------|-----------------|---------|-----|-----------|
| Anchorage Area Drainage Improvements | CFHWY 00551 | 0001651 | FHWA assignable | Geotech | 2.q | 9/26/2019 |
|--------------------------------------|-------------|---------|-----------------|---------|-----|-----------|

Geotechnical testing to be conducted on the prism of C Street near Taku Lake in Anchorage.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| Anchorage Earthquake Nov 2018 Postmark Drive Lake Hood Drive Intersection | CFHWY 00559 | 30559 | FHWA assignable | New project | 1.a | 9/30/2019 |
| <p>Remove and replace the roadway shoulder and embankment and repave; resurface Lake Hood Drive intersection; replace two light pole foundations.</p> | | | | | | |
| Anchorage Earthquake Nov 2018 Old International Airport Road | CFHWY 00560 | 30560 | FHWA assignable | New project | 1.a, 1.b, 1.d, 1.f | 9/30/2019 |
| <p>Remove and reconstruct embankment and temporary roadway surface, reconstruct the eastbound lane and shoulder, mill and pave the westbound lane, and reconstruct the pathway, ditch, and shoulder.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Zones 1 and 2 Post-Earthquake Repair: Glenn Highway at Mirror Lake | CFHWY 00583 | 0091007 | FHWA assignable | Geotech | 2.q | 8/26/2019 |

Drill geotechnical boreholes to assess condition of fill and prism after November 2018 earthquake, near MP 24.5 of the Glenn Hwy.

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|--|-------------|---------|-----------------|---------|-----|-----------|
| Zones 1 and 2 Post-Earthquake Geotech Assessment | CFHWY 00608 | 0091008 | FHWA assignable | Geotech | 2.q | 8/26/2019 |
| <p>Geotechnical boreholes at seven locations to determine effects to fill and prism after November 2018 earthquake: 1) near Seward Hwy and Tudor Rd; 2) near Minnesota Drive and International Airport Rd; 3) on the Old Glenn Hwy near Fire Lake; 4) on Eagle River Rd near Meadow Creek; 5) on Birchwood Loop Rd near Steffes Street; 6) on Hiland Road; 7) on the Old Glenn Hwy near West Lake Ridge Drive.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| CFHWY00612 DOT&PF Zone 1 Post-Earthquake geotech Site 70 | CFHWY 00612 | TBD | FHWA assignable | Geotech | 2.q | 9/10/2019 |

Geotechnical testing on the road prism and fill of retaining wall on Glenn Highway uphill from Eagle Drive.

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|---|-------------|-----|-----------------|-------------|---------------|-----------|
| Glenn Highway Bridge 2303 Earthquake Repair | CFHWY 00624 | TBD | FHWA assignable | New project | 1.i, 2.g, 2.o | 7/25/2019 |
| <p>Repair earthquake damage to the Eagle River Bridge (Bridge No. 2303) on the Glenn Hwy. Pave and stripe the bridge deck and approaches, repair the bridge abutment, and repair or install new bridge rail and guard rail.</p> | | | | | | |

Section 106 Programmatic Agreement
 Annual Report on Tier 1 and Tier 2 Undertakings
 Northern Region
 10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------------------|-------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| CHSR MP 20 Jenny M Creek | 60636 | 0650(028) | FHWA assignable | Project update | 2.i | 10/11/2018 |

The PROJECT UPDATE is an increase of the APE to the west to allow for a temporary construction of a equipment turnaround which will be restored to pre-construction conditions when no longer needed.

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|--|-------|-----------|-----------------|----------------|-----|-----------|
| Northern Region Pavement Traffic Sensors | 60771 | 0002(343) | FHWA assignable | Project update | 1.i | 5/31/2019 |
|--|-------|-----------|-----------------|----------------|-----|-----------|

Update to include new location at Parks Hwy MP 361 (Mitchell Expressway) to the Northern Region Pavement Traffic Sensor project.
 Project work entails replacing sensors embedded within the existing pavement surface and running wires through existing conduit to junction boxes.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---------------------------------|-------|-------------------|-----------------|----------------|--|---------------------------------------|
| Nor Reg Deep Culverts Stage III | 62198 | 000S770 | FHWA assignable | Project update | 1.a, 1.d, 2.a, 2.d, 2.e, 2.f, 2.h, 2.i | 11/6/2018 |

The PROJECT UPDATE is an adjustment of the APE to include the acquisition of small portions of four (4) City of Cordova owned properties to complete the project work. All acquisitions currently have DOT&PF facilities located on or adjacent to them and are current a part of the DOT&PF roadway maintenance with the ROW. These locations were within the original APE.

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|--|-------|-----------|-----------------|----------------|-------------------------|-----------|
| University Avenue Rehabilitation Widening This project was inadvertently omitted from the semi-annual report, due to a database error. | 63213 | 0617(003) | FHWA assignable | Project update | 1.a, 2.a, 2.b, 2.d, 2.i | 6/12/2019 |
| <p>UPDATE: Goldizen Avenue, Halvorson Road, and Ward Street adjacent to University Avenue will be widened to include shoulder treatments to reduce the slope angle from the pavement edge to the adjacent properties. A new cross drainage culvert will be installed under Halvorson Road.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---------------------------|-------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| Gillam Way Reconstruction | 63784 | 0655(012) | FHWA assignable | Project update | 1.a, 1.d, 2.g, 2.h, 2.i | 11/1/2018 |

This PROJECT UPDATE will increase the APE to include a portion of 15th Avenue for additional pavement and drainage construction; a small portion of 19th Ave to the west of the current APE for waterline construction; and half of 20th Ave further west of the previous APE extent for additional pavement and drainage construction.

| | | | | | | |
|---|---------------|--|-----------------|-------------|-----|-----------|
| Meiers Lake, Richardson Highway, MP 170 | CDV 19-02-004 | | FHWA assignable | New project | 2.s | 7/17/2019 |
| <p>Vacate 70-feet of the 300-foot right-of-way (ROW) easement for 540' along the Richardson Highway near MP 170 (Meiers Lake) to the BLM, the current land manager.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|---------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| Old Tok Cutoff, Slana, MP 61 Vacation Request | CDV 19-2-006 | N/A | FHWA assignable | New project | 2.s | 9/12/2019 |

Vacate a section of right-of-way (ROW) easement along the Tok Cutoff Highway near MP 61 (near Slana) to the owners of the adjacent property. Vacation area is approximately 1.25-1.7 acres.

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|--|----------------------|------------|------------------------|--------------------|------------|------------------|
| Fort Yukon Trooper Site Land Disposal Request | CQD 19-02-002 | N/A | FHWA assignable | New project | 2.s | 5/20/2019 |
|--|----------------------|------------|------------------------|--------------------|------------|------------------|

Vacate Lot 1, Block 4, USS 02760, townsite of Fort Yukon located along Spruce Street and East 6th Avenue to the Alaska Department of Natural Resources (ADNR).

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-----------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Yukon River Bridge Reconnaissance Study | NFHWO0010 | Pending | FHWA assignable | Geotech | 2.q | 11/8/2018 |

This geotechnical investigation plans to drill approximately 38 test holes 6.5 inches in diameter up to 50 feet deep south of the Yukon River restricted to State Land Only and within 1 mile east and four miles west of the Dalton Highway. A drill mounted to a track vehicle will be used for testing and testing will occur during times of frozen ground and snow cover to minimize ground disturbance.

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|--|-----------|---------|-----------------|---------|-----|------------|
| Aurora Drive Noyes Slough Bridge #0209 Replacement | NFHWO0124 | 0629001 | FHWA assignable | Geotech | 2.q | 10/24/2018 |
|--|-----------|---------|-----------------|---------|-----|------------|

Geotech investigation: All test holes will be drilled using a truck mounted CME-55 drill and hole diameters will be between 3 and 6 inches in diameter along Aurora Drive between Willow Street to the northeast and Bridgewater Drive to the southwest, which includes the approaches and entire width of the Noyes Slough Bridge (#0209) and the right-of-way in Fairbanks.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| Aurora Drive Noyes Slough Bridge #0209 Replacement | NFHWO0124 | 0629001 | FHWA assignable | New project | 2.a, 2.h, 2.o, 2.p | 12/14/2018 |

Remove and replace the existing Noyes Slough Bridge in Fairbanks, which is covered under the FHWA Program Comment on Common Post-1945 Concrete and Steel Bridges (2012). The new span will include ADA compliant sidewalks installed along Aurora Cottonwood St to the northeast and to Bridgewater Dr to the southwest. Aurora Drive will be repaved from Bridgewater Drive to just beyond Cottonwood Street with minimal paving of Willow Street and Cottonwood Street approaches (paving will end at radius returns).

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|--|--|----------------|------------------------|----------------|------------|------------------|
| Denali Highway MP 25 Rock Creek Bridge Replacement | NFHWO0128 | 0750015 | FHWA assignable | Geotech | 2.q | 7/31/2019 |
| This project was inadvertently omitted from the semi-annual report, due to a database error. | Geotechnical Testing in MS 52-1-004-5 [Pit Number 5]at MP 6 of the Denali Highway, using track-mounted drill. Work will consist of 16 holes, 30' deep, solid and hollow stem augers. | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-----------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| Richardson Highway MP 35-65 Resurfacing | NFHWO0133 | | FHWA assignable | Project update | 1.c, 2.d | 2/8/2019 |

This UPDATE adds replacement fill material around two of the four bridges addressed in the previous 106PA review in 2017. Additionally a new culvert is being installed for Small Creek near MP 47.85 and riprap placed adjacent to the new culvert on the highway embankment.

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|---|-----------|--|-----------------|----------------|-----|----------|
| Richardson Highway MP 35-65 Resurfacing | NFHWO0133 | | FHWA assignable | Project update | 1.b | 9/4/2019 |
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This UPDATE adds the placement of crushed removed asphalt for future use by the DOT&PF Northern Region Maintenance and Operations within the right-of-way near MP 65.2 on the west side of the Richardson Hwy.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|------------------|-------------------|------------------------|-----------------------|------------------------------------|---------------------------------------|
| Tok Cutoff MP 38-50 Rehabilitation | NFHWO0147 | 0A13021 | FHWA assignable | Project update | 2.a, 2.b, 2.c | 5/23/2019 |

PROJECT UPDATE is an increase of the APE to use a bypassed segment of the Tok Cutoff Hwy near MP 49 as temporary ingress and egress to MS 46-1-004-5. The bypassed segment of road will be prepared for re-use by clearing overgrown vegetation and adding fill and a leveling layer of gravel and a temporary surface course. The bypassed segment will be used until repairs to the traditional access to the material site are completed and it is no longer needed.

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|---|------------------|----------------|------------------------|--------------------|---------------------------|------------------|
| Old Richardson Highway Intersection Improvements | NFHWO0158 | 0620010 | FHWA assignable | New project | 1.a, 1.e, 2.c, 2.g | 2/28/2019 |
|---|------------------|----------------|------------------------|--------------------|---------------------------|------------------|

Remove vegetation around the RR tracks between E 5th and E 8th Aves to increase visibility; Install a new pedestrian pathway on the north side of E 5th Ave on either side of the railroad crossing relocating the vehicle stop bar to the west installing new RR traffic control systems at the E 5th Ave crossing and installing a new visually enhanced stop sign to the east of the railroad crossing install new stop signs on the east and west sides of 8th Ave striping new crosswalks; new pathway on 8th Ave across the Old Richardson Hwy From NPHS Blvd to the Alaska Railroad, to the existing Alaska Railroad pathway on the north side of E 8th Ave across Snowman Lane from the existing Alaska Railroad pathway east and across E 8th Ave, remove crosswalk on 8th.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-----------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| FMATS Intersection Improvements Program-1st Avenue and 10th Avenue | NFHWO0165 | | FHWA assignable | Project update | 1.a, 1.e, 2.h | 5/8/2019 |

This UPDATE adds applying surface markings for a pedestrian crosswalk from mid-block between 1st Avenue and installing ADA compliant ramps on the north and south sides of 1st Ave. Modify signs, striping, and changing traffic patterns by removing a westbound turn lane on 1st Avenue from just before Lacey Street to the Noble Street intersection to the east. The update also removes two previously reviewed activities: the Tanana Loop East (next to the Patty Center parking facilities) portion of the project, and the modifying the signs, striping, and removing the dedicated eastbound turn lane at 1st and Noble Street portion of the project.

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| FMATS Sidewalk Improvements FFY2017 | NFHWO0170 | 0002(375) | FHWA assignable | Project update | 1.a, 1.d, 1.e | 8/8/2019 |
|-------------------------------------|-----------|-----------|-----------------|----------------|---------------|----------|

This is an Update to the project activities within the project APE that will involve replacement of existing pedestrian facilities with improvements within the same footprints all within currently disturbed soils. Improvement of existing pedestrian facilities to current engineering standards; replacement of culverts and addition of culvert extension where necessary; removal and replacement of existing signs.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|---------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| FMATS Sidewalk Improvements FFY2017 | NFHWO 0170 | 0002(375) | FHWA assignable | Project update | 1.a, 2.h | 8/28/2019 |

This is an update to the project activities which will expand the project APE and involve replacement of existing pedestrian facilities with improvements adjacent to the previously established APE, all within currently disturbed soils along 5th Ave in Fairbanks. The APE consists of the previously identified areas and the addition of the intersection at 5th Ave and Wickersham Street.

