



Municipality of Anchorage
Watershed & Natural Resources Advisory Commission

A G E N D A

Wednesday, July 29, 2026

12:00 Noon – 1:30 p.m.

Regular Meeting

via Microsoft Teams

[Join the meeting](#)

Meeting ID: 233 675 686 640 643, Passcode: 3Wg6NL2D

or

Call in: +1 907-519-0237

Phone conference ID: 801 101 84#

I. CALL TO ORDER

- A. Establishment of Quorum
- B. Disclosures
- C. Recognizing Staff and Guests

II. MINUTES

- A. July 8, 2026, Regular Meeting

III. UNFINISHED BUSINESS

- A. WNRAC Case No. 2026-01, PZC Case No. 2026-0036, the *Anchorage Wetlands Management Plan* Update, Phase I Status
- B. WNRAC Case No. 2026-02, Wetland Permit Application for Laurel Acres Subdivision, Block 9, Lot 1 – Resolution for Approval
- C. JBER Boundary Fence Project Next to East Anchorage Neighborhoods
- D. ADOT&PF Seward Highway and Tudor Road Interchange Reconstruction – Fish Creek Daylighting

IV. NEW BUSINESS

- A. *Anchorage Wetlands Management Plan* Update, Phase II Status

V. PERSONS TO BE HEARD (3-minute limit)

VI. OTHER BUSINESS/STAFF REPORT

- A. Commission Vacancies (3)

VII. ADJOURNMENT

Next Meeting: Wednesday, October 28, 2026



Municipality of Anchorage

Watershed & Natural Resources Advisory Commission

Action Summary

Wednesday, July 8, 2026

12:00 Noon – 1:30 p.m.

Planning and Development Center, Room 170

and via Microsoft Teams

(Hybrid)

Regular Meeting

Commissioners	MOA Staff
• Emily Creely, Chair • Lee Cruise* • Nic Kinsman • Matt Nemeth* • Samantha Simpson* • Rick Sinnott (<i>Excused</i>) (3 vacancies) Virtual*	• Michael Nti Ababio, Long-Range Planning • Daniel Mckenna-Foster, Manager, Long-Range Planning • Tom Davis, Long-Range Planning • Paul LaFrance, Private Development, DSD • Steve Ellis, Private Development, DSD • CJ Weed, Private Development, DSD • Tiffany Briggs, Real Estate* • Kenna Billups, Watershed Management, PME • Aubrey Schoneboom, Watershed Management, PME • Kyle Cunningham, Watershed Management, PME • Brad Muir, Park Development and Natural Resources, P&R

I. CALL TO ORDER

Chair Creely called the meeting to order at 12:06 p.m.

A. Establishment of Quorum

Quorum was established after the roll call and the arrival of Nic Kinsman.

B. Disclosures

Chair Creely disclosed that her employer, DOWL, is under term contract with the Municipality and would most likely be undertaking the Phase II update of the *Anchorage Wetlands Management Plan*.

II. MINUTES

A. April 15, 2025, Regular Meeting

Commissioner Kinsman moved for approval of the minutes. **Chair Creely** seconded.

Commissioner Nemeth said he attended the April 15 meeting but was marked absent.

The minutes were changed to note him as present. The minutes were approved unanimously with the noted change.

III. UNFINISHED BUSINESS

A. Commission Elections

1. **Commissioner Kinsman** nominated Commissioner Creely for Chair of the Commission. Commissioner Creely was re-elected chair by a unanimous vote.
2. **Commissioner Nemeth** nominated himself to serve as Vice Chair of the Commission. He was elected Vice Chair by unanimous vote.

IV. NEW BUSINESS

A. Status of WNRAC Case No. 2026-01, Planning and Zoning Commission (PZC) Case No. 2026-0036, the Anchorage Wetlands Management Plan Update, Phase I

Staff gave a presentation on the status of PZC case 2026-0036. Staff noted that the case was postponed to a date uncertain by the PZC on the May 11 hearing which prompted a work session for June 8 and now is set to be heard again on July 13 by the PZC. Staff noted that the AO draft has been changed to include a section that gives the Planning Director the opportunity to change Wetlands boundaries following a valid delineation.

