

APPENDIX G

SECTION 106 CONSULTATION

- Jack Wade Dredge Memorandum of Agreement
- Alaska Department of Natural Resources Letter Dated October 30, 2003
- ADOT&PF Letter Dated October 2, 2003
- BLM Letter Dated June 5, 2003
- ADOT&PF Letter Dated May 19, 2003 - BLM
- Tribal 106 Consultation Mailing List for Taylor Highway MP 64 to Border
- ADOT&PF Letter Dated May 19, 2003 – Dot Lake Village Council, and corresponding phone contact logs

**MEMORANDUM OF AGREEMENT
AMONG
THE BUREAU OF LAND MANAGEMENT
AND
THE ALASKA STATE HISTORIC PRESERVATION OFFICER
REGARDING
MITIGATING THE ADVERSE EFFECTS
OF
DISMANTLING THE JACK WADE DREDGE (EAG-00050)**

WHEREAS, the Bureau of Land Management proposes to dismantle of the Jack Wade Dredge (EAG-00050) located at mile 86 of the Taylor Highway in eastern Alaska; and

WHEREAS, the Bureau of Land Management has consulted with the Alaska State Historic Preservation Officer (AKSHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and Section 110(f) of this Act, 16 U.S.C. 470h-2(f); and has determined that these undertakings will have an adverse effect on the Jack Wade Dredge; and

WHEREAS, the Bureau of Land Management has notified the Advisory Council on Historic Preservation (Council) regarding the adverse effects, and the Council has declined to participate; and

WHEREAS, the Bureau of Land Management has consulted with the Joanne Beck, First Chief of the Eagle Village IRA Council, and she/they has declined to participate; and

WHEREAS, the Bureau of Land Management will provide the public with an opportunity to comment on this undertaking; and

WHEREAS, the Bureau of Land Management has confirmed from the National Park Service (Bonnie Houston, NPS HABS/HAER coordinator for Alaska Region) that there already exists a HABS Level III recordation of the Jack Wade Dredge in the Library of Congress (personal communication, April 23, 2003), consisting of appropriate HABS level photographs, transparencies and data forms; and

NOW, THEREFORE, the Bureau of Land Management and the AKSHPO agree that the proposed dismantling of the Jack Wade Dredge shall be administered in accordance with the following stipulations to satisfy the Bureau of Land Management's Section 106 responsibilities.

STIPULATIONS

The Bureau of Land Management will ensure the following measures are carried out:

I. APPLICABILITY

A. This MOA applies only to mitigation resulting from the dismantling of the Jack Wade Dredge or as amended per Section VIII below.

B. This MOA shall be effective from the date of the signatories, below, through September 30, 2013 or until completion of the Submittals in Stipulation III, below.

II. MITIGATION

A. The Bureau of Land Management shall ensure mitigation activities are completed.

1. The Bureau of Land Management shall ensure that materials are prepared to provide for the public interpretation of Jack Wade Dredge prior to its dismantling.

a. Public Brochure.

I) In consultation with the AKSHPO, the Bureau of Land Management is currently developing a public brochure in our *Adventures in the Past* series that will address the Jack Wade Dredge as it relates to the history of dredging in the Fortymile River drainage.

II) The brochure is anticipated to be between 12 and 20 well illustrated pages, consistent with other brochures in the *Adventures in the Past* series.

b. Interpretive Panels.

I) In consultation with the AKSHPO, the Bureau of Land Management shall develop interpretive panels for placement at an appropriate mining setting somewhere on BLM-managed land in the Fortymile River drainage, either along Jack Wade Creek (circa Milepost 81-90 of the Taylor Highway), at the mouth of Jack Wade Creek across from the BLM Walker Fork Campground (circa Milepost 81 of the Taylor Highway), or across from the BLM Chicken Field Station (circa Milepost 69 of the Taylor Highway) that will address Jack Wade Dredge as it relates to mining and the history of the Fortymile.

II) Location of the interpretive panels shall be coordinated with AKSHPO. As above, at minimum the panels shall probably be located at one of the three sites designated in II.A.1.a.I, above.

III) Content of the interpretive panels shall be coordinated with AKSHPO. At minimum, panels shall contain a concise history of the Jack Wade Dredge, historical and contemporary photographs, and schematics illustrating the working mechanics of the various mechanical components of the dredge that will also be displayed at the panel site (see II.A.1.c, below).

IV) The number of the interpretive panels shall be coordinated with AKSHPO. At minimum, the number of panels shall be three.

c. Displaying Jack Wade Dredge Machinery/ Equipment

I) In consultation with the AKSHPO, the Bureau of Land Management shall select certain remaining interpretive-quality pieces of the dredge machinery or equipment to be displayed at the future Interpretive Panel site (see II.A.1.b, above).

II) At minimum, six pieces of remaining machinery will be removed from the dredge during its dismantling, and set aside for eventual public display at the future Interpretive Panel site. The six pieces planned are the rotating screen or trommel, a large 5' diameter pulley wheel, a large wood burning boiler, the hand-lever controls, a large piece of floor-mounted machinery with geared wheels and pulley wheels, and a large multi-wheeled gear-box machinery. These pieces have been selected owing to public safety concerns, what equipment currently remain after decades of scavenging, visual display properties of the pieces, intactness of equipment, and role played by the piece in the workings of a placer gold dredge.

III) The Interpretive Panels and the dredge machinery shall be coordinated, so that the panels in part illustrate and explain the workings of the dredge equipment on display.

d. Review and submittal procedures for these products are outlined in Stipulation III.A.1.

III. SUBMITTALS

A. The Bureau of Land Management shall ensure the products of mitigation activities are submitted for comment and verification of completion.

1. Public Interpretation.

a. Public Brochure.

i. Copies of the draft outline of the proposed public brochure shall be submitted to AKSHPO no later than one (1) year after this MOA takes effect. Upon receipt, AKSHPO shall provide the Bureau of Land Management with review comments no later than 30 days.

ii. Copies of the draft public brochure shall be submitted to AKSHPO no later than one (1) year after receipt of comments on draft outline. Upon receipt of the draft, AKSHPO shall provide the Bureau of Land Management with review comments no later than 30 days.

iii. Final submittal of the public brochure shall be made to AKSHPO no later than 120 days after receipt of comments. Final submittal shall take into consideration AKSHPO review comments.

iv. Distribution of Final Brochure.

A) AKSHPO and the Bureau of Land Management each to receive 500 copies.

B) State Depository Library Clerk at the Alaska State Library to receive 20 copies.

b. Interpretive Panels.

i. Draft interpretive panels shall be submitted to AKSHPO no later than three (3) years after this MOA takes effect. Upon receipt, AKSHPO shall provide the Bureau of Land Management with review comments no later than 30 days.

ii. A second submittal shall take into consideration review comments and be made to

AKSHPO no later than one (1) year after receipt of comments. AKSHPO shall provide the Bureau of Land Management comments no later than 30 days after receipt of the second submittal.

iii. Final submittal shall take into consideration AKSHPO review comments. The Bureau of Land Management placement of the interpretive panels shall be no later than one (1) year after receiving final submittal comments.

IV. PROFESSIONAL STANDARDS

A. All work pursuant to this MOA will be developed by or under the supervision of a person or persons with appropriate professional qualifications. Historians, Archeologists, Architects, Historical Architects employed to implement the stipulations of this agreement shall meet the professional qualifications included in "Secretary of the Interior's Historic Preservation Professional Qualification Standards" (Federal Register Vol. 62, No.119, pp. 33719).

V. ANNUAL REPORTING REQUIREMENT

A. For the duration of this MOA, the Bureau of Land Management will provide the signatories an annual report that summarizes Bureau of Land Management activities or actions under this MOA. The annual report will be due by March 1st.

1. Annual reports will include the following information.

a. Summary of all actions taken under this MOA, including actions taken to meet Stipulations II and Stipulation III.

b. Status of meeting each and all stipulations of this MOA.

c. Identification of historic resource action was taken on.

d. Date mitigation action was completed.

e. Date of project completion.

f. Summary of any photographs that document actions taken.

g. Projected list of projects scheduled for coming year.

h. Maintenance of products under agreement.

i. Signature of preparer of the document.

j. Recommendations to amend this MOA or improve communications among the parties.