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| FMATS Sidewalk Improvements FFY2017 | NFHWO 0170 | 0002(375) | FHWA assignable | Project update | 1.a | 9/6/2019 |
|--|---------------|-----------|-----------------|----------------|-----|----------|

This is an Update to the project description which includes the potential acquisition of right-of-way (ROW) along 5th Avenue between Wickersham Street and Barnette Street to create a uniform ROW. The project in this part of the APE still consists of replacement of existing facilities with improvements all within currently disturbed soils.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-----------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Richardson Highway MP 82-115 Resurfacing | NFHWO0218 | 0712035 | FHWA assignable | New project | 1.a, 2.a, 2.d, 2.g, 2.o | 1/15/2019 |

Resurfacing the existing travelway, reapplication of pavement markings, resurfacing existing driveway approaches and aprons, improvements to drainage (ditches and culverts); replacement of existing signage; installation of new guardrail; installation of fish passage culverts, and bridge approach work. MS850-036-5 (the Kenny Lake Pit) near MP 5 on the Edgerton McCarthy Highway; MS 71-2-005-5 (the Tazlina M&O Pit) near MP 110 of the Richardson Highway.

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|---|-----------|--|-----------------|-------------|-----|-----------|
| North Pole Streetlight Standardization and Improvements | NFHWO0269 | | FHWA assignable | New project | 2.g | 1/29/2019 |
|---|-----------|--|-----------------|-------------|-----|-----------|

Install streetlights with light emitting diode (LED) fixtures in areas where there are not currently streetlights in North Pole. Locations include: City Core , Highway Park , Ford and Morning Star Subdivisions.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-----------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| Northern Region LED Lighting Replacement | NFHWO0277 | 0002(407) | FHWA assignable | Project update | 2.I | 8/26/2019 |

This Update will replace existing bulbs with LED lights on 2 light poles. The existing wiring, located under the Steese Hwy, has failed and the poles will require new wiring from adjacent light poles. The wiring between light poles 507 and 508 will require approximately 1100' feet of trenching. Trenching 3 feet deep. The trenching will occur within the right-of-way (ROW) and in existing road embankment, alongside the existing pavement. Wiring will be hung between light poles 506 and 507.

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|-------------------------------------|-----------|---------|-----------------|-------------|---------------|----------|
| FMATS Sidewalk Improvements FFY2019 | NFHWO0282 | Pending | FHWA assignable | New project | 1.a, 2.d, 2.g | 3/7/2019 |
|-------------------------------------|-----------|---------|-----------------|-------------|---------------|----------|

Construct approximately 500-feet new separated pathway on the north side of 2nd Avenue adjacent to the Carlson Center front parking lot; Construct approximately 2400-feet of separated pedestrian/bicycle path on the north side of North Pole High School construct approximately 1000' of new sidewalk along the west side of Snowman Lane between E 5th Avenue and E 5th Avenue. Drainage improvements, road resurfacing and re-application of any striping on Snowman Drive will be done as required.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
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|---|-----------|---------|-----------------|-------------|-----|------------|
| Fairbanks, North Pole, & Denali Areas Signal Interconnect | NFHWO0345 | Pending | FHWA assignable | New project | 2.1 | 10/23/2018 |
|---|-----------|---------|-----------------|-------------|-----|------------|

Install new lighting conduit, fiber optic cable in previously disturbed areas along the existing road, pedestrian pathway and intersections, within the existing right-of-way (ROW). The fiber-optic cable will be placed along the roads and paths. This project will trench adjacent to existing lighting conduit, and install new conduit, fiber-optic switches, and controllers. Work will occur along various roads in Fairbanks. The North Pole and Denali Village segments will be completely wireless and all equipment will be attached to existing infrastructure.

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|------------------------|-----------|--|-----------------|-------------|------------------------------|------------|
| NR FFY19 Bridge PM CTP | NFHWO0391 | | FHWA assignable | New project | 1.l, 1.m, 1.n, 1.o, 1.r, 2.o | 11/19/2018 |
|------------------------|-----------|--|-----------------|-------------|------------------------------|------------|

Annual maintenance on multiple bridges such as: timber wearing surfaces, rail bolts, expansion joints and an icebreaker bullnose. Work also includes the installation of number plates and a catwalk kickboard. The installation of the catwalk kickboard Kuskulana River Bridge (VAL-00207) is a Tier 2 activity. The Kuskulana River Bridge is a one lane steel deck truss with timber running plank. The installation of the catwalk kickboard will be on a pre-existing non-original component, the catwalk kickboard, which is located under the bridge and will be painted to match the color of the catwalk.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|------------------------|---------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| NR FFY19 Bridge PM CTP | NFHWO 0391 | | FHWA assignable | Project update | 1.l, 1.m, 1.n, 1.o, 1.r, 2.o | 2/21/2019 |

UPDATE: Rehabilitation of the catwalk to current standards/installation of the kickboard Tier 1 activity previously miscategorized. The rehabilitation of the catwalk to current standards includes installation of a kickboard on the Kuskulana River Bridge (VAL-00207), a Tier 1 (1.r.) activity on a pre-existing non-original component (the catwalk) located under the bridge.

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| NR FFY19 Bridge PM CTP | NFHWO 0391 | | FHWA assignable | Project update | 1.l, 1.m, 1.n, 1.o, 2.o | 1/8/2019 |
| <p>Update to remove bullnose work from the project. All other activities remain the same. Cleaning, such as washing and removal of debris using hydraulic clamshell and crane, rehabilitation/repair/replacement of bridge components including timber wearing surfaces, rail bolts and expansion joints. Work also includes the installation of number plates and a catwalk kickboard.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| NR FFY19 NHS Interstate Preventive Maintenance and Repairs Project | NFHWO0392 | Pending | FHWA assignable | New project | 1.a, 1.b, 1.d, 1.e | 11/30/2018 |

Maintenance and rehabilitation of paved roadways; application of pavement stripes and markings; stabilization and repair of shoulders and ditches; cleaning of culverts, inlets and storm drains; and repair and/or refurbishment of lighting systems.

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|---|------------------|----------------|------------------------|--------------------|----------------------|-------------------|
| NR FFY19 NHS Non-Interstate Preventive Maintenance and Repairs Project | NFHWO0393 | Pending | FHWA assignable | New project | 1.a, 1.b, 1.d | 11/30/2018 |
|---|------------------|----------------|------------------------|--------------------|----------------------|-------------------|

This project will include maintenance and rehabilitation of both paved and gravel surfaced roadways; application of pavement stripes and markings.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-----------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| NR FFY19 CTP Preventive Maintenance and Repairs Project | NFHWO0394 | Pending | FHWA assignable | New project | 1.a, 1.b, 1.d | 11/30/2018 |

This project will include maintenance and rehabilitation of both paved and gravel surfaced roadways; application of pavement stripes and markings; stabilization and repair of shoulders and ditches; cleaning of culverts, inlets and storm drains; and repair and/or refurbishment of lighting systems.

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|---|-----------|---------|-----------------|----------------|--------------------|-----------|
| Johansen Expressway Bike/Pedestrian Path Resurface-University to Steese | NFHWO0417 | Pending | FHWA assignable | Project update | 1.a, 1.e, 2.c, 2.g | 6/10/2019 |
|---|-----------|---------|-----------------|----------------|--------------------|-----------|

UPDATE: will include resurfacing an additional 1300-feet of the bicycle/pedestrian facility along the west side of the Steese Expressway and connect into the existing separated bike path.
 Replace deteriorating portions of the fencing along the path. There will be some vegetation clearing where the adjacent trees and willows are encroaching on the path. Clearing limits will be 5-feet from edge of path or the edge of the right-of-way, whichever is closer. There will not be any paving on bridges or overpasses. Re-application of striping on the paved surface. Signs will be replaced as needed.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-----------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Steese Expressway Chena River Bridge #0231 Redeck | NFHWO0421 | Pending | FHWA assignable | New project | 1.e, 1.f, 1.l, 1.o, 2.o | 6/4/2019 |

Replacing: deck, signs, bridge and pedestrian railings, waterproofing membrane, expansion joints, transition railing, and damaged portable concrete barriers.

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|--------------------------------|-----------|---------|-----------------|-------------|--------------------|-----------|
| FMATS Surface Upgrades FFY2020 | NFHWO0434 | Pending | FHWA assignable | New project | 1.a, 1.d, 2.a, 2.d | 8/29/2019 |
|--------------------------------|-----------|---------|-----------------|-------------|--------------------|-----------|

Resurface gravel travelways on Wilbur St, 25th Ave within South Davis Park, and the Birch Hill Access Rd in Fairbanks. Work includes: clearing existing vegetation and removal of debris from ditches and culverts, repair and/or replace existing culverts as necessary, and reestablish drainage ditches. Re-establish original 30' width on the travelway on Wilbur Street and 25th Avenue.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|-----------------------------------|---------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| NR FFY20 Bridge PM NHS Interstate | NFHWO 0450 | Pending | FHWA assignable | New project | 1.l, 1.p | 8/29/2019 |

Repairs of concrete deck spalls, delamination repairs and installation of polyester overlay on Bridge #0530, the Little Salcha River Bridge, on the Richardson Highway.

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| NR FFY20 Bridge PM NHS Non-Interstate | NFHWO 0451 | Pending | FHWA assignable | New project | 1.e, 1.f, 1.l, 1.m, 1.n, 1.o, 1.p, 1.q, 1.r, 2.o | 8/29/2019 |
|---------------------------------------|---------------|---------|-----------------|-------------|---|-----------|

Work will include bridge cleaning, sandblasting and painting, debris removal; and rehabilitation, repair and/or replacement of bridge components including concrete and steel structural components, bridge rails and supports, decking, grout keys, expansion joints and signs on Airport Way and the Johansen Expressway in Fairbanks, the Richardson Highway, and Dayville Road in Valdez.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Richardson Hwy MP 115-148 Rehabilitation | Z606380000 | 0713016 | FHWA assignable | Geotech | 2.q | 6/10/2019 |

This geotechnical investigation on permitted Ahtna, Inc owned land using a track vehicle and involves drilling approximately 20 to 25 test holes approximately 30 feet deep adjacent to the current Richardson Highway alignment near MP 141. Additional work may include an 2 trenches up to 10 feet in depth. Access to the property will be via a currently existing driveway/path.

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| Parks Highway MP 305-325 Reconstruction | Z606570000 | 0A45028 | FHWA assignable | Geotech | 2.q | 9/4/2019 |
|---|------------|---------|-----------------|---------|-----|----------|

Geotechnical Investigation at the Doyon, Inc. material site (MS) designated the North Nenana Quarry located near MP 306 along the Parks Highway using a track mounted drill and drilling approximately 10 test holes with 2" diameter rock-core barrels.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------------|-------------------|------------------------|----------------|------------------------------------|---------------------------------------|
| Parks Highway MP 305-325 Reconstruction | Z606570000 | 0A45028 | FHWA assignable | Geotech | 2.q | 9/4/2019 |

Geotechnical Investigation on and around the Little Goldstream Bridge located near milepost (MP) 315 on the Parks Highway. Drilling approximately 4 soil test holes and 2 penetrometer holes.

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| Shageluk Airport Access Road Improvements | Z621710000 | 303881 | FHWA assignable | Geotech | 2.q | 5/31/2019 |
|--|-------------------|---------------|------------------------|----------------|------------|------------------|

Geotechnical investigation using a track mounted drill and drilling up to 30 total test holes 45-60 feet deep approximately 100 feet apart alternating between solid and hollow stem augers on the Shageluk Airport Road travelway only.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------------|-------------------|------------------------|----------------|------------------------------------|---------------------------------------|
| Parks Highway Milepost 183-192 Reconstruction | Z633890000 | 0A43021 | FHWA assignable | Geotech | 2.q | 2/11/2019 |

Geotech drilling will be conducted using a track-mounted CME-850X , equipped with 6-in diameter solid stem augers. A crew of 3 will complete the test holes to depths of up to 50-ft on or near embankment on frozen ponds or bogs on unstable slopes on an alluvial terrace along the Parks Highway.

| | | | | | | |
|---|-------------------|----------------------|------------------------|-----------------------|-----------------|------------------|
| HSIP Steese Highway/Chena Hot Springs Road Ramp Termini Roundabouts-UPDATE | Z634670000 | 0650026/63467 | FHWA assignable | Project update | 2.d, 2.g | 7/22/2019 |
|---|-------------------|----------------------|------------------------|-----------------------|-----------------|------------------|

A drainage ditch will be installed to the north. The proposed retaining wall (Update 2) in the southeastern portion of the project will be replaced with an earthen berm that will require acquisition of additional ROW and excavation and laying back of the slope for stability.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|------------------------|-------------------|------------------------|--------------------|-------------------------------------|---------------------------------------|
| Nulato Airport Access Road Improvements | Z637700 000 | 0002(248) | FHWA assignable | New project | 1.a, 1.l, 2.g, 2.i, 2.l, 2.o | 12/20/2018 |

Replacing deck, rails and planks, cleaning/replacing girders and cross braces as needed, and adding transition railing; install place name signs and guardrail in existing road embankment northeast of the bridge. A temporary bridge crossing of Mukluk Creek would be established downstream of the existing bridge on previously disturbed uplands historically used as a temporary crossing during bridge repairs. Adjustments to previous ROW may be necessary to establish sufficient width for new embankment height. Material site/staging area is existing stockpile of previously extracted gravel hauled on City roads from a City material site.

| | | | | | | |
|--|------------------------|------------------|------------------------|-----------------------|-----------------|------------------|
| Nulato Airport Access Road Improvements | Z637700 000 | 0002(248) | FHWA assignable | Project update | 2.a, 2.g | 9/24/2019 |
|--|------------------------|------------------|------------------------|-----------------------|-----------------|------------------|

This project UPDATE extends the APE of the project east of the original project extents, to the airport apron. Delineators will be installed entirely within the existing roadway embankment, approximately 2' to 5' from the existing edge of the shoulder from Mukluk Creek Bridge to the airport apron. Additionally, the Airport Road will be resurfaced up to the eastern boundary of the original APE, approximately 2000' northeast of Mukluk Creek Bridge, where the Airport Access Road intersects the airport property boundary.