B. WNRAC Case No. 2026-02, Wetland Permit Application for Laurel Acres Subdivision, Block 9, Lot 1

Staff gave a presentation on Case No. 2026-02. The commission discussed the permit and concluded that individual Commissioners draft mitigation measures and recommendations and circulate it and vote on it by e-mail. *(Because of the Open Meetings Act, this was not done by e-mail. Chair Creely drafted the information and sent it to the commissioners for review but asked for individual feedback to her only.)*

At 1:00 p.m., Commissioner Simpson had to leave the meeting for another meeting. The meeting lost quorum. Discussions continued however, but no action was taken. The notes recorded from this point onward are for information only and do not form part of the official meeting minutes.

C. JBER Boundary Fence Project Next to East Anchorage Neighborhoods

Commissioner Kinsman recused herself. Commissioners present decided it should reappear on next agenda.

D. ADOT&PF Seward Highway and Tudor Road Interchange Reconstruction – Fish Creek Daylighting

Chair Creely recused herself. Commissioners present decided it should reappear on next agenda.

V. PERSONS TO BE HEARD *(none)*

VI. OTHER BUSINESS/STAFF REPORT

A. Commission Vacancies (3)

Chair Creely noted that there are still three vacancies and that no nominations have been received yet.

V. ADJOURNMENT

The meeting ended at 1:21 p.m.

**MUNICIPALITY OF ANCHORAGE
WATERSHED & NATURAL RESOURCES ADVISORY COMMISSION
RESOLUTION NO. 2026-02**

A RESOLUTION RECOMMENDING APPROVAL OF A WETLANDS PERMIT APPLICATION FOR A CLASS B WETLAND, SUBJECT TO CONDITIONS, FOR LAUREL ACRES SUBDIVISION, BLOCK 9, LOT 1.

(WNRAC Case No. 2026-02)

WHEREAS, the Watershed & Natural Resources Advisory Commission serves as a technical liaison between municipal departments, the community, and state and federal agencies having water quality, watershed and natural resources management responsibilities, programs to restore and improve fish and wildlife habitat and other activities to increase community stewardship of aquatic and other natural resources within the Municipality of Anchorage per AMC 4.90.010; and

WHEREAS, the Watershed & Natural Resources Advisory Commission should be consulted on matters that may have adverse impacts on the function and health of our finite wetland resources; and

WHEREAS, the Wetland Unit the permit is sought for is a Class B Wetland of approximately 3.2 acres; and

WHEREAS, the Planning Director is mandated by municipal Wetland Policy to consult the Watershed & Natural Resources Advisory Commission for recommendation on any permit application for an activity disturbing a Class B Wetland of any size; and

WHEREAS, the Commission reviewed the permit application on April 15, 2026, and referred it to municipal agencies for comments; and

WHEREAS, the Commission reviewed the permit application again, along with municipal agency comments received, on July 8 and July 29, 2026.

NOW, THEREFORE, BE IT RESOLVED that the Watershed & Natural Resources Advisory Commission:

- A. Recommends approval of the wetlands permit application for Laurel Acres Subdivision, Block 9, Lot 1, subject to the following:
 - 1. Obtain drainage analysis to better understand hydrologic conditions on site.
 - 2. Implement invasive species prevention and management in lieu of compensatory mitigation.
 - 3. Review and implement applicable commonly used avoidance and minimization options, included in *CFR 40 Part 230 Section 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material Subpart B--Compliance With the Guidelines Sec. 230.10 Restrictions on discharge.*

