

APPENDIX I

CORRESPONDENCE WITH BLM

- ADOT&PF Email to BLM Dated April 23, 2004
- BLM and ADOT&PF Meeting Notes Dated June 9, 2003
- ADOT&PF Field Trip Notes Dated June 10, 2003
- Conversation Phone Log with BLM Dated February 28, 2003
- ADOT&PF Email Dated February 20, 2003
- BLM Email Dated February 5, 2003
- BLM, Visitor Site Issues & Proposed Recommendations Taylor Road-Chicken to Border As of August 20, 2002
- BLM Letter Dated February 6, 2002
- Taylor Highway/Wade Creek Highway Realignment Project Meeting #2, BLM and ADOT&PF Draft Agenda Dated January 17, 2002
- BLM Draft Memo Dated January 23, 2002
- BLM Letter Dated October 5, 2001
- Letter of Agreement Between the ADOT&PF and BLM for Upgrade and Maintenance of Wayside Facilities on the Taylor Highway, Dated February 15, 2001
- ADOT&PF and BLM Meeting Agenda and Attendance List, December 16, 1999
- BLM Letter Dated February 19, 1998
- BLM Draft Wade Creek Field Trip Itinerary Dated August 7, 1996
- ADOT&PF Phone Log Dated October 11, 1995
- ADOT&PF Letter Dated April 28, 1995

Stricklan, Kim

From: Tim Woster [tim_woster@dot.state.ak.us]
Sent: Friday, April 23, 2004 9:15 AM
To: Nancy Whicker
Cc: Melissa Parker; Stricklan, Kim
Subject: Preliminary Section 7 Finding, Taylor Hwy MP 64-Border

Nancy,

As we discussed by telephone, we've noted two clarifications that are needed to the draft Section 7 finding that BLM has prepared for our Taylor Highway project. These are minor clarifications that do not affect the impacts of the project.

The last sentence of the "Proposed Action" paragraph reads "The detailed design will only be prepared if funding is obtained for the project." This sentence would be more precise if revised to read "The detailed design will only be prepared following approval of the NEPA process, and if funding is obtained for the project."

On the same page, the fourth sentence of the "Alignment" paragraph reads "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." The width of the road is correct, but will be configured with 10-foot lanes and 4-foot shoulders. The rest of the description is correct.

Please let me know if these clarifications can be made to the Preliminary Finding. If making these clarifications is a problem, I may be able to document this communication by including a copy of this email with the correspondence attached to the Environmental Assessment.

Thanks for your help.

Tim Woster
Design Manager

**Taylor Highway 3R Project
Project Status Meeting
BLM office, Tok, Alaska
June 9, 2003
1330 – 1600**

1315 – ASCG personnel (Kim Stricklan, Beth Miller) arrive at BLM office in Tok for project status meeting.

1330 – Meeting begins. Attendees include Nancy Wicker and Jeff Kowalczyk (BLM), Tiff Vincent and Melissa Parker (ADOT&PF), and Kim Stricklan and Beth Miller (ASCG).

A 4-page project update was distributed, showing project description, environmental consequences, and the next steps. The following impact categories were discussed in detail:

- ROW impacts – ASCG prepared a map showing places where the realignment will go outside the ROW in the Wade Creek area. These areas were also pinpointed on aerial photographs. Copies of the map were made for ADOT and BLM to take on a site visit conducted the next day. Per Melissa, John Bennet (ADOT) has been working with FHWA to obtain concurrence for a 200-foot ROW within the Wade Creek area. This would affect the Section 4(f) evaluation, which deals with taking of ROW for the project. This would not affect the commitments made by BLM in their Section 7 evaluation. The 200-foot ROW with respect to Section 4(f) is completely separate from the ROW with regards to each mining claim affected. With regards to each mining claim, the ROW would remain toe-to-toe, but with respect to BLM and the Section 4(f) evaluation, the 200-foot ROW would be applicable. Melissa explained that BLM would need to send a letter to ADOT concurring with the Section 4(f) evaluation, after reviewing the document. The document will be completed and submitted to ADOT/BLM within one week of obtaining approval from FHWA.
- Cultural Resources – There are two sites identified within the project corridor, Jack Wade Camp and the Jack Wade Dredge. Per Nancy, there is currently an old boiler located in the middle of the stream that BLM would like “left-in-place.” The project would not affect the boiler. This is the only BLM concern regarding cultural resources. They are currently preparing a letter for ADOT agreeing with the project approach. As soon as ADOT receives the letter, ASCG will prepare the Section 106 Concurrence letter for SHPO signature.
- Wetlands – Approximately 44 acres of low-value wetlands will be affected by the project.
- Water Body Involvement – There are three areas where work could affect water bodies: spalling repair on the South Fork bridge, guard rail repair on the Walker Fork bridge, and replacement of the Chicken Creek bridge. There was extensive discussion regarding the water work at South Fork. BLM would like to know what methods the contractor would use to conduct the work (i.e. how coffer dams

will be constructed, if the work will be conducted from the bridge, if equipment will be put into the river from the nearby boat ramp, etc.). The current boat ramp at South Fork is 7 to 8 feet wide and will not support heavy equipment. Melissa explained that the purpose of the EA was to provide an “umbrella of general information” regarding potential areas of environmental impact. ADOT&PF cannot proceed with the detailed design until the NEPA process is completed. In addition, specific methods for completing the water body work would be developed by the contractor doing the work. BLM requested information on how the work was completed on the Mosquito Fork bridge to get an idea on how this project would affect the water bodies.

- Floodplain impacts – The Wade Creek floodplain would be affected by the project. However, all changes in alignment would move the road further away from Wade Creek.
- Water Quality – Water quality would be affected during installation of culverts, riprap, and bridge repair. These issues were discussed along with water body involvement impacts. BLM would like more information regarding riprap in the South Fork area. There is a sand/gravel bar in the middle of the creek forcing the water to move closer to the highway. This area will be examined during the site visit. BLM would also like more information on the temporary crossing at Chicken Creek. Melissa recommended more discussion on the temporary crossing in the EA with regards to water body involvement.

The next item discussed was the Section 7 Evaluation. Nancy was not sure when the Section 7 should be signed. Melissa explained that the unsigned Section 7 would be submitted to FHWA with the draft EA. After FHWA approval, the EA would be signed and distributed to BLM for review during a 30-day comment period. BLM should get the Section 7 signed during this time, before the FONSI is prepared and signed. Since there was confusion regarding the timing of EA review, Section 7 signing, and Section 4(f) review (see ROW discussion above). ASCG offered to prepare a flow chart, showing each step of the NEPA process (flow chart attached) for distribution to all parties.

Jeff requested consideration for revegetating closed material sites along the highway to enhance the visual effects for recreational users. Specifically, the material site near the Walker Fork campground is an eyesore. BLM would like the berm in front of the site maintained and revegetated. He understood that money would be limited for construction, but would like these issues considered during the design. In addition, Jeff wanted to discuss each wayside/pullout with Tiff during the site visit.

The final item discussed was the schedule for the site visit.

1600 – Meeting adjourned.

Field NotesTaylor Highway 64-Border6/10/03

BLM asked if we could pave the Mosquito Fork Camp ground. This will not effect the environmental document, and will be decided by design.

MS 785-053-2- material site located next to entrance of the BLM Chicken station, approximately MP 70. BLM asked if we have a land use permit for this site. M&O currently uses this site. Does not effect environmental document.

Pullout at MP 70 (across from the BLM Chicken entrance) - Approach is a highway safety issue. Maybe have parking at material site 785-053-2 located across the road. The parking area is for the Mosquito Fork Dredge trailhead.

South Fork is designated as "scenic" Wild and Scenic river.

MP 74 there is a small material site on the north side of the road. Tiff suggested rehab with organic waste.