Section 106 Programmatic Agreement
Annual Report on Tier 1 and Tier 2 Undertakings
Southcoast Region
10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|
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|---|--------------------|----------------|------------------------|-----------------------|------------|-------------------|
| Auke Bay Ferry Terminal Modifications & Improvements | SAMHS 00084 | 0933047 | FHWA assignable | Project update | 2.n | 12/15/2018 |
|---|--------------------|----------------|------------------------|-----------------------|------------|-------------------|

This update to construction for wastewater treatment system which would include: installation of new pre-treatment tank and secondary treatment package wastewater treatment plan to east of terminal building; installation of a new drain field with piping and decommission existing on-site wastewater treatment system and remove tanks from ground; remove existing marine outfall from ground or abandon in place.

| | | | | | | |
|---|--------------------|----------------|------------------------|----------------|------------|------------------|
| Auke Bay Ferry Terminal Modifications & Improvements | SAMHS 00084 | 0933047 | FHWA assignable | Geotech | 2.q | 2/12/2019 |
|---|--------------------|----------------|------------------------|----------------|------------|------------------|

The geotech project would sample the site with a single hole. The proposed project consists of the sampling in a staged drilling approach.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|-----------------------|------------------------------------|---------------------------------------|
| Auke Bay Ferry Terminal Modifications & Improvements | SAMHS 00084 | 0933047 | FHWA assignable | Project update | 2.n | 9/5/2019 |

This update includes the following modifications: remove one existing five-pile dolphin; construct three new five-pile dolphins; install drilled soil anchors within 4 of the 5 piles in each of the new dolphins; modify stern fenders (above water); install new mooring crown and riser (above water).

| | | | | | | |
|--|--------------------|--|------------------------|--------------------|------------|-----------------|
| Whittier Ferry Terminal ACF Modifications | SAMHS 00228 | | FHWA assignable | New project | 2.n | 4/2/2019 |
|--|--------------------|--|------------------------|--------------------|------------|-----------------|

Improvements include the following: decommission existing on-site wastewater treatment system; install new on-site sewage treatment disposal system for the terminal building; install 5-pile dolphin and floating fender at the East Stern Berth; new shore-tie power connection down the East Berth transfer bridge and connection to the existing uplands electrical system.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---------------------------------|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Herring Cove Bridge Improvement | SFHwy 00072 | 0902043 | FHWA assignable | Geotech | 2.q | 11/14/2018 |

The proposed geotech testing would drive (8) test holes to a depth of 2 feet with a penetrometer. All test holes once completed will be backfilled with drill cuttings, and have their locations recorded with a hand-held GPS unit.

| | | | | | | |
|--|-------------|---------|-----------------|---------|-----|-----------|
| Juneau: Riverside Drive and Stephen Richards Congestion Mitigation | SFHwy 00081 | 0003207 | FHWA assignable | Geotech | 2.q | 1/16/2019 |
|--|-------------|---------|-----------------|---------|-----|-----------|

The project proposes to replace the existing four-way stop with an improved traffic control option. This geotech investigation will consist of four test hole locations that will be drilled using a truck mounted CME-45 to a depth of 50' using 6" diameter hollow stem augers (HSA). All proposed borings will be drilled on either the existing roadway, sidewalk or shoulders and within the project limits. The borings will be backfilled with the cuttings.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| JNU Glacier Highway/Twin Lakes Drive-Lemon Road Culvert Assessment | SFHwy 00083 | 0955019 | FHWA assignable | Project update | 1.d | 4/18/2019 |

Update to a culvert assessment project including culvert and drainage structure cleaning as well as culvert replacement and rehabilitation.

| | | | | | | |
|---|-------------|---------|-----------------|----------------|-----|----------|
| KTN Wood Road Culvert Replacement (AK122) | SFHwy 00098 | 0003212 | FHWA assignable | Project update | 2.d | 3/4/2019 |
|---|-------------|---------|-----------------|----------------|-----|----------|

Remove the existing culvert and replace with either similar sized or larger.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|
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|--|--------------------|------------------|------------------------|-----------------------|-----------------|-------------------|
| SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements | SFHwy 00103 | 0003(214) | FHWA assignable | Project update | 2.d, 2.g | 11/14/2018 |
|--|--------------------|------------------|------------------------|-----------------------|-----------------|-------------------|

This project was inadvertently omitted from the semi-annual report, due to a database error.

Project update includes new 30' light poles and new J-Box at north and south corners of Halibut Point Road and Peterson Street; minor sidewalk replacement on the south side of Peterson Street; minor sidewalk replacements on Halibut Point Road; new Power Switch Cabinet, new load center, new tv pedestal, new telephone pedestal and new utility facilities.

| | | | | | | |
|--|--------------------|----------------|------------------------|-----------------------|-----------------|-----------------|
| KDK Harbor Channel Bridge Improvement | SFHwy 00104 | 0003218 | FHWA assignable | Project update | 2.g, 2.o | 7/8/2019 |
|--|--------------------|----------------|------------------------|-----------------------|-----------------|-----------------|

This update adds work to remove and replace a portion of the sidewalk so a drainage culvert can be relocated and remove and replace a section of guardrail associated with the sidewalk.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------------|-------------------|------------------------|----------------|------------------------------------|---------------------------------------|
| New Gravina Island Shuttle Ferry Berth | SFWY 00109 | 003213 | FHWA assignable | Geotech | 2.q | 3/3/2019 |

Geotechnical exploration at the project site with advancement of five (5) soil and rock core borings using drive sampling and rock drilling in the near offshore.

| | | | | | | |
|---|-------------------|----------------|------------------------|-----------------------|------------|-----------------|
| KTN: Revilla Refurbish Existing Ferry Berth Facility | SFWY 00150 | 0952021 | FHWA assignable | Project update | 1.k | 8/5/2019 |
|---|-------------------|----------------|------------------------|-----------------------|------------|-----------------|

The project would repaint the existing ferry walkway. The proposed construction is included in the DOT&PF facility footprint.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| KTN Gravina Airport Ferry Layup Facility | SFHwy 00152 | 0952018 | FHWA assignable | Project update | 2.e, 2.g, 2.n | 8/6/2019 |

This project would construct a new airport ferry layup facility on Gravina Island which would include guardrail installed along the new access road, new service vehicle ramp, a new rip rap fill slope, new concrete wall, new concrete abutment and piles, new utility farm, a storage building constructed on the new floating layup dock, and a new steel transfer bridge. Offshoot of parent project KTN Gravina Island Access Alt G4V which completed Section 106 review in January 2017.

| | | | | | | |
|--|-------------|---------|-----------------|---------|-----|-----------|
| KTN Gravina Airport Ferry Layup Facility | SFHwy 00152 | 0952018 | FHWA assignable | Geotech | 2.q | 2/13/2019 |
|--|-------------|---------|-----------------|---------|-----|-----------|

A total of 5 geotechnical boreholes for the project, including 1 onshore adjacent to the existing bridge abutment and 4 offshore at the approximately 10' inward from the proposed pontoon corners.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| KTN Gravina Freight Facility Geotechnical Testing | SFWY 00154 | 0952020 | FHWA assignable | Geotech | 2.q | 2/19/2019 |

A total of 4 geotech boreholes for the project, including 1 onshore in the area of the proposed catwalk support and within the existing ramp fill footprint, and 3 offshore along the proposed dolphin/catwalk alignment.

| | | | | | | |
|---|------------|---------|-----------------|---------|-----|-----------|
| KTN Reconstruct Road to Airport Boundary Geotechnical Testing | SFWY 00156 | 0952019 | FHWA assignable | Geotech | 2.q | 10/1/2018 |
|---|------------|---------|-----------------|---------|-----|-----------|

Geological testing to evaluate subsurface conditions prior to finalizing plans to reconstruct the roadway.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| KTN Ward Creek Bridge 747 Abutment Repair | SFHwy 00160 | 0920030 | FHWA assignable | Geotech | 2.q | 11/12/2018 |

Geotech investigation: 2 testing holes will be 4-inch diameter steel casing driven into the ground with a 340 pound hammer. All test holes once completed will be backfilled with drill cuttings, and have their locations recorded with a hand-held GPS unit.

| | | | | | | |
|---|-------------|---------|-----------------|---------|-----|------------|
| KTN N Tongass Hwy Resurface: A/P Ferry Term Parking to West Ward Creek Bridge | SFHwy 00181 | 0920031 | FHWA assignable | Geotech | 2.q | 11/15/2018 |
|---|-------------|---------|-----------------|---------|-----|------------|

The geotechnical investigation testing will include 42 borings to a depth of 2', and an additional 2 borings drilled to bedrock (15+'). The 42 2' deep holes will use a 3" sampler. The two 15' test holes will be drilled using an 8" diameter hollow stem auger. All test holes once completed will be backfilled with drill cuttings, and have their locations recorded with a hand-held GPS unit.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| KTN Stedman & Deermont St Intersection Safety Improvement | SFHwy 00186 | 0003244 | FHWA assignable | New project | 2.g | 6/19/2019 |

The proposed project construction would provide additional illumination at the Stedman/Deermont intersection and would construct a concrete sidewalk bulbout on the Stedman side of the marked crosswalk. The bulbout will extend from the existing the edge of the traveled way.

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|--|-------------|---------|-----------------|-------------|-----|-----------|
| YAK School Zone Crossing Improvements HSIP | SFHwy 00187 | 0942003 | FHWA assignable | New project | 2.g | 4/29/2019 |
|--|-------------|---------|-----------------|-------------|-----|-----------|

This project update adds the upgrade of existing school zone signage between 0.0 MP and 0.281 MP on Dangerous River Road.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|----------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| KTN - Hoadley Creek Bridge (#725) KET-00961Bridge Replacement. | SFHwy 00197 | 0902044 | FHWA assignable | Geotech | 2.q | 10/15/2018 |

Geotech project with 6 test holes that will be 4-inch diameter steel casing driven into the ground with a 340 pound hammer.

| | | | | | | |
|---|----------------|---------|-----------------|-------------|-----|------------|
| KTN - Hoadley Creek Bridge (#725) KET-00961Bridge Replacement. | SFHwy 00197 | 0902044 | FHWA assignable | New project | 2.p | 10/26/2018 |
|---|----------------|---------|-----------------|-------------|-----|------------|

The current project will replace the existing bridge. The November 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges applies to the Hoadley Creek Bridge.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|-------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| HNS Hwy Resurface: Allen Road to MP 0.7 | SFHwy 00207 | 0956038 | FHWA assignable | Project update | 2.d, 2.g | 2/5/2019 |

This update project includes pavement rehabilitation of approximately 1,000 feet of Haines Hwy between Allen Rd and the Y intersection. Additionally the drainage problems would be addressed by the creation of open ditches that would tie into buried culvert to carry runoff to Sawmill Creek. Valley gutters would be constructed at selected locations to capture runoff. The construction will include new striping and signage along the repaved section.

| | | | | | | |
|---|-------------|---------|-----------------|-------------|---------------|------------|
| HNS Hwy Resurface: Allen Road to MP 0.7 | SFHwy 00207 | 0956038 | FHWA assignable | New project | 1.a, 2.d, 2.g | 10/26/2018 |
|---|-------------|---------|-----------------|-------------|---------------|------------|

The project includes repaving of approximately 1,000 feet of Haines Hwy between Allen Rd and the Y intersection. Additionally the drainage problems would be addressed by the creation of open ditches that would tie into buried culvert to carry runoff to Sawmill Creek. The construction will include new striping and signage along the repaved section. New curbs would be installed at selected locations along the project.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|------------------------------|----------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| SE District Highway Striping | SFHwy 00215 | 0003236 | FHWA assignable | New project | 1.a | 12/24/2018 |

Reapplication of pavement markings to existing facilities at select locations in Gustavus, Haines, Juneau, Ketchikan, Klawock, Petersburg, Skagway, Wrangell and Yakutat.

| | | | | | | |
|---|----------------|---------|-----------------|-------------|-----|-----------|
| Southcoast Region Pavement Preservation Kodiak Chip Seal 19 | SFHwy 00216 | 0003236 | FHWA assignable | New project | 1.a | 2/14/2019 |
|---|----------------|---------|-----------------|-------------|-----|-----------|

Rehabilitation of pavement using a chip-seal overlay over existing roadway surfaces at select locations on Kodiak Island.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|--------------------|-------------------|------------------------|--------------------|------------------------------------|---------------------------------------|
| SR M&O Catch Basin Culvert Maintenance and Inspection 19 | SFHwy 00217 | 00209 | FHWA assignable | New project | 1.d | 6/6/2019 |

The project will perform preventative maintenance work on catch basins and culverts in Southcoast Region as well as perform visual inspections.

| | | | | | | |
|--|--------------------|----------------|------------------------|--------------------|------------|-------------------|
| SR Highway Striping (Statewide Fleet) | SFHwy 00222 | 0003236 | FHWA assignable | New project | 1.a | 12/24/2018 |
|--|--------------------|----------------|------------------------|--------------------|------------|-------------------|

Reapplication of pavement markings to existing facilities at select locations in Angoon, Hoonah, Iliamna, Kake, King Salmon, Kodiak and Sitka.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--------------|-------|-------------------|--------------|--------------|------------------------------------|---------------------------------------|
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|---|-------------|---------|-----------------|-------------|---------------|-----------|
| JNU Resurface Glacier Highway/Willoughby: Ross Way - Channel Vista Drive/Salmon Creek | SFHwy 00229 | 0003239 | FHWA assignable | New project | 2.a, 2.d, 2.h | 6/19/2019 |
|---|-------------|---------|-----------------|-------------|---------------|-----------|

The proposed project construction includes: repair sub-base and resurface Glacier Highway/Willoughby from Ross Way to the end of Channel Vista Drive at the start of the Salmon Creek Bike Path; replace damaged areas of sidewalk and make improvements to meet current ADA standards; replace drainage culverts as necessary, and clean ditches as necessary.