4. Avoidance measures should include:
 - a. Reduce the footprint of specific project components to avoid wetlands, such as steeper side slopes, changing dimensions (i.e., length vs. width), consolidation of project components.
 - b. Avoid sensitive periods for migratory birds through adherence to construction timing windows (as identified in the USF&WS guidelines “Advisory: Recommended Time Periods for Avoiding Vegetation Clearing in Alaska to Protect Migratory Birds”).
 - c. Avoid stream crossings or surface water bodies.
 - d. Treat runoff to reduce impacts to surrounding wetlands.
 - e. Prevent human access to adjacent wetlands, where none exists.
 - f. Prevent wind-blown debris from impacting adjacent wetlands.
 - g. Prevent spread of invasive species.
5. In keeping with Best Management Practices, minimization measures should include:
 - a. Stockpile overburden and excess excavation materials and use for berm stabilization or seed to promote vegetation regrowth.
 - b. Use vegetative buffers, containment levees, sediment basins, or silt screens to reduce erosion and impacts on adjacent wetlands.

PASSED AND APPROVED by the Anchorage Watershed & Natural Resources Advisory Commission on the 29th day of July 2026.

Mélisa R. K. Babb
Secretary

Emily Creely
Chair

(WNRAC Case No. 2026-02)

From: 673 CES/CEIEC EnvPlanning <673CES.CEIEC.EnvPlanning@us.af.mil>

Sent: Thursday, May 28, 2026 2:38 PM

Subject: Public Comment Period Extended to 12 June 2026 - Draft Environmental Assessment for Proposed Improvements to Installation Security

[EXTERNAL EMAIL]

NOTICE OF EXTENSION – PUBLIC COMMENT PERIOD

DRAFT ENVIRONMENTAL ASSESSMENT AND DRAFT FINDING OF NO SIGNIFICANT IMPACT FOR IMPROVEMENTS TO INSTALLATION PERIMETER SECURITY AT JOINT BASE ELMENDORF-RICHARDSON, ALASKA

EAXX-007-57-UAF-1730709460

28 May 2026

The Department of the Air Force (DAF) has prepared a Draft Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA), the Department of Defense NEPA Implementing Procedures (June 2025), and the DAF NEPA Implementing Procedures (March 2026) to evaluate the potential for environmental impacts associated with proposed actions to improve installation perimeter security at Joint Base Elmendorf Richardson (JBER), Alaska. The purpose of the Proposed Action is to improve installation security, first prioritizing critically deficient locations and then addressing other vulnerable areas to prevent unauthorized pedestrian access onto the installation from uncontrolled access points. Implementation of the Proposed Action will deter, detect, and delay adversaries from easily accessing the installation and inflicting harm or damage on personnel and resources vital to national security. The Proposed Action is needed to protect installation security, operations, and unit readiness.

Based on the analysis in the Draft EA, the DAF has prepared a draft Finding of No Significant Impact (FONSI). The DAF has also considered the necessity of impacts to wetlands and floodplains in accordance with Executive Orders 11990, *Protection of Wetlands* and 11988 *Floodplain Management*. Having avoided and minimized the potential for adverse effects to the maximum extent practicable, the DAF has also prepared a draft Finding of No Practicable Alternative (FONPA). The DAF is requesting public input on the Draft EA and the Draft FONSI/FONPA pursuant to NEPA, 42 United States Code § 4321, et seq.

Electronic copies of the Draft EA and Draft FONSI/FONPA will be available for review on the JBER website beginning on 30 April 2026: <https://www.jber.jb.mil/Services-Resources/Environmental/Environmental-Planning/>.

The public review period will run from 30 April 2026 through 12 June 2026.

Comments are encouraged to be sent by email to 673CES.CEIEC.EnvPlanning@us.af.mil and must be received by 12 June 2026.

DRAFT FINDING OF NO SIGNIFICANT IMPACT / FINDING OF NO PRACTICABLE ALTERNATIVE

IMPROVEMENTS TO INSTALLATION PERIMETER SECURITY JOINT BASE ELMENDORF-RICHARDSON, ALASKA

EAXX-007-57-UAF-1730709460

Pursuant to provisions of the National Environmental Policy Act (NEPA), as amended by Public Law 118-5, *Fiscal Responsibility Act of 2023* (42 United States Code 4321 et seq.), Department of Defense NEPA Implementing Procedures (30 June 2025), and Executive Order (EO) 14154, *Unleashing American Energy*, the Department of the Air Force (DAF) assessed the potential environmental consequences associated with rectifying security deficiencies along the installation perimeter at Joint Base Elmendorf-Richardson (JBER), Alaska. This Finding of No Significant Impact (FONSI) / Finding of No Practicable Alternative (FONPA) hereby incorporates by reference and attaches hereto the “Draft Environmental Assessment (Draft EA), Improvements to Installation Perimeter Security, Joint Base Elmendorf-Richardson, Alaska.”