2. Review of Annual Report: The AKSHPO may review each report and provide review comments to the Bureau of Land Management.

a. The AKSHPO may request additional documentation or further explanations from the Bureau of Land Management.

b. AKSHPO comments and/or request for additional documentation must occur within 30 calendar days of receipt of the Bureau of Land Management report, otherwise, acceptance will be presumed. Received comments will be used by the Bureau of Land Management to determine if MOA requires amendment.

VI. REVIEW

A. The Bureau of Land Management, through the AKSHPO shall provide for review of this MOA annually. This review will occur after the comment period provided in Stipulation V.A for the annual report.

1. Any amendments to this MOA recommended during the review shall be considered in accordance with Stipulation VIII.

2. If the annual review results in a recommendation to terminate the MOA, termination of the MOA shall be considered in accordance with Stipulation IX.

VII. RESOLVING OBJECTIONS

A. Should any signatory to this MOA object in writing to the Bureau of Land Management regarding any action carried out or proposed with respect to the implementation of this MOA, the Bureau of Land Management shall consult with the objecting party.

1. If after initiating such consultation the Bureau of Land Management determines that the objection cannot be resolved through consultation, it shall forward all documentation relevant to the objection to the Council, the Bureau of Land Management's proposed response to the objection.

2. Within 30 calendar days after receipt of all pertinent documentation, the Council shall exercise one of the following options:

a. Advise the Bureau of Land Management that the Council concurs in the Bureau of Land Management's proposed response to the objection, whereupon the Bureau of Land Management will respond to the objection accordingly.

b. Provide the Bureau of Land Management with recommendations, which the Bureau of Land Management shall take into account in reaching a final decision regarding its response to the objection.

c. Notify the Bureau of Land Management that the objection will be referred to the Council membership for formal comment and proceed to refer the objection and comment within 45 calendar days.

d. The Bureau of Land Management in accordance with Section 110(l) of the NHPA shall take the resulting comment into account.

3. Should the Council not exercise one of the above options within 30 calendar days after receipt of the pertinent documentation, the Bureau of Land Management may assume the Council's concurrence in its proposed response to the objections.

B. The Bureau of Land Management shall take into account any Council recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; the Bureau of Land Management's responsibility to carry out all actions under this MOA that are not the subjects of the objection shall remain unchanged.

C. At any time during implementation of any stipulation in this MOA, should an objection to any such stipulation or its manner of implementation be raised by a member of the public, the Bureau of Land Management shall take the objection into account and consult as needed with the objecting party, the Council and the AKSHPO to address the objection.

VIII. AMENDMENT

A. The Bureau of Land Management or the AKSHPO may request that this MOA be amended, whereupon they will consult in accordance with 36 CFR § 800 to consider such amendment.

1. No amendment shall take effect until it has been executed by the Council and AKSHPO.

IX. TERMINATION

A. The Bureau of Land Management or AKSHPO may propose to terminate this MOA by providing 30-calendar days notice to the other two and other signatories explaining the reasons for the proposed termination.

1. The AKSHPO and the Bureau of Land Management will consult during this period to seek agreement on amendments or other actions that will avoid termination.

2. In the event of termination, the Bureau of Land Management will comply with 36 CFR Part 800 with regard to individual undertakings covered by this MOA and not completed at time of termination.

X. FAILURE TO CARRY OUT AGREEMENT

A. In the event the Bureau of Land Management does not carry out the terms of this MOA or if the Council determines under 36 CFR § 800.14(b)(2)(v) that the terms of this MOA are not being carried out, the Bureau of Land Management will comply with 36 CFR § 800.3 through 800.7 with regard to individual undertakings covered by this MOA.

B. In the event that the Bureau of Land Management finds that there are insufficient funds to carry out any terms of this agreement, then the Bureau of Land Management is obligated to reinstate consultation to develop a new agreement. This includes notification to the Council, public notification, and opportunity for public participation.

XI. ANTI-DEFICIENCY ACT

A. All requirements set forth in this MOA requiring the expenditure of Bureau of Land Management funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. Section 1341). No obligation undertaken by the Bureau of Land Management under the terms of this MOA will require or be interpreted to require a commitment to expend funds not obligated for a particular purpose.

1. If the Bureau of Land Management cannot perform any obligations set forth in the MOA due to the unavailability of funds, the Bureau of Land Management, the SHPO, and the Council intend the remainder of the agreement to be executed.

2. In the event that any obligation under the MOA cannot be performed due to the unavailability of funds, the Bureau of Land Management agrees to utilize its best efforts to renegotiate the provision, and may require that the parties initiate consultation to develop an amendment to this MOA when appropriate.

XII. DURATION

A. This MOA shall become effective upon execution by the Bureau of Land Management or the AKSHPO and shall remain in effect until terminated in accordance with Stipulation III or 10 years after it becomes effective.

EXECUTION AND IMPLEMENTATION of this Memorandum of Agreement evidences that the Bureau of Land Management has satisfied its Section 106 and Section 110(f) responsibilities for all undertakings in this program.

IDENTIFY FEDERAL AGENCY/RESPONSIBLE AGENCY OFFICIAL

BY: Thomas R. Edgerton DATE: 10/21/03
(Thomas Edgerton; Supervisory Team Manager, Bureau of Land Management-Northern Field Office)

ALASKA STATE HISTORIC PRESERVATION OFFICER

BY: Judith Bittner DATE: 10/27/03
(Judith Bittner, Alaska State Historic Preservation Officer)

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

550 W. 7th Ave., SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

October 30, 2003

File No.: 3130-2R DOT
3330-6 EAG-12, EAG-305
3330-6N EAG-13, EAG-405, EAG-406

SUBJECT: Taylor Highway, Milepost 64.5 to Canadian Border
Project 66446

Patricia Wightman
Environmental Coordinator
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

Dear Ms. Wightman,

We have reviewed your correspondence (received October 6, 2003) regarding the referenced project for conflicts with cultural resources under Section 106 of the National Historic Preservation Act. Based on our records and the report *Cultural Resource Survey of the Taylor Highway MP 64.5-95.6 and the Top of the World Highway MP 0.0 -13.5 (Jack Wade Junction to the U. S.- Canadian Border)*, Project No. 66446 (Rolfe Buzzell 2003), we concur with the following:

- Jack Wade Camp at Mile 89.9 (EAG-12) is eligible for the National Register of Historic Places (NRHP) as an historic district under Criterion A.
- The Twenty-four Inch Diameter F. E. Company Water Pipeline (EAG-305) is eligible for the NRHP within the Chicken Historic District (EAG-8) as a contributing property but is not eligible outside of the district.
- The following sites are not eligible for the NRHP:
 - Joe Dankin Cabin Ruins (EAG-13)
 - Frame Cabin (EAG-405)
 - Frame Cabin (EAG-406)
- The following cultural remains are either isolated artifacts or too recent to be assigned AHRS numbers or considered for eligibility to the NRHP:
 - Small Depression, Two Boards, and a No. 10 Can
 - Old Road Bed

- Vehicle Maintenance Site
- Steam Boiler
- Canadian Customs Residence
- Two Log Cabins at Poker Creek Border Crossing
- Quartz Fragment/ Possible Artifact

We also concur that no historic properties will be affected by this undertaking provided that any road widening or staging areas in the vicinity of Jack Wade Camp (EAG-12) or Jack Wade Dredge (EAG-50) occur on the opposite side of the present highway from EAG-12 and EAG-50. A buffer of trees should also be maintained between EAG-12 and the highway.

Please contact Stefanie Ludwig at 269-8720 if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:sl

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

October 2, 2003

Re: Taylor Highway MP 64.5 to the Canadian
Border - Project No. 66446
**Section 106 Consultation Determination
of Eligibility and Finding of Affect**

Ms. Judith Bittner
State Historic Preservation Officer
Department of Natural Resources
Office of History and Archeology
500 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) in cooperation with the Federal Highway Administration (FHWA) is proposing to upgrade the Taylor Highway from the Mosquito Fork Bridge (Milepost 64.5) north to the Canadian Border. ASCG Incorporated (ASCG) is assisting ADOT&PF with the preparation of the environmental documents.