MP 77, oxbow pullout area, discussed upgrading and using cut material to make wider pullout.

MP 80-pullout to view the Forty Mile (upland).

Contractor should have campsite on DNR land not BLM. This does not effect the environmental document. It is information for the contractor during construction.

Purposed construction time line and phases:

FY05 Junction to Border

FY 06 Mosquito Fork to Walker Fork

FY07 Jack Wade to Walker Fork

Jack Wade Creek Dredge - level, and upgrade pull out. Maybe remove tailing pile, and widen. DOT will install metal bases for interpretive signs, and BLM will make and place interpretive signs. The road centerline will move away from dredge, which will allow RVs to use a larger pullout area.

MP 84.25 Glenn Couch- This is an old hazmat site, with some remaining junk, old cars, etc. We potentially are acquiring ROW at this location. Need to confirm w/ BLM hazmat folks that the area has been cleaned up. Contact Suzann Flora (Fairbanks) or Shan Walker (Forty Mile). Contaminated soil was supposedly excavated by BLM. Don't know exact history, Kevin Cooper was inspector during excavation.

MP 83.7, a potential pullout.

Need to look at material site report to determine potential crusher site, and material site expansion areas.

MP 81, material site above Walker Fork Camp ground could be a potential waste road cut disposal area. This would rehab pit as well as provide an area for waste disposal. Need to find out if MS is active or closed, and if M&O is still using pit. This material site is a visual impact to existing and proposed wayside, and if rehabed, and good mitigation opportunity.

MS 785-031-2 looks like from the road is located in a BK spruce wetland area.

MS 785-030-2 is good place for road cut waste. Level for a camping area. Material site was also a dump site for RVs, and in 94-95' was cleaned up by DEC. Need to find out about pit history, before proposing to rehab site. Also do miner use the access road that is in the pit? In other words, who uses the road and is it still actively used?

South Fork River Access- upgrade and crown access road, and replace outhouses. Use existing access on southeast side of bridge to access pier work area. At pier work area, use cofferdam and pump work area dry. Use boat to get to coffer dams. No heavy equipment in-water work is expected.

MP 75, road alignment will be shifted away from river. Although more riprap protection along the South Fork River is expected to protect road.

Chicken Creek Bridge replacement will widen and lengthen bridge. Crossing is narrow and will disturb gravel banks up and down stream of bridge. Stream banks are not vegetated/very disturbed.

Action Items

- Look @ material site for expansion & closure at (Rehab),
- Confirm pullat locations w/ Tiff (on vacation),
- Discuss jack hole pullat design w/ Ed DeCleva
Regardj = historic properties.

ASCG

PHONE CONVERSATION LOG

INCORPORATED

Job / Task No: 4444
Project: Taylor Highway

Time:	11:00 AM	Date:	February 28, 2003
To:	Nancy Whicker	From:	Beth Miller
Firm:	BLM - Tok	Firm:	ASCG
Phone No.:	883-5121	Phone No.:	

Subject: Section 7 and ROW

Summary of Conversation:

Nancy called to check on the status of the EA. I told her we were looking to submit an informal draft EA to ADOT in the next couple of weeks.

She also asked about the Section 7 Evaluation and the conference call we were supposed to have had a month ago. She had not received any updates since January 27th. I told her Jon, Lon and Tiff have been working together on the information needed for the Section 7 and that we did not hold a conference call as originally scheduled. She wanted to make sure that the EA is consistent with the findings in the Section 7. She said that is one thing she will be looking for when she reviews the EA. She wanted to make sure the section 7 evaluation is discussed in the EA and that it is appended to the EA. As far as Nancy knows Mary makes the final decision on the Section 7 document. BLM Alaska has never completed a Section 7 so it is a learning experience for everyone.

The only federal money that she is aware of that has been spent in the Fortymile WSR is federal money for improvements to the Taylor Highway. No federal funds have been used from the list in the Programmatic 4(f). No money changed hands during the creation of the Fortymile WSR. BLM has always managed the Fortymile WSR.

11:35

Nancy called back to clarify the Section 7 Evaluation after she talked to Jon. He said they have a very productive working relationship with ADOT, but due to the FHWA process ADOT cannot provide some of the detailed design information that BLM needs for a final Section 7 Evaluation. BLM will not be able to produce a final Section 7 for the EA. They will complete a preliminary Section 7, but she is not sure they will append it to the EA. For the time being we will just put a statement in the EA saying BLM is in the process of preparing a Section 7. Nancy will keep in touch as to what they want to do.

Miller, Beth

From: Tiff Vincent [tiff_vincent@dot.state.ak.us]
Sent: Thursday, February 20, 2003 10:48 AM
To: Miller, Beth
Subject: Re: Taylor

Beth,

I spent two days last week with Jon Kostohrys and Lon Kelly going over Wade Cr. impacts. Later today I hope to review Jon's assessment. As I do this I will try to estimate the quantity of riprap along Wade Cr. We could easily require riprap in some of the smaller creeks along the route, however I don't know at this moment. Worst case we could assume we would riprap any named creek! As far as the quantity I can only guess at this time. We will also need some riprap along the South Fork near the maintenance camp.

The contractor will most likely build a wooden coffer dam around the pier and pump it out to repair the spalling. They will likely travel to and from the coffer dam via a small boat.

Jon is nearly done with his write-up but Lon Kelly is out this week. I think we could hope for Jon and Lon to submit their assessments to Tok and their higher-ups at the end of next week (Feb. 28).

"Miller, Beth" wrote:

Hi Tiff,

I have a couple of questions for you. I am working on the wetlands section of the EA and we have to discuss the quantity of fill that will be placed in waters of the U.S. Do you know how much riprap will be placed along Wade Creek? Will ADOT be placing any fill or riprap in any other streams along the road corridor? If so, do you know how much? How will the pier work on the South Fork bridge be conducted? How is the Section 7 evaluation with BLM proceeding? Did they give a timeline for when they thought they would complete it?

Thanks.

Beth Miller

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## Miller, Beth

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**From:** Jon\_Kostohrys@ak.blm.gov  
**Sent:** Wednesday, February 05, 2003 5:04 PM  
**To:** Miller, Beth  
**Subject:** Re: Phone Conf. 2/6

Beth: Lon Kelly and I met with Tiff Vincent and Tim Wooster for about 2 hours this afternoon. In the course of discussion on the alignment relocation and rip rap placement adjacent to Wade Creek, it became obvious that we needed either aerial photographs or drawings that showed the relationship of the creek to the proposed alignment. Tiff is going to put together as much of this information as he can. He suggested meeting with him so we can review the plans again on Mon. 2/10. Since we really won't have much to talk about until we have seen these additional photos and drawings, I suggest we postpone the teleconference until we have all the information we need to discuss this project fully. Thanks...Jon

**Visitor Site Issues  
&  
Proposed Recommendations  
Taylor Road - Chicken to Border  
Jeff Kowalczyk  
(As of 8/20/02)**

**MP 68.2 Mosquito Fork (Cowden) Dredge Overlook Trailhead:**

**Issue:** Inadequate and unsafe parking at a material pit for visitors wishing to access an existing developed and BLM-maintained hiking trail located across the highway. As a result, the public has to walk across a curved and humped section of the Taylor road to access the trail. In addition, parked vehicles are blocking access to an existing material pit.

**Proposed Action:** Move parking area to other side of road adjacent to trailhead. BLM to perform maintenance to site such as picking up loose litter and maintaining trailhead signs & bulletin board. Install "merging traffic" signs at appropriate locations on the road. High-float parking area if DOT agrees to perform pavement repairs as needed since BLM does not have the ability or equipment to do so. Install sign at site indicating location of nearby public restrooms. Install pad adjacent to new parking area to accommodate a picnic table and bulletin board.

