

**APPENDIX E**

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**DEPARTMENT OF NATURAL RESOURCES**

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**DIVISION OF PARKS AND OUTDOOR RECREATION**  
*Office of History and Archeology*

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November 4, 1991

Central File	Project File	South	North	Lead	Asst. Lead	Asst. Mgr.	Mgr.	Section	Administrative	Origin
		Laurie		David						
										COPY
										ACTION

RECEIVED  
NOV 12 1991

File No.: 3130-2R DOT/PF

Subject: Glenn Highway MP 35-109, Project No. F-042-2(11)/53009

Mr. Hank Wilson, Project Manager  
Preliminary Design and Environmental  
Central Region - Division of Design and Construction  
Department of Transportation and Public Facilities  
4111 Aviation Ave.  
P.O. Box 196900  
Anchorage, AK 99519-6900

ATTN: Laurie Mulcahy

Dear Mr. Wilson;

Thank you for your letter updating the plans for the Glenn Highway project, Milepost 35-109. The determinations of eligibility have been taken care of in previous correspondence, so it is now possible to concentrate on findings of effect and possible mitigation plans. The historic properties to be affected are:

MP40 Patten Farm (ANC-472). In our meeting of 12/20/90, my staff indicated that there would be an effect and that some kind of mitigative action would be required to protect the setting of this fine property. In our letter of March 29, 1991, we suggested that the effect would probably be adverse. The new southbound lanes and frontage road will take 180' of the 380' between the structures and the road, placing the edge of the frontage road about 200' from the house and barn. It now seems somewhat sarcastic to suggest a finding of no effect. We find the effect to be adverse or possibly not adverse with considerable efforts to provide a vegetative buffer along the eastern property line. Also, the current plans show no proposal for access to the property from the frontage road. This must be developed in keeping with the historic character of the property. Plans for the vegetative buffer and access should be detailed in the project Memorandum of Agreement.

MP41 Hecky Barn (ANC-473). In our meeting of 12/20/90, Smith's notes indicate that there will be an effect but it may not be adverse. The southbound lanes and frontage road will take 150' of the 275' between the barn and the road, placing the frontage road about 125' from the structure. Our March 29 letter suggests that the effect would not be adverse because of the limited remaining visual integrity of the property. Our opinion, no adverse effect, remains the same.

MP43 Puhl-Bacon House (ANC-057) and Bailey-Estell Colony Farm (ANC-056). This project will only repave the existing road. We concur with your finding of no effect.

MP85 ANC-737/ANC-736. Two sites just west of Long Lake on centerline. We concur with your finding of adverse effect and that excavation will be required for mitigation. Excavation strategy will be specified in the project Memorandum of Agreement.

MP85 Long Lake (ANC-017). How does DOT&PF intend to deal with this large site around the west end of Long Lake? We suggested in the March letter that the main Long Lake site, all its localities, and all the sites around the lake be combined into the Long Lake Archaeological District. However, neither the idea nor the site localities are addressed.

MP86 ANC-732. If an archaeological district is established, this would be considered a contributing property. The boundary is not known but probably extends into the proposed ROW. Mitigation would involve testing to determine the southern boundary and excavation of any portions of the site that would be destroyed by construction.

Now that the right-of-way route is reasonably well established, it is time to determine if intensive survey is necessary on the south side of Long Lake. Previous surveys have been at a reconnaissance level and appear to have largely followed the powerline access road up to roughly Station 2000 for ease of access.


The boundaries of the Long Lake site (ANC-017) are far from clearly established and may well continue into the cut/fill limits between Stations 1965 and 1970.

In addition, there are a number of small knolls in the ROW at Stations 1975-1980, 1990, 2000, 2006, 2010, 2020, 2025, and 2035 that appear to have high potential for cultural resources and should receive more intensive investigation including shovel testing at regular intervals.

We would be pleased to meet with you and the Mat-Su Borough cultural resources staff to reach agreement on these points and begin drafting the Memorandum of Agreement.