The project begins at the Mosquito Fork Bridge and ends at the Canadian Border. The project is located on U.S. Geological Survey quad maps Eagle A-1 and A-2 (see enclosed report for figures of the project area). The work entails minor road realignments; roadway widening and surface treatment; bridge replacement and repair; drainage improvements; turnout, wayside, and parking area construction; and highway sign installations. Approximately 70.8 kilometers (44 miles) of highway are affected. BLM is the principal land manager in the Fortymile area.

SECTION 106 COMPLIANCE AND ACTION TAKEN

The FHWA is providing funding for this project and ADOT&PF is managing the project. This letter summarizes the actions taken to comply with Section 106 of the National Historic Preservation Act and requests your concurrence with our conclusions on behalf of the FHWA.

Development of this project is being coordinated with all pertinent federal, state, and local agencies.

The Office of History and Archaeology (OHA) was contracted by ADOT&PF to complete a cultural resource survey of the project area in 2002. Prior to the 2002 survey, state archaeologists had conducted six surveys along the Taylor Highway. OHA completed the field work along the proposed alignment and material sites August 19-23, 2002. Their report is enclosed with this letter. BLM reviewed the findings in the draft OHA report and concurred with the findings. The BLM letter is also enclosed for your reference.

Based on research presented in the OHA Report *Cultural Resource Survey of the Taylor Highway MP 64.5 - 95.6 and the Top of the World Highway MP 0.0 - 13.5* the project is not expected to adversely impact known historical, architectural, archaeological, or cultural resources. The rationale for this decision is discussed below.

The Area of Potential Effect (APE) has been defined as 150 feet from the centerline of the proposed road improvements based on expected possible project impacts and input from OHA and BLM. ADOT&PF has identified two sites within the APE, Jack Wade Dredge at MP 86 (EAG-050) and Jack Wade Camp at MP 89.9 (EAG-012).

Jack Wade Dredge – The Jack Wade Dredge was determined eligible for the NRHP under Criteria A by the U.S. Bureau of Land Management, with concurrence of the State Historic Preservation Officer on July 16, 1999. Currently, BLM is completing a memorandum of agreement with the Alaska State Historic Preservation Office for dismantling the Jack Wade Dredge. According to BLM, it is likely the dredge will be dismantled before reconstruction of the road; therefore negating any impact from ADOT&PF's proposed project. Currently, dismantlement of the dredge by BLM is planned for fall 2003 or summer 2004. Previously, a wayside was planned at this location, but due to dismantlement of the dredge the wayside was removed as part of the ADOT&PF Taylor Highway project. If the dredge has not been dismantled before road reconstruction (currently scheduled for 2007), ADOT&PF does not expect any adverse impacts to the site because the roadway will stay within the existing footprint adjacent to the dredge, and be widened on the other side of the road, away from the dredge.

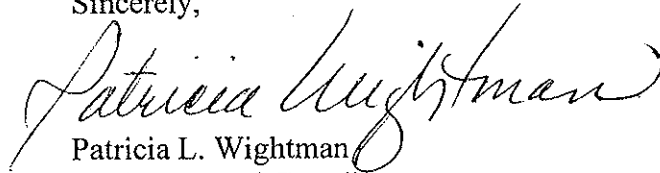
Jack Wade Camp – The Jack Wade Camp at Mile 89.9 meets the eligibility criteria for the NRHP as a historic district under Criteria A. At Jack Wade Camp ADOT&PF plans to shift the road alignment away from the mining camp. The mining camp is currently 140 feet north of the Taylor Highway. The vegetation blocking the camp from the road will not be disturbed, as requested by BLM.

BLM has concurred that a boiler located in Wade Creek at MP 87.6 does not qualify for the National Register of Historic Places, but requested that it be salvaged if the site is disturbed during construction. Currently no disturbance is anticipated.

In addition to the Jack Wade Dredge and Jack Wade Camp, OHA identified seven sites outside the APE and twelve sites that did not meet the eligibility criteria for the National Register of Historic Places (NRHP). The full report is enclosed for your review.

At this time, we are seeking your concurrence of eligibility for the two sites within the APE and a "Finding of No Historic Properties Affected" by this project. Please indicate your concurrence by signing or stamping the signature line below. Thank you for reviewing this project and we look forward to your input on this matter. If you have any questions or concerns, please feel free to contact Melissa Parker, Environmental Analyst, at (907) 451-5293 or e-mail to melissa_parker@dot.state.ak.us.

Sincerely,


Patricia L. Wightman
Environmental Coordinator

Judith Bittner
State Historic Preservation Officer

Date

MP/dt

Enclosures: OHA Report *Cultural Resource Survey of the Taylor Highway MP 64.5 - 95.6 and the Top of the World Highway MP 0.0 - 13.5*
BLM Cultural Review Correspondence

cc:

Tim Woster, P.E., Engineering Mgr., DOT&PF, 2301 Peger Rd., Fairbanks, AK 99709
Kim Stricklan, P.E., Arctic Slope Consulting Group, 301 Danner Ave., Anchorage, AK 99518
Edward J. DeCleva, Northern Region Liaison, FHWA, P.O. Box 21648, Juneau, AK 99802



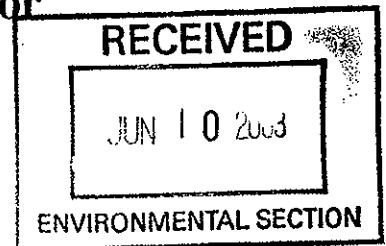
United States Department of the Interior

BUREAU OF LAND MANAGEMENT

NORTHERN FIELD OFFICE

1150 University Avenue

Fairbanks, Alaska 99709-3899



In reply refer to:
8111.6(AK-026)

JUN 05 2003

Melissa Parker, Environmental Analyst
State of Alaska Department of Transportation & Public Facilities
Design & Engineering Services Division, Northern Region
2301 Peger Rd.
Fairbanks, AK 99709-5316

Dear Ms. Parker:

Working under a contract for the Alaska Department of Transportation & Public Facilities (AKDOT&PF), Office of History & Archaeology (OHA) personnel (Rolfe Buzzell, Charles Holmes) surveyed along the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 for cultural resources. The results of their investigations have been submitted to AKDOT as a draft report for review (Rolfe G. Buzzell, 2003, DRAFT, Cultural Resource Survey of the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 (To the U.S. – Canadian Border), Project 66446, Office of History and Archaeology Report No. 94, Alaska Department of Natural Resources, Anchorage), which in turn has been forwarded to myself for review of those cultural sites falling on Bureau of Land Management lands in the area of the proposed action. Amongst the cultural sites identified during the project, Buzzell identifies seven cultural sites on BLM-managed lands that are within or very close to the area of potential effect (APE), that is, within the associated ROW's.

The Fortymile Area geographic team of the BLM-Northern Field Office concurs with their general findings, that four of the sites do not meet eligibility requirements for the NRHP:

1. small depression with two boards and a No. 10 can, no AHRS no., Taylor MP 68.0;
2. EAG-00013 Joe Dankin Cabin ruins, Taylor MP 74.7;
3. steam boiler, no AHRS no., Taylor MP 87.6;
4. 1960s-1970s Mining Camp Site, possibly EAG-00056, Taylor MP 83.0.

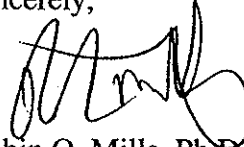
A fifth site (EAG-00060), a prehistoric site, does not currently exist and was likely destroyed prior to the original 1975 discovery survey (Bowers et al. 1975). A sixth site (EAG-00050 Jack Wade Dredge, Taylor MP 86.0) has already been determined eligible for nomination to the

NRHP in 1999. We further concur with Buzzell's (2003) recommendation that the seventh, and last site, EAG-00012, Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A.

Please see the enclosed "Assessment of Archaeological and Historic Resources" form, which outlines in more detail the rationale for these concurrences. Please note in particular those comments associated with the steam boiler (#3, above), the Jack Wade Dredge (#6, above), and the Jack Wade Camp (#7, above) in that enclosed document.

Please feel free to contact me (907-474-2359, Robin_Mills@ak.blm.gov) at any time if you have questions regarding this matter.