The purpose of the Proposed Action is to improve installation security, prioritizing critically deficient locations and then addressing other vulnerable areas to prevent unauthorized pedestrian access onto the installation from uncontrolled access points. The Proposed Action is necessary to protect installation operations and unit readiness. The acceptable threshold for installation breaches is zero, but it is not practicable to fully secure and patrol every reach of the installation perimeter. Critical areas, however, must be reasonably secured and protected from threats posed by trespassers and unauthorized entry of foreign intelligence entities. Currently, there are sections of the installation’s cantonment area that are unacceptably vulnerable to trespass. Areas of the installation that interface with public lands and residential areas are also vulnerable, and trespass introduces risk to installation security, operations, and military training. Existing physical security measures have weak points, such as incomplete, ineffective, or discontinuous perimeter fencing, which do not prevent trespass onto the installation, where trespass is defined as “entry [that] is illegally gained” (Department of the Air Force Manual 31-101 Volume 3, *Installation Perimeter Access Control*, 2020). The proposed action will modify existing fences, erect new fences, and/or install or upgrade non-structural security measures, including but not limited to signage, cameras, lighting, and sirens to address installation security deficiencies in designated areas.

The Draft EA, incorporated by reference into this finding, analyzes the potential environmental consequences of improving JBER perimeter security and provides environmental protection measures to avoid or reduce adverse environmental impacts. The EA considers potential impacts of the Proposed Action Alternative (Implement structural and non-structural security measures in critically deficient and vulnerable areas, and only non-structural measures in remote vulnerable areas), Alternative 2 (Implement structural security measures in critically deficient areas only, and non-structural security measures across critically deficient and vulnerable areas), and the No-Action Alternative. The EA also considers other reasonably foreseeable effects on resources.

ALTERNATIVE 1

Under the Proposed Action, “critically deficient locations” along the installation perimeter—(1) Ship Creek Crossing at Reeve Boulevard, (2) Ship Creek Crossing at Glenn Highway (Cottonwood Park), and (3) Glenn Highway (north side) between Davis Highway and the Anchorage Municipal Landfill—will receive additional structural security measures (e.g., fencing) and non-structural security measures (e.g., sensors, signs). “Other vulnerable areas” along the installation perimeter, including (A) Richardson Training Areas (RTAs) 424, 429, and 430, (B) RTA 420, and (C) RTA 411, will also receive these combined structural and non-structural security measures. The installation perimeter along the eastern boundary from Eagle River north to Beach Lake (“Vulnerable Area D”) will receive only non-structural security measures (e.g., sensors, signs, security lighting, sirens).

ALTERNATIVE 2

Under Alternative 2, critically deficient locations on the installation perimeter (identified in Alternative 1) will receive additional structural security measures (i.e., fencing) and non-structural security measures, while other vulnerable areas (identified in Alternative 1) will receive only non-structural security measures.

NO-ACTION ALTERNATIVE

Under the No-Action Alternative, no improvements will be made to installation perimeter security.

SUMMARY OF FINDINGS

The analysis of the affected environment and environmental consequences of the Proposed Action and Alternatives concluded that by implementing standard environmental protection measures during construction activities and operations, the Proposed Action and Alternatives will result in no impacts on cultural resources; and will result in non-significant impacts on earth resources, water resources, biological resources, safety and occupational health, noise, air quality, recreation, and the ambient light environment. Protective measures incorporated into the Proposed Action (identified in the EA) and incorporated into the analysis will be implemented to avoid and minimize the potential for significant impacts on resources. A summary of resources for which protective measures and best management practices (BMPs) support the finding of no significant impact is presented in the following paragraphs.

