



# PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC)  
Wastewater Discharge Authorization Program/401 Certification  
555 Cordova Street, Anchorage AK 99501-2617  
Phone: 907-269-6285 | Email: [DEC-401Cert@alaska.gov](mailto:DEC-401Cert@alaska.gov)

## Notice of Application for State Water Quality Certification

**Public Notice (PN) Date:** June 9, 2021  
**PN Expiration Date:** July 9, 2021

**PN Reference Number:** POA-2021-00224  
**Waterway:** Cottonwood Creek

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Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act (CWA) of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws.

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers' Reference Number POA-2021-00224, Cottonwood Creek, has been received for the discharge of dredged and/or fill materials into waters of the United States (WOUS), including wetlands, as described below and shown on the enclosed project figures/drawings. The public notice and related project figures/drawings are also accessible from the DEC website at <http://dec.alaska.gov/water/wastewater/>.

Any person desiring to comment on the project with respect to water quality, may submit comments electronically via the DEC public notice site (**preferred method**) at <https://water.alaskadec.commentinput.com/?id=UYx2u>

Alternatively, you may direct written comments or requests for public hearing via email or mail to the address or email listed above by the Public Notice expiration date. All comments submitted via mail or email should include the PN reference number listed above in the subject heading. Mailed comments must be postmarked on or before the expiration date of the public notice.

**Applicant:** Alaska Department of Transportation & Public Facilities, Amber Cozad, PO Box 196900, Anchorage, Alaska 99519, (907) 269-0535, [amber.cozad@alaska.gov](mailto:amber.cozad@alaska.gov)

**Project Name:** Seward Meridian Parkway Road Improvements

**Location:** The proposed activity is located within Section 6-7, T. 17 N., R. 1 E., Seward Meridian; Latitude 61.598975° N., Longitude -149.360060° W.; in Wasilla, Alaska.

**Purpose:** The applicant's stated purpose is to increase the capacity of Seward Meridian Parkway (SMP) between the Parks Highway and Bogard Road and to extent SMP north to Seldon Road, providing a key system linkage from Seldon Road to the Parks Highway. As a result of local growth and development, traffic congestion and thru-traffic demand in the project area is sharply increasing, with SMP serving as an important link in the north-south roadway capacity and arterial continuity between the highway and local roads. The extension of SMP to Seldon Road would provide a direct route between the highway and residential areas north of Wasilla while improving traffic congestion and safety.

**Project Description:** The applicant proposes to reconstruct the SMP to a four-lane facility with a center turn lane between Palmer Wasilla Highway and Bogard Road and extend SMP one mile to Seldon Road.

This is Phase II of a larger project that began in 2013. Each phase was permitted separately due to design scheduling and funding. Phase II would widen SMP to four lanes, extend it one mile to the north, replacing the existing culvert at Cottonwood Creek with a bridge, adding a separated multi-use pedestrian pathway, and upgrading signalized intersections.

The applicant proposes placement of approximately 84,000 cubic yards (CY) of material into 2.72 acres of WOUS, including wetlands, to reconstruct the SMP and construct the bridge at Cottonwood Creek.

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After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquiries or to request copies of the documents, contact [dec-401cert@alaska.gov](mailto:dec-401cert@alaska.gov), or call 907-269-6285.

#### **Disability Reasonable Accommodation Notice**

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Brian Blessington at 907-269-6272 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.