Sincerely,



Robin O. Mills, Ph.D.
Archaeologist

1 Enclosure 1

1 - Assessment of Archaeological and Historic Resources, Robin Mills BLM-NFO AK026
Archaeologist, June 2003

cc: with enclosure

Mary Figarelle, Supervisory Team Manager, Tok Field Office, BLM.

Tom Edgerton, Supervisory Team Manager, Northern Field Office, BLM.

Rolfe Buzzell, Historian, Office of History and Archaeology, Alaska Department of Natural Resources.

Patricia Wightman, Environmental Coordinator, State of Alaska Department of Transportation & Public Facilities Design & Engineering Services Division, Northern Region.

Stefanie Ludwig, Archaeologist II, Office of History and Archaeology, Alaska Department of Natural Resources.

ASSESSMENT OF ARCHAEOLOGICAL AND HISTORIC RESOURCES

Serial Number	N/A
EA Number	N/A
Applicant	Alaska Department of Transportation, C/O Melissa Parker, Environmental Analyst
Date	06/04/03

Location:

BLM-managed land along Taylor Highway Milepost 64.5 – 95.6. Primarily where the Taylor Highway traverses through BLM-managed lands within the Fortymile Wild and Scenic River Corridor along (1) the South Fork of the Fortymile River (circa Taylor MP 72.5-76), (2) Wade Creek (circa Taylor MP 82.0-92.0), and (3) a small piece of land alongside Mosquito Creek (circa Taylor MP 67.8-68.5).

Description of Proposed Action:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), plans to rehabilitate and improve the structural integrity of the Taylor Highway from Milepost 64.5 to MP 95.6 (Jack Wade Junction) and the Top of the World highway MP 0.0-13.5 (to the U.S.-Canadian border). This work entails minor road realignments, roadway widening and surface treatment, bridge replacement and repair, drainage improvements, turnouts, waysides and parking area construction, and highway sign installation.

Portions of this work occur on lands managed by the Bureau of Land Management (BLM), primarily those within the Fortymile Wild and Scenic River Corridor (FWSRC) along (1) the South Fork of the Fortymile River (circa Taylor MP 72.5-76), (2) Wade Creek (circa Taylor MP 82.0-92.0), and (3) a small piece of land alongside the Mosquito Fork (circa Taylor MP 67.8-68.5).

Portions of the proposed work occur outside of the 100' right-of-way (ROW) boundaries from the existing Taylor Highway centerline.

OFFICE REVIEW

Existing data review and Description of past inventory work in the area

For the sections of BLM-managed land outlined above, two previous systematic archaeological surveys have taken place: (1) Bowers, Turney and Cole (1975) surveyed along Taylor Hwy Mile 0.0 and 96 in 1975, and (2) Buzzell (2003) and Holmes visited the area in 2002 in direct conjunction with this current AKDOT&PF project, outlined briefly above in the Proposed Action. **THEIR DRAFT REPORT** (Rolfe G. Buzzell, 2003, DRAFT, Cultural Resource Survey of the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 (To the U.S. – Canadian Border), Project 66446, Office of History and Archaeology Report No. 94, Alaska Department of Natural Resources, Anchorage) **IS HERE BEING EVALUATED HERE, FOR THOSE LANDS SPECIFICALLY MANAGED BY THE BLM ALONG THIS ROUTE.**

Non-systematic testing by BLM archaeologist John P. Cook also occurred in the early 1980s in the area of the

Proposed Action now managed by BLM. Sites found by these efforts (EAG-00146; EAG-00154), which are alongside the Taylor Hwy but outside of the 100 ft. ROW and the APE, in the vicinity of the Walker Fork Bridge at Taylor MP 82.0, will not be further considered here.

FIELD EXAMINATION

Description of the area surveyed

Bowers et al. (1975) and Buzzell (2003) surveyed primarily within a couple hundred feet of the Taylor Hwy, and both conducted their work as a direct result of intended construction on the Taylor Highway. The area is located within the U.S. Geological Survey Eagle quadrangle (A-1 and A-2). As summarized by Buzzell (2003:3), "The vegetation of the area's gently rolling, well drained hills and ridges is typically upland spruce and hardwood forest (mixed white and black spruce, birch and aspen) with low brush bog and muskeg in the drainage valleys and lower elevations. In the swales and depressions between hills, low growing forests consist of black spruce interspersed with tamarack, paper birch, and willows. Alpine tundra occupies the sites of highest elevation. ... There is evidence of old and new forest fire burns."

Much commercial placer gold mining has occurred since the late-19th century throughout the Fortymile drainage, and in our Project Area. As a result, much mining tailings piles and disturbed ground occurs adjacent to the rivers and creeks, which the Taylor Hwy accompanies for portions of the area examined here, along the Mosquito Fork, South Fork, and particularly Wade Creek. Corresponding thick disturbance vegetation (willows, birch, alders) occurs in these areas.

Survey methodology

Bowers et al. (1975) utilized a number of research methods in their investigation, including historic and archaeological literature review, aerial photos, discussions with professional colleagues, a literature and map review of the USGS quads, extensive oral histories with residents of the Taylor Hwy region, and select on-the-ground reconnaissance and testing of specific re-alignment locales and material sources.

Buzzell (2003:31) utilized a number of research methods in their investigation, including reviewing reports of previous cultural resource surveys (including Bowers et al. 1975) and the Alaska Heritage Resources Survey. The researchers also walked "both sides of the right-of-way in a zig-zag pattern on selected portions of the proposed alignment changes. Some portions were not walked because the steep cut banks above and below the existing road way, or recent development made site potential non-existent. The investigators also examined seven proposed material sites adjacent to the proposed alignment. ... The investigators also did historical research, including informal interviews with people knowledgeable about the local area, to understand the development of the area and the uses of each of the sites." The investigators also examined the Alaska Resources Library and Information Services Center (Anchorage), the Z.L. Loussac Library (Anchorage), and photo collections at the Anchorage Museum of History and Art, the Rasmuson Library at the University of Alaska Fairbanks, and the State Library in Juneau. "The scope of the work called for a survey to locate, identify and evaluate for significance any cultural resources found along the proposed alignment and on proposed material sites that might be used during construction of the project" (Buzzell 2003:4). Historic significance of sites was evaluated using the four criteria of significance identified in 36 CFR 60.4 (i.e., in sum, those sites associated with significance events, significant persons, embodying distinctive architectural characteristics, and/or those sites that have or have the potential to yield important historic or prehistoric data).

Results of survey

Bowers, Turney and Cole (1975), surveyed along Taylor Hwy Mile 0.0 and 96, and examined 28 material sources, 12 realignment sections, and six proposed bridge projects, and examined and recorded in varying degrees 28 historic sites, two paleontology sites, and two prehistoric sites.

Buzzell (2003) and Holmes visited the area in 2002 in direct conjunction with this current AKDOT&PF project, outlined briefly above in the Proposed Action. They investigated 21 buildings, historic buildings, structures or sites

of potential interest.

One site visited by Bowers et al. (1975) but not reported on *specifically* in Buzzell (2003) is EAG-00056 (misidentified in Bowers et al. 1975 as EAG-00075), which also falls on BLM managed land and is close to the APE along Wade Creek. However, see reference to Buzzell's (2003) "1960s-1970s Mining Camp Site" below, and how these two sites are likely one and the same.

In addition, I am personally aware of a variety of pieces of dredge equipment and/or metal hardware, purportedly from the Jack Wade Dredge (EAG-00050) from when it was refurbished in the 1930s and moved to its present Wade Creek locale at MP 86.0 (Bob Burritt, retired BLM Tok manager, personal communication September 1999). These pieces reportedly lie amongst the tailings and willows immediately north of the Taylor Hwy just past the BLM Walker Fork Campground, approximately MP 82.5 – 82.9. Also, known Jack Wade Dredge equipment pieces also exist immediately north and off of the Taylor Hwy just past MP 88, on an old mining claim that just became null and void and reverted back to sole BLM management.