| | | | | | | |
|---|--------------|--|-----------------|----------------|-----|----------|
| KTN Gravina-Refurbish Existing Ferry Berth Facility | SFHwy 00231/ | | FHWA assignable | Project update | 1.k | 8/6/2019 |
|---|--------------|--|-----------------|----------------|-----|----------|

Repaint existing walkway.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|-------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| JNU Loop-Back Loop Intersection Safety Improvement | SFHwy 00240 | TBA | FHWA assignable | New project | 2.g | 6/20/2019 |

The proposed project construction would replace existing "Stop Ahead" signs with a larger, flashing beacon sign. Replace existing "Stop" sign with a larger, flashing beacon sign.

| | | | | | | |
|--|-------------|---------------|-----------------|-------------|---------------|-----------|
| JNU-Resurface Glacier Highway: Egan to Glacier Highway/Twin Lakes and Ferry Terminal to South Lena Point | SFHwy 00241 | FHWY# 0003243 | FHWA assignable | New project | 2.a, 2.d, 2.g | 6/20/2019 |
|--|-------------|---------------|-----------------|-------------|---------------|-----------|

The proposed project construction would grind and pave 0.3 miles on Glacier Hwy/Lemon Rd and 2.2 miles from the Ferry Terminal to South Lena. Replace or line culverts as necessary and upgrade guardrail end treatments where required.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|----------------|-------------------|-----------------|--------------|------------------------------------|---------------------------------------|
| Southcoast Pavement Preservation Kodiak Chip Seal | SFHwy 00264 | 0003236 | FHWA assignable | New project | 1.a | 9/30/2019 |

This project proposes pavement refurbishment in the form of chip-seal overlay in order to improve roadway surface conditions (e.g., correct minor dips, depressions, cracking, etc.) and extend each facility's use-life in the Kodiak area. Where necessary, shoulders that are higher than the roadway would be cut down prior to chip sealing in order to create a more uniform surface for the final overlay. All proposed activity would occur within the operational right-of-way, and mainly on road surfaces

| | | | | | | |
|--|----------------|---------|-----------------|-------------|-----|-----------|
| Southcoast Region State Forces Highway Striping S20 | SFHwy 00265 | 0003236 | FHWA assignable | New project | 1.a | 9/30/2019 |
|--|----------------|---------|-----------------|-------------|-----|-----------|

The current project SFHWY00265/0003236, under the primary SFHWY00209, proposes to reapply pavement markings at existing facility locations throughout the Southeast District for Maintenance & Operations. Select locations within the following community areas would receive new markings: Angoon, Hoonah, Iliamna, Kake, King Salmon, Kodiak, and Sitka.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|--|------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| M&O 2020 Southeast District Highway Striping | SFWY 00266 | 0003236 | FHWA assignable | Project update | 1.a | 8/21/2019 |

The current project SFHWY00266, under the primary SFHWY00209, proposes to reapply pavement markings at existing facility locations throughout the Southeast District for Maintenance & Operations. Select locations within the following community areas would receive new markings: Gustavus, Haines, Juneau, Ketchikan, Klawock, Petersburg, Skagway, Wrangell, and Yakutat.

| | | | | | | |
|---|-------------|---------|-----------------|----------------|----------|-----------|
| JNU GLACIER HIGHWAY IMPROVEMENTS (LEMON CREEK AREA) | Z68124 0000 | 0955016 | FHWA assignable | Project update | 2.g, 2.h | 3/18/2019 |
|---|-------------|---------|-----------------|----------------|----------|-----------|

This update covers the three new activities that were recently added: add raised medians and refuge medians, improve facilities to meet ADA standards, and add and remove guardrail.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Applicable Tier 1 and 2 Activities | Review Screening Record Approval Date |
|---|------------|-------------------|-----------------|----------------|------------------------------------|---------------------------------------|
| Tenakee Springs Ferry Terminal Improvements | Z681450000 | 0991006 | FHWA assignable | Project update | 2.n | 8/8/2019 |

This update includes the following changes: 11' x 90' steel transfer bridge increased to 13' x 100' and four 4-pile berthing dolphins decreased to three 4-pile berthing dolphins, and the fuel building retitled to utility building.

| | | | | | | |
|--|------------|--------------|-----------------|----------------|---------------|----------|
| Ketchikan- Rehabilitation/ Replacement of Off-System Bridges, Water Street Viaduct No. 2 | Z695340000 | BR-000S(735) | FHWA assignable | Project update | 2.d, 2.i, 2.l | 4/2/2019 |
|--|------------|--------------|-----------------|----------------|---------------|----------|

Updated work included the installation of new catch basins and some above-ground structure drainage. All drainage is connected underground, and the new water and sewer mains are attached under the newly constructed viaduct. Included connecting driveways and run-off gutters to new roadway and viaduct feature.

Standard Consultation Lists

This section of Appendix 1 contains each region's list of standard consultations processed during the FFY19 reporting year.

Note: This list includes some geotechnical consultations.

Some geotechnical consultations were handled with findings letters. These consultations were stand-alone reviews of the proposed geotechnical action, independent of the Sec 106 review for the overall project. Therefore a finding associated with the geotechnical consultation may be different than the overall finding for the larger project.

Section 106 Programmatic Agreement
 Annual Report Standard Consultation Projects
 Central Region
 10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--------------------------------------|--------------|-------------------|------------------------|-----------------------|--|---------------------|
| Knik-Goose Bay Reconstruction | 52464 | 0525016 | FHWA assignable | Project update | No Historic Properties Affected | 10/1/2018 |

Realigning roadway/intersections; constructing two or more travel lanes with 30-foot median; install signals, culverts, signing, illumination; widen shoulders; improve pedestrian facilities; construct roadway connections. This update adds seven additional connector roads to reduce the number of U-turns at intersections and the number of access points along the roadway.

| | | | | | | |
|--------------------------------------|--------------|----------------|------------------------|-----------------------|--|------------------|
| Knik-Goose Bay Reconstruction | 52464 | 0525016 | FHWA assignable | Project update | No Historic Properties Affected | 9/24/2019 |
|--------------------------------------|--------------|----------------|------------------------|-----------------------|--|------------------|

Highway design effort required additional ROW purchases and work to extend farther down some side streets in the project area.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|--------------|---------------------|------------------------|-----------------------|--|---------------------|
| Seward Highway: MP 17-22.5 Rehabilitation | 53610 | FA-0311(032) | FHWA assignable | Project update | No Historic Properties Adversely Affected | 11/29/2018 |

Resurface and widen roadway to 37 feet; replace the Victor Creek Bridge (#607); repair and resurface the Snow River Bridges (#603 and 605); realign a horizontal curve south of Victor Creek; install weather station at MP21; bring clear zone in rock areas to current standards; improve drainage facilities including culvert repair/replace; install riprap revetment for erosion protection in Snow River; improve existing vehicle turnouts and construct additional; new utilities and existing utility relocation; improve or replace guardrail, signage, striping; Victor Creek Trailhead redesign.

| | | | | | | |
|--|--------------|---------------------------|------------------------|-----------------------|--|-------------------|
| Seward Highway: Dimond Blvd to Dowling Road | 53626 | IM-NH-STP-0A31(49) | FHWA assignable | Project update | No Historic Properties Affected | 11/16/2018 |
|--|--------------|---------------------------|------------------------|-----------------------|--|-------------------|

Project Update is for the O'Malley to Dimond Phase of the project [CFHWY00012]. Highway widening; bridge transitions; new separated interchange; construction of dual roundabouts; pathway reconstruction; frontage road construction; installation of noise walls, signage, lighting where needed.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|--------------|----------------------|------------------------|-----------------------|--|---------------------|
| Dillingham Downtown Streets Rehabilitation | 57180 | STP-0001(335) | FHWA assignable | Project update | No Historic Properties Affected | 10/2/2018 |

This letter finalized DOEs for built environment properties inside the APE, responding to SHPO request after letter updating project to add: demolition of the Dillingham Hotel; replacement of city water pipes under D Street from the intersection with Main Street to the vicinity of the library; and repair and resurface of the street.

| | | | | | | |
|---|--------------|----------------------|------------------------|-----------------------|--|------------------|
| Dillingham Downtown Streets Rehabilitation | 57180 | STP-0001(335) | FHWA assignable | Project update | No Historic Properties Adversely Affected | 3/18/2019 |
|---|--------------|----------------------|------------------------|-----------------------|--|------------------|

This letter includes detailed historic context information as requested by SHPO in response to an update letter adding: demolition of the Dillingham Hotel; replacement of city water pipes under D Street from the intersection with Main Street to the vicinity of the library; and repair and resurface of the street.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|--------------|-------------------|------------------------|-----------------------|--|---------------------|
| Sterling Highway MP 157-169 Road Rehabilitation, Anchor Point to Bayview | 58106 | 0211(052) | FHWA assignable | Project update | No Historic Properties Affected | 1/29/2019 |
| <p>Rehabilitate the roadway; replace existing culverts at North Fork Anchor River with bridge; replace Anchor River Bridge with new bridge; realign vertical and horizontal curves and modify grades to improve sight distance; upgrade roadway to current design standards; construct passing and climbing lanes; improve turning movements and sight distance at intersections by constructing right/left turn lanes and realigning side roads; widen shoulders; install erosion control measures; clear vegetation, as needed; repair/replace/improve as needed existing culverts, erosion protection, drainage facilities, utilities, guardrail/guardrail components, approaches, signing, striping.</p> | | | | | | |
| Seward Highway MP 100-105 (Indian to Bird) Improvements | 58389 | 0A31054 | FHWA assignable | Project update | No Historic Properties Adversely Affected | 6/12/2019 |
| <p>This update expands the APE and adds additional activities to the original project including: culverts, storm drains, and energy dissipating structures that may occupy or cross Alaska RR ROW; utility relocations including fiber optic cable, vaults, and aboveground cabinets; driveways will be rehabilitated following highway work.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|--------------------|-------------------|------------------------|-----------------------|--|---------------------|
| George Parks Systemic Passing Lane Project Milepost 123.5-163 | CFHWY 00128 | 001498 | FHWA assignable | Project update | No Historic Properties Affected | 12/13/2018 |

Child project of #57301 Parks Hwy MP 83-163 Passing Lanes, this update moves the location of a passing lane farther south than in the previous design. Activities included with this phase are: widen the roadway to install a passing lane; improve or replace culverts and drainage facilities; install guardrail and guardrail end treatments; clear vegetation within ROW; improve drainage, driveways and approaches, signing and striping, guardrail and guardrail end treatments; relocate utilities.

| | | | | | | |
|---|--------------------|----------------|------------------------|----------------|--|-------------------|
| Kenai Peninsula Bridge Replacement 2015: Anchor River Bridge (#910) | CFHWY 00163 | 0001574 | FHWA assignable | Geotech | No Historic Properties Adversely Affected | 12/18/2018 |
| <p>Drill nine soil test holes and three penetrometer test holes in the approaches and under the Anchor Point Bridge #910 preparatory to bridge replacement.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|--------------------|-------------------|------------------------|-----------------------|---------------------------|---------------------|
| Kenai Peninsula Bridge Replacement 2015: Anchor River Bridge (#910) | CFHWY 00163 | 0001574 | FHWA assignable | Project update | Adverse Effect/MOA | 3/19/2019 |

Remove the historic Anchor River Bridge #910; build new bridge in the same location; clear and grub vegetation; realign roadways to meet new bridge elevations at approaches; repair, replace, relocate or improve guardrail and/or guardrail end treatments, drainage, signage, and striping.

| | | | | | | |
|--|--------------------|------------|------------------------|-----------------------|--|------------------|
| HSIP Seward MP 37-52 Passing Lanes | CFHWY 00265 | TBD | FHWA assignable | Project update | No Historic Properties Adversely Affected | 10/2/2018 |
| <p>Update to project to build new passing lanes on the Seward Highway MP 37-52; pave and apply pavement markings, stabilize rock and embankment slopes; improve drainage including ditch work and extending, replacing and/or installing culverts; reconstruct driveways and approaches; replace, repair or improve guardrail and guardrail end treatments; avalanche mitigation; relocate utilities; install new roadway signs; clear and grub vegetation.</p> <p>This letter provides a historic context report and a DOE report for specific properties outlined in the correspondence to disambiguate the Summit Creek and Oracle Mine trails, as requested by SHPO.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|----------------------------|-------------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| Homer West Hill Road Rehab | CFHWY 00300 | TBD | FHWA assignable | New project | No Historic Properties Affected | 12/12/2018 |

Resurface West Hill Road from the Sterling Highway to Skyline Drive; reconstruct or rehabilitate the roadway structural section including digouts; widen shoulders; upgrade, repair, replace, or install new: signage, striping, guardrail, curb ramps, and lighting; improve drainage including deepening ditches, lining ditches, installing porous backfill and/or installing field inlet and a sub-drain; replace culverts and install a rock flume; relocate utilities; clear and grub vegetation.