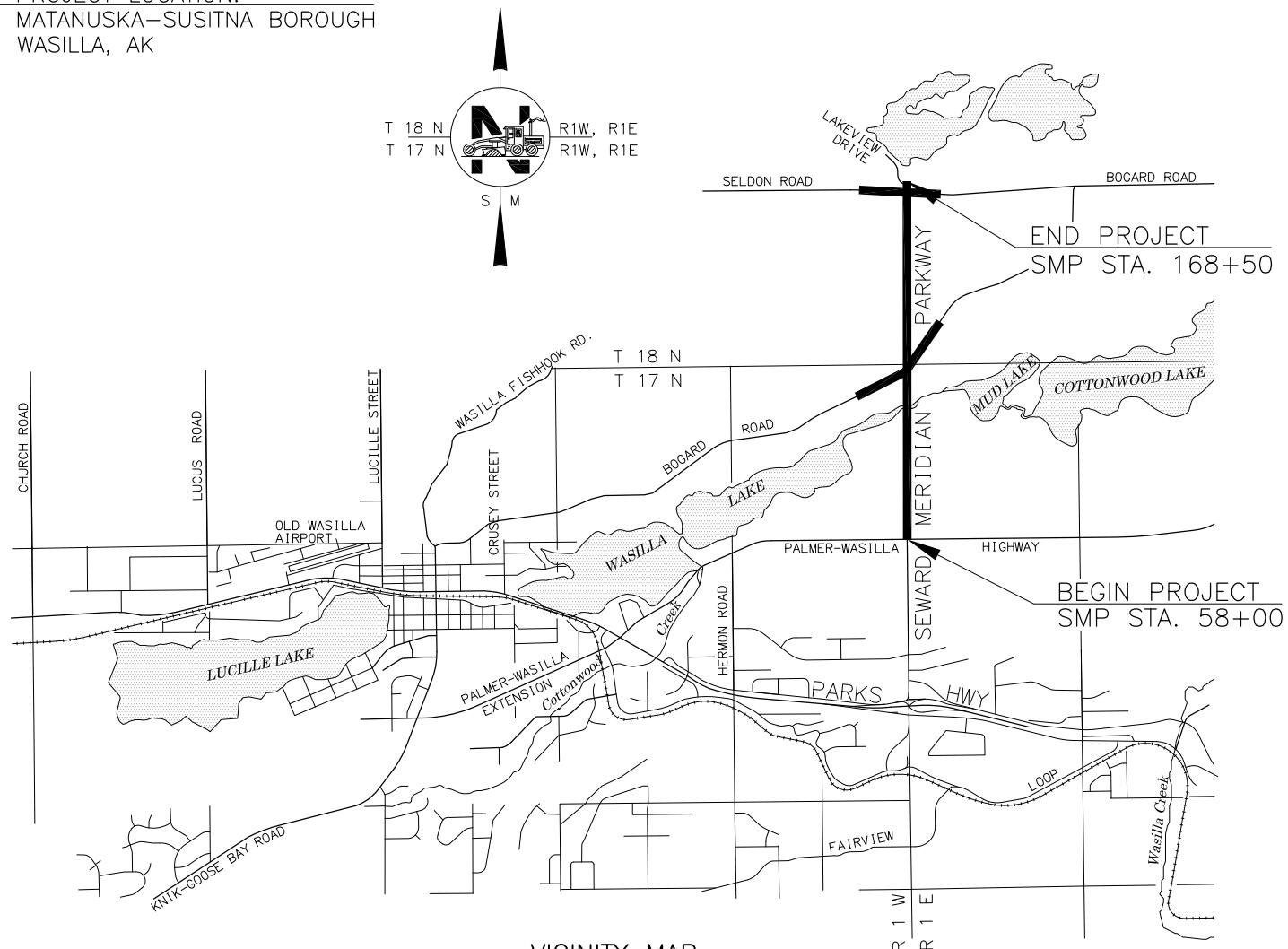


LOCATION MAP

PROJECT LOCATION:  
MATANUSKA-SUSITNA BOROUGH  
WASILLA, AK

APPLICANT: ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
FILE NO.: POA-2021-00224  
WATERWAY: COTTONWOOD CREEK  
PROPOSED ACTIVITY: HIGHWAY IMPROVEMENT PROJECT  
SECTION TOWNSHIP RANGE: S1 T17N R1W, S6 T17N R1E, S31 T18N R1E, S36 T18N R1W  
SEWARD MERIDIAN  
LATITUDE: 61°35'30" N  
LONGITUDE: 149°21'35" W

SHEET NO.  
1  
TOTAL SHEETS  
6



PROJECT NAME: SEWARD MERIDIAN PARKWAY ROAD IMPROVEMENTS, PHASE II: PALMER-WASILLA HWY TO SELDON RD
PROJECT DESIGNATION: 0001(417)/Z512210000

APPLICANT: ALASKA DEPARTMENT OF TRANSPORTATION &amp; PUBLIC FACILITIES

FILE NO.: POA-2021-00224

WATERWAY: COTTONWOOD CREEK

PROPOSED ACTIVITY: HIGHWAY IMPROVEMENT PROJECT

SECTION TOWNSHIP RANGE: S1 T17N R1W, S6 T17N R1E, S31 T18N R1E, S36 T18N R1W

SEWARD MERIDIAN

LATITUDE: 61°35'30" N

LONGITUDE: 149°21'35" W

SHEET  
NO.