RESULTS

Anticipated impacts to cultural resources

Based primarily upon the efforts of the Bowers et al. (1975) and Buzzell (2003) reports, the following sites are known to be located within or immediately adjacent to the ROW, for that land specifically managed by the BLM within the survey area described above, and might be impacted by the Proposed Action: (1) the Jack Wade Dredge (EAG-00050) at MP 86.0, (2) the Jack Wade Camp (EAG-00012) at MP 89.9, (3) a small depression, two boards and a No. 10 can at MP 68.0, (4) the Joe Dankin Cabin Ruins (EAG-00013) at MP 74.7, (5) a steam boiler in the creek of Wade Creek at MP 87.6, and (6) 1960s-1970s Mining Camp site (possibly EAG-00056) just past MP 83.0.

In addition, Buzzell (2003:38) indicates that a prehistoric site (EAG-00060) used to exist immediately adjacent to an old material site (F-21286) located at MP 73.6 on BLM-managed lands, and originally reported in Bowers et al. (1975). Site artifacts identified by Bowers comprised two prehistoric lithic artifacts (a biface, and a worked quartzite piece) found in a disturbed area at the upper edge of the material site. Twenty test pits in 1975 failed to reveal evidence of further undisturbed remains in the vicinity. The site area was visited by Buzzell (2003: 38) in 2002, but no further artifacts were noticed.

As above (Results of Survey), I am aware of a number of pieces of dredge equipment and metal hardware, purportedly from the refurbishment of the Jack Wade Dredge (EAG-00050) in the 1930s, immediately alongside the Taylor Hwy at MP 82.5 – 82.9 and MP 88. The items are close to but likely fall just outside of the highway's ROW. In addition, AKDOT engineering sheets for Project F-M-0617(5) (dated 2002) that were supplied to me for the purposes of this review, indicate NO planned deviation from the right-of-way for these stretches of the road. If this remains the case for the duration of the project, then no impacts to these cultural remains are anticipated by the present project.

National Register eligibility

The BLM-Northern Field Office concurs with the general recommendations outlined in the Buzzell report (2003):

1. small depression with two boards and a No. 10 can; no AHRS no.; Taylor MP 68.0; see Buzzell (2003:37-38). Not eligible to the National Register of Historic Places (NRHP).
2. EAG-00013, Joe Dankin Cabin ruins; Taylor MP 74.7; see Buzzell (2003:38-39). Not eligible to the NRHP.
3. steam boiler; no AHRS no.; Taylor MP 87.6; see Buzzell (2003:45). Not eligible to the NRHP.

However, this complete, large steam boiler, although a cultural isolate out of original behavioral and functional context, symbolizes continuous active mining along Wade Creek since 1895. Although lots of tailings exist along

this creek, few actual vestiges of mining equipment remain to this day, excepting those few that are mentioned in this letter (i.e., Jack Wade Dredge pieces at various locales; dredge pieces and mining equipment at the Jack Wade Camp, EAG-00012; the Jack Wade Dredge itself, EAG-00050; this boiler at MP87.6). Although no disturbance of this boiler is apparently planned after reviewing the AKDOT Engineering plans for this project (sheet #22), I am aware that these plans are not finalized. If disturbance or destruction of this boiler is anticipated at a future date by this project, then I recommend that this boiler be removed to another location for public display and interpretation. This work would be done in consultation with the active mine claimant on whose claim this boiler currently lies. BLM is planning other similar public mining interpretation sites with mining equipment in the Fortymile Drainage, and this boiler could easily be made part of one of these outdoor public displays.

4. EAG-00050, Jack Wade Dredge; Taylor MP 86.0); see Buzzell (2003:43-45). EAG-00050 has already been determined eligible for determination to the NRHP in 1999, via consultation and concurrence between the BLM and the Alaska State Historic Preservation Office (AKSHPO).

However, in spring 2003 BLM management decided that the severely dilapidated state of the Jack Wade Dredge posed a threat to public safety, which could not be otherwise addressed except by dismantling and removal of the structure. On May 12, 2003 the AKSHPO concurred with BLM's determination that a dismantling of the Jack Wade Dredge (EAG-00050) will have an adverse effect on historic properties. The AKSHPO and the BLM, at this time (June 2003) are drafting a memorandum of agreement (MOA) to mitigate the adverse effects of dismantling the dredge. Thus, once this MOA is written and signed (anticipated: Late June -Early July 2003), the issue of mitigating any impact to the dredge from road construction by the proposed re-alignment project becomes a moot point, as the dredge will already be dismantled (planned: fall 2003 - summer 2004) and removed by the time the AKDOT re-alignment project begins.

HOWEVER, if plans for the dismantling and removal of the dredge do not take place as anticipated, and remain standing at the time of road re-alignment at MP 86.0, impact to this NRHP-eligible property must be avoided. In a letter from Patricia Wightman (AKDOT Environmental Coordinator) to myself, dated May 19, 2003 (re: Taylor Highway Project No. 66446, Section 106 Consultation), this sentiment of avoidance is clearly implied: "At the Jack Wade Dredge the roadway will stay within the existing footprint adjacent to the dredge, and widened on the other side of the road, away from the dredge."

5. We concur with Buzzell's (2003) recommendation that EAG-00012, Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A. For a background discussion on EAG-00012, the Jack Wade Camp, at Taylor MP 89.9, see Buzzell (2003:45-52).

Although the Jack Wade Camp is 140 feet from the Taylor Highway centerline and is technically outside of the ROW, I still concur with Buzzell (2003:62) that it is physically close enough to fall within the APE to warrant concern. I concur with him that the 10 historic standing buildings (EAG-00392, EAG-00393, EAG-00394, EAG-00395, EAG-00396, EAG-00397, EAG-00398, EAG-00400, EAG-00402, EAG-00403), two ruins (EAG-399; EAG-00404), one structure (EAG-00401) and numerous historic mining-related artifacts at the site meet the eligibility criteria for the NRHP as an historic district under Criteria A. IN ADDITION, I would add one additional ruin to be included with the proposed historic district, a semi-subterranean depression of unknown function (no AHRS no.) dug into the hillside and located immediately southwest of the Cook Shack Cabin (EAG-00393) I concur that EAG-00012 is associated with (local) events that have made a significant contribution to the broad patterns of our (local and regional Alaskan) history (36 CFR 60.4). As per Buzzell (2003:62), and after visiting, mapping and recording the camp myself in 2001, I feel that the camp has integrity of location, design, setting, materials, workmanship, feeling, and association.

As with the Jack Wade Dredge discussion above (#4), AKDOT in the same letter to me dated May 19, 2003 agrees with the Buzzell recommendation to avoid impacting this site, either directly, or visually by not impacting the current line of vegetation that exists between the site and the Taylor Hwy: "At the Jack Wade Mining Camp [EAG-00012] we plan to shift the road alignment away from the mining camp."

6. As suggested in Bowers et al. (1975) and reconfirmed in Buzzell (2003:38), a prehistoric site (EAG-00060) used to exist immediately adjacent to an old material site (F-21286) located at MP 73.6 on BLM-managed lands. Two prehistoric artifacts were found in a disturbed area at the upper edge of the material site in 1975. Twenty test pits in

1975 failed to reveal evidence of further undisturbed remains in the vicinity. The site area was visited by Buzzell (2003: 38) in 2002, but no further artifacts were noticed. I concur that the site was likely destroyed prior to Bowers' 1975 survey, and that they located only disturbed remnant artifacts from the site during their survey. As a result, I concur that the current AKDOT project will not impact this site.

7. possibly EAG-00056 (cabin) / 1960s-1970s Mining Camp Site; Taylor MP 83.0; see Buzzell (2003:42). Not eligible to the NRHP.

Buzzell's (2003:42) "Mining Camp Site", consisting of a scatter of 1960s-1970s era artifacts, boards, ruins of a meat cache, depression filled with water, and two relatively flat areas where tents may have been used, are all located about 540 feet north of the Taylor Highway just past MP 83.0. The trash is scattered over a roughly 75 ft. area. This is the same place where Bowers et al. (1975) report EAG-00056, "a cabin with vertical plank siding" of about 15 x 10 feet. As per Bowers' report, "The cabin has been occupied recently [note the 1975 survey date], and there is a great deal of litter in the area. The cabin is less than one-eighth of a mile off the west side of the Taylor Highway" (Bowers et al. 1975).