**Alternative 1:** If existing parking and pedestrian safety concerns cannot be mitigated by the proposed action, keep existing parking area as is and install "pedestrian crossing" road signs at appropriate locations along the road. Address issue of vehicles blocking access to material pit.

**Alternative 2:** If there's any nearby interest, construct new trail from private property in Chicken to tie into BLM trail. Close current BLM trailhead and existing material pit parking area and direct traffic to Chicken with signage.

**Alternative 3:** No action, no improvements.

**Current Actions/Information Needed:** Write project plan. BLM environmental assessment. Public review/comment by DOT of T-21 proposals.

**MP 68.2 Material Pit (existing parking area for Mosquito Fork Dredge Overlook Trail):**

**Issue:** Determine if this is a BLM or DOT pit. BLM does have a current need for gravel out of this material pit. Regardless of ownership, ask DOT what's the condition/usefulness of the gravel and approximately how much more usable material remains in there.

**Current Actions/Information Needed:** Answer the above questions before making any recommendations/alternatives.

**Option:** If there's a need to keep the pit open for use, recommend re-contouring and re-vegetating pit on the side nearest the Taylor road to improve visual quality and leave south end open for removal of gravel.

### MP 75.3 South Fork Bridge Wayside:

**Issue:** Rains flood public parking area and does not drain. This is the most heavily used public access point to the Fortymile River. It's also a popular scenic viewing and picnic spot. The two existing outhouses are old and are due for replacement and both do not meet required universal accessibility standards.

**Proposed Action:** Raise, grade, and crown parking area to improve drainage of water and to decrease the need for regular maintenance to road/parking surfaces. Analyze the impacts and benefits associated with high-floating parking area or leaving it gravel. Replace the two aging single vault restrooms with one double universal accessible unit, with chase, for storage of T.P. and cleaning supplies.

**Alternative 1:** No action, no improvements.

**Current Actions/Information Needed:** Obtain a Letter of Non-Objection from DOT (encroachment permit) for the section of the wayside that's within their ROW (do one letter to cover all waysides where this may also be the case). Obtain a BLM ROW for sections of the developed wayside area located outside DOTs ROW. Write project plan. BLM environmental assessment. Public review/comment by DOT of T-21 proposals.

### Moose Pond Vehicle Pullout:

State land, state managed, and state maintained. Pass along to DOT that this site continues to be a popular scenic/wildlife-viewing stop for visitors. Moose are often observed in the ponds below. Recommend to DOT to continue providing and maintaining this existing vehicle pullout and wildlife viewing opportunity for the public.

### Goat Trail road section (between South Fork Wayside and Walker Fork Campground):

**Issue:** The majority of vehicle traffic slows down at this narrow section of road in an attempt to view the Fortymile River below. In addition, many vehicles at this location actually stop on the highway to take pictures. This popular and highly scenic viewpoint contains no vehicle pull-outs or road shoulder to allow vehicles to get out of the way of traffic which has resulted in a number of vehicles inadvertently going off the road and down the steep hill due to on-coming traffic, soft road shoulder, and/or not paying attention while sight-seeing. This location has great potential for future interpretation and scenic viewing opportunities relating to the Fortymile National Wild, Scenic & Recreation River. There are two material pits on state located within one half mile of this

area. State land, state managed, and state maintained.

**Proposed Action:** Recommend to DOT to construct a vehicle pullout within their ROW using the existing roadbed. For through traffic, cut a new and straight roadbed at a location where there's a slight outside bend around a hill. A vehicle pullout would allow visitors to safely pull off the road to site-see and take pictures.

### **MP 82 Walker Fork Campground:**

**Issues:** The site is basically a makeshift campground and day-use area built around what used to be an aircraft landing strip (Lassen Field). As a result, the site and facilities were not properly designed and engineered for the public uses occurring today. Past and current problems include: campsites not being about to accommodate larger and increasingly popular modern-day recreation vehicles; campground roads and camping pads do not drain after periods of rain; occasionally, approximately 40% of the site is underwater due to periodic high water events from the nearby Walker Fork Creek; and facilities do not meet universal accessibility requirements. This site has received very little maintenance and necessary improvements over the years but yet it remains the most visited developed camping site along the Taylor Road due to its location and scenic qualities.

Over the past four years, there's been a noticeable increase in the number of large commercial tour buses using the picnic facilities in the campground day-use area. As a result, increased bus traffic is significantly contributing to the deterioration of road surfaces. The curved campground entrance is not designed for large buses to safely enter and exit the Taylor road into the campground. Bus traffic continues to impact campers by creating dust and noise. Several times during the season, attempts are made by a road grader to remove numerous potholes in the campground roads caused by vehicle traffic on existing road surfaces that hold water due to lack of road elevation and crowning. In addition, there's currently insufficient road base remaining to perform any effective and lasting road grading. The campground day-use area is often used as over-flow camping when all spaces are full as well as a location to accommodate larger type recreation vehicles.

**Proposed Action:** To decrease on-going maintenance time and costs associated with recurring road grading and attempts to fill low spots in camping sites, work with engineers to mitigate existing drainage and flooding problems. Where appropriate, renovate existing facilities to be universally accessible as per the recommendations outlined in the 2002 Fortymile Accessibility Survey Team visit/report.

If wayside area goes in on the other side of the Taylor road, convert some or all of existing west day-use area into additional campsites to accommodate larger vehicles and increase camping spaces (see next proposal item). Install appropriate highway signing to inform road traffic of available camping, day-use, and bus facility and parking areas.

**Alternative 1:** If wayside cannot be put in on east side of highway, construct public

parking area within campground for visitors wishing to access and visit the east day-use area. Do not convert any of west day-use area into additional camping sites. Mitigate road drainage and campsite flooding problems. Improve bus egress and ingress into campground.

**Alternative 2:** No improvements to campsite drainage and road surfaces. Prohibit large tour buses from entering the campground.

**Alternative 3:** No action, no improvements.

**Current Actions/Information Needed:** Write project plan. BLM environmental assessment. Public review/comment by DOT of T-21 proposals.

**MP 82 Walker Fork Day Use-Area (Across the street from campground):**

**Issue:** Originally, this area was part of the Walker Fork Campground until BLM closed it off to camping due to occasional spring overflow to the east half of the site from the nearby Wade Creek. The west half of the site shows no visible signs of past spring flooding. In 1997, a makeshift footbridge over Wade Creek was washed out which provided public access to several BLM developed hiking trails. The public drinking water well at the site has since been closed and an old and unserviceable double vault toilet has been removed. Today, the site continues to be used by the public who are primarily seeking picnic, fishing, and hiking opportunities. The only existing public parking available at the site is along the Taylor Road and can only accommodate two vehicles. This location would be an ideal site for any future plans for interpretation and conveying area information. This proposed wayside is currently in the STIP.

**Proposed Action:** As outlined in the current STIP, convert portion of this site into wayside adjacent to Taylor road within DOT ROW to provide for public parking and a vehicle safety stop. Install one double universal accessible vault restroom to replace the old double vault unit removed by BLM. Install picnic area pad with shade structure adjacent to parking area. Install appropriate highway signing to identify camping, day-use, and wayside facilities. Determine if T-21 funds can be used to replace the nearby public foot bridge. High-float parking area if DOT agrees to perform any necessary pavement repairs since BLM doesn't have this capability.

**Alternative 1:** Do not convert area into a wayside. Install signing and construct public parking area across street in campground for visitors wishing to access and visit this site. Improve bus egress and ingress across the street into campground.

**Alternative 2:** No action, no improvements.

**Current Actions/Information Needed:** Determine where state ROW is. Write project plan. BLM environmental assessment. Robin Mills to do 106 clearance. Research MTP and Historical Index of site. If it's determined that site is withdrawn from mineral entry, obtain a BLM ROW before performing any site improvements. Get Letter of Non-

objection if wayside is approved. Public review/comment by DOT of T-21 proposals.