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|--|-------------|---------|-----------------|-------------|---|------------|
| Seward Highway Pavement Preservation, MP 36-48 | CFHWY 00380 | 0311036 | FHWA assignable | New project | No Historic Properties Adversely Affected | 12/11/2018 |
|--|-------------|---------|-----------------|-------------|---|------------|

Mill and resurface roadway; repair structural sections of the road; improve drainage facilities including ditches and culverts; replace or repair guardrail and guardrail end treatments, signs, and striping; resurface approaches and driveways; vegetation clearing and grubbing; utility adjustments; and geotechnical investigations.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|-------------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| AMATS: Chugach Foothills NE Trail Connector: Phasell | CFHWY 00387 | | FHWA assignable | New project | No Historic Properties Affected | 9/5/2019 |

Construct multi-use pathway (boardwalk and on-ground trail) including a bridge over a tributary of the North Fork Campbell Creek; installation of viewing area, benches, and bike racks; drainage improvements; vegetation clearing and grubbing; utility relocations.

| | | | | | | |
|--------------------------------------|-------------|-----|-----------------|-------------|---------------------------------|-----------|
| HSIP: Seward Hwy Rockfall Mitigation | CFHWY 00414 | TBD | FHWA assignable | New project | No Historic Properties Affected | 8/30/2019 |
|--------------------------------------|-------------|-----|-----------------|-------------|---------------------------------|-----------|

Scale loose bedrock; install rock bolts and dowels to stabilize large blocks sitting on planar surfaces; install/upgrade wire mesh and anchoring wire mesh to slopes with rock bolts to catch rockfalls, which may include use of attenuation devices; drill/excavate to remove rock that may impact the highway; repave/patch the highway at rockfall damage locations; utility relocations.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|--------------------|---------------------|------------------------|-----------------------|--|---------------------|
| Seward Meridian Parkway Road Improvements, Phase II | Z51221 0000 | IM-0001(417) | FHWA assignable | Project update | No Historic Properties Affected | 6/19/2019 |

This update expands the APE. Project activities include: widen the existing two-lane facility from the Palmer-Wasilla Hwy to Bogard Rd to four 12' lanes with 8' shoulders; extend the Seward Meridian Parkway (SMP) 1 mile north to Seldon Rd; replace temporary traffic signals at the intersections of SMP with Bogard and Seldon Rds; construct signalized intersections at SMP and E Country Field Circle and E Birch View Dr/E Meridian Park Loop; install mini-roundabout at E Lakeview Rd intersection; construct 10' wide separated multi-use pathway along west side of corridor; replace existing culvert at Cottonwood Creek with a bridge; install 2 new automatic traffic recorders.

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|---|--------------------|----------------|------------------------|--------------------|--|-----------------|
| O'Malley Road Reconstruction Phase II: Livingston Road to Hillside Drive | Z55096 0000 | 0512005 | FHWA assignable | New project | No Historic Properties Affected | 6/5/2019 |
| <p>Add dedicated left turn pockets at non-signalized major residential street intersections; ten foot wide paved path between Livingston and Birch; six foot wide paved path between Birch and Rockridge; sight distance improvements; intersection lighting per current regional policy; drainage improvements; utility relocations; vertical grade improvements; traffic signal reconstruction at Birch Road; signing and striping; topsoil and seeding of all disturbed areas.</p> | | | | | | |

Section 106 Programmatic Agreement
 Annual Report Standard Consultation Projects
 Northern Region
 10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--------------|-------|-------------------|--------------|--------------|-----------------|---------------------|
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|---|--------------------|------------------|------------------------|-----------------------|--|------------------|
| Tanana Loop and South Chandalar Intersection Improvement | NFHwy 00014 | 0002(352) | FHWA assignable | Project update | No Historic Properties Affected | 7/17/2019 |
|---|--------------------|------------------|------------------------|-----------------------|--|------------------|

Reconstruct the intersections of Tanana Loop/Alumni Drive, Tanana Loop/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive up to Denali Lane. The project will also reconstruct Tanana Loop South Chandalar Drive intersection, rehabilitate existing pedestrian facilities, and construct new pedestrian facilities, on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive on the University of Alaska Fairbanks (UAF) campus. This update expands the APE on the UAF campus.

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|---|--------------------|----------------|------------------------|--------------------|--|------------------|
| HISP Richardson Highway MP 351 Interchange | NFHwy 00097 | 0A24034 | FHWA assignable | New project | No Historic Properties Affected | 7/23/2019 |
|---|--------------------|----------------|------------------------|--------------------|--|------------------|

Construct a grade separated crossing at MP 351 Richardson Hwy for the eastbound lanes, including associated entrance and exit ramps and auxiliary lanes; shift alignment of the westbound lanes of Richardson Hwy; realign approximately 900' of Keeney Road to connect to the Old Richardson Hwy in order to eliminate its at-grade access with Richardson Hwy that conflicts with the proposed eastbound exit ramp; realign approximately 900 feet of Keeney Road to connect to the Old Richardson Hwy in order to eliminate its at-grade access with Richardson Hwy that conflicts with the proposed eastbound exit ramp.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|-------------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| Whitshed Road and Pedestrian Improvements | NFHwy 00129 | | FHWA assignable | New project | No Historic Properties Affected | 9/3/2019 |

Providing accommodations for non-motorized traffic along the project corridor, which consists of 0.75 miles. There is anticipation of constructing a retaining wall or cantilever sidewalk design; replacing failing culverts; extending some culverts; and possible ROW acquisition.

| | | | | | | |
|---|-------------|--|-----------------|----------------|---------------------------------|-----------|
| Richardson Highway MP 35-65 Resurfacing | NFHwy 00133 | | FHWA assignable | Project update | No Historic Properties Affected | 1/10/2019 |
|---|-------------|--|-----------------|----------------|---------------------------------|-----------|

Expand the disturbed area within two permitted materials sites (MS) 71-1-029-5 and MS 71-1-039-5 for extraction of aggregate materials in support of the resurfacing project between MP 35-65 of the Richardson Highway.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|-----------------------------|-------------|-------------------|-----------------|----------------|---------------------------------|---------------------|
| Wembley Avenue Improvements | NFHwy 00137 | 0628001 | FHWA assignable | Project update | No Historic Properties Affected | 7/11/2019 |

DOT&PF has received requests from adjacent landowners and residents for the DOT&PF to plant trees along select areas adjacent to the original APE project corridor to enhance the privacy. Trees will extend 5' beyond the current APE/ROW onto private property of the respective land owners.

| | | | | | | |
|--|-------------|---------|-----------------|-------------|---------------------------------|----------|
| Richardson Highway MP 65-80 Rehabilitation | NFHwy 00149 | 0711076 | FHWA assignable | New project | No Historic Properties Affected | 5/2/2019 |
|--|-------------|---------|-----------------|-------------|---------------------------------|----------|

Resurfacing the travelway; resurfacing of existing approaches and aprons; replacement of culverts; installation of fish passage culverts; reestablishment of ditches for improved drainage; reapplication of pavement markers; replacement of drainage; replacement of existing signage; new installation and replacement of guardrails. Replace the Tonsina River Bridge (Alaska DOT&PF Bridge #569) near MP 79.3.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|----------------|-------------------|-----------------|----------------|---|---------------------|
| Kivalina Evacuation and School Site Access Road | NFHWS 00162 | 0002384 | FHWA assignable | Project update | No Historic Properties Adversely Affected | 6/11/2019 |

A change in the material site footprint is being proposed for 2019. This consists of a ±16 acre expansion of the northern boundary of the material site location on K-Hill which is located within NOA-00042, the Cape Krusenstern National Historic Landmark. The activities proposed at the material site, (including the newly proposed expansion area), are as follows: material extraction, processing, project staging and material transportation (material haul road construction).

| | | | | | | |
|---|----------------|---------|-----------------|-------------|---|-----------|
| Richardson Highway MP-18-24 Resurfacing | NFHWS 00250 | 0711078 | FHWA assignable | New project | No Historic Properties Adversely Affected | 1/10/2019 |
|---|----------------|---------|-----------------|-------------|---|-----------|

Removing and replacing the existing asphalt and repave 6 miles of roadway, including any turnouts and approaches, between approximately MP 18-24 of the Richardson Hwy. Existing signs and guardrails will be removed and replaced. Failing culverts will be replaced with similar diameter culverts and culvert extensions and grading of ditches. On Sheep Creek Bridge remove and replace guardrail and guardrail/bridge rail transitions, replacing bridge deck expansion joints, installing name plate signs and clearing vegetation from around bridge deck and support structures. MS 71-1-040-5 and MS 71-1-050-5 are being considered for providing material for this project.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|----------------------------------|-------------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| FMATS Chena River Walk Stage III | NFHwy 00280 | 0002(406) | FHWA assignable | New project | No Historic Properties Affected | 1/4/2019 |

Construct an approximately 1,900' long, 10' wide, multi-use, asphalt path with 2' shoulders on the north side of the Chena River, from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Rd and along the east side of Peger Rd to the Peger Rd and Phillips Field intersection. At Peger Rd the new path will be a 10' wide asphalt separated path with 2' shoulders and run parallel to Peger Rd for 1,300' where it terminates at the intersection with Phillips Field Rd. Vegetation removal near the river.

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|--|-------------|---------|-----------------|-------------|---------------------------------|-----------|
| College Road Bus Pullouts | NFHwy 00290 | 0640012 | FHWA assignable | New project | No Historic Properties Affected | 2/12/2019 |
| <p>West bound bus pullout at Hayes Ave; westbound bus pullout in front of the Farmer's Market; east- and westbound bus pullouts at Kathryn Ave; westbound bus pullout at Maryleigh Ave; east- and westbound bus pullout removal between Aurora Dr and Spruce. The proposed project will require right-of-way (ROW) acquisition at the new pullout locations. Utility line relocation may also be required.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|-------------|-------------------|-----------------|--------------|---|---------------------|
| Northern Region Winter Trail Marking- Buckland to Koyuk Trail | NFHwy 00349 | 0002386 | FHWA assignable | New project | No Historic Properties Adversely Affected | 2/25/2019 |

The proposed project will install high-visibility temporary fiberglass trail marker tripods approximately 100-200 feet apart along the currently unmarked winter trail between the Villages of Buckland and Koyuk in western Alaska. Installation will be in the snow pack only and will be done by local residents.

| | | | | | | |
|---|-------------|------------|-----------------|-------------|---------------------------------|-----------|
| Richardson Highway MP266-341 Passing Lanes | Z607150 000 | 0A023(021) | FHWA assignable | New project | No Historic Properties Affected | 5/22/2019 |
| <p>Paving and application of pavement striping; installing guardrail, guardrail end treatments, and signage; extending, improving, or replacing culverts and other drainage facilities; clearing vegetation up to the DOT&PF ROW boundary at passing lane locations. Relocating underground and overhead utilities; relocating mailboxes and mailbox clusters; driveway/side street approaches.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|----------------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| Richardson Highway MP 359 Railroad Grade Separated Crossing | Z607340 000 | 0A24033 | FHWA assignable | New project | No Historic Properties Affected | 3/14/2019 |

Bridges will be constructed for the interchange and railroad grade separation. The interchange will be designed to accommodate future access needs for Ft Wainwright. In addition, troop access will be provided to connect Ft Wainwright lands located both north and south of the Richardson Hwy. Other minor work includes: pavement markings, signage, drainage improvements, highway illumination, and potential separated pathway.

| | | | | | | |
|--|----------------|---------|-----------------|-------------|---|-----------|
| Dalton Highway MP 109-144 Reconstruction | Z607380 000 | 0653007 | FHWA assignable | New project | No Historic Properties Adversely Affected | 7/26/2019 |
|--|----------------|---------|-----------------|-------------|---|-----------|

Widen the road to 32 feet (12 foot lanes and 4 foot shoulders); Raise the road grade where needed to minimize aufeis and snow drifting; Improve roadway surfacing; Repair roadway embankment in areas of distress and settlement; Install new signage; Replace guardrail at 7 bridge crossings; Realign sharp curves and steep grades to meet current design standards; Replace the Douglas Creek Bridge at approximate MP 142 (including temporary bridge detour); Develop two new material sites (MP114 &125) expansion of an existing material site at MP 145; Improve drainage by installing and replacing culverts as needed; Install fish passage culverts where appropriate to facilitate fish habitat; Relocate utilities.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|----------------|-------------------|-----------------|----------------|---|---------------------|
| Alaska Highway MP1235-1268 Rehabilitation | Z607520 000 | 303232 | FHWA assignable | Project update | No Historic Properties Adversely Affected | 12/21/2018 |

This is an addendum to the original findings letter of November 29, 2018. The original Determination of Eligibility (DOE) for NAP-00016 (Gardiner Creek Camp) was retained in this letter without any changes and an additional DOE for NAB-00534 (Lakeview Inn/1260 Inn) was added. The APE for the proposed project extends across the ROW, 50' from either side of centerline from MP 1235-1268 with the exception of the locations of the passing lane installations.

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|---|----------------|--------|-----------------|-------------|---|------------|
| Alaska Highway MP1235-1268 Rehabilitation | Z607520 000 | 303232 | FHWA assignable | New project | No Historic Properties Adversely Affected | 11/29/2018 |
|---|----------------|--------|-----------------|-------------|---|------------|

Minor realignments to substandard horizontal curves; Embankment repairs to address settlement and other subgrade issues; Construction of tree new passing lanes; repairs to and/or reconstruction of existing turnouts; resurfacing the existing roadway; Ditch work to re-establish proper drainage pattern; Repair and/or replacement of existing culverts; New signs, striping, and rumble strips; Minor bridge repairs to Beaver Creek Bridge (MP 1268.1) and Gardiner Creek Bridge (MP 1246.7); Repaving existing driveway and intersection approaches; Relocation of utilities. Use of MS 62-1-024-5, 62-1-007-5, 62-1-168-2, 62-1-164-2, and the Fix Pit (private ownership).

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|-----------------------|--------|-------------------|-----------------|--------------|---------------------------------|---------------------|
| Seppala Drive Upgrade | Z62003 | | FHWA assignable | New project | No Historic Properties Affected | 12/20/2018 |

Project activities along this route include, but are not limited to: drainage improvements including replacing existing culverts, safety improvements, asphalt rehabilitation, potential surface and subsurface relocation of utilities, and bringing sidewalks up to current American Disabilities Act standards.