2

TOTAL  
SHEETS

6

<u>ROADWAY</u>		<u>UTILITIES</u>		<u>RIGHT-OF-WAY</u>		<u>TOPOGRAPHY</u>		<u>LEGEND</u>
		<u>EXISTING</u>	<u>PROPOSED</u>	<u>EXISTING</u>	<u>PROPOSED</u>			
EDGE OF PAVEMENT						STORM DRAIN		
LIMIT OF CUT SLOPE & FILL SLOPE						STORM DRAIN MANHOLE, CLEANOUT		
LIMIT OF SUB-EXCAVATION						CURB INLET CATCH BASIN		
GRAVEL EDGE						FIELD INLET CATCH BASIN		
SIDEWALK AND PATH/TRAIL						PIPE CULVERT WITH END SECTION		
CONCRETE CURB & GUTTER						UTILITY CONDUIT		
CONCRETE CURB CUT								
PARALLEL CURB RAMP PERPENDICULAR CURB RAMP								
BRIDGE								
PEDESTRIAN RAILING								
GUARDRAIL								
END & PARALLEL END SECTIONS								
ROADWAY OBLITERATION								
FENCE								
STONE FENCE								
BOTTOM OF DITCH								
SPECIAL DITCH								
FLAT BOTTOM DITCH								
BERM								
RIPRAP								
DITCH LINING								
BOULDER OR BOULDERS								

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SEWARD MERIDIAN

LATITUDE: 61°35'30" N

LONGITUDE: 149°21'35" W

SHEET  
NO.

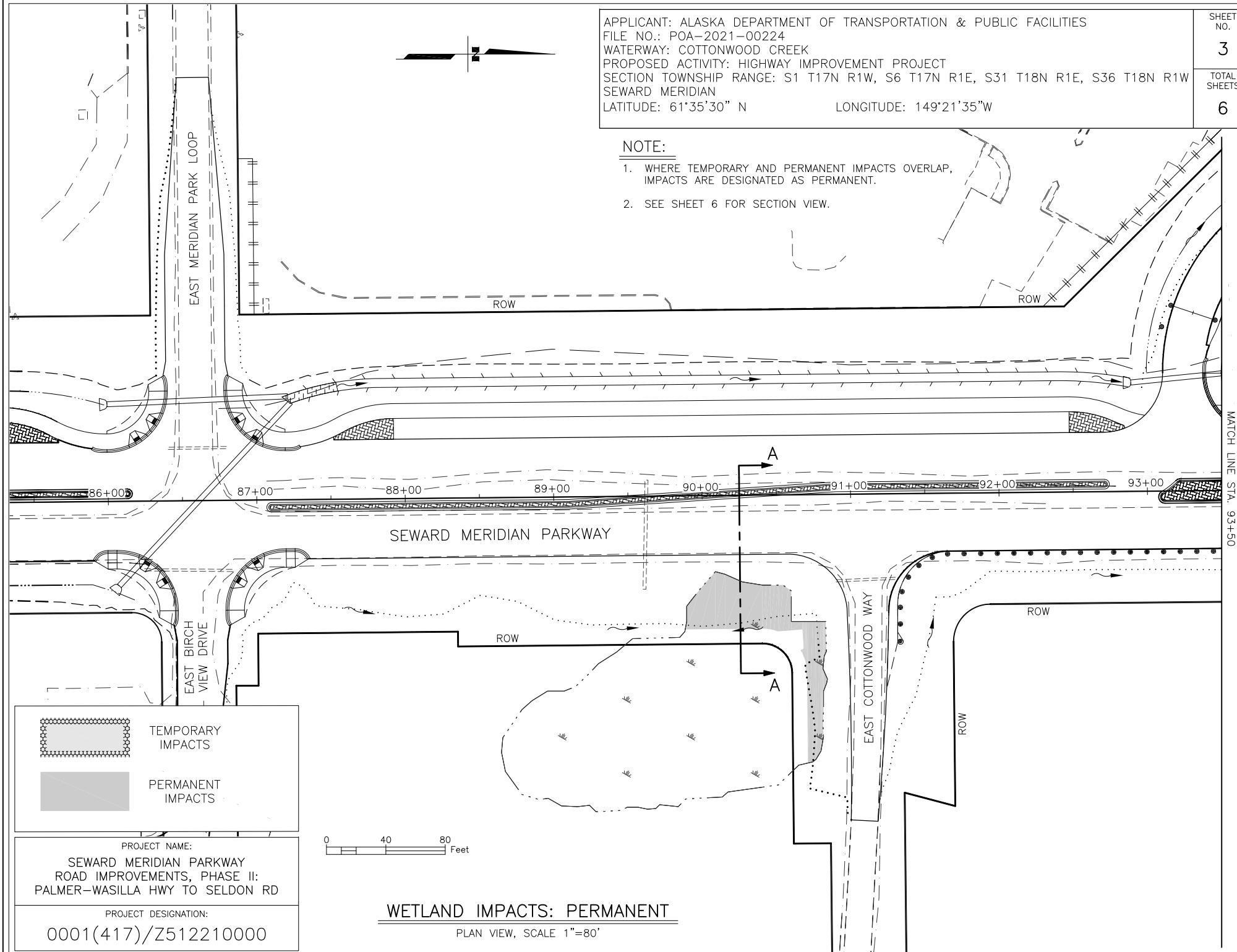
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TOTAL  
SHEETS