These two descriptions, corresponding to the same locale, seem to match, and since the artifacts date to roughly the same era, it would seem that either (1) the plank cabin reported by Bowers et al. was misidentified by Buzzell as a meat cache, (2) the meat cache ruins identified by Buzzell were misidentified by Bowers as a cabin, or (3) the cabin has since been removed from the site between 1975 and 2002, the times of the two surveys.

REGARDLESS, we concur with Buzzell's (2003:42) general impression that owing to the relatively recent occupation of this site area, the site is not eligible to the NRHP.

Conclusions & Recommendations

Working under a contract for the Alaska Department of Transportation & Public Facilities (AKDOT&PF), Office of History & Archaeology (OHA) personnel (Rolfe Buzzell, Charles Holmes) surveyed along the Taylor Highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 for cultural resources. The results of their investigations have been submitted as a draft report for review (Buzzell 2003). Certain portions of the highway right-of-way (ROW) traverse through Bureau of Land Management land. Amongst the cultural sites identified during the project, Buzzell (2003) identifies seven cultural sites on BLM-managed lands that are within or very close to the area of potential effect (APE), that is, within the associated ROW's.

The Fortymile Area geographic team of the BLM-Northern Field Office concurs with their general findings, that four of the sites (1. small depression with two boards and a No. 10 can, Taylor MP 68.0; 2. EAG-00013 Joe Dankin Cabin ruins, Taylor MP 74.7; 3. steam boiler, Taylor MP 87.6; 4. 1960s-1970s Mining Camp Site, Taylor MP 83.0) do not meet eligibility requirements for the NRHP. A fifth site (EAG-00060), a prehistoric site, does not currently exist and was likely destroyed prior to the original 1975 discovery survey (Bowers et al. 1975). A sixth site (EAG-00050 Jack Wade Dredge, Taylor MP 86.0) has already been determined eligible for nomination to the NRHP in 1999. We further concur with Buzzell's (2003) recommendation that the seventh, and last site, EAG-00012, Jack Wade Camp, located at Taylor MP 89.9, appears to meet the eligibility criteria for the NRHP as an historic district under Criteria A.



Robin O. Mills
Archaeologist

References Cited

Bowers, Peter M., John H. Turney, and Terrence Cole
1975 Archaeological and Historical Investigations Along the Taylor Highway. Miscellaneous Publications, History and

Archaeology Series No. 13, Alaska Division of Parks, Anchorage, Alaska.

Buzzell, Rolfe G.

2003 . DRAFT REPORT: Cultural Resource Survey of the Taylor highway MP 64.5 – 95.6 and the Top of the World Highway MP 0.0 – 13.5 (To the US – Canadian Border), Project 66446. Office of History and Archaeology Report No. 94, Division of Parks and Outdoor Recreation, Anchorage, Alaska.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

May 19, 2003

Re: Taylor Highway MP 64
to Canadian Border
Project Nos. 66446
Section 106 Consultation

Mr. Robin Mills
Bureau of Land Management
1150 University Avenue
Fairbanks, Alaska 99709

Dear Mr. Mills:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), plans to rehabilitate and improve the structural integrity of the Taylor Highway from Milepost 64.5 to MP 95.6 (Jack Wade Junction) and the Top of the World Highway MP 0.0 – 13.5 (to the U.S. Canadian Border) Sheet 1. This work entails minor road realignments; roadway widening and surface treatment; bridge replacement and repair; drainage improvements; turnout, waysides, and parking area construction; and highway sign installation.

As part of the Section 106 process, ADOT&PF has contracted with the Office of History and Archaeology (OHA) to conduct a Cultural Resource Survey for this project. A draft copy of this report is enclosed for your review. Location maps of all potential material sites for this project are provided on Sheets 2 and 3. As you requested, we have also enclosed detailed plan sheets of the proposed road realignment and footprint changes along Wade Creek (Sheet 4). These are not final design plan sheets, but a maximum estimate of potential project impacts along this section of highway. These plan sheets show each location where we anticipate project development outside of the existing right-of-way (ROW) with the maximum number of feet estimated for each location. There are two types of ROW boundaries along the road alignment that parallels Wade Creek: 1) BLM land with 100' on either side of centerline, and 2) Mining Claim Lands with ROW from toe to toe of the existing roadway. Land rights and ROW boundaries are marked on each plan sheet.

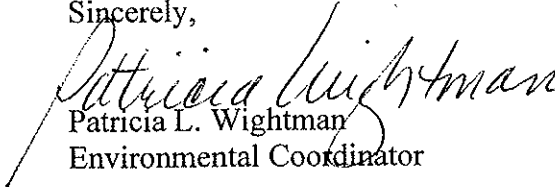
In the Cultural Survey Report, OHA identified two properties within the area of potential effect (APE) that were determined eligible or appear to meet the eligibility criteria for the National Register of Historic Places (NRHP). These properties are the Jack Wade Dredge and Jack Wade Camp. At the Jack Wade Dredge the roadway will stay within the existing



footprint adjacent to the dredge, and widened on the other side of the road, away from the dredge (Sheet 12 and 13). In coordination with BLM, we also plan to construct a pullout with two interpretative signs adjacent to the dredge. The exact location and footprint of this pullout is unknown at this time. At the Jack Creek Mining Camp we plan to shift the road alignment away from the mining camp.

As part of the 106 Consultation process, we appreciate any comments you might have to ensure we have identified all historic or archeological properties potentially impacted by this project. If you require additional information please contact Melissa Parker, Environmental Analyst, at (907) 451-5293, or by e-mail at Melissa_Parker@dot.state.ak.us.

Sincerely,



Patricia L. Wightman
Environmental Coordinator

MP

Enclosures: As stated

cc: Tim Woster, P.E., Design Project Manager, ADOT&PF, Northern Region
Kim Stricklin, ASCG, Environmental Consultant, Anchorage, AK
Ed DeCleva, Legislative Liaison, FHWA, P.O. Box 21648, Juneau, AK 99802
Nancy Whicker, Team Leader, BLM, Tok, AK

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316

TELEPHONE: (907) 451-5293

TDD: (907) 451-2363

FAX: (907) 451-5103

E-Mail: melissa_parker@dot.state.ak.us

May 19, 2003

Re: Taylor Highway MP 64
to Canadian Border
Project No. 66446
Section 106 Consultation

Dot Lake Village Council
P.O. Box 2279
Dot lake, AK 99737-2279

Dear Sir/Madam:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), plans to rehabilitate and improve the structural integrity of the Taylor Highway from Milepost 64.5 (Mosquito Fork Bridge) to MP 95.6 (Jack Wade Junction) and the Top of the World Highway MP 0.0 – 13.5 (to the U.S. Canadian Border) Sheet 1. This work entails minor road realignments; roadway widening and surface treatment; bridge replacement and repair; drainage improvements; turnout, waysides, and parking area construction; and highway sign installation. Location maps of all potential material sites for this project are provided on Sheets 2 and 3.

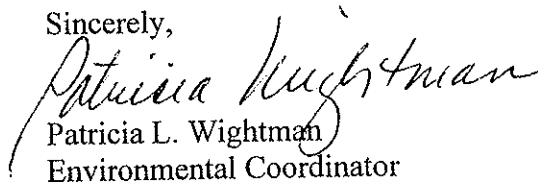
The present highway alignment will be maintained except for minor realignments to reduce curvature on corners and shifting the highway away from Wade Creek floodplain between MP 84 and 85. The maximum proposed highway realignment at corners is 50 feet from the existing highway centerline. Along Wade Creek, the maximum shift is 100 feet from centerline. The road will be improved by widening the road to 28 feet with two 12-foot lanes and 2-foot shoulders, and surfaced with "high float asphalt." Drainage will be improved to convey water away from the road by ditching parallel to the road and installing cross-drainage under the road. A wayside will be constructed at Walker Fork (MP82). The Walker Fork wayside will be located on the southeast side of the road and will have outhouses, interpretive signing, and possible picnic tables. Scenic turnouts are planned where the new road will accommodate using the old road for turnouts at MP 77 on the eastside of the road and MP 78 on the northwest side of the road. A trailhead parking area is planned for the Mosquito Fork Dredge Hiking Trail (MP 68) on the south side of the highway within ADOT&PF right of way. The parking area will have no

facilities. Highway signing will also be installed, including milepost markers and standard highway signs for direction and safety information.

