



U.S. Department
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

**Federal Aviation
Administration**

In Reply Refer To:
ANC Runway 7L/25R Lighting Duct Drainage
Project No. CFAPT01149
Consultation Initiation

January 19, 2023

Cathy Gleason, Vice-President
Turnagain Community Council
1057 W. Fireweed Lane, #100
Anchorage, AK 99503
Cathy.gleasantcc@yahoo.com

Dear Ms. Gleason:

The Federal Aviation Administration (FAA) Alaskan Region Airports Division has received an application for federal assistance from the Alaska Department of Transportation and Public Facilities (DOT&PF) to be the Sponsor of proposed airport improvements at Ted Stevens Anchorage International Airport (ANC), Anchorage, Alaska (the Project) (Table 1 and Figure 1).

Table 1. Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian	Latitude/ Longitude
13 North	4 West	33, 34, 35	Anchorage A-8	Seward	61.1705 N/ -149.9765 W

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties and places that may be of traditional, religious, and cultural importance to your community. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss project details with you or any confidential concerns you may identify.

Project Description

The proposed action would construct drainage connections from select, existing Runway 7L lighting duct bank manholes to the existing storm drain system within the infield along Taxiway (TW) K. Proposed 4 inch (in) - 6 in diameter drainage connection culverts will be constructed within the infields from east of TW R to immediately east of TW B. The new drainage culverts will drain via gravity from manholes to the central buried drainage line in the adjacent infield. Drainage culverts would be fitted with backflow preventors to keep accumulating drainage from backing up into the electrical duct bank manholes.

Preliminary design alternatives provide that either 15 drainage culverts of varying lengths (160-275 feet [ft] long) would be constructed (one per manhole) to the central drainage line in the infield or, alternatively, several banks of manholes would be interconnected in series by approximately 260 ft long drainage pipes, with fewer drainage culverts (4-5) linked to the central drainage line in the infield. Final design may utilize either of these alternatives uniquely, or potentially a combination of both alternatives. Overall, drainage culverts between manholes and the central drainage line in the infield are estimated to range between 160 – 275 ft long, with each culvert requiring a trench for placement estimated to be approximately 4 ft wide and between 7 ft – 12 ft deep dependent on specific culvert location (Figure 2).

Preliminary Area of Potential Effect (APE)

The preliminary APE for the proposed project consists of the area of ground disturbance and other possible effects of the project (e.g., noise, visual, atmospheric, and cumulative effects) within the limits of the project, and is approximately 250 feet wide by a length of 1.2 miles (Figure 3). If there are indirect effects associated with the proposed project, FAA expects they will be temporary and limited to the period of time during construction. Project components proposed for the APE are consistent with the current function of their locations, and previous projects have already disturbed these areas. The APE will be finalized after comments are received from the consulting parties.

Identification Efforts

On October 6, 2023, Stantec Senior Archaeologist Daan Meens M.A. RPA conducted a cultural resource desktop review and search of Alaska Historic Resource Survey (AHRS) database records to identify previously recorded historic properties within the entire preliminary APE plus an additional half-mile buffer (the search area) (Figure 4).

The AHRS database search revealed one previously recorded cultural resource (ANC-04070; Spenard Road) within one-half mile of the Project Area. That resource, located within the Municipality of Anchorage, is approximately 3.4 miles long and currently extends from International Airport Road to Minnesota Drive. This historic property is outside the APE and will not be impacted by the Proposed Action. Additionally, an historic district (ANC-03003; Lake Hood Seaplane Base (LHSB)) lies just outside the search area. The district includes 17 contributing buildings, sheds designed by the State of Alaska, and 2 contributing structures. None of these resources will be impacted by the Proposed Action (Table 2).

Table 2: ANC Runway 7L/25R Lighting Duct Drainage Project AHRs Summary

AHRs	Site Name	Description	NHRP Status	Reference
ANC-04070	Spenard Road	Approximately 3.4 mile road extending from Intl. Airport Road to Minnesota Drive. Historically, Spenard Road extended farther north of present Minnesota Drive to 9th Avenue. Spenard Road is significant under Criterion A as a vital and distinguishable link to Anchorage and influenced development trends leading to the annexation of Spenard into the community of Anchorage.	Eligible	(Mead & Hunt 2014)
ANC-03003	Lake Hood Seaplane Base (LHSB)	District first recorded by Rogan Faith of Historic Walrussia, is an Eligible district under Criteria A and G for its contribution to the development of Anchorage, the tourist trade, and to making Alaska “the flyingest state in the Union” (Faith 2009: 21, 23-24). District includes 17 contributing buildings, sheds designed by the State of Alaska, and 2 contributing structures. These are the Lake Hood Airstrip (ANC-03014) and the “Fingers” aircraft parking slip (ANC-03012).	Eligible	(Faith 2009: 21, 23-24)

As there are various existing, buried utilities associated with runway lighting and storm drainage systems in the proposed APE, it is unlikely that the Proposed Action will indirectly affect historic properties outside the APE, such as Spenard Road or the LHSB. In addition, during the construction of the runways and taxiways, the entire area is previously disturbed with excavation and placement of fill. It is unknown the depth of this excavation and fill (poorly graded gravel and sand) placed to create the runways and taxiways, but some portions having been previously excavated down to a depth of 20 feet (Brice Solutions LLC 2022: 5-1).

Consulting Parties

FAA is submitting letters initiating consultation with the Alaska State Historic Preservation Office (SHPO), Native Village of Eklutna, Knik Tribe, Chickaloon Village Tribal Council, Cook Inlet Region Inc. (CIRI), Eklutna Inc., Knikatnu, Inc., Cook Inlet Tribal Council, Chickaloon Moose Creek Native Association, Municipality of Anchorage (MOA), Spenard Community Council, Turnagain Community Council, and the Sand Lake Community Council.

FAA Contact Information

If you have questions or comments related to this proposed Project, please contact Kendall Campbell at 907-271-5030 or Kendall.D.Campbell@faa.gov.

FAA requests your input on our proposal so that we can incorporate your concerns into Project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

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Enclosures:

Figure 1: Location & Vicinity
Figure 2: Proposed Action
Figure 3: Preliminary APE
Figure 4: Proposed Action AHRS Search Area

References

Brice Solutions LLC.

2022 *Cultural Resources Survey and Section 106 Review for the Relocation of the FAA Air Traffic Control Tower at the Ted Stevens Anchorage International Airport*. Report prepared for Federal Aviation Administration Engineering Services.

Faith, Rogan C.

2009 *Recommendation of Significance Lake Hood Seaplane Base Anchorage Alaska*. Report prepared for the Alaska Department of Transportation and Public Facilities Project # 50920.

Mead & Hunt

2014 *Statement of Significance: Spenard Road*. Prepared for Alaska Department of Transportation and Public Facilities.

Electronic cc w/ Enclosures:

Kristi Ponozzo, FAA Environmental Protection Specialist

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Molly Proue, DOT&PF Statewide Interim Cultural Resources Manager