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|--|----------------|---------|-----------------|----------------|---------------------------------|----------|
| 3rd Street Widening | Z625410 000 | 0670001 | FHWA assignable | Project update | No Historic Properties Affected | 8/6/2019 |
| <p>Lengthen existing and add additional turn (and through) lanes along 3rd Street between the Old Steese Hwy and Eagle Ave; Construct a raised median along 3r St between the Old Steese Hwy and Eagle Ave; Construct a single lane roundabout at the 3rd St/Eagle Ave intersection; Create a continuous center two-way-left-turn-lane between Eagle and Hamilton Aves; Upgrade pedestrian facilities to meet ADA guidelines and standards; and relocate utilities from above to below ground.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---------------------------------------|----------------|-------------------|---------------------|----------------|---------------------------------|---------------------|
| Dalton Highway Emergency Repairs 2015 | Z607560 000 | 0088(001) | FHWA non-assignable | Project update | No Historic Properties Affected | 9/6/2019 |

The activities consist of mining and processing aggregate materials at two material sites and one storage area along the Dalton Hwy. This is to replenish aggregate stockpiles used during the emergency road repairs conducted in response to multiple extreme flooding events of the Sagavanirktok (Sag) River beginning on March 13, 2015. MP 390-414, MP 261 (MS 65-9-021-2) and MP 305.8 (MS 65-9-061-2) and a currently existing and active storage area located at MP 397.7 (134-APL/AMS-3A).

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Southcoast Region
10/1/2018 - 9/30/2019

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
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|---|--------------------|----------------|------------------------|--------------------|--|------------------|
| Jeff Davis to Smith Street Resurfacing Project | SFHwy 00064 | 0933046 | FHWA assignable | New project | No Historic Properties Affected | 11/8/2018 |
|---|--------------------|----------------|------------------------|--------------------|--|------------------|

Construction activities include pavement rehabilitation, curb ramp adjustments, and drainage improvements; remove and resurface pavement, replace curbs and curb ramps; reconfigure area near existing utility poles to ADA specifications, replace sidewalks; bring bus shelters to ADA specifications by acquiring minor areas of ROW to enhance access and pave an area to provide an additional bus pull-out, replace storm drain system; reconfigure the Degroff Street median to better delineate traffic; decrease lane width to accommodate bicycle lanes and provide new signage and road striping.

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|--|--------------------|----------------|------------------------|--------------------|--|------------------|
| Herring Cove Bridge Improvement | SFHwy 00072 | 0902043 | FHWA assignable | New project | No Historic Properties Affected | 1/22/2019 |
|--|--------------------|----------------|------------------------|--------------------|--|------------------|

The proposed project would replace the Herring Cove Bridge KET-958 (No. 253); construct a temporary detour on the downstream side to maintain traffic, which would involve placing approximately 580 linear feet of temporary fill in marine waters and a temporary bridge about 120 feet long; make improvements to the pedestrian facilities, improve the intersection of S. Tongass and Powerhouse Road, resurface South Tongass and Wood Road intersection, and resurface S. Tongass between the intersections of Powerhouse Road and Wood Road, pave the intersection of Powerhouse Road and South Tongass, and replace existing guardrail and improve drainage as needed.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|---|--------------------|-------------------|------------------------|--------------------|--|---------------------|
| Juneau: Riverside Drive and Stephen Richards Congestion Mitigation | SFHwy 00081 | 0003207 | FHWA assignable | New project | No Historic Properties Affected | 2/21/2019 |

The project proposes to replace the existing four-way stop with an improved traffic control option. The proposed work would install a 4-way traffic signal and pedestrian signal poles and bases, which would involve installing new rigid metal conduit, connecting to existing conduit runs, installing junction boxes, a load center, and a traffic control cabinet; reconstruct curbs and curb ramps to comply with ADA standards; mill and repave the surface of the intersection; re-stripe centerlines and crosswalks, and install/replace signage.

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|--|--------------------|----------------|------------------------|--------------------|--|------------------|
| KTN N Tongass Hwy Resurface: A/P Ferry Term Parking to West Ward Creek Bridge | SFHwy 00181 | 0920031 | FHWA assignable | New project | No Historic Properties Affected | 3/20/2019 |
| <p>Beginning of Project (BOP) is adjacent to the Airport Ferry parking lot and would rehabilitate approximately 4.5 miles of existing asphalt; inspect and replace selected culverts and guardrail to the End of Project (EOP) adjacent to Kelly Drive. As a preventative measure the project would remove brush and trees near the Cannery Creek Bridge and clear trees in the slope along the Tongass Hwy approach to Ward Cove Bridge. The Cannery Creek bridge would be repaved and at the EOP the Ward Creek Bridge would be paved.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|---------------|-------------------|-----------------|--------------|---|---------------------|
| Sawmill Creek Road Resurfacing and Pedestrian Improvements | Z68100 000 | 0933042 | FHWA assignable | New project | No Historic Properties Adversely Affected | 11/8/2018 |

Construction activities include pavement rehabilitation, curb ramp adjustments, and drainage improvements where needed. Includes: Remove and resurface pavement; replace curbs and curb ramps; reconfigure area near existing utility poles to ADA specifications; replace sidewalks; bring bus shelters to ADA specifications by acquiring minor areas of ROW to enhance access and pave an area to provide an additional bus pull-out; replace storm drain system; reconfigure the Degroff Street median to better delineate traffic; decrease lane width to accommodate bicycle lanes.

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|---|----------------|---------|-----------------|----------------|---------------------------------|-----------|
| HNS HWY Reconstruction Milepost 3.9-25.0/ 16.1 | Z68606 0000 | 0958028 | FHWA assignable | Project update | No Historic Properties Affected | 12/3/2018 |
| <p>Recent consultation with DNR Parks and the Haines Borough, resulted in the decision to provide access to an existing rudimentary road to the Chilkat River. The project would place fill for a driveway with a paved apron. The proposed grade of the highway would be raised about 10' so fill would be placed for about 150' to match existing. There would potentially be a small area of fill outside the original APE, but still inside the current DOT&PF ROW. The project would include minor clearing and grubbing in the fill footprint area.</p> | | | | | | |

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--|----------------|-------------------|-----------------|----------------|---|---------------------|
| HNS HWY Reconstruction Milepost 3.9-25.0/ 16.1 | Z68606 0000 | 0958028 | FHWA assignable | Project update | No Historic Properties Adversely Affected | 4/25/2019 |

The project update consists of adding 1 item of additional work: replacement of the Yendistucky Creek culvert in the same location as the existing culvert in the current ROW. The new culvert would be the same diameter and length as All earth disturbing construction activities would be in previously placed fill. The other project components have not changed since the previous Section 106 consultation concluded.

| | | | | | | |
|--|----------------|-----------|-----------------|----------------|---|-----------|
| AMHS Waste Water Treatment System Upgrades | Z70161 0000 | 9500(139) | FHWA assignable | Project update | No Historic Properties Adversely Affected | 4/22/2019 |
|--|----------------|-----------|-----------------|----------------|---|-----------|

The following activities have been added to the project scope: Installation of a new underground pretreatment tank and secondary treatment plant; installation of a new subsurface wastewater disposal drain field; and utility relocations, as needed.

| Project Name | AKSAS | Federal Project # | Project Type | Process Type | Project Finding | Finding Letter Date |
|--------------------------------------|-------|-------------------|---------------------|--------------|---|---------------------|
| Skagway Ferry Terminal Modifications | 69624 | 0971008 | FHWA non-assignable | Geotech | No Historic Properties Adversely Affected | 4/26/2019 |

The proposed project would sample the site with 2 boreholes from the existing ferry terminal float to a limit of 100' below the seafloor. The sampling would involve installation of a 4" diameter casing pipe below mudline, which is drilled to 100' after penetrating at least 20' into a bearing stratum. Borings will be advanced using rotary drilling techniques using sea water as circulating medium. If unanticipated bedrock is encountered, a 3" diameter 5' long core barrel will be lowered to obtain rock samples until a minimum of two 5' long rock core samples are collected.

Appendix 2: Program Monitoring -- Project Review

May 15, 2020

1.0 Introduction

The 106 PA requires annual program monitoring under *Stipulation IX.D.2.b*. As part of that monitoring, DOT&PF elected to perform a detailed review on a random selection of projects, distributed evenly across regions. This appendix provides the results.

This project review was conducted to supplement other monitoring measures that were in place. These included review of Programmatic Allowance documentation during preparation of semiannual reports; and ongoing informal communication and coordination among the SEO, region PQIs, and the OHA Cultural Resources Liaison.

The period covered by this review is October 1, 2018, through the end of the federal fiscal year on September 30, 2019.

2.0 Goals and Methods

The goal of the project review was to assess conformance with procedures and adequacy of documentation, building on the results from last year's FFY18 review. The FFY18 assessment involved randomly selecting projects for in-depth reviews, balancing a sample size that could illuminate areas for improvement with a manageable number of reviews. This balance was achieved in the range of 10-15% of the year's total Section 106 actions. The FFY19 assessment took a similar approach, with particular focus on the improvement topics identified in previous years.

Using information from the Section 106 database, the SEO compiled lists of the completed streamlined reviews and standard consultations for each region, and applied a random number generator to the lists to select project actions for review. As in previous reviews, the SEO prepared checklists to assist reviewers in observing a shared set of baseline procedural and documentation topics. The FFY19 checklists were similar to last year's, relating to general assessments of file completeness and conformity to the PA. This year's checklists were modified slightly to account for a process change in addressing historic roads and to optimize review structure.

Each regional PQI then uploaded digital files into a shared drive. The SEO Cultural Resources Manager (CRM) and Cultural Resources Specialist reviewed all of the selected projects.¹ Region PQIs were also invited to conduct reviews of other regions' projects, for additional perspective and peer information sharing; however, this year, no region PQIs were able to participate in the review. Reviewers placed completed checklists in the shared drive. The SEO CRM discussed project-specific observations with region PQIs individually. The SEO compiled the review results and will hold a teleconference with region PQIs to discuss broad topics which emerged from the review.

¹ The selection pool was based on a list of completed Section 106 actions, rather than on projects per se. Some projects have more than one completed Section 106 action during the review year. The random selection process is structured to identify specific actions for review. This selection technique can occasionally result in the selection of projects which have more than one Section 106 action during the reporting year. In past years, when a selected project had multiple completed actions during the reporting year, the SEO PQIs also looked at these associated actions during the review. Due to time constraints this year, SEO did not conduct these additional reviews.

Thirty projects were selected for monitoring review. Six streamlined and four standard consultation projects were selected from each of the three regions.² Streamlined projects were processed per *Stipulation V* of the 106 PA; standard consultation projects were processed per Appendix D of the 106 PA. The number chosen for review reflects approximately 17% coverage of the total Section 106 findings and streamlined reviews processed during the reporting period.

All of these projects were assigned under the NEPA Assignment program.

While the checklists provide a means to examine project Section 106 files to illuminate areas where procedural or documentation issues may be emerging, they can also pick up small-scale, project-specific imprecisions. It is not the goal of the project review report to focus on these items. SEO discussed such projects with PQIs individually during this review and requested annotations to the project files where clarification was needed. The purpose of this report is to present an assessment of how well the procedural and documentation requirements in the PA are being implemented. These requirements include ensuring that:

1. Streamlined Review projects qualify under the specifications outlined in the 106 PA Appendix B, and that their documentation supports this.
2. Standard Consultation projects have followed the process outlined in the 106 PA Appendix D and do not have substantive issues with: consultation protocols; conformance with 36 CFR 800.4-800.7; adequate support for 4(f) processing when needed; or general documentation.

The review also seeks to identify best practice areas, as well as emerging questions and areas for improvement in execution or procedural adaptation.

Because project updates can raise different review and processing issues, a separate results section (5.0 Results: Project Updates) is included to provide additional discussion of those projects.

3.0 Results: Streamlined Review Projects

Of the eighteen streamlined projects selected for review, two were Tier 1 and the remainder were Tier 2. Six of the streamlined reviews were project updates. Updates are discussed further in Section 5.0.

Tier 1 projects are defined as those consisting solely of Tier 1 activities. Tier 2 projects are those which consist of Tier 2 activities, or a combination of Tier 1 and Tier 2 activities. For Tier 1 projects, the primary compliance subject is whether they were correctly classified for Tier 1 review, since Tier 1 does not require establishment of an APE or consideration of the general conditions that would apply for Tier 2.

Tier 2 allows projects with a wider variety of activities to be processed as streamlined reviews. For Tier 2 projects, APEs must be defined and documented, and the project must meet general conditions (GC) to qualify. The primary compliance review focus for Tier 2 projects is whether they indeed qualify for streamlined review or require standard consultation. Documentation of

² The SEO did not process any projects during the reporting year.

project APEs and fulfillment of general and allowance-specific conditions provide some of the necessary file support for Tier 2 qualification.

Tier 2 projects can also include Tier 1 components. When a Tier 2 project has a combination of components, any activities which include the possibility of improvements or upgrades should use the Tier 2 version of the allowances, rather than the parallel Tier 1 allowance. This helps to ensure that an appropriate APE is developed.

With all streamlined reviews, it is important for PQIs to continue to communicate to project teams that subsequent project updates require additional 106 review, and depending on the extent or location of the updated work, may result in the project no longer qualifying for streamlined review.

3.1 General File Completeness

The review protocol relied on PQIs to supply digital files for assessment. The SEO also receives copies of streamlined review forms and supporting documents throughout the year, and retains these copies on a Statewide Environmental historic properties folder. Regions vary in their overall filing protocols, but all of the reviewed projects had signed streamlined review forms, as well as complete final copies of all referenced attachments. The forms request a PQI signature along with their printed name; in one region, a PQI had inadvertently omitted the printed name on signed forms. This has been addressed.

3.2 Tier 1 Projects: Documentation Supports Tier 1 Classification³

The Tier 1 projects contained good documentation. SEO observed no concerns with the examined streamlined review forms. PQIs explicitly addressed Tier 1 allowance-specific conditions on the form or associated memo, making it clear to the cold reader that these conditions were met.

Recommendation: Previous program monitoring reports included recommendations that PQIs should continue to work with project teams to clarify proposed activities to the extent possible; to note Tier 1 allowance-specific conditions, as applicable; to prepare a Tier 2 review in cases where the possibility of new components is likely; and to communicate that subsequent updates to project activities require additional 106 review. DOT&PF will continue to implement these recommendations.