As part of the Section 106 process, ADOT&PF has contracted with the Office of History and Archaeology (OHA) to conduct a Cultural Resource Survey for this project. A draft copy of this report is available at your request. In the Cultural Survey Report, OHA identified two properties within the area of potential effect (APE) that were determined eligible or appear to meet the eligibility criteria for the National Register of Historic Places (NRHP). These properties are the Jack Wade Dredge and Jack Wade Camp. At the Jack Wade Dredge the roadway will stay within the existing footprint adjacent to the dredge, and widened on the other side of the road, away from the dredge. In coordination with BLM, we also plan to construct a pullout with two interpretative signs adjacent to the dredge. The exact location and footprint of this pullout is not known at this time. At the Jack Creek Mining Camp we plan to shift the road alignment away from the mining camp.

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Environmental Coordinator

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Ed DeCleva, Legislative Liaison, FHWA, P.O. Box 21648, Juneau, AK 99802

Tribal 106 Consultation Mailing List for Taylor Highway MP 64 to Border

**Ms. Lorraine Titus, President
Northway Village Council
P.O. Box 516
Northway, AK 99764**

**Mr. Jerry Issac, President
Tanacross Village Council
P.O. Box 76009
Tanacross, AK 99776**

**Tanacross, Inc.
P.O. Box 76029
Tanacross, AK 99776**

**Mr. Donald Adams, President
Tetlin Tribal Council
P.O. Box TTL
Tetlin, AK 99779**

**Tok Native Association
P.O. Box 372
Tok, AK 99780**

**Dot Lake Village Council
P.O. Box 2279
Dot lake, AK 99737-2279**

**Mr. Norm Phillips
Doyon Limited
1 Doyon Place, Suite 300
Fairbanks, AK 99701**

**Mr. Donald Adams
Tetlin Village Council
P.O. Box TTL
Tetlin, AK 99779**

**Village of Eagle
P.O. Box 19
Eagle, AK 99738**

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5293
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: melissa_parker@dot.state.ak.us

May 19, 2003

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Project No. 66446
Section 106 Consultation

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P.O. Box 2279
Dot lake, AK 99737-2279

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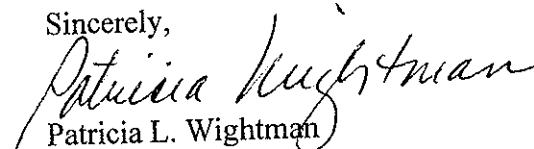
May 19, 2003

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Ed DeCleva, Legislative Liaison, FHWA, P.O. Box 21648, Juneau, AK 99802

Tribal 106 Consultation Mailing List for Taylor Highway MP 64 to Border

**Ms. Lorraine Titus, President
Northway Village Council
P.O. Box 516
Northway, AK 99764**

907-778-2311, Contact Gerald Albert

**Mr. Jerry Issac, President
Tanacross Village Council
P.O. Box 76009
Tanacross, AK 99776**

907-883-5024, Contact Jerry Issac

**Tanacross, Inc.
P.O. Box 76029
Tanacross, AK 99776**

907-883-4130

**Mr. Donald Adams, President
Tetlin Tribal Council
P.O. Box TTL
Tetlin, AK 99779**

907-324-2130, Left message

✓ **Tok Native Association
P.O. Box 372
Tok, AK 99780**

907-883-3718, Liz Weber
883-5185 ←

**Dot Lake Village Council
P.O. Box 2279
Dot lake, AK 99737-2279**

907-882-2695
Bill or Chuck Miller

**Mr. Norm Phillips
Doyon Limited
1 Doyon Place, Suite 300
Fairbanks, AK 99701**

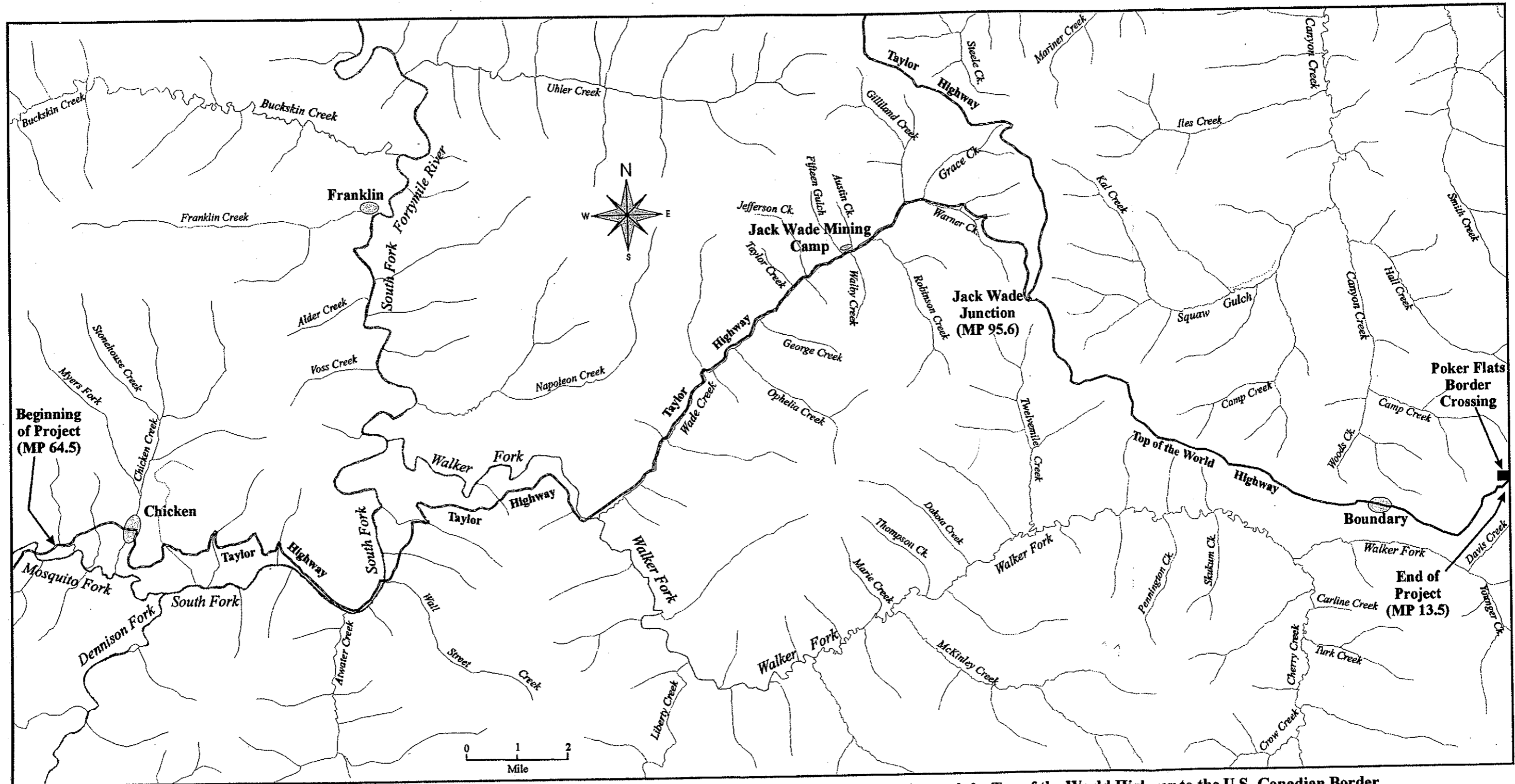
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**Mr. Donald Adams
Tetlin Village Council
P.O. Box TTL
Tetlin, AK 99779**

