

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

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March 6, 2006

Re: Nordale Road Rehabilitation
DOT&PF Project No. 62166
Agency Scoping

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate Nordale Road between Chena Hot Springs and Badger Roads, North Pole, Alaska. DOT&PF is soliciting input regarding the proposed project for incorporation into a Categorical Exclusion (CE) document to meet the National Environmental Policy Act (NEPA) requirements for this project.

The project is located in North Pole, Alaska, at 64.838° North Latitude and 147.397° West Longitude (T01N (Sections 19,29,30,31,32)-01S (Sections 5,6,7,8,17,18,19,20), R02E, Fairbanks Meridian) (USGS Quadrangle Fairbanks D-1 SW) (Figure 1).

Existing Condition

The existing surface of Nordale Road is more than 25 years old. The pavement is deteriorating and requires frequent patching and maintenance. The roadway traverses areas of discontinuous permafrost, primarily from the Little Chena River to Chena Hot Springs Road, where it has suffered from heaving and settling as a result of poor sub-grade material. The road surface has cracked and the vertical alignment is no longer level. Culverts that remain frozen in the spring dam the flow of melt water. This results in the saturation of the roadway embankment, weakening it and contributing to settlement.

Scour at the two bridges located within the project limits, the Chena River and Little Chena River, has exposed the pier caps and pilings (Figures 2 & 3). If left unattended, significant damage to the bridge foundations will result.

Proposed Action

Rehabilitate roadway: selective leveling of areas that have settled, possibly resulting in grade raise and expansion of embankment toe up to 7 feet on both sides of roadway (Figure 4), installation of culverts in select areas to restore adequate drainage, recycling existing pavement to construct a treated base, construct a new paved surface, upgrade road signs and apply pavement striping.

Work anticipated below the ordinary high water at both bridge locations will include placement of riprap in the channel and along the banks (Figure 5). Title 41 and Section 404 permits are anticipated for:

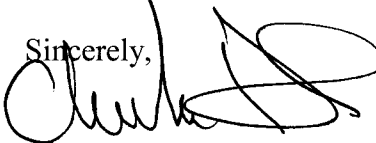
Chena River Bridge-A scour hole between the center pier and the south abutment will require riprap in the streambed between the abutment and the pier.

Little Chena River Bridge-Riprap from the original construction has eroded and settled; in-kind replacement is needed.

Preliminary Research Results

For preliminary research results of environmental resources in the project area, see Appendix A. A project website has been set up at <http://www.dowl.com/projects/adotpfairport/index.htm>. If you have difficulty accessing this material, a hard copy can be provided upon request. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the links on the project website identify agency specific information that is requested. Listed on the project website are the respective agencies that can be clicked on to take you to a list of questions specific to your purview. This site also allows you to provide comments directly to our environmental consultant, via email.

To ensure that all factors are considered in the CE document, your **comments are requested by April 3, 2006**. If you have any questions regarding the project feel free to contact Peter T. Masson, DOWL Engineers, at (907) 562-2000, or by email at pmasson@dowl.com. Comments can also be sent to Mr. Masson at 4040 B Street, Anchorage, AK, 99503.

Sincerely,


Chuck Howe
Northern Region Environmental Coordinator

Enclosures: Appendix A
Figure 1-Vicinity and Location Map
Figure 2-Bridge Abutment Photos
Figure 3-Bathymetry
Figure 4-Typical Road Cross Section
Figure 5-Preliminary Riprap Cross Section

cc (via e-mail): Kristen Hansen, DOWL Engineers, Anchorage
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