6

NOTE:

1. WHERE TEMPORARY AND PERMANENT IMPACTS OVERLAP,  
IMPACTS ARE DESIGNATED AS PERMANENT.
2. SEE SHEET 6 FOR SECTION VIEW.



APPLICANT: ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FILE NO.: POA-2021-00224

WATERWAY: COTTONWOOD CREEK

PROPOSED ACTIVITY: HIGHWAY IMPROVEMENT PROJECT

SECTION TOWNSHIP RANGE: S1 T17N R1W, S6 T17N R1E, S31 T18N R1E, S36 T18N R1W

SEWARD MERIDIAN

LATITUDE: 61°35'30" N

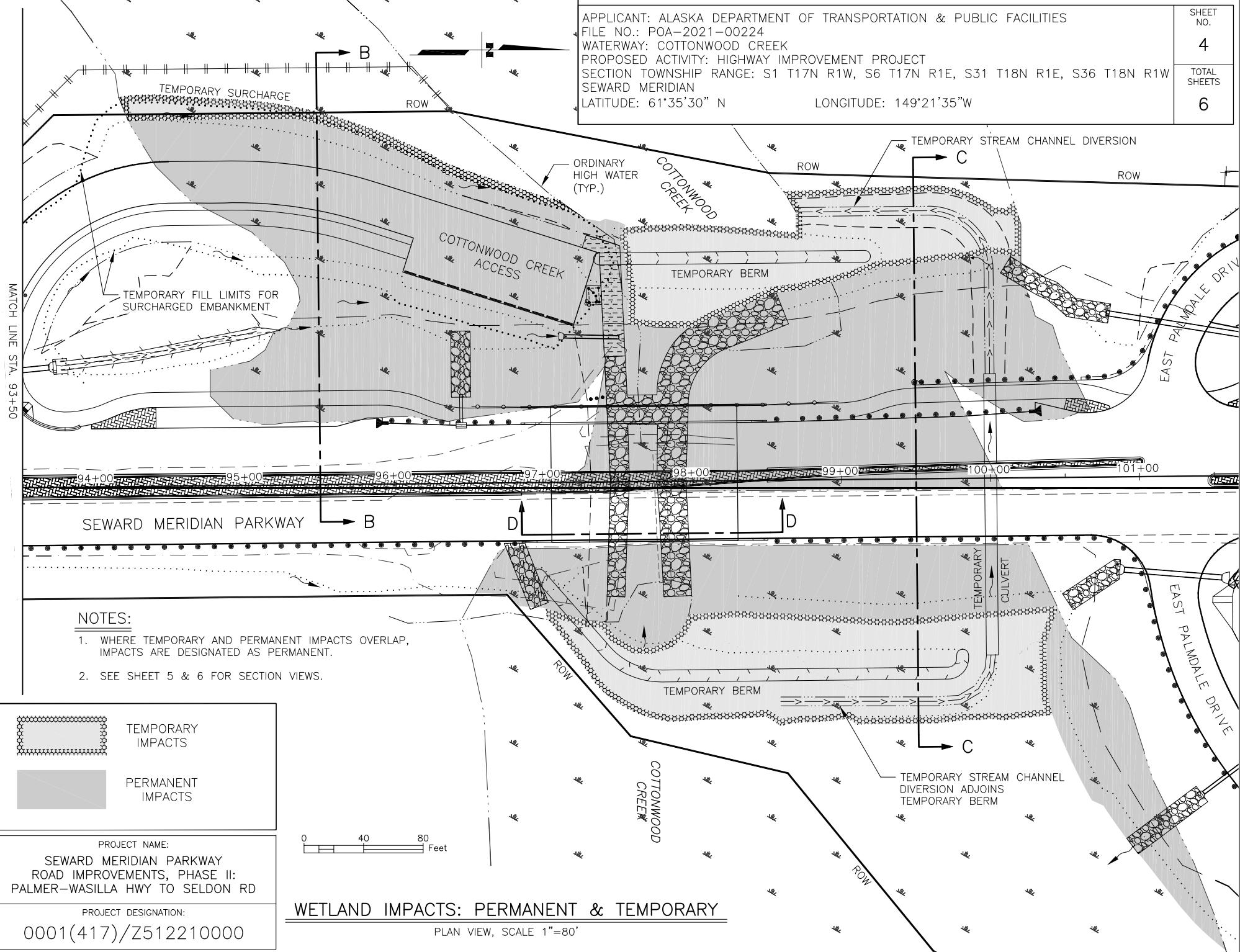
LONGITUDE: 149°21'35" W

SHEET  
NO.

4

TOTAL  