**MP 84 Abandoned Glen Couch Site:**

**Issue:** This site is an attractive nuisance containing extensive amounts of sharp metal debris posing a public safety hazard, much of which is within DOTs ROW. Removal of solid wastes, currently highly visible by the public, would improve visual qualities along the Taylor State Scenic Byway. Site clean up would prevent debris from being scattered to other locations along the Taylor road and nearby Public Lands. At this time, BLM plans to have all known hazardous materials (e.g. vehicle batteries, cat vehicle tires, and vehicle fluids) removed by summer 2003.

**Proposed Action:** To improve public safety and visual qualities to the area, request DOT to remove extensive solid scrap metal parts from within and adjacent to DOTs ROW.

**Proposal to Develop a Public Gold Panning Area (Wade Creek area):**

If proposal is still in STIP, get it removed. This new proposal has not been properly analyzed for potential impacts and any if there's any public interest. This issue will be addressed in future planning efforts and with visitor use surveys before making any decision.

**Septic Dump Station (Wade Creek area):**

If proposal is still in STIP, get it removed. A private business in Chicken is planning to construct a septic dump station in Chicken (Gold Panner Store, George Seuffert).

**MP 86 Jack Wade Dredge Wayside/Overlook Proposal:**

**Issue:** Most popular visitor site along the Taylor road. Dredge is located adjacent to an "S" turn in the highway. Parking is inadequate for the amount of daily vehicles wishing to stop and visit the site. Many vehicles stop on the highway without pulling over to take pictures of the dredge. As a result, traffic congestion is an ongoing issue.

Historic site is listed as "Eligible" on the National Register of Historic Places. BLM's current management policy for the dredge is: discourage people from climbing on and inside the dredge with the use of fencing, signing, and wire mesh covering all accessible structure openings; install support beam under stacker boom end to help with stabilization and protect new fencing; and let nature take its course.

This is the only undisturbed historic site on BLM-Managed Public Lands in the area easily accessible and available for the public to enjoy.

**Proposed Action:** Work with engineers to mitigate existing site parking/congestion issues. Install "traffic merging" signs at appropriate locations along the road. If required,

revise STIP.

**Alternative 1:** Close existing parking/vehicle access to the site.

**Alternative 2:** No action, no improvements.

**Current Actions/Information Needed:** If currently in the STIP, need to revise it (BLM no longer proposing moving parking area to east side of Wade Creek and creating a scenic overlook/interpretive site. DOT notified of this change by letter in 2002). Get the latest road re-construction timeline from DOT and current drawing for road realignment at this location. When possible, visit site with DOT road engineers. Research MTP and Historical Index of site. Determine current status of active mining claim at and/or near the site. Determine if site is withdrawn from mineral entry. If withdrawn from mineral entry and not on an active mining claim, seek Letter of Non-Objection from DOT before proceeding with any site planning and enhancements. Write project plan. BLM environmental assessment. Robin Mills to do 106 clearance. If determined that site is withdrawn from mineral entry, still need to get a ROW before performing any site improvements. Public review/comment by DOT of T-21 proposals.

**MP 12.5 of Boundary Spur - Davis Dome Wayside:**

**Issue:** Very popular visitor stop depicting a large and impressive Welcome to Alaska sign, scenic overlook deck, and two restrooms which don't meet universal accessible standards. The site is maintained by the BLM under an existing agreement with DOT.

**Proposed Action:** Remove two old single vault rest rooms and install one double universal accessible unit with chase.

**Alternative 1:** No action, no improvements.

**Current Actions/Information Needed:** Locate and review DOT/BLM wayside "management" agreement from the 1980s. Determine if BLM Operation dollars can be spent at waysides maintained by BLM under a state agreement on state land.



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Northern Field Office

Fortymile Management Team

P.O. Box 309

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(907) 883-5121

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IN REPLY REFER TO:  
DOTPF/2800

Mr. Tim Woster, PE  
Project Manager  
State of Alaska Dept. of Transportation  
and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709-5316

FEB 6 2002

Dear Mr. Woster:

The BLM has decided not to pursue the Jack Wade Dredge wayside as proposed on the Alaska Statewide Transportation Plan (STP). The present highway alignment is acceptable. The existing dredge site pullout does need upgrading though. This information was relayed to Scott Leigh, the project engineer, by telephone today. Other STP enhancement proposals and possible new projects were also reviewed, but our recommendations will be as a single proposal at a later date.

Please be aware that our specialist's workloads have been prioritized to the National Petroleum Reserve in Alaska (NPR) environmental review process. This means the Taylor Highway Project (MP 64-Canadian Border) input from BLM may proceed slower than originally hoped.

Our specialists have indicated a need for more detailed information before they can make their recommendations on the environmental document. This includes alignment changes, material pit/crusher site/construction campsites, culvert/bridge, dimensions and locations, other structures/facilities that could affect the natural resources, and a 1:63,360 scale map showing these locations. The draft Environmental Assessment and the 4(f) document you have provided us are not adequate information at this time.

Again, the existing Jack Wade dredge pullout site is acceptable, BLM workload priorities are changing, and more detailed information is being requested. We appreciate the opportunity to work with you on this mutually beneficial project. If you have further questions, please contact Nancy Whicker, Realty Specialist, or myself at (907) 883-5121.

Sincerely,

  
Mary L. Figarelle  
Fortymile Team Manager

cc: Scott Leigh, Project Engineer  
Patti Wightman, Environmental Coordinator



Taylor Highway/Wade Creek Highway Realignment Project Meeting #2  
**DRAFT AGENDA**  
January 17, 2002 (9-11 am)  
Northern Field Office, Chandalar Conference Room

- A. **DOTPF** project status (Scott Leigh, Engineer, and Patti Wightman, Envir. Coord.)
1. Working plans, proposed project at the concept/planning stage
  2. Environmental process stage (NEPA, permits, cultural inventory)
    - a. Need draft EA to review
  3. Funding outlook
  4. Other questions from the team
  5. Communicating progress and needs

-----10 minute break-----

- B. **Review** of team meeting #1 highlights (Nancy)

- C. **Update** on Taylor Highway **right-of-way status** (Nancy)

1. Road history and land status
2. What is involved with a Fed Hwy Admin/AK DOTPF "right of way"?

- D. **Clarification** of values BLM is managing FMNWSR for (Team)

1. WSR Act mandate..."protect and enhance"
2. FM Mgmt Plan - manage in accord with classification criteria (wild, scenic, recreational) & 10 other objectives as in EIS (see attachment)

- E. **Identify issues** (concerns & potential benefits) concerning the values identified (Team)

1. **Review issues** already identified
  - a. Stream channel rehab, water quality, water resource impacts, the Wade Creek mining claim, historic and cultural sites, visitor management
2. **Add any additional issues** (land use permits/ROWs)

- F. **Address possible actions** to address identified issues (Team)

1. What needs to be further investigated and by whom
2. **Section 7** determination requirement (can be included in EA)
  - a. Need Proposed Action and Alternatives as guide to impacts
  - b. Locations and enhancements requiring evaluation
3. **NEPA** requirement (as land manager)
  - a. Review of draft document by specialists
  - b. BLM to be co-signer on EA and will issue a separate Decision Record & FONSI

4. **Topics** for draft agenda and date for the next meeting (2/14/02?) *Jan*



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Northern Field Office  
 Fortymile Management Team  
 P.O. Box 309  
 Tok, Alaska 99780  
 (907) 883-5121  
 Fax: (907) 883-5123

IN REPLY REFER TO:  
 DOTPF/2800

### MEMORANDUM

- DRAFT -

To: File

Date: January 23, 2002

From: Realty Specialist

SUBJECT: Taylor Highway/Wade Creek Realignment BLM Project Team Meeting Notes (Draft)

Meeting Date: January 17, 2002

**Attendees:** Tok Field Office: Nancy Whicker, Lead/Realty Specialist; Jeff Kowalczyk, Outdoor Recreation Planner; and Kevan Cooper, Realty Technician.  
Northern Field Office: Carol Hammond, Civil Engineer; Jon Kostohrys, Hydrologist; Robin Mills, Archeologist; Ingrid McSweeney, Fish Biologist; Susan Flora, HazMat; and Shelly Jacobson, Surface Protection Specialist (for Woodworth)  
AK DOTPF: Scott Leigh, Engineer; Patti Wightman, Envir. Coordinator; and Tim Woster, Engineering Manager

**Absent:** Keith Woodworth, 3809/3715 NRS; Ruth Grondquist, Wildlife Biologist; Lon Kelly, Outdoor Recreation Planner

**Topics:** DOTPF project status, previous meeting review, right-of-way status and FHWA, Fortymile manager concerns, values managing for and associated issues. Focus on the issues, and methods to achieve required management objectives.