Earth Resources. Minimal ground disturbance will be required, and the Proposed Action will avoid blasting or major excavation, and grading for utilities will be limited and confined to previously disturbed areas. Although some temporary soil compaction and erosion risk may occur during construction, especially where vegetation is removed, the mostly flat terrain and use of BMPs will minimize impacts. Impacts on soils from construction activities (e.g., compaction, disturbance, erosion) are expected to be temporary, minor, and readily minimized with protective measures and BMPs.

Water Resources. Construction in wetlands and floodplains cannot be avoided while meeting the purpose and need of the Proposed Action. In critically deficient areas, construction of security measures will occur within wetlands and floodplains associated with Ship Creek. In other vulnerable areas, construction of security measures will occur within wetlands and floodplains associated with South Fork Chester Creek and North Fork Campbell Creek. The designs for proposed structural security measures were developed to avoid and minimize impacts on wetlands and floodplains to the maximum extent practicable; no structures will be placed within 25 feet of the edge of Ship Creek, and structures will be oriented parallel to flow in the Ship Creek floodplain. Fencing atop culverts will be placed across other, smaller streams in the Proposed Action Area, including Jerry's Creek, South Fork Chester Creek, and North Fork Campbell Creek. Across the Proposed Action Area, a total of 3.3 acres of wetlands and more than 1,609 linear feet of floodplain will be impacted by clearing but are not expected to impact floodplain function. The installation of post footings is expected to result in negligible loss of wetlands and floodplains.

Biological Resources. The Proposed Action is expected to further restrict, but not prevent, wildlife movement between seasonal habitats. Impacts on large mammals are expected to be adverse in the short term, while animals adjust to the new fences and habituate to other migration routes, then lessen over time. Impacts on wildlife, and especially on moose, will be minimized by the implementation of several measures. A Memorandum of Agreement will be executed between JBER and the Alaska Department of Fish and Game, who will cooperate to identify and respond to animal strandings, with JBER Conservation Law Enforcement Officers unlocking the locked wildlife gates included in the Proposed Action as needed to facilitate wildlife movement. DAF will assess opportunities to enhance and create shrubland at JBER, a preferred foraging habitat for moose, through activities such as controlled burning, cutting mature woodlots, mechanical crushing of vegetation, or hydroaxing. Finally, monitoring and adaptive management of the moose population will continue as part of JBER's Ecosystem Management Program.

Safety and Occupational Health. Impacts on public safety (related to risk of human-wildlife conflict and wildlife-vehicle collisions) are expected to be adverse in the short term and lessen over time as large mammals acclimate to the presence of new fencing. Long-term impacts related to public safety and personnel health and safety (e.g., reduced trespassing) are expected to be beneficial. The Proposed Action will follow established standard safety protocols during construction, minimizing risks to personnel through safety plans, daily equipment inspections, and secure storage of materials. Although added fencing will restrict wild animal movement onto highways and into neighborhoods in some places, the same fencing will also restrict animal movement out of these areas once access is gained. With planned resource protection measures for wildlife and coordination with wildlife agencies, overall adverse impacts on human-wildlife conflict and occupational health and safety will be minimized.

Noise. Noise impacts (related to construction and sirens) are expected to be minor and readily minimized with protective measures and BMPs. There will be temporary increases in noise levels due to construction activities; these impacts will only last for the duration of construction. Although sirens may be used as part of non-structural security measures, their placement will

avoid residential and noise-sensitive areas, minimizing potential disruption to the extent practicable.

Air Quality. Air quality impacts from construction and maintenance of security measures will be minor and readily minimized with protective measures and BMPs. Estimated construction and operational emissions will not result in annual exceedances relative to insignificance thresholds for any criteria pollutants.

Recreation. The Proposed Action will not affect legal recreational access to JBER; authorized recreational access points will be maintained. Impacts on recreation (related to response of wildlife to the presence of new fencing) will be limited to potential impacts on big game hunting opportunities. Temporary disturbance in moose distribution or abundance may result in permitting changes for the annual moose hunt at JBER in the short-term. With planned resource protection measures for wildlife and coordination with wildlife agencies, overall impacts on recreational hunting throughout the greater Game Management Unit (14C) will be minimized.