3.3 Adequate APE Description/Documentation for Tier 2 Projects

SEO reviewed sixteen Tier 2 forms. Reviewers agreed that these projects had adequate descriptions or documentation of the APE. This area has continued to improve over the past several years.

³ Tier 1 projects consist of activities that have minimal potential to affect historic properties if the prescribed conditions are followed. Some other states' 106 PAs label these kinds of activities "exempt." The concept is similar for Tier 1 allowances, in that these activities are so modest that projects that qualify for this Tier would have a low documentation burden. When the project is limited to Tier 1 activities, establishment of an APE or an AHRS search are not required, since the key element for qualification is the type of activity, rather than where it occurs (subject to the appropriate conditions). As noted in previous years, occasionally Tier 1 project documentation may be exceeding what was expected during PA development. SEO is not advising a change in practice for projects that include the additional information at PQI discretion, but would re-state for future file audits, that the level of documentation can be commensurate with the Tier type being processed.

Recommendation: APE definition continues to be a risk area for streamlined review compliance. It can be the key to whether a project qualifies for Tier 2 or should proceed to standard consultation, particularly when adjacent properties may need consideration. PQIs should continue to carefully define APEs and assess whether projects qualify for Tier 2.

Previous program monitoring reports included a recommendation that PQIs should continue to coordinate with project teams to confirm whether project activities include improvements or upgrades so that Tier classification is accurate, and so that projects which fall into Tier 2 have appropriate activities considered when the APE is delineated. DOT&PF will continue to implement this recommendation.

3.4 Adequate Documentation that GCs Were Considered for Tier 2 Projects

During this reporting year, the General Conditions were revised. On February 23, 2019, the Alaska Roads PA⁴ expired and DOT&PF began addressing historic road consideration through appendices in the Section 106 PA. Streamlined reviews which were completed before this date used the Alaska Roads PA's Interim Guidance to address Treated-as Eligible (TE) roads. Projects which were processed after this date used a revised version of the Tier 2 list in Appendix B; this revision removed GC 7 which referenced TE roads.

All three regions have been including explicit confirmation that each of the general conditions is met. These statements are provided directly on the screening record form, or in attached memos. SEO has noted some instances where GC documentation varied from the language in the conditions. One region is occasionally addressing GC 3, which states "The PQI has given careful consideration to the project's possible effects on Historic and/or Archaeological Districts" with a statement addressing only archeological districts. SEO has confirmed with the region that the intent was to include both.

Additionally, SEO noted a trend in another region for documenting GC 4 with slightly different language than the condition contains. This GC excludes projects from streamlined review if there are properties within the APE that are more than 45 years of age, unless they:

- a. were previously determined not eligible for listing on the National Register of Historic Places (NRHP), and/or
- b. were excluded from further Section 106 review by an Advisory Council on Historic Preservation approved programmatic agreement or program comment, or Federal-Register published exemption, and/or
- c. are road(s), in which case Tier 2 Allowance processing may be used regardless of eligibility status, except as noted in activity-specific Additional Conditions.

SEO is clarifying these items with the regions.

In one instance, a streamlined review updated a previous standard consultation, and included an expansion of the APE in an urban area, including additional first tier properties. The documentation should have been clearer to establish that these additional properties were not over 45 years of age, and that GC 4 was met for the project update. Upon review, SEO noted that one

⁴ The *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska Department of Transportation and Public Facilities, and the Alaska State Historic Preservation Officer Regarding Alaska's Highway System Roads Affected by the Federal-Aid Highway Program in Alaska* was in effect to address historic roads consideration from February 23, 2010 to February 23, 2019.

of the additional properties was constructed in 1964. SEO reviewed the survey report that accompanied the original finding of No Historic Properties Affected, and agrees that the information in the report provides a basis for concluding that the additional property would not have been found eligible for the NRHP. However, in this instance, the update should have been handled with a consultation letter rather than a streamlined review. SEO has coordinated with the PQI in this case.

During the historic roads processing transition, SEO noted occasional unnecessary references to TE roads on Tier 2 projects. These were minor cut and paste errors which abated as PQIs became more familiar with the revised process.

Recommendation: PQIs will continue to indicate how each of the Tier 2 GCs are met, consistent with the revised process.

3.5 Streamlined Reviews Addressed Historic Roads Consideration When Applicable

As noted above, in February 2019 DOT&PF began addressing historic road consideration through appendices in the Section 106 PA. Streamlined reviews which occurred after this date used a revised version of the Tier 2 list in Appendix B.

Under the Appendix B revision, Tier 2 allowances may be used regardless of the NRHP eligibility status of roads in the APE, with a few exceptions relating to specific allowances (2.g, 2.i, and 2.r). When a project proposes to use those allowances, and introduces new elements such as new roadway components, new bike/pedestrian facilities, new turning or auxiliary lanes, new roundabouts, etc., the project may qualify for streamlined review after additional consideration; this consideration is referred to as Historic Roads Analysis (HRA). For example, using HRA, the PQI may determine that the project's new roadway elements are similar in scale and character to existing features, and the project can proceed as a streamlined review. The PQI may also use the HRA option of informal consultation with SHPO on the project's limited effects to the road, document their agreement, and proceed with streamlined review.

Region PQIs have worked closely with SEO and SHPO when implementing this change. Three projects in the review set applied HRA to streamlined reviews; no issues were observed. Best practices are beginning to emerge such as clear descriptions and examples of how HRA applies, including photographs if needed. The HRA process is working as intended to preserve simplicity of streamlined reviews while allowing PQIs to identify situations where projects should be handled as standard consultations. PQIs are working collaboratively with analysts and project teams to get the most detailed description of the work so they can ascertain whether HRA is needed and whether it applies.

Recommendation: PQIs should continue to work closely with analysts to get up-to-date project information to determine whether HRA is necessary. PQIs will continue to work with SEO and SHPO when questions arise regarding historic roads and the use of streamlined review.

3.6 Geotechnical Consultations

Geotech investigations are part of background work during project development, with timing that varies considerably. They may be necessary on projects that qualify for streamlined review as well as projects that proceed through standard consultation. The investigations typically take

place prior to the project's Section 106 finding of effect. They would generally, but not always, follow an initiation of Section 106 consultation on the larger project. For example, a small geotech investigation could be warranted in a roadbed for a streamlined review project, which does not otherwise require consultation, or for a project which is following the Direct to Findings protocol.

The review showed that PQIs are regularly considering and documenting access to drilling locations when applying the programmatic allowance.

Geotech projects accounted for 16% of the total projects processed during FFY19. The efficacy of incorporating this process into consideration for streamlined review is evident when reviewing the geotechnical investigations processed as standalone projects during the past reporting year. Twenty-eight standalone geotech investigations were processed; of these, 26 were processed via streamlined review.

Recommendation: SEO will continue to track the use of streamlined reviews for geotech investigations.

4.0 Results: Standard Consultation Projects

Projects which are not eligible for streamlined review are processed through standard Section 106 consultation, as described in the 106 PA Appendix D. Since these projects have gone through external consultation to resolve historic property concerns, this annual review focused on general documentation and on topics which were raised in prior years' reviews.

Twelve sets of consultation letters were reviewed. Nine of these had No Historic Properties Affected findings and three were connected with No Adverse Effect findings. Seven of the reviewed sets were updates. One addressed a geotechnical (geotech) investigation.

4.1 Letters Follow Currently Approved Templates⁵

General

SEO updated consultation letter templates in March 2019 to account for the transition to historic road consideration under the Section 106 PA. Variation from templates was generally minor.

In general, SEO has observed that the PQIs in all regions engage professionally and courteously with consulting parties, often going the extra mile to respond to requests and coordinate between project teams and consulting parties.

Tribal consultation letters

Regions have responded to previous reviews, taking care to ensure inclusion of the required information in consultation letters. PQIs in all regions have also developed personal contacts with tribes and tribal staff, and facilitate informal consultation on projects.

⁵ A note on templates: 106 PA *Appendix D* requires DOT&PF PQIs to use currently approved Section 106 letter templates for initiation of consultation and findings. Current templates are posted on the DOT&PF SEO Historic Properties webpage at <http://www.dot.state.ak.us/stwddes/desenviron/resources/historicproperties.shtml>. These tools were developed to ensure that pertinent, up-to-date regulatory information, consultation topics, and supporting material are included in formal Section 106 communications with various types of consulting parties. Tribal templates also include specific language for federally recognized tribes.

In the reviewed projects, the template language requesting consultation on places of traditional religious and cultural importance was included in tribal initiation letters. One findings letter for a project update overlooked the G2G language. This may have been a cut and paste error. Previously, the project had sent a different update letter which did include the appropriate language.

The review checklist also inquired about inclusion of ANCSA corporations in project consultations. Both regional and village corporations are regularly consulted on projects. This is a complex area as differences exist among the ANCSA regions and entities. For example, the Doyon Ltd regional corporation regularly responds with acknowledgement of contact, but generally indicates no further interest in projects that occur off corporation lands, while other regional corporations and/or their heritage subsidiaries express interest in all projects within their shareholders' traditional areas. PQIs have been building institutional knowledge for their respective regions, based on previous consultations and preferences expressed by these entities.

In March 2020, SEO released new letter templates specifically to address ANCSA corporations. This template distinguishes between tribes and ANCSA corporations with regard to government-to-government consultation language, and includes a reminder to consult on places of traditional religious and cultural importance. Regions have begun to use these templates as new projects come up.

Recommendation:

SEO continues to re-emphasize use of the relevant language. This topic has also been included in the Cultural Resources chapter of the 327 Program Environmental Procedures Manual. The SEO will continue to include review of Section 106 processing letters with emphasis on tribal requirements in the annual 106 PA refresher training, and at upcoming CRT meetings. PQIs and project teams should continue to coordinate closely to ensure that federally recognized tribes receive letters with the G2G language at all points in the consultation.

Inclusion of other regulatory-required parties

In two of the reviewed projects, the findings letters omitted local governments. This result was similar to last year's review. In one instance, a borough was inadvertently omitted in an area that otherwise had no local government. In the second project, where work was proposed in a national park, the region consulted with federal agencies, SHPO, tribes, and ANCSA corporations, and a city government was overlooked.

Recommendation: Although local governments are contacted during other aspects of project scoping and development, PQIs should ensure that they are also consistently receiving Section 106 letters.

SHPO-specific letters

As noted last year, the findings letter templates include language for Section 4(f) coordination with SHPO in two specific situations, if applicable: for notification of *de minimis* findings, and for the archaeological site exception under 23 CFR 774.13(b). Other coordination with SHPO as the Official with Jurisdiction (OWJ) for 4(f) resources is typically handled separately from the Section 106 consultation. Last year, SEO had encountered a few cases where Section 106 letters

contained other 4(f) language which was extraneous to the Section 106 coordination; this issue was not observed in this year's review. SEO noted one example of letters to other consulting parties which incorrectly contained the SHPO-specific OWJ language; this was a cut and paste error.

Recommendation:

PQIs should consult with both a Statewide NEPA manager and the Statewide Cultural Resources Manager before signing findings letters that vary from the protocol in the posted letter templates with regard to 4(f) related language. This will allow an opportunity for the related disciplines to coordinate. PQIs should also review consulting party letters to ensure that letter contents correlate to the recipients.

4.2 Letter Enclosures and SHPO Concurrence on File

Past reviews confirmed that SHPO concurrences were on file for each of the reviewed projects. This has not been an area of concern, since those concurrences are required in the environmental files before NEPA can conclude, so the SHPO concurrence topic is no longer part of the annual report review.

The majority of the reviewed projects had complete and clear enclosures on file. SEO observed occasional incorrect or omitted references to enclosed documents. One findings letter did not follow template guidance for providing specific information in the enclosure list; instead the letter noted "Attachment C Project Drawings and APE." These items should be individually listed for the letter record, per the templates. In one project update, the accompanying figures did not directly state what the project APE was, and instead focused on a consultant survey area. The revised APE could be inferred from the information provided, but the best practice is to ensure the deliverables received for submittal are consistent with Section 106 terminology. This helps DOT&PF meet the regulatory standard for Section 106 consultations.

While this review did not explicitly address the content of survey report enclosures, since it is not a 106 PA compliance topic, PQIs consistently indicate that survey report review continues to be a substantial time-consuming task.

Recommendation: PQIs should continue to review enclosures and figures for clarity, since these are part of the compliance record.

4.3 Direct to Findings (DTF) Decision Documented Appropriately, if Applicable

Of the eighteen letter packages reviewed, six were processed as DTFs. Projects that do not send an initiation letter prior to sending a findings letter are required to complete a Direct to Findings (DTF) worksheet to document the appropriateness of this decision. Project teams are expected to initiate consultation early in project development; the DTF worksheet was developed as a tool to identify occasional exceptions. Use of the DTF option and form works well to address certain types of projects. SEO noticed a minor issue with DTF in relation to Project Updates, which is discussed in more detail in Section 5.0, *Updates via Standard Consultation*, below.

4.4 Standard Consultation Projects Followed Historic Roads Guidelines

The transition to historic roads consideration under the Section 106 PA occurred near the middle of the last reporting year. The review set of projects included those processed both before and after this transition date.

Historic roads consideration for standard consultation projects is found within Appendix J of the Section 106 PA. This appendix provides guidance on when a road DOE is needed, and how to conduct such a DOE if one is required. Appendix J.I outlines scenarios where historic road identification is not necessary. Appendix J.II describes the processes for identification and evaluation of historic roads. If a DOE is needed, preparers must follow the *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility*, which provides a sequential process for assessing National Register eligibility of individual roads. The Methodology begins with a screening step to place a road into one of two categories. Category 1 roads are determined up front as not individually eligible for the NRHP based on this screening. Category 2 roads continue with further evaluation steps to consider historic significance and ultimately integrity.