A. DOTPF project status (Scott Leigh, Engineer, Tim Woster, Project Manager, and Patti Wightman, Envir. Coord.)

1. Engineering:

- a. Working plans, proposed project at the concept/planning stage *preliminary engineering*
- (1) Project is now a 3R (stabilize & resurface) project rather than a 4R (reconstruction)
    - (a) This means that alternatives are more limited now than earlier in the project
    - (b) Example 4R projects were the bypass routes of the 1970's
    - (c) *Scott to send me the official definition of 3R*
- b. Project planning needed now before the design engineering (the Design Study Report examples) can be started:
- (1) Road profile refinement; min mat needs/sources; possible bridge needs; environmental considerations

- (2) DOTPF really needs to know on proposed dredge wayside because of the highway crossing the miner's claims and possible "bridge" construction planning
    - (a) Discussion: Is there a mining plan? Maybe a validity exam needed. The \$ value of the claim maybe affected by exam results
  - c. Design process happens after the environmental documentation is approved
    - (1) Timeframe: Approx a year to 18 mos. after environmental documentation completed
    - (2) Scott described the design process using a flow chart (Nancy has)
  - d. The ROW authorization from FHWA (Easement Deed to DOTPF) happens 9-12 mos. after NEPA
2. Environmental process
- a. Discussion: BLM needs a draft EA to review
    - (1) DOTPF provided a draft 4(f) document from March 1998 only (*attachment to agenda sent out*)
      - (a) Dept. of Transportation 4(f) regulations require DOTPF required to analyze resource impacts in special management areas and why it is essential the road go where proposed and not outside the area
    - (2) BLM specialists to provide input and review as needed so document meets our requirements
    - (3) BLM will issue our own Decision of Record and FONSI
  - b. Environmental process starts when BLM knows what we want to do (Alternatives)! And would take 9 mo. to a year to complete
  - c. First concurrence request (on the Purpose and Need) was sent out in Sept, 2001; only EPA not responded yet; BLM concurrence not required at this stage
    - (1) *I suggest we review the Purpose and Need as will be definite if all agencies concur*
  - d. Then Alternatives concurrence request sent out after the NEPA completed (before approval)
  - e. Their NEPA process is in three distinct parts, not one inclusive document like ours.
    - (1) Purpose and Need established and sent out for review and concurrence
    - (2) Alternatives established and sent out for review and a 2<sup>nd</sup> concurrence
    - (3) Approval and sign off
2. Funding schedule is determined by the environmental document completion
3. DOTPF asked us again about how long it will take for us to make our decisions on the wayside needs
4. Communicating progress and needs: Nancy is the BLM contact and Patti will be the primary DOTPF contact.

**B. Nancy reviewed the 12/06/01 team meeting highlights**

- 1. Section 7 determination requirement (can be included in EA or as an attachment to the EA)
- 2. Management concerns (WSR Act, Fortymile MFP, Fortymile River Mgmt Plan)
- 3. Updates:
  - a. Mining claims (tabled as missing Woody information that would help us delineate where the upper and lower limits are of the mining claims)
  - b. Land management: as we are the land manager, we issue own decision; insure adequate NEPA; and keep up with the recordkeeping

**C. Right-of-Way status of the Taylor Highway from Mosquito Fork Bridge to the Canadian border**

- 1. 16 ½ miles of the highway is within the WSR corridor
  - a. 1 ½ mi in Chicken area; 4 ½ mi in So Fork area; and 10 ½ mi Walker Fork to Warner Creek (Wade Creek area)
  - b. Also approximately 4 ½ mi right along corridor boundary between So Fork and Walker Fork.
  - c. Land status where Taylor Highway passes through from Mos Fk to Canada
    - 1. Federal (BLM) in the Fortymile WSR corridor
    - 2. Otherwise State Selected Tentative Approval lands surround the road (state management now)
      - (a) Is a 1/3 mi stretch east of So Fork that is still only a state selection which is still BLM management responsibility

2. Road history and status
  - a. Does a right-of-way exist on the Taylor Highway?
    1. Yes, as acquired at statehood in 1959 from the US Dept. of Commerce.
    2. Can we use the present alignment as the basis for the existing ROW?
      - (a) Yes; only the bridges and their approaches with waysides were changed in the late 1970's (authorized)
      - (b) Aerial photo comparisons (1954, 1975, 1986 and 1994/97) along with maps from 1956 and 1966) show the same routes for the Taylor Highway between Mos Fk and the border.
        - 1986 photos show a short stretch (maybe a mile) of Wade Creek area of temporary road change probably due to water erosion damage
3. What is involved with a Fed Hwy Admin/AK DOTPF "right-of-way"?
  - a. History: Taylor Highway was designated as a feeder road as an easement/right-of-way of 200 ft. in width (Secretarial Order 2665, 1951); Boundary Spur only 100 ft. of width as designated as a local road
    1. State of AK acquired the highway from the federal gov't at statehood (Omnibus Act quit claim deed, 1959)
    2. Included the right to construct and maintain for transportation uses within the easement/right-of-way
    3. Title to the land remains with the federal gov't (unless conveyed to state/natives) and is subject to use and disposal under the regulations (if not a highway use).
    4. Then the Fortymile WSR designation came out of ANILCA in 1980
  - b. Interagency Agreement (FHWA/BLM) is the controlling authority to authorize the ROW grant to AK DOTPF
  - c. Use to be authorized by BLM "Letter of Consent" (including terms and conditions necessary for proper resource protection) to FHWA for inclusion in their Easement Deed to AK DOTPF
    - a. Use is for highway/transportation only within the 200 ft. road width (including min mat pits needed for reconstruction)
    - b. Other right-of-way grant(s) would be issued for road changes outside that original width

#### D. Fortymile concerns

1. Consider all alternatives possible to cover our bases (don't want to shut down a construction crew because we forgot to analyze some issue)
2. Determination that present alignment is the same route as at statehood or there has been authorizations for changes
3. BLM cosign the environmental document and issue a separate Decision of Record and FONSI

#### E. Clarified values BLM is managing FMNWSR for

- A. WSR Act mandate..."protect and enhance"
- B. FM Mgmt Plan - manage in accord with classification criteria (wild, scenic, recreational) & 10 other objectives as list in the Fortymile WSR EIS

#### F. Identification of issues (concerns & potential benefits) concerning the values identified

1. Reviewed issues already identified in past documents and correspondence
  - a. Stream channel rehab, water quality, water resource impacts, the Wade Creek mining claim, historic and cultural sites, visitor management
  - b. There was a Section 319 Nonpoint Source grant proposal for restoration of Wade Creek submitted in 1995 to the Environmental Protection Agency
    - (1) Was not funded
    - (2) But the plan gives us rehabilitation direction
2. Additional issues
  - a. Right-of-way grants and land use permits needed for land use outside of the existing highway right-of-way

**G. Assignments for next meeting.....see draft agenda for 2/4/02 meeting**

1. Additional specialist presentations to help us understand and refocus on our management objectives by prioritizing issues of concern and benefit in our areas of expertise. Each team member will also indicate possible alternatives to address issues created by the highway project proposal in the WSR corridor.