Ambient Light Environment. Impacts on the ambient light environment (related to construction and controlled security lighting) are expected to be minor and will be readily minimized with protective measures and BMPs. Since work is planned during the shorter winter daylight period to protect soils and wetlands, construction-associated lighting may temporarily impact natural dark conditions and be visible from off the installation. Non-structural security measures will include lights that may be visible from outside the installation and will be visible in remote, undeveloped areas during short periods when triggered by sensors. Lighting will be designed and sited to avoid and minimize disruption to adjacent land users and degradation of natural darkness conditions.

PUBLIC INVOLVEMENT

Potential jurisdictional wetlands were found in the Proposed Action Area and may occur upstream or downstream from the Proposed Action Area. Ship Creek, North Fork Campbell Creek, and South Fork Chester Creek, which flow through the Proposed Action Area, meet the criteria for federal (non-wetland) waters. Potential impacts on these wetlands and Waters of the U.S. (WOTUS) may occur because of the proposed activities. A Notice for Early Public Review of a Proposed Activity within Wetlands and Floodplains was published in the *Anchorage Daily News* on 30 March 2025, the *Mat-Su Valley Frontiersman* on 2 April 2025, and on the JBER Environmental Planning Webpage for the duration of the planning effort.

A Notice of Availability of the Draft EA and Draft FONSI/FONPA was published on the JBER Environmental Planning Webpage and distributed to federal, state, and local agencies, Federally Recognized Tribes, and Alaska Native Entities, announcing the availability of the Draft EA and Draft FONSI/FONPA for review on 30 April 2026 for a period of 30 days, ending on 30 May 2026.

FINDING OF NO SIGNIFICANT IMPACT / FINDING OF NO PRACTICABLE ALTERNATIVE

Other alternatives were reviewed during the EA development process under NEPA requirements but were eliminated from further detailed analysis in the EA because they did not meet the stated purpose and need for the action, were not practicable, or would have led to greater overall environmental impact. The only practicable alternatives are the Proposed Action and Alternative 2. For the reasons stated in the EA, the dismissed alternatives are not practicable alternatives to avoiding the potential impacts on wetlands or WOTUS. Similarly, there is no practicable alternative to implementing the Proposed Action outside of the Ship Creek floodplain.

Based on my review of the facts and analyses contained in the attached EA, conducted under the provisions of NEPA and the Department of Defense NEPA Implementing Procedures, I conclude that the Proposed Action Alternative will not have significant adverse environmental impact. Pursuant to EO 11990, *Protection of Wetlands*, EO 11988, *Floodplain Management*, and Department of the Air Force Manual 32-7003, *Environmental Conservation*, and taking into account the information in the EA and incorporating it by reference, I find that there is no practicable alternative to this action and that the Proposed Action includes all practicable measures to minimize harm to wetlands and floodplains. Accordingly, an Environmental Impact Statement is not required. The signing of this FONSI/FONPA completes the environmental impact analysis process.