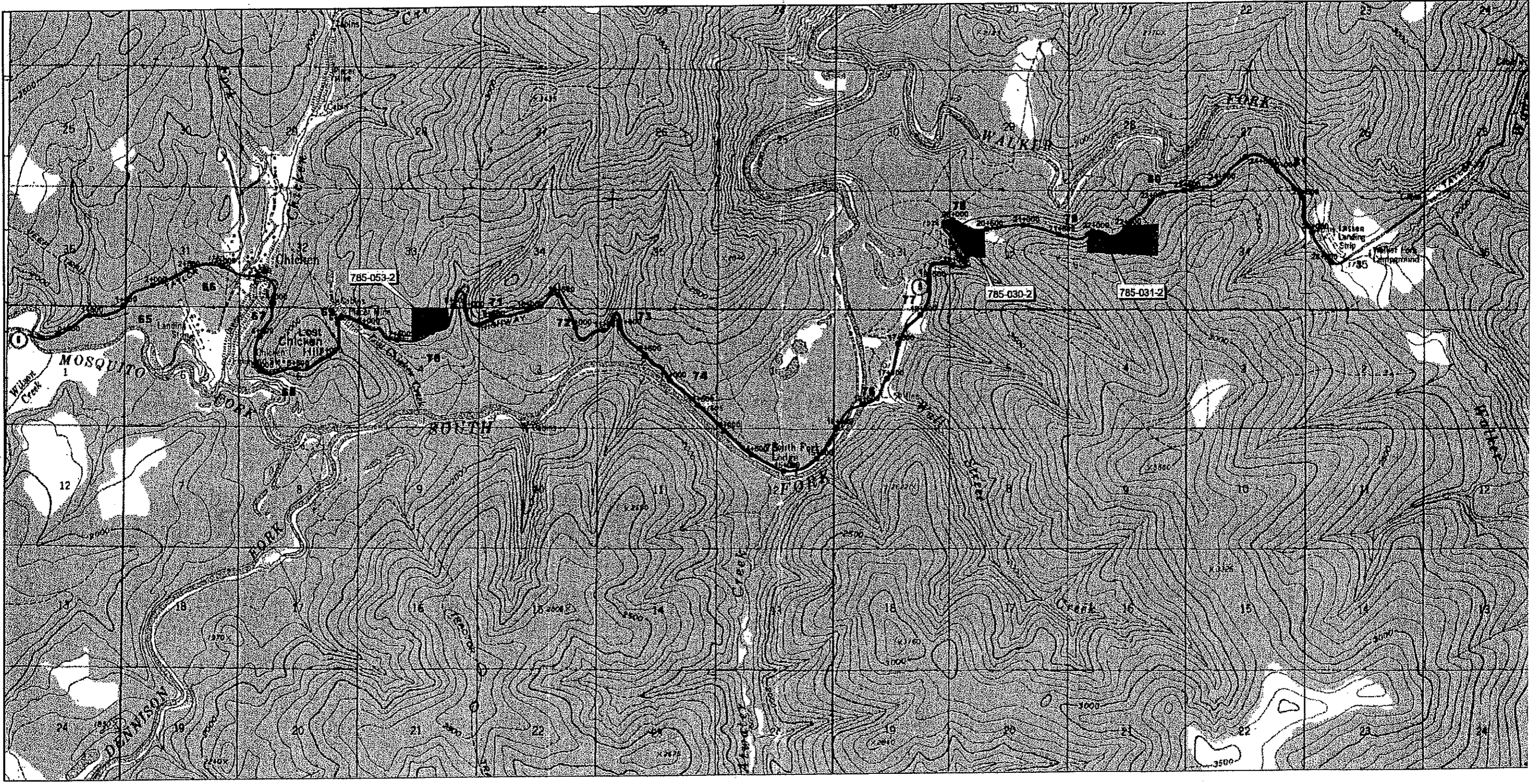
907-324-2130, Left message

**Village of Eagle
P.O. Box 19
Eagle, AK 99738**

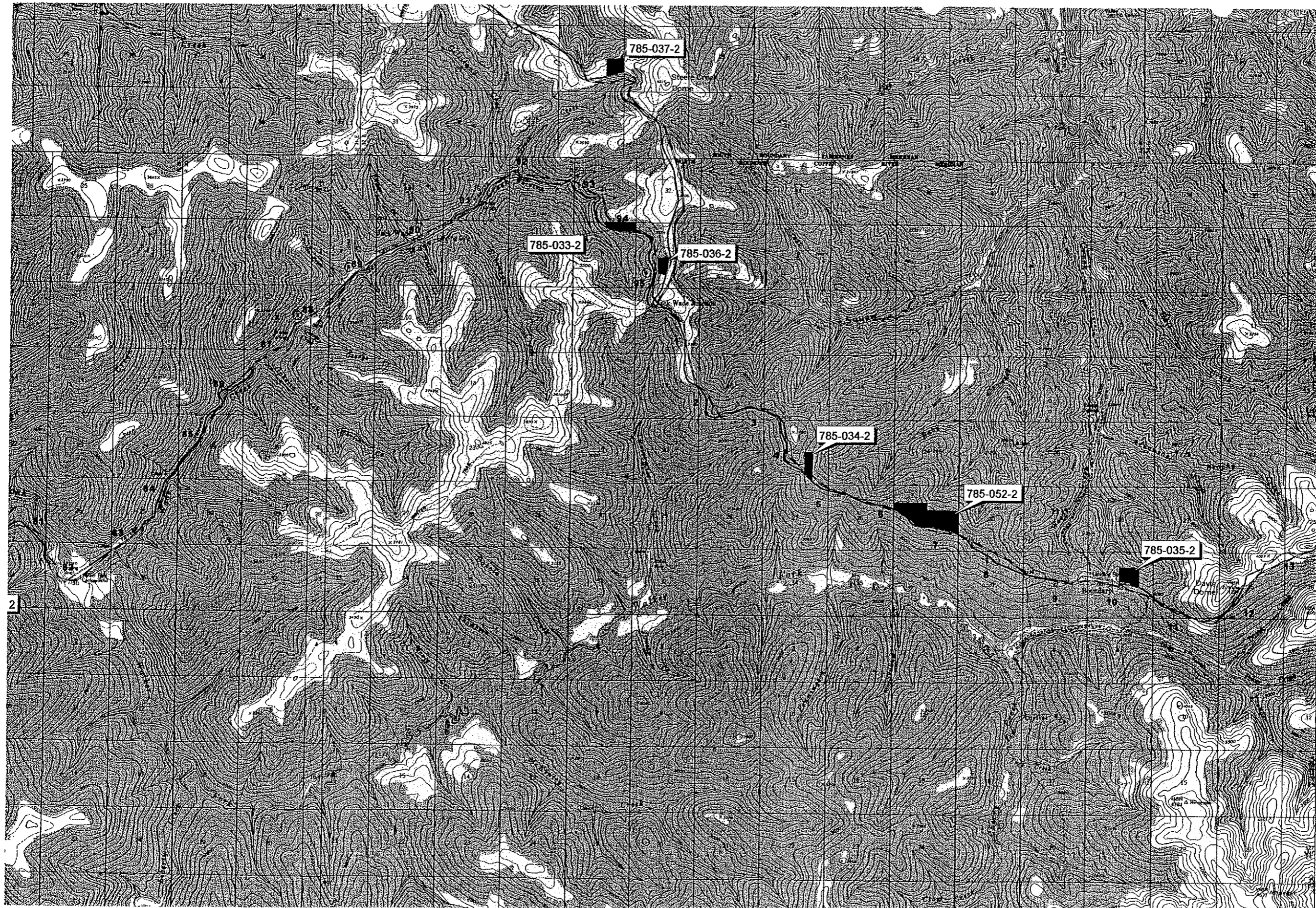
907-547-2271
547-2281 (Council) left message



Map of project area, including the Taylor Highway from Mile 64 to Jack Wade Junction and the Top of the World Highway to the U.S.-Canadian Border.



Approx. 1:40,000





**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND
PUBLIC FACILITIES
DESIGN AND ENGINEERING SERVICES**

**TELEPHONE LOG
FROM THE DESK OF MELISSA PARKER
ENVIRONMENTAL ANALYST**

Project Name: Taylor hwy MP 64-Border
Project No.: STP-0785 (11)/66446

Who: Liz Web, Tok Native Association.
With: Melissa Parker, ADOT&PF
Phone: 883-5185

Topics:

I asked Liz Web if she had received the 106 Consultation letter we sent on May 19, 2003, and she said yes she had.

Liz asked, if we were aware of the Native Allotments along the Taylor Highway, and I said yes, our ROW department is aware of land status along the alignment.

Liz had no additional comments, except that she thought it was a good worthwhile project.

I gave her my number and said if has any additional comments or question to call me at 451-5293.