---

Nancy Whicker  
Realty Specialist



**United States Department of the Interior**  
**BUREAU OF LAND MANAGEMENT**  
NORTHERN FIELD OFFICE



Tok Field Station  
P.O. Box 309  
Tok, Alaska 99780-0309  
(907) 883-5121  
FAX (907) 883-5123

In reply refer to:  
2800

October 5, 2001

State of Alaska  
Dept. of Transportation & Public Facilities  
Attn: John R. Mazzitello, Environmental Coordinator  
2301 Peger Road  
Fairbanks, Alaska 99709-5316

Dear Mr. Mazzitello,

The Bureau of Land Management is unable to concur at this time with your "Agency Scoping" letter, dated September 5, 2001, for the Taylor Highway, Milepost 64 to Canadian Border Project No. 66446. Your letter indicates that a number of years have past since the project was first proposed, and I assume since the project proposal was submitted to this office for review.

Unfortunately, we are unable to locate a comprehensive project proposal and any pre-construction designs defining where along highway the State intends to deviate outside of their existing right-of-way.

Review of this information is crucial, especially where it applies to those sections of the highway within the Fortymile Wild and Scenic River Corridor. This information will determine the level of environmental analysis, public scoping, and agency involvement that will need to occur.

Please forward this office copies of the project proposal and pre-construction designs for the above mentioned section of the highway, and this office will conduct an expedited review of the data. After we have completed that review we will provide you with a more informed response to your "Interagency Working Agreement Concurrence Form."

Thank you in advance for forwarding us those documents. Should you have any questions regarding this project, please contact me at (907) 883-5121, or by e-mail at: [mary\\_figarelle@blm.gov](mailto:mary_figarelle@blm.gov).

Sincerely,

Mary L. Figarelle  
Fortymile Team Manager

Enclosure (1)  
1 - Interagency Working Agreement Concurrent Form



**LETTER OF AGREEMENT  
BETWEEN  
THE ALASKA DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES (DOT&PF)  
AND  
THE US BUREAU OF LAND MANAGEMENT (BLM)  
FOR  
UPGRADE AND MAINTENANCE OF WAYSIDE FACILITIES ON  
THE TAYLOR HIGHWAY**

The above parties agree to cooperate in providing for the upgrade and future maintenance of transportation enhancement at campgrounds and waysides on Federal Lands along the Taylor Highway.

I. DOT&PF AGREES TO THE FOLLOWING:

DOT&PF will manage all design, engineering and construction contracting to upgrade campgrounds, waysides and related facilities along the Taylor Highway within the scope of this agreement. Project construction will include facilities at campgrounds and waysides agreed upon by both agencies on the Taylor Highway.

II. BLM AGREES TO THE FOLLOWING:

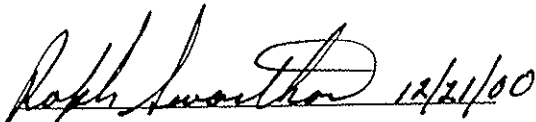
BLM will maintain the improvements constructed under this agreement including cleaning, stocking, and maintaining outhouses. BLM will also provide outhouse pumping and maintain water wells, as well as garbage removal and maintenance of picnic tables and fire-pits. No funding shall be obligated or exchanged between BLM and DOT&PF to maintain the facilities.

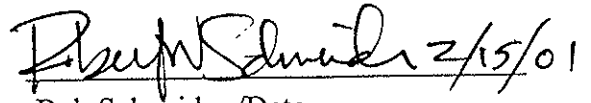
III. IT IS MUTUALLY AGREED THAT

- A. The effective date of this letter of agreement shall be from the date of final signature by the authorized officers of DOT&PF and BLM.
- B. This agreement shall remain in effect until terminated in writing by both parties. Intent to cancel this agreement requires a 30-day written notice.
- C. The amount of funding provided by each agency under this agreement shall be determined solely and independently by each agency.
- D. This letter of agreement may be revised with the mutual consent of both agencies, by issuance of a written amendment, signed and dated by both agencies.
- E. Agents and employees of each agency shall act in an independent capacity and not as officers, employees, or agents of the other agencies in performance of this agreement.



- F. Nothing in this agreement shall obligate the other agency's party to this agreement to the expenditure of funds or future payments of money in excess of those herein agreed upon or authorized by law.
- G. Each agency agrees that it will be responsible for its own acts and results thereof, and each agency shall not be responsible for the acts of the other agencies; and each agency agrees it will assume to itself risk and liability resulting in any manner under this agreement.
- H. No elected or appointed official of any agency party to this agreement shall be admitted to any share or part of the agreement or to any benefit that may arise therefrom, other than any benefit available to any member of the public.
- I. Each agency will comply with all applicable laws, regulations, and executive orders relative to Equal Employment Opportunity.
- J. Nothing herein is intended to conflict with federal, state, or local laws or regulations. If there are conflicts, this agreement will be amended at the first opportunity to bring it into conformance with conflicting laws or regulations.

  
Ralph Swarthout, P.E./Date  
Regional Director  
DOT&PF Northern Region

  
Bob Schneider /Date  
Northern District Office Manager  
BLM

# Taylor Highway 64-Border

ADOT/AF, - BLM

12-16-99

|                  |     |          |
|------------------|-----|----------|
| Randy Horner     | DOT | 451-5292 |
| Jeff Kowalczyk   | BLM | 883-5121 |
| Ron Lewis        | BLM | 474-2205 |
| Roger D. Helaney | BLM | 474-2313 |
| Fred Janley      | DOT | 451-5365 |
| Tim Woster       | DOT | 451-2288 |
| Curt Fortenberry | BLM | 474-2206 |
| Paul Cote        | BLM | 267-1217 |
| Tiff Vincent     | DOT | 451-5123 |

TAYLOR HIGHWAY  
Milepost 64 to Canadian Border

40 m. down BCS  
planning

- Project Purpose and Need *Project Development Schedule*
- Current right of way status *ph. 4 - current*  
*mining claim status*

|           |      |
|-----------|------|
| 64-82     | 2002 |
| 82-Border | 2004 |

*Row may be controlling - issue*  
*need to get through EIA in a year*
- Previous BLM coordination (Milepost 82 to Canadian Border)
  - Separate road from Wade Creek ✓
  - Wade Creek Reclamation *Some mitigation on this project ✓*
  - Minimize sharp curves *mitigates for 4(4) acquisition on 95-160 project (4 to Eagle)*
  - Separate road from Jack Wade dredge *Any proposed BLM projects we need to know about?*
  - Turnouts for wayside and gold panning
- Current preliminary design focus (Milepost 64 to 82)
  - Possible additional Wild and Scenic River involvement
  - Level of environmental documentation proposed (Milepost 64 to Canadian Border) *E A (with new issues and discussed)*
  - Information needed for environmental analysis and design
    - Existing and proposed BLM facility locations: station, campground, wayside, trailhead, etc. *any facilities that need access?*
    - Current BLM land use and management plans *anything new since 1983*  
*Any current BLM projects being planned? BLM has wilderness management plan*
    - BLM NEPA guidelines *Do they have something they'd like us to use*
    - Available inventories/surveys on wetlands, habitat, T&E species, historic and archaeological resources, hazardous waste *within road corridor*
    - Subsistence information, federal hunting boundaries, seasons, harvests
- New locations for recreation/scenic vista turnouts *new facilities - does BLM have any ideas? develop ideas - may need to review in the field next spring*
- New locations for information/direction signing
- Mining claim status

*Develop (transport) impacts road (look at outline in EIA process)*  
*3 maps only*  
*Field reviews (whether it's detection) (impact assessment) (baseline plans)*

ie AP will (get  
back to us in this)

will need a permit from BLM to <sup>temporary</sup> ~~temporary~~ we permit  
work in a design area (if in BLM land)

- Potential construction camp/staging area locations <sup>we have established for 82-200 der</sup>  
Chicken or South Fork? <sup>Is this still ok?</sup>  
ANILCA Title XI application form, instructions, filing procedure  
<sup>How do we do this?</sup>  
<sup>where is the form?</sup> <sup>who do we contact?</sup> Is So. Fork Mont. a BLM permit?
- Current BLM contacts, addresses  
- Jo. P. will get BLM contact list to us
- What happens next

BLM commitment to monitor/coordinate project work in  
affected 4(f) areas -

what does BLM want for this?  
what is possible within budget / site AP requirements?