SHEETS

6



NOTE:

1. SECTION VIEWS ILLUSTRATED WITH A 2X VERTICAL EXAGGERATION.

0 20 40  
Feet  
SCALE 1" = 40'

APPLICANT: ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FILE NO.: POA-2021-00224

WATERWAY: COTTONWOOD CREEK

PROPOSED ACTIVITY: HIGHWAY IMPROVEMENT PROJECT

SECTION TOWNSHIP RANGE: S1 T17N R1W, S6 T17N R1E, S31 T18N R1E, S36 T18N R1W

SEWARD MERIDIAN

LATITUDE: 61°35'30" N

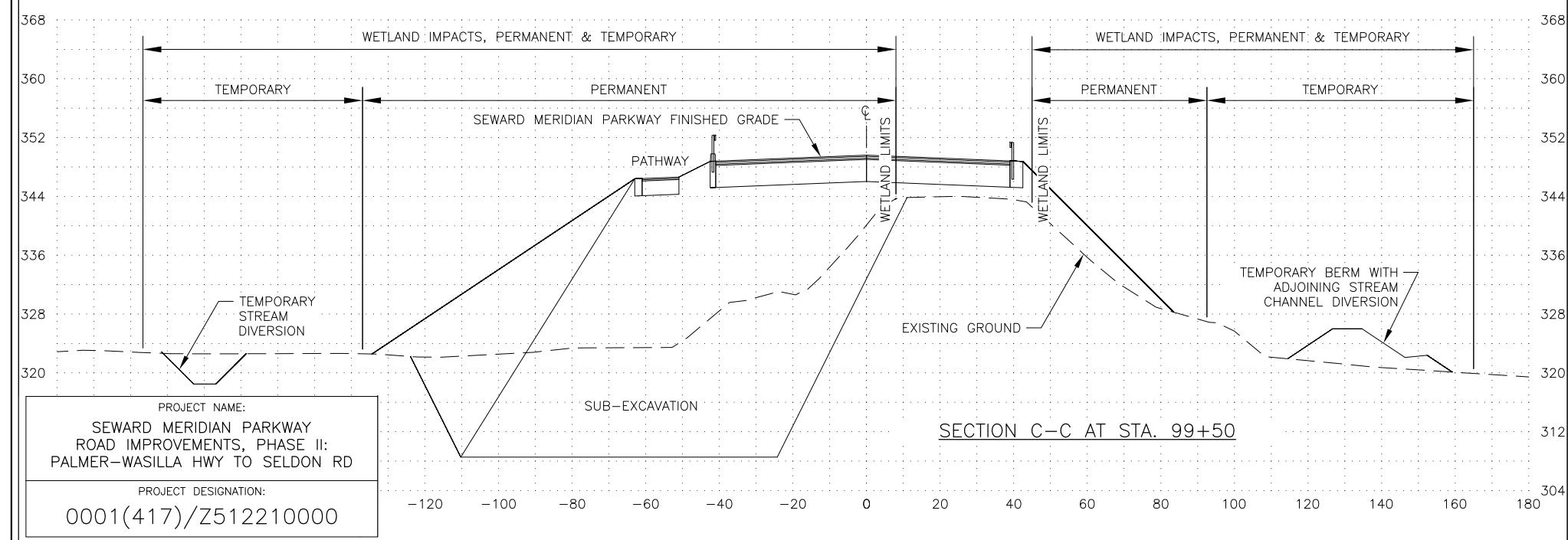
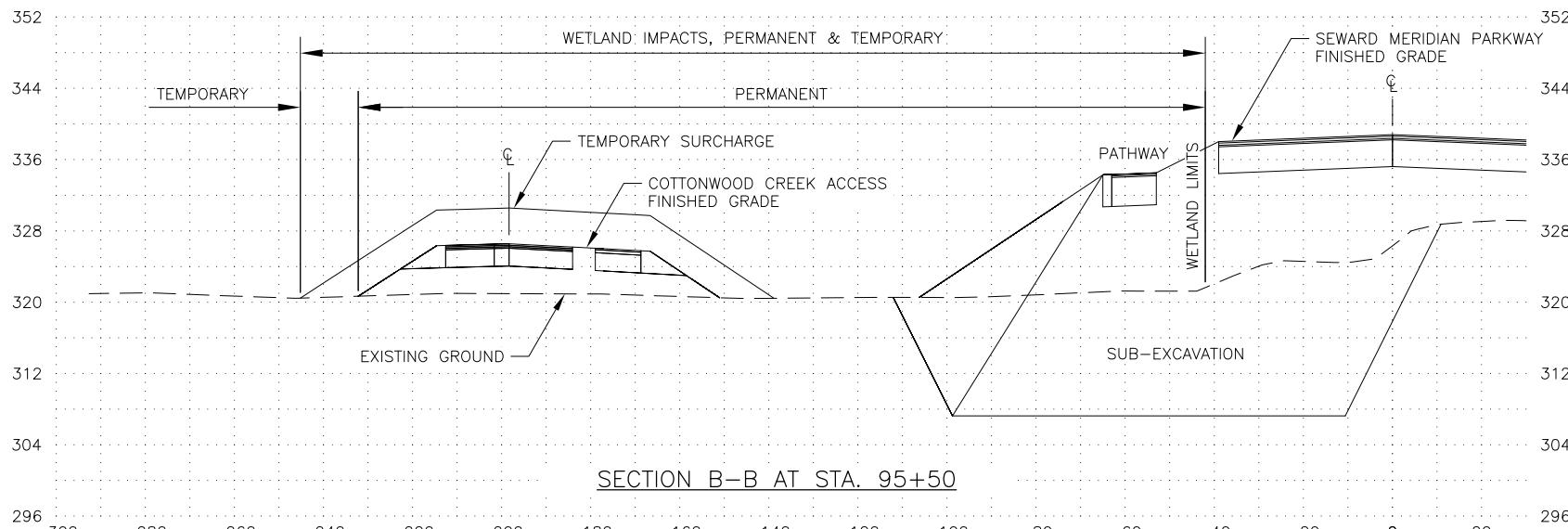
LONGITUDE: 149°21'35" W