DANIEL C. WERNER
Colonel, U.S. Air Force
PACAF PACAF/A4C

Date



FACT SHEET**Seward Hwy & Tudor Rd Interchange Reconstruction**

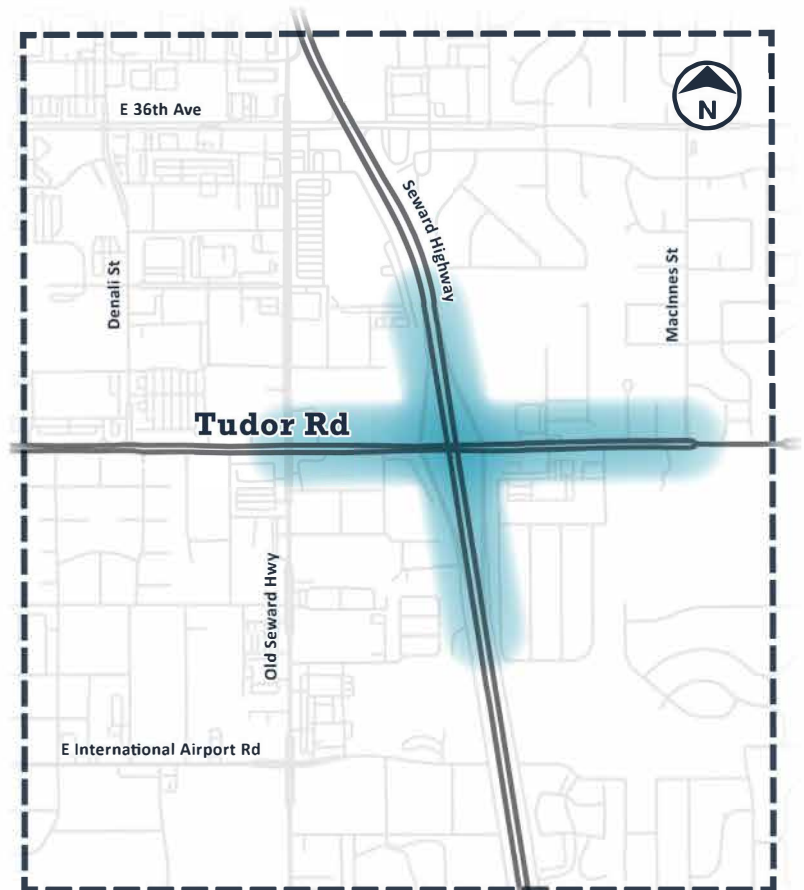
State/Federal Project Number: CFHWY00909/0A31067

**Project Description**

The Alaska Department of Transportation and Public Facilities (DOT&PF) is planning improvements to the Seward Highway and Tudor Road interchange in midtown Anchorage.

This interchange connects Anchorage's busiest north-south and east-west arterials, providing essential access and mobility for the Anchorage Bowl. Upgrades will:

- Improve safety for all users
- Replace and raise the bridge
- Reduce congestion
- Support mobility for all users
- Realign freeway ramps
- Widen non-motorized facilities across the bridge
- Improve non-motorized crossings at and between signalized intersections



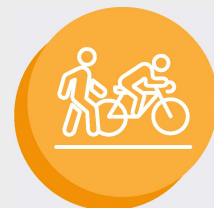
Solutions to known safety issues will be analyzed at other intersections within the project limits, including but not limited to, Old Seward Hwy and MacInnes St.

Planned improvements include:

Raising and widening the Tudor Road bridge to meet current clearance standards



Improving safety and traffic flow for all users

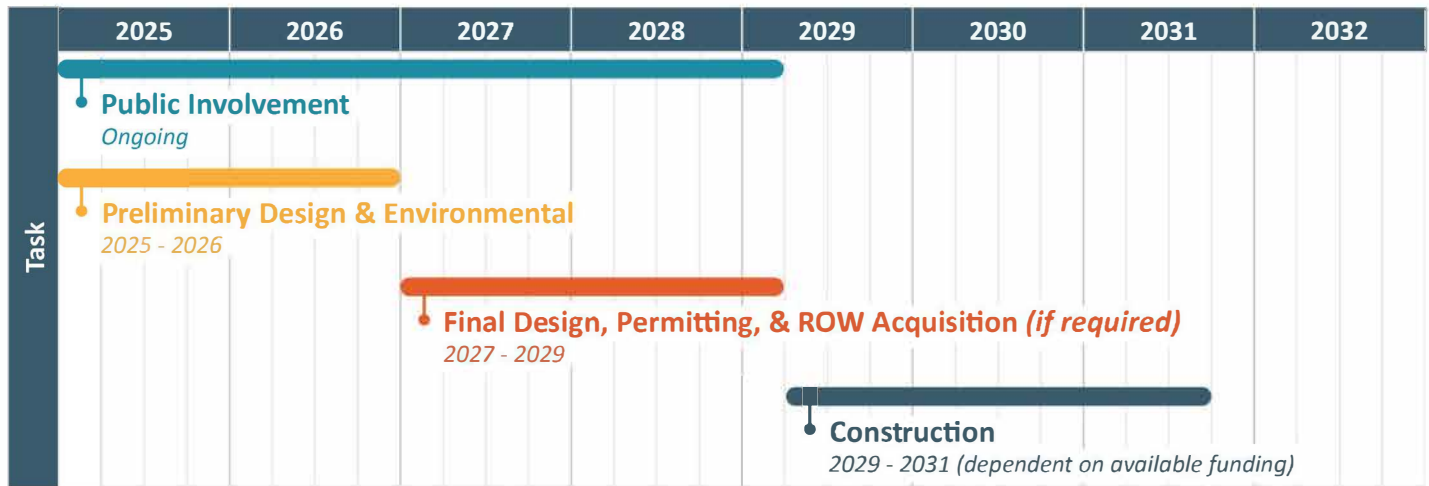


Enhancing facilities and mobility for active transportation users

Project Status

The project is currently in the preliminary design and environmental documentation phase. The project team is gathering input from stakeholders and the public on alternatives. Survey and traffic data have been collected. Additional field work and data collection to support geotechnical, hydrology and hydraulics, and utilities are forthcoming.

Schedule



For More Information

Email the project team at TudorInterchange@dowl.com or call (907) 562-2000.

To learn more about this project, visit: www.TudorInterchange.com



Galen Jones, P.E.
DOT&PF Project Manager
(907) 269-0550

Jovie Garcia
DOWL Public Involvement
(907) 562-2000

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source. Full policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint: dot.alaska.gov/cv/rts/complaint.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate should contact Public Involvement, (907) 562-2000, and TDD number 711 at least 10 days before the accommodation is needed.

Notice Of Intent To Begin Engineering And Environmental Studies And Floodplain Encroachment: Seward Highway And Tudor Road Interchange Reconstruction Project No.: CFHWY00909

NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES AND FLOODPLAIN ENCROACHMENT

Project Title: SEWARD HIGHWAY AND TUDOR ROAD INTERCHANGE RECONSTRUCTION

Project No.: CFHWY00909/OA31067

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327 and is soliciting comments and information on a proposed project to reconstruct the Seward Highway and Tudor Road interchange to replace the existing bridge, ease congestion, and improve safety and east/west connectivity for all users. The project would update the interchange design to meet current and projected traffic volumes, increase vertical clearance to meet current minimum height requirements, improve non-motorized user navigation, and upgrade the level of service at intersections within the project limits. The proposed work may include the following:

- Reconstruct ramps and bridge over Seward Highway
- Construct new frontage roads, including new bridges for ramps
- Rehabilitate and replace existing roadways, sidewalks, shared-use pathways, pavement and subgrade
- Construct new Americans with Disability Act-compliant pedestrian facilities
- Improve drainage (e.g., upgrade or rehabilitate culverts, storm drain facilities, ditches)
- Relocate utilities
- Change access control for Seward Highway, Tudor Road, and other connecting roadways
- Clear and grub vegetation
- Improve, replace, or install roadside hardware, including traffic signals, illumination, signage, striping, automated traffic recorders, etc.
- Install landscaping, retaining wall(s), and noise barriers
- Improve adjacent intersections
- Acquire right-of-way to accommodate improvements

The proposed project would encroach into the base (100-year) floodplain of Fish Creek (FEMA FIRM Panel 0200050761D). Potential impacts to the base floodplain may include an encroachment during culvert installation; however, no net changes to the base flood elevation or significant encroachments are expected.

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in Summer 2030. To ensure that all possible factors are considered, please provide written comments to the following address by **January 20, 2026**.

Heidi Zimmer
Regional Environmental Manager
DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900
Heidi.Zimmer@Alaska.gov

If you have any questions or require additional information, please contact Galen Jones, P.E., Project Manager, at 907-269-0550 or galen.jones@alaska.gov

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.