Please call Tim Smith at 762-2625 if there are any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner  
State Historic Preservation Officer

JEB:tas

cc: Fran Seager-Boss, MSB

# STATE OF ALASKA

## DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION  
Office of History and Archaeology

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Env. Recorder	
Staff	
Valley	
Project File	
Control File	

H. Wilson

January 16, 1992

File No.: 3130-2R DOT/PF

Subject: Glenn Highway MP 35-109, Project No. F-042-2(11)/53609

Mr. Hank Wilson, Project Manager  
Preliminary Design and Environmental  
Central Region - Division of Design and Construction  
Department of Transportation and Public Facilities  
4111 Aviation Ave.  
P.O. Box 196900  
Anchorage, AK 99519-6900

ATTN: Laurie Mulcahy

Dear Mr. Wilson;

Thank you for your letter of 12/20/91 concerning additional survey needs and findings of effect for the Glenn Highway project, Milepost 35-109. It appears that additional survey would not be useful based on additional information presented by the original RSA survey party.

Basically, we concur with your findings of effect and possible mitigation plans, as follows:

MP40 Patten Farm (ANC-472). We now appear to agree that the effect of the project would be adverse. However, the effect can be satisfactorily mitigated. Mitigative measures will be detailed in a Memorandum of Agreement to be negotiated in the coming weeks. Issues to be addressed will include keeping the historic character of the property reasonably intact, a vegetative buffer, and access. In terms of 4(f) requirements, we agree that the effect will not substantially impair the historic integrity of the property or the Matanuska Colony of which it is a part.

MP41 Hecky Barn (ANC-473). No adverse effect.

MP43 Puhl-Bacon House (ANC-057) and Bailey-Estell Colony Farm (ANC-056). No effect.

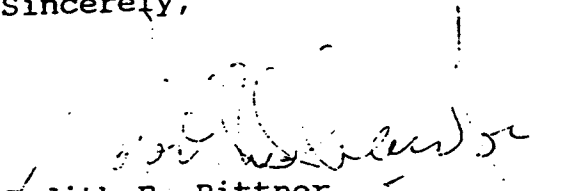
MP85 Long Lake Archaeological District. The boundaries you have chosen are satisfactory for the purposes of this project. We are in agreement that the contributing properties are ANC-017 (the original Long Lake site), 732, 736, 737, are 738. ANC-731 and 739 are highly disturbed and therefore non-contributing properties. They need no further consideration. It appears that a finding of no adverse effect through negation/data recovery/mitigation would be appropriate for the district. ANC-017, 732, and 738 will not be impacted and require no mitigation. ANC-736 and 737 are on centerline and will require mitigative excavation.

Planning mitigative excavations in detail at this time is difficult since we have little information on the boundaries (and therefore, size) of the sites. Generally, mitigation works best if done in two phases. The first phase involves finding the site boundaries. The boundaries must be known so that rational decisions on how much of the site area should be dug. A typical way to bound a site is to establish a 1 or 2 meter-square grid over the potential site area and dig a shovel test in each square. The distribution of positive tests are then used to establish boundaries and estimate artifact density distributions within the site. With this data, the second phase (actual excavation) begins, starting with decisions about which and how many squares will be fully excavated. Density information is very useful as well for estimating the total amount of cultural material that will need to be analyzed after the excavation.

We would be pleased to meet with you and the Mat-Su Borough cultural resources staff to reach agreement on these points and begin drafting the Memorandum of Agreement for the Patten Farm.

Please call Tim Smith at 762-2625 if there are any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner  
State Historic Preservation Officer

JEB:tas

cc: Fran Seager-Boss, MSB

**GLENN HIGHWAY, PARKS HWY. TO MILEPOST 109  
PROJECT NO. F-042-1(11)/53009  
MEMORANDUM OF AGREEMENT**

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Glenn Highway, Parks Highway (MP 35) to MP 109 project [Federal Project No. F-042-2(11)], Matanuska-Susitna Borough, Alaska, would have an effect upon the ~~Patten Farm; the Hecky Barn; and archaeological sites ANC-736 and ANC-737;~~ properties eligible for inclusion in the National Register of Historic Places, and has consulted with the Alaska State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the Matanuska-Susitna Borough, Mrs. Margaret Patten, the owner of the Patten Farm, and the Alaska Department of Transportation and Public Facilities (ADOT&PF) have participated in the consultation, and have been invited to execute this Memorandum of Agreement;

NOW, THEREFORE, the FHWA and the Alaska SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

**STIPULATIONS**

The FHWA will ensure that the ADOT&PF will carry out the following measures:

1) The Patten Farm (ANC-472) will be landscaped to extend the vegetative buffer along the eastern property line. Two rows of trees will be planted at 10-foot intervals adjacent to the ROW between approximately Sta. 1556 and Sta. 1557, in areas lacking foliage. The rows will be offset to provide maximum screening. If practicable, the ADOT&PF will save some of the larger trees and transplant them with saplings of native tree species. The existing farm driveway access would continue to be used with an improved driveway approach from the frontage road.