SHEET  
NO.

5

TOTAL  
SHEETS

6



NOTE:

1. SECTION A-A ILLUSTRATED WITH A 2X VERTICAL EXAGGERATION.

0 20 40  
Feet  
SCALE 1" = 40'

APPLICANT: ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FILE NO.: POA-2021-00224

WATERWAY: COTTONWOOD CREEK

PROPOSED ACTIVITY: HIGHWAY IMPROVEMENT PROJECT

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SEWARD MERIDIAN

LATITUDE: 61°35'30" N

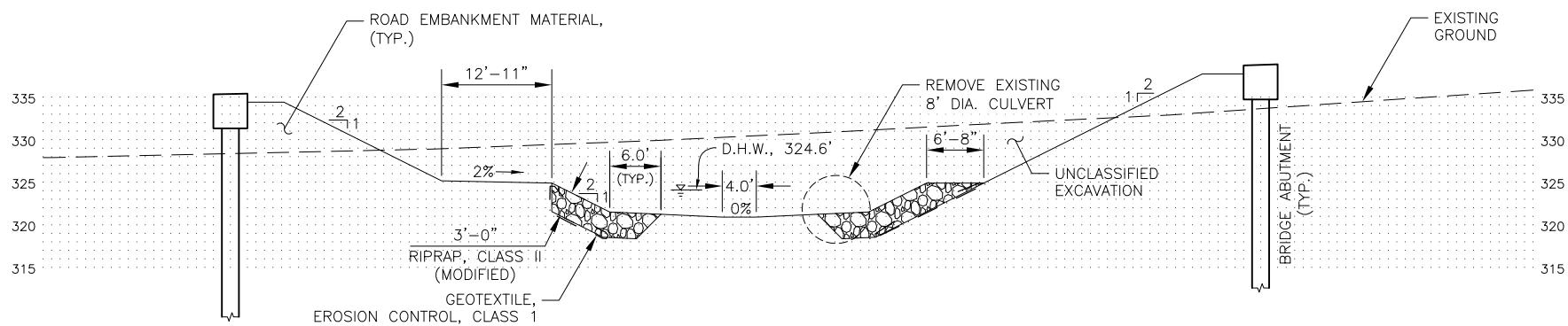
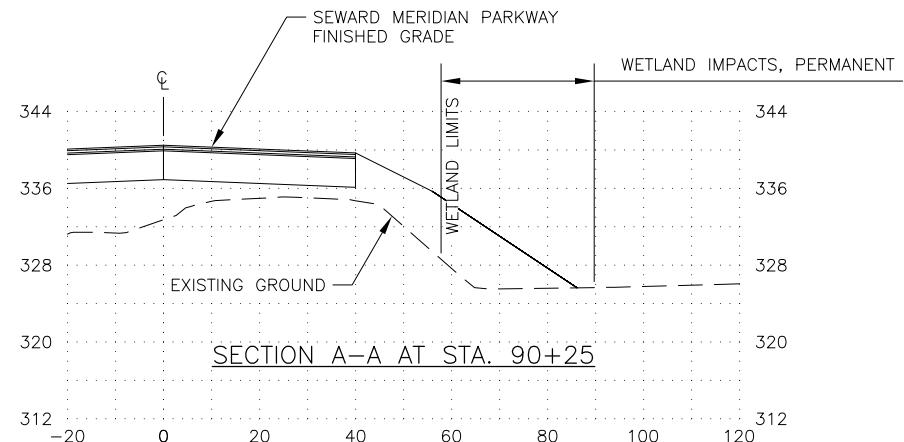
LONGITUDE: 149°21'35" W

SHEET NO.

6

TOTAL SHEETS

6



PROJECT NAME: SEWARD MERIDIAN PARKWAY ROAD IMPROVEMENTS, PHASE II: PALMER-WASILLA HWY TO SELDON RD
PROJECT DESIGNATION: 0001(417)/Z512210000

RIPRAP SECTION D-D  
UNDER BRIDGE STRUCTURE

0 10 20  
Feet  
SCALE 1" = 20'

# Seward Meridian Parkway Improvements

## Pre-filing Meeting Request

### Supplemental Information

**Prepared by:**

Alaska Department of Transportation and Public Facilities

Central Region  
4111 Aviation Avenue  
Anchorage, Alaska 99518

June 2021

### **III. Name, Location, and Description of Project Activity**

#### *Project and Scope*

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing a project to reconstruct Seward Meridian Parkway (SMP) to a four-lane facility with a center turn lane between the Palmer-Wasilla Highway and Bogard Road, and extend SMP one mile north to Seldon Road. This project is Phase II of a larger project to reconstruct SMP from the Parks Highway to Bogard Road and extend SMP one mile north from Bogard Road to Seldon Road. Construction of Phase I was completed in 2013 and included reconstructing SMP to a four-lane facility with a center turn lane and a separated multi-use pathway between Parks Highway and the Palmer-Wasilla Highway. Each phase was permitted separately due to design scheduling and funding.