Design Site Map

Next Env. Step

(next thing we need to do)

(next things we need from them)

(Next most serious contact & there will  
be Rec'd visit with them)

- Purpose of need
- Public Supp.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION

AND  
PUBLIC FACILITIES  
**Computations**

Item No. \_\_\_\_\_

DATE \_\_\_\_\_

Project No. \_\_\_\_\_

Project Name \_\_\_\_\_

Calc. by \_\_\_\_\_

Checked By \_\_\_\_\_

Visual Resource Management - Red Trip

BCM suggest runway ramps -

visitors has increased 16-20% last 2 years  
(vehicles has remained constant)

Public Forum - TOL in Chitkin or both (not maybe Eagle)  
early in

→ BCM can provide list of interested parties

BCM designed wayside at Wadsworth & wide Cr. Ave. Ave  
we hope to pick up where we left off

Revisit realignment ideas ~~Wadsworth~~ ~~Cr. Ave~~ -  
Realign? or culverts to allow ~~to~~ to cross road?

Wadsworth Park Wayside

Dredge Wayside

Su. Park Bridge Wayside → Can it be replaced? ←

Wadsworth Park Compromised - Need RT ←



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
NORTHERN DISTRICT  
FORTY MILE MANAGEMENT AREA

P.O. Box 309  
Tok, Alaska 99780  
(907) 883-5121  
FAX (907) 883-5123

IN REPLY REFER TO:  
8351 (020)

## ROUTING INSTRUCTIONS

|                                               |                    |
|-----------------------------------------------|--------------------|
| B. Gannon _____                               | K. Maitlen _____   |
| E. Gerke _____                                | C. Storey _____    |
| R. Horner <input checked="" type="checkbox"/> | P. Wightman _____  |
| T. Richards _____                             | G. Zimmerman _____ |
| D. Wicken _____                               |                    |

DO THE FOLLOWING: \_\_\_\_\_

FEB 19 1998

David E. Bloom, PE  
Environmental /Geotech Engineering Manager  
State of Alaska, Department of Transportation and Public Facilities  
2301 Pagar Road  
Fairbanks, Alaska 99709-5399

Dear Mr. Bloom:

This letter is in response to your request for the BLM to review a draft Categorical Exclusion covering Taylor Highway MP 82 to the Canadian Border, Project No. 66446. We are pleased to inform you that this task has been accomplished and this letter serves to comment on the document.

As you indicated in your letter our offices have worked closely to coordinate the planning of the project where it passes through a recreational segment of the Fortymile Wild and Scenic River called Wade Creek. Members of our offices have met in the field and across the table to craft the best possible plan to protect and enhance the natural environment of Wade Creek while providing the public a safe and adequate road design. Your staff did an excellent job in writing the Categorical Exclusion explaining how these objectives can be met. Please refer to the attachment containing a few comments we suggest for use in the document, which may help clarify some of the points.

One of the most important aspects of the project is moving the road away from Wade Creek where practical. This measure would allow reasonable protection of the new roadway and an adequate flood plain for the creek. Separation between the road and creek is important for runoff water management and flood control while reducing pollution of Wade creek and restoring the creek to a functioning riparian area. Measures need to be taken to limit flood damage to the road and alteration of the creek. Increasing road and creek separation is paramount in protecting the road and enhancing the creek system.

Where possible the planning efforts have placed the road alignment and appurtenances in unreclaimed mining areas so disturbance of natural areas will be minimal. Removal and contouring mine tailings during road reconstruction will do much to improve the scenery and riparian environment. Realigning the road away from the Jack Wade dredge will help reduce the vandalism that sill occurs while improving photographic and interpretive opportunities. The dredge is in disrepair and road relocation would provide a margin of safety and improved parking at a site that receives significant public use. New turnouts would provide additional recreational opportunities with safe parking.

We concur with the conclusion that there is "no feasible and prudent alternative" to avoiding each of the specific 4 (f) sites the "Proposed Action" as described in the draft Categorical Exclusion identified above. We also agree that every effort has been made in the planning process to minimize harm to each 4 (f) use in the Wild and Scenic River System and improve upon the existing environmental conditions to meet the protect and enhancement mandate of the Wild and Scenic Rivers Act.

Sincerely,

Robert C. Burritt, Fortymile Team Leader

# Memorandum

**To:** David E. Bloom, PE, Environmental /Geotech Engineering Manager, DOT&PF  
**From:** Bob Burritt, Fortymile Team Leader, BLM, Northern District Office  
**Date:** 02/19/98  
**Re:** Project No. STP-0785 (11)/66446 (Taylor Hwy MP 82 to the Canadian Border) Categorical Exclusion Review Comments

---

## Concerning Wade Creek

Recreational Segment of the Fortymile Wild and Scenic River System

The following comments may help to better inform the reader of the Categorical Exclusion. The underlined text would be new to the document.

Pg. 3, bottom of page: Mile post listings indicate which figure the site is located at such as -- "Milepost 82.3 (Fig. 4)" This would help the reader identify the site. See the annotations on sheet #1.

Planning Note: An existing roadbed, next to the main road, at about MP 83.8 (Fig. 5) will need approaches at both ends to be used as another turnout. See sheet #2.

Pg. 5, 2<sup>nd</sup> paragraph: This area is the most recently mined and has the least stable floodplain. The mining claims in this area were relinquished back to the BLM. ... Reclamation of 17.7 hectares (11 acres) of unreclaimed mine tailings, over the relinquished mining claims, will be accomplished as mitigation for ... See sheet #3.

Planning Note: At some point we need to come to a final agreement on what tailings will constitute the 11-acre reclamation areas. The BLM will provide DOT&PF a prioritized list of areas.

Pg. 6, XI, SHPO Clearance: One, the Jack Wade dredge, near milepost 86, is eligible as a National Register Site.

Pg. 6, XII, Local Government Review/Public Involvement: Part of the project between milepost 82 and about milepost 92 is located within a recreational segment of the Fortymile Wild and Scenic River System where the BLM is the land manager. Extensive planning and field work has been accomplished together by the BLM and DOTPF in order to limit disturbance ensure enhancement of the natural environment along Wade Creek segment.

Pg. 12, paragraph above "PROJECT IMPACT:" Mining has now ceased on claims along the lower portion of Wade Creek due to the relinquishment of the federal mining claims to the BLM.

Pg. 12, last paragraph: BLM has requested a turnout at Mile 82.3 for development as a wayside, picnic area and trailhead. At Mile 85.4... This area would provide a location for a crushing plant.

Planning Note: Areas needed along Wade Creek by the construction company for personnel campsites, construction camp and equipment yard may be provided by the BLM under its authorities. BLM has identified a site at mile 84.6 that was used previously as a mining camp as available for an equipment yard and construction camp.

Pg. 21, AVOIDANCE ALTERNATIVES paragraph: Also, easy access to existing recreation facilities and other cultural resources of interest to the traveling public along Wade Creek would be lost.