One project in the review set included evaluations of historic road segments. In this case, the roads were abandoned segments of a previously evaluated highway, so the DOE began at the integrity step of the Methodology. The PQI made a determination of not eligible, and consulted with SHPO throughout the process, ending with a concurrence from the SHPO's office.

Appendix J also includes a section, Section V, which delineates transitional processes including a transitional allowance for projects in development at the time of the historic roads transition. The transitional allowance allows certain projects to continue to use the Interim Guidance, upon approval from the Statewide Environmental Program Manager.

Three of the reviewed projects used the transitional allowance option outlined in Appendix J.V.; in one of these, no email approval from the SEPM was on file. However, the regional PQI had discussed this project extensively with SEO prior to finalizing the letter. For best practice, a formal email should be kept within the project file.

Overall, the incorporation of historic roads consideration into the Section 106 PA process has seen many successful examples of cooperative consultation between the SHPO's office and DOT&PF.

Recommendation: The transition to historic roads consideration under the Section 106 PA is ongoing. SEO, region PQIs, and SHPO should continue to work closely together to ensure that historic roads consideration is implemented efficiently and smoothly into project development.

4.5 Confidentiality Guidelines Followed as Applicable

No issues were observed in the reviewed projects. Overall the PQIs are ensuring site confidentiality during the Section 106 process, and there does not appear to be a broader issue at this time.

4.6 Assignment Notification under 327 MOU

The Section 106 PA Appendix D requires that assignment status be indicated in consultation. Additionally, the 327 NEPA Assignment MOU requires that certain language be included on the

cover page of reports, or included in the environmental document as part of the project's record.⁶ Under 327 NEPA Assignment, all FAHP projects are assigned, with very few exceptions.⁷

SEO noted one project which had not followed the template language, which states the following in the opening paragraph of consultation letters: *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.* In this instance, the language was present as a footer on the letter instead.

The program review also noted three instances where survey report enclosures were lacking the MOU language on the cover page. Two of these enclosures were small files prepared by DOT&PF PQIs that had no release to the public or consulting parties other than via the letter to which they were attached. One was a brief letter report from a consultant. Based on a close read of the MOU requirement, SEO believes that since these were submitted to all parties in conjunction with correspondence that clearly stated the assignment status, there is no MOU compliance concern.

Recommendation: As a best practice, PQIs should ensure the MOU assignment language is present on all report covers, regardless of internal or external authorship.

4.7 Miscellaneous Topics

Some communication difficulties occurred in providing SEO courtesy copies of Section 106 correspondence. Two of the three regions include SEO on email notifications of outgoing Section 106 correspondence at the time it is sent. The third region places copies of Section 106 correspondence on a share drive as it is completed. The result was that although this region's letters indicated SEO had been copied on the correspondence, SEO was unaware of the presence or content of letters until later. A second region experienced administrative staff transitions, and SEO did not receive letter copies in several instances during that period.

Recommendation: All regions need to send email notifications to SEO when correspondence includes an SEO courtesy copy.

5.0 Results: Project Updates

There were 13 updates of previous reviews or consultations in the review set. Six were processed via streamlined review, and seven through standard consultation under Appendix D.

Project update processing has become more consistent over the past few years. The most important aspect--ensuring that project changes are being incorporated into updated Section 106 review--appears to be operating well.

⁶ The statement is "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."

⁷ The 327 NEPA Assignment MOU (dated November 3, 2017), went into effect November 13, 2017. A small group of sub-programs and projects were excluded from assignment, as designated in the 327 MOU Section 3.3.2.

Updates via Streamlined Review

Streamlined review may be employed for an update if the PQI determines that all of the new proposed work falls within the Tier 1 and 2 parameters, including all conditions. It can be used for projects which originally completed the Section 106 process with either standard consultation or streamlined review.

As noted earlier, one update which was processed as a streamlined review should have been updated with a consultation letter. No other issues were observed. The streamlined review approach to project updates has been beneficial in terms of time saving for project delivery, and in terms of allowing PQIs to focus efforts on more complex project changes and new projects.

Updates via Standard Consultation

If an update falls outside the parameters for streamlined review, the project is updated via consultation letter according to the protocols in the 106 PA Appendix D. The expectation is that there would be a new findings letter, including all parties from the original consultation, if there are substantive changes. As clarified in prior program review reports, an update with SHPO alone may be appropriate if: the minor nature of an update's scope, scale, and lack of effects are clear; there were no previous consulting party concerns; and SHPO agrees with the approach. The rationale behind this decision requires documentation in the project file. No issues were observed during this review.

One of the reviewed projects was originally processed as a streamlined review, and added a material site (MS) to the project via a letter to SHPO with a finding of no historic properties affected for the MS.

Updates which were processed as standard consultations fell into two types: 1) updates where the project had changed, and 2) updates when 5 years or more had passed since the project's last findings letter. When an update occurs due to this passage of time, DOT&PF's practice is to reach out to consulting parties to re-initiate consultation before making an updated finding. This practice takes into account that the individuals receiving consulting party letters may have changed in the interim, and may be unfamiliar with the project. Exceptions can be made in coordination with SEO. This review noted one instance when findings letters were sent to update a project which had not had consultation in the last five years. However, no concerns were observed with the consultation itself.

Additionally, some projects require follow-up findings letters prepared in response to SHPO or consulting party requests for more information to support a DOE or finding. These are entered in the reporting database as updates to distinguish them from the original findings letters, but are essentially follow-up communications to complete the project's Section 106 consultation.

Emerging Topics

Addressing updates consistently can be challenging. Guidance exists for processing updates via streamlined review. If the PQI determines that all of the new proposed work qualifies for streamlined review, then just that new work needs to be addressed in the review form. There is less consistency with standard consultation updates.

In some standard consultation updates, the description of the changed work was presented as though it were the project as a whole, rather than a portion of it: the changed work became the “project” in the correspondence and its figures, when the entire project was actually broader. This can lead to confusion in the record, particularly when the finding in the update is based only on the information in the update, and differs from the previously submitted finding. For example, there may be no historic properties in the area where the updated action is proposed, and the letter therefore makes a finding of No Historic Properties Affected. In some cases, the previous finding may have been No Adverse Effect, or even Adverse Effect. In these situations, the updates should indicate that DOT&PF continues to make a finding of No Adverse Effect or Adverse Effect for the project overall. SEO works closely with PQIs upon request to develop tailored update letters and plans to develop example letters for updates in order to help clarify the optimal organization and content of update letters in various situations.

Another update topic emerged during this reporting year: phased construction projects and “parent-child” projects. When a large, complex project has conducted Section 106 under one project number, construction may be phased under different project numbers. Best practices for processing these are still emerging. In this year’s review set, one such phased construction project required an update through standard consultation for a modest change. The parent project had originally had a finding of Adverse Effect, and has an MOA in place. The phased construction project is not located in the area where the adverse effect will occur. Its update letter addressed an APE for the area where the change was occurring and made a finding of No Historic Properties Affected with SHPO concurrence. In another example, a complex parent project had concluded Section 106 with a finding of No Historic Properties Affected. It has since been broken into smaller projects. One of these projects submitted a streamlined review form as an update to the parent project’s Section 106 consultation. Another submitted a stand-alone new project streamlined form. Others have only advanced to the geotech stage, with streamlined reviews covering that work.

Recommendation:

Overall, the 106 PA has provided a valuable mechanism for streamlining minor updates through the Programmatic Allowances. PQIs should continue to follow the established protocol either with streamlined project review update forms or approved letter templates. If a gap in correspondence of five or more years has occurred, PQIs should re-initiate Section 106 consultation prior to sending findings. Updated findings letters should clearly reference previous consultation to a degree that allows a cold reader to follow along. An update letter should clearly state the findings for the project as a whole in the conclusion of the letter, rather than exclusively focusing on the changed portion or activity of the project. SEO can develop sample letters (rather than templates) to assist in these situations, and provide examples of organization for letters dealing with project changes and those providing additional requested information. SEO additionally plans to hold a training on the topic of updates for the CRT in the coming months.

6.0 Conclusion

This monitoring review provided an opportunity to observe how the 106 PA processing evolved and strengthened during the reporting year. Best practice areas continue to include good coordination among PQIs and the OHA Cultural Resources Liaison and SEO; good work by PQIs in communicating with region staff on application of the 106 PA; and generally strong file documentation.

Key recommendations from the FFY19 review are summarized below.

Streamlined Reviews

- For Tier 1 projects, PQIs should continue to work with project teams to clarify proposed activities to confirm a project does not necessitate Tier 2 processing.
- PQIs should continue to carefully define Tier 2 APEs and assess whether projects qualify for Tier 2.
- Tier 2 General Conditions should continue to be individually acknowledged in the Tier 2 processing package. Any Tier 1 allowance-specific conditions should also be acknowledged.
- PQIs should continue to work closely with analysts to get up-to-date project information to determine whether HRA is necessary. PQIs will continue to work with SEO and SHPO when questions arise regarding historic roads and the use of streamlined review.

Standard Consultations

- PQIs should continue to verify that all required consulting parties are included in correspondence, including ANCSA corporations and local governments, and that federally recognized tribes receive letters with the G2G language at all points in the consultation.
- Recordkeeping: PQIs should continue to review enclosures and figures for clarity, since these are part of the compliance record. As a best practice, PQIs should ensure the MOU assignment language is present on all report covers, regardless of internal or external authorship. Regions should send email notifications to SEO when correspondence includes an SEO courtesy copy.
- PQIs should continue to consult with both a Statewide NEPA manager and the Statewide Cultural Resources Manager before signing findings letters that vary from the protocol in the posted letter templates with regard to 4(f) related language. SEO observed improvements in FFY19 on 4(f) coordination and recommends these lines of communication stay open. This will allow an opportunity for the related disciplines to coordinate.
- SEO, region PQIs, and SHPO should continue to work closely together to ensure that historic roads consideration is implemented efficiently and smoothly into project development.

Project updates

- Updates should continue to clearly delineate what is being updated in the current consultation.
- If a gap of five years or more has occurred, PQIs should re-initiate consultation prior to sending an updated findings letter.
- An update letter should clearly state the findings for the project as a whole in the conclusion of the letter, rather than focusing in on the changed portion or activity of the project.

The DOT&PF will continue to identify best practices and areas in need of improvement during the coming years under the agreement and will continue to work closely with the signatory partners to ensure the streamlining provisions of the 106 PA are achieved while maintaining compliance with Section 106 regulatory provisions.

Appendix 3

Review Checklists

CRT Review Checklist for 106 PA Streamlined Projects, FFY 2019

Project:

Reviewer:

| | Y | N | U | N/A | Comments |
|---|--------------------------|--------------------------|--------------------------|--------------------------|----------|
| Signed Streamlined Review form | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Complete final copies of all referenced attachments | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 1 projects*, documentation supports Tier 1 classification | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 2 projects, adequate APE description/documentation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 2 projects, adequate documentation that General Conditions were considered | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 2 projects, TE roads review documented (if applicable) with IG screening form and attachments | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 2 projects, HRA documented (if applicable) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For Tier 2 projects, if specialized PQI expertise was needed, it was obtained | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For project updates, appropriate process and documentation (i.e., update forms and consistency with 6/9/15 SEO guidance memo) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

* Defined as those where all the activities qualify as Tier 1. Projects with mixed activities are considered Tier 2 projects.

U = unknown

Additional Comments:

CRT Review Checklist for 106 PA Appendix D Consultation Projects, FFY 2019

Project:

Reviewer:

Please check for final versions of documentation, with signatures where appropriate. **Steps that occurred prior to the reporting period (Oct 1, 2018-Sept 30, 2019) are not covered by this review.**

| General Consultation and Documentation (all reviews) | Y | N | U | N/A | Comments |
|---|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Regulatory-required parties were included: SHPO, federally recognized Tribes (FRT), ANCSA corps (regional and village as applicable), local gov't | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Letters follow currently approved* templates: | | | | | |
| <ul style="list-style-type: none"> • All letters contain required 327 MOU language per templates | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • APE is defined so that its extent is clear in narrative and/or figures | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Initiation letters to Tribes (FRT) include consultation options form | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Letters to FRT have G2G template language (<i>applicable to initiation, findings, and updated findings</i>) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Letters to FRT (and ANCSA corps*) include language requesting consultation on places of traditional religious and cultural importance (<i>in initiation letters, as well as findings if project is DTF</i>) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Findings letter(s) to SHPO handle Section 4f according to templates | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • SHPO-specific language is not carried into other parties' letters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Letter enclosures on file | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

* Templates were updated around April 2, 2019.

CRT Review Checklist for 106 PA Appendix D Consultation Projects, FFY 2019

| | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--|
| If Direct to Findings, decision documented appropriately | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Reports contain required 327 MOU language on cover [327 MOU, 3.2.5] | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| If App J Transitional Allowance was used, approval email from SEPM is on file | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Confidentiality guidelines (<i>pp 3-4</i>) followed for letters & enclosures as applicable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| File indicates how any documented tribal and consulting party concerns were addressed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Was a commitment made at Findings that requires future action (e.g., monitoring)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

U = unknown

| Add'l for project updates: | Y | N | U | N/A | Comments |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Appropriate inclusion of consulting parties; if SHPO only, rationale is documented | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| The update references the previous consultation (or streamlined review) and indicates what has changed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Add'l for adverse effect projects: | Y | N | U | N/A | Comments |
|---|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| File indicates that SEO was consulted prior to making the finding, per PA Appendix D (D.2), and included in development of the MOA (E2.b) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| File indicates ACHP was informed of adverse effect finding | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

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| | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--|
| For completed consultations, file includes executed MOA with all signatures | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| For completed consultations, file indicates that signed MOA was transmitted to the ACHP | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

Optional overall comments *(Review would not be looking for differences in professional judgment, but for situations that may set precedents; indicate unusual evolution of eligibility trends; pose regulatory compliance risk; illuminate a process inconsistency or an area for improvement; or that could be considered a best practices example, etc.)*