The proposed project is located within Sections 6 and 7 of Township 17 North, Range 1 East; Sections 30 and 31 of Township 18 North, Range 1 East; Sections 1 and 12 of Township 17 North, Range 1 West; Sections 25 and 36 of Township 18 North, Range 1 West, Seward Meridian on United States Geological Survey (USGS) Quadrangle Map, Anchorage (ANC) C7, WGs84 Latitude: 61.598975°N, Longitude: -149.360060°W (Figure 1).

The proposed project would include:

- Widening the existing two-lane facility from the Palmer-Wasilla Highway to Bogard Road to four 12-foot lanes with a center two-way left-turn lane, and eight-foot shoulders
- Replacing the existing signalized intersection at SMP and Bogard Road
- Extending SMP one mile north to Seldon Road
- Installing a traffic signal at the intersection of SMP and Seldon Road
- Constructing a 10-foot wide separated multi-use pathway along the west side of the corridor
- Replacing the existing culvert at Cottonwood Creek with a bridge
- Constructing a signalized intersection at SMP and E. Country Field Circle
- Constructing a signalized intersection at SMP and E. Birch View Drive / E. Meridian Park Loop
- Installing a mini-roundabout at the E. Lakeview Road intersection
- Installing a raised median along a portion of the Phase II corridor
- Installing two new Automatic Traffic Recorders
- Realigning East Palmdale Drive approaches