Pg. 25, MEASURES TO MINIMIZE HARM: Coordination with BLM has provided for all possible planning to minimize harm to Wade Creek Section 4 (f) property. The road design and planned reclamation has been focused at protecting and enhancing Wade Creek and its immediate environment in order to make long-lasting improvements.



GARY  
FYI

# FAX from Tok

Date: 5/7/97

**From:** Fortymile Management Area (AK-020)  
Bureau of Land Management, Northern District  
P.O. Box 309, Tok, Alaska 99780  
phone: (907) 883-5121 commercial  
fax: (907) 883-5123 commercial

**To:** Tiff Vincent  
DOTPF - FAIRBANKS  
FAX - 451-5126

**Message:**

Please Review the Attached;  
see what else we need to add to  
on change - I'll call Monday 5/12.  
Please coordinate w/ DOTPF Personnel...  
Thank you - BIV

# of pages, including this one:

3



Bureau of Land Management  
Northern District Office  
Fortymile Management Area  
P.O. Box 309 Tok, Alaska 99780  
(907) 883-5181

9100,8351(020)

DRAFT

From: Bob Burritt  
To: Trip Participants  
Date: Wed, Aug 7, 1996 0930

Subject: Wade Creek Field Trip (May 19 - 23, 1997)

The Bureau of Land Management (BLM) and the Alaska Department of Transportation and Public Facilities (DOT) met on April 3, 1997 to discuss the Wade Creek Project. During the meeting we decided to visit Wade Creek to enhance our understanding of the project area.

Wade Creek is located in the Fortymile Wild and Scenic River System. The project involves highway and recreation facility reconstruction, development of turnouts and mine reclamation along Wade Creek and the Taylor Highway between Mile posts 82 and 86. Additionally, there is interest in the active mining claim areas north of the Jack Wade Dredge. We need to work with the mine claimant concerning his plans to mine and placement of the creek in relation to the road. He will not be in Alaska until later in the season.

The purpose of this letter is to identify the participants, objectives, trip schedule and logistics.

Scheduled Participants

|                |             |          |                     |
|----------------|-------------|----------|---------------------|
| *Bob Burritt   | Tok, BLM    | 883-5121 | BLM liaison         |
| *Roger Evans   | Fbx, BLM    | 474-2205 | Engineer            |
| *Jon Kostohrys | Fbx, BLM    | 474-2358 | Hydrologist         |
| Dave Mickelson | Tok, BLM    | 883-5121 | Mining Specialist   |
| *Tiff Vincent  | FBX, DOTPF  | 452-5123 | Engineer            |
| *Randy Horner  | FBX, DOTPF  | 452-5292 | Environment Analyst |
| John Bennett   | FBX, DOTPF  |          | Geologist           |
| Mike Lee       | FBX, DOTPF  | 451-5465 | Right-of-Way Agent  |
| Don Rice       | Anc, C.O.E. |          | Project Manager     |

Objectives

1. Recreation Site visits between Walker Fork & Jack Wade Dredge.
2. Review current road and stream alignment and discuss changes.
3. Identify an area for the construction camp.
4. Identify camping areas for construction crew.

- 5. Identify crusher and material stockpile location.
- 6. Identify and proof tailings for crushing and roadbed use.
- 7. Identify organic material for spreading over excavation areas.
- 8. Ground truth aerial photo information.
- 9. Discuss tailing removal and contouring in conjunction with stream and road realignment.

Trip Schedule and Logistics

May 19, 1997:

No site visit planned on this day. Travel to Chicken and overnight at the BLM Chicken field station. Bring your own sleeping bag; bunks will be provided. No commercial lodging available in Chicken. Cooking facilities are available at the field station. The diner may be open at Chicken. Jon Kostohrys will not be able to be on site until May 21.

May 20, 1997: (What should we accomplish?)

Pack lunch for the road.

- Tour all recreation site between Walker Fork & Jack Wade Dredge and overview of project.
- Look at proposed area for the construction camp.
- Look at proposed areas for construction crew camping.
- Look at proposed crusher and material stockpile location.
- Review current road and stream alignment and discuss changes.

May 21, 1997: (What should we accomplish?)

Pack lunch for the road.

- Discuss tailing removal and contouring in conjunction with stream and road realignment.
- Ground truth aerial photo information.
- Identify and proof tailings for crushing and roadbed use.
- Identify organic material for spreading over excavation areas.

May 22, 1997: (What's left to do?)

Participants return to Tok, Anchorage and Fairbanks. Others who have additional work to do in the area can continue to use the Chicken facilities.

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Comments:

How should we plan food? Facilities at Chicken cannot easily accomodate several cooks preparing meals simultaneously.

Who should be involved in what parts of the schedule? I tried to use the 20th as a general overview day. On the 21st we could take care of more specific details or problem solving.

Lets discuss this itinerary and see how to improve it.

## TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

REPRESENTING

Date: 10/11/95

Time: 2:30pm

Project No./Name \_\_\_\_\_

Dave Michelson BLM Tok 883-5121

Bob Durrivitt " " \_\_\_\_\_

Taylor

TOPICS: Taylor Hwy Walker Fork to Canada Border

Omnibus Right of way 100 ft each side of existing & additional Row required would have to be applied for by DOT. Should be no problem if road is being moved farther from creek thru Wade Creek BLM corridor.

1. Realignment of roadway away from the stream is consistent with BLM objectives.

2. Maintenance stockpiles ok if low profile versus high cones

3. Use of additional material on next project (Chickasaw to Walker Fork) ok. Priority is right side of roadway thru BLM Row to dredge

ACTION ITEMS: Discuss w/ Bill Zufelt. Stream regrading. determine tailing quantities - areas for reclamation

Copies To: T.//

Signature: \_\_\_\_\_



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, DESIGN AND CONSTRUCTION

2301 PEGER ROAD  
FAIRBANKS, ALASKA 99709-5399  
PHONE: (907) 451-5123  
TDD: (907) 451-2363

April 28, 1995

Re: STP-0785(11)/66446  
Taylor Highway  
Mile 64 to Canadian Border

Mr. Bob Burritt  
Manager, Tok Field Office  
Bureau of Land Management  
P.O. Box 309  
Tok, AK 99780

Dear Mr. Burritt:

As Gary Walklin discussed with Dave Mickelson of your office, we are planning a field trip to the Taylor Highway on May 24, 1995. The following objectives are proposed:

1. Locating the proposed sites for reclamation, and evaluating the scope of work at each site. Determining the survey information needed at each site.
2. Evaluating potential material sources and discussing the concerns and considerations for the mining plan at each site. Obtain material samples at each site.
3. Identify construction camp/office locations.
4. Locate proposed turnouts.
5. Field review of proposed highway improvements.

Included in our group will be Randy Horner, Environmental Analyst; John Bennett, Geologist; Lee Saylor, Location Engineer; Gary Walklin, Designer; and myself. We will be leaving Fairbanks May 23 and spending the night in Tok. We would like to meet you at your BLM field office in Chicken at 10:00 AM on May 24th. We will have the day of the 24th and the 25th if necessary to complete the necessary field work.

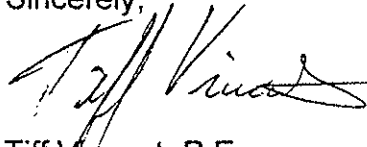
Mr. Bob Burritt

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April 28, 1995

I am looking forward to a productive field review with your staff. If you have any questions, or if you have conflicts with the proposed dates, please call me at 451-5123, or Gary Walklin at 451-5381.

Sincerely,

A handwritten signature in black ink, appearing to read "Tiff Vincent". The signature is written in a cursive style with a large initial "T" and a long, sweeping underline.

Tiff Vincent, P.E.  
Acting Engineering Manager

GW/dc