2) The FHWA and the ADOT&PF have determined in consultation with the SHPO that the addition of the frontage road and additional two through lanes would not detract from the barn's setting or affect its integrity and will have no adverse effect on the Hecky Barn (ANC-473). The roadway will be designed so that access to the Hecky property will be maintained from the proposed frontage road.

3) When the Highway Design Phase is completed, a data recovery plan will be developed in consultation with the SHPO for the recovery of archaeological data from Long Lake archaeological district sites ANC-736 and ANC-737. The plan will be implemented prior to and in coordination with those project activities that could disturb archaeological resources. The FHWA and the ADOT&PF have determined in consultation with the SHPO that data recovery at these sites will not have an adverse effect since it will be accomplished pursuant to a plan that is consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37) and take into account the Council's publication, Treatment of Archaeological Properties (Advisory Council on Historic Preservation, [draft] 1980), subject to any pertinent revisions the Council may make in the publication prior to completion of the data recovery plan. It shall specify, at a minimum:

- \* the property, properties, or portions of properties where data recovery is to be carried out;
- \* any property, properties, or portions of properties that will be destroyed without data recovery;
- \* the research questions to be addressed through the data recovery, with an explanation of their relevance and importance;
- \* the methods to be used, with an explanation of their relevance to the research questions;
- \* the methods to be used in analysis, data management, and dissemination of data, including a schedule;

- \* the proposed disposition of recovered materials and records;
- \* proposed methods for involving the interested public in the data recovery;
- \* proposed methods for disseminating results of the work to the interested public;
- and
- \* ~~a proposed schedule for the submission of progress reports and the final report to the ADOT&PF.~~

All materials and records resulting from the data recovery conducted at sites ANC-736 and ANC-737 will be curated by the University of Alaska Fairbanks in accordance with 36 CFR Part 79. The SHPO will be provided three copies of the final report.

4) The data recovery plan for sites ANC-736 and ANC-737, guided by Appendix A, shall be submitted by the ADOT&PF to the SHPO and by the FHWA to the Council for 30 days review. Should the SHPO or the Council object within 30 days to the plan provided for review pursuant to this agreement, the FHWA and the ADOT&PF shall consult with the objecting party to resolve the objection, and develop and submit a revised plan. If the FHWA determines that objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:

- \* provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
- \* notify the FHWA that it will comment pursuant to 36 CFR Part 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR Part 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

5) Should any other archaeological, historic, architectural, and/or cultural resources be identified during the construction of the project, all work which would impact these resources would be halted and the ADOT&PF would immediately contact the SHPO. The FHWA will notify the Council pursuant to 36 CFR Part 800.11.

Execution of this Memorandum of Agreement by the Federal Highway Administration and the Alaska State Historic Preservation Officer, its subsequent acceptance by the Council, and implementation of its terms, is evidence that the FHWA has afforded the Council an opportunity to comment on the Glenn Highway, Parks to MP 109 project and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.

Alaska State Historic Preservation Officer

By: Robert M. Shaw, Deputy SHPO for Judy Pittner, SHPO Date: 10/9/92  
(Name and Title)

Federal Highway Administration

By: Robert E. Ruby, DIVISION ADMINISTRATOR Date: 10/23/92  
(Name and Title)

Concur

Matanuska-Susitna Borough

By: Jim Seeger-Davis Date: 10/8/92  
(Name and Title) Cultural Resources Specialist.

Mrs. Margaret Patten

By: Margaret Patten Date: 10/7/92

Alaska Department of Transportation and Public Facilities

By: Keith F. [unclear] For Director O&C Date: 10/7/92  
(Name and Title)

Accepted for the Advisory Council on Historic Preservation

By: Robert W. Bush Date: 10/27/92  
(Name and Title)