#### *Purpose and Need*

The purpose of the proposed project is to increase the capacity of SMP between the Parks Highway and Bogard Road and to extend SMP north to Seldon Road, providing a key system linkage from Seldon Road to the Parks Highway. As a result of local growth and development, traffic congestion and thru-traffic demand in the project area is sharply increasing, with SMP serving as an important link in the north-south roadway capacity and arterial continuity between

the Parks Highway, Palmer-Wasilla Highway, Bogard Road, and Seldon Road. The extension of SMP to Seldon Road would provide a direct route between the Parks Highway and residential areas north of Wasilla while improving traffic congestion and safety.

#### *Fill Material*

Fill material will include Type A/C fill, Class I/II rip rap, and porous backfill.

The contractor would be responsible for selecting a material site, and acquiring all permits and clearances needed for that site.

#### *Placement of Dredged Material*

The contractor would be responsible for selecting a material disposal site, and acquiring all permits and clearances needed for that site.

### **IV. Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters.**

Locations of discharges to waterbodies are shown in the attached figures.

#### *Receiving Waters Potentially Affected by the Proposed Discharge*

The project would permanently discharge materials into 2.72 acres of wetlands associated with the Cottonwood Creek watershed. These discharges are necessary to widen SMP and replace the existing culvert at Cottonwood Creek with a bridge. The project is anticipated to include 30,000 cubic yards of dredge, and 54,000 cubic yards of permanent fill. The wetlands affected are classified as PF01/EM2BOg, PF01/ss1BOg, PF01BO, L2AB3HO, and L2AB4HO. The elimination of 2.72 acres of wetlands would be a long-term impact as the functions of this portion of wetlands would be removed from the aquatic ecosystem. However, the project will restore the historical stream channel and improve floodplain capacity for Cottonwood Creek. Please see attached figures for locations of proposed discharges.

#### *Parameters of Concern*

Parameters of concern include sediment, turbidity, and hydrocarbons; the concentrations are unknown. Potential indirect effects to the surrounding wetlands include changes in water quality due to the reduction of wetland functions nearby and increased sedimentation. Temporary impacts would include increased sedimentation from construction activities, and potential release of hydrocarbons from construction equipment.

#### *Contaminated Sites*

A search of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database on May 26, 2021, found no active contaminated sites within or near the project area.

#### *Social or Economic Importance*

According to the 2007 EA/FONSI, the project would not divide or fragment neighborhoods or impact community cohesion. SMP currently separates the east and west neighborhoods along the

project corridor. Expanding the facility from two-lanes to four-lanes would create a more substantial barrier between the east and west neighborhoods, but the overall effects on cohesiveness would be negligible. Neighborhoods on the north end of the project corridor would benefit from the connectivity provided to the south via the extension of SMP to Seldon Road. This would allow easier access to schools, neighborhoods, businesses, and services along the corridor. Furthermore, the multi-use pathway would improve access to neighborhoods through improved trail connections from the Parks Highway to Seldon Road.

After approval of the 2007 EA/FONSI, two recreational resources not identified in the EA/FONSI were discovered within the project area – a recreational field adjacent to Cottonwood Creek Elementary School and a canoe trail (the 7-mile Cottonwood Creek Canoe Trail). The 2011 EA re-evaluation concluded that through a combination of mitigation measures and construction of a separated multi-use pathway, the project would result in a net benefit to recreational use of the field. The project is also anticipated to result in an overall benefit to the canoe trail, as it would remove the 108-inch diameter culvert at SMP and replace it with a free-span bridge. The free-span bridge would improve canoe passage under the roadway and potentially result in higher recreational use of the canoe trail.

## **V. Description of methods and means proposed to monitor the discharge and the equipment, and measures planned to treat, control, or manage the discharge.**

Total avoidance of wetland impacts were deemed infeasible while still fulfilling the project's purpose and need. To minimize impacts to wetlands, embankment slopes were kept as steep as possible to meet the needs of the project while minimizing wetland encroachment.

Construction-related impacts would be minimized by in the following ways:

- Staking the wetland boundaries prior to ground disturbing or construction activities
- Implementing a Storm Water Pollution Prevention Plan prior to construction activities in accordance with the Alaska Pollutant Discharge Elimination System Construction General Permit
- Utilizing Best Management Practices to control erosion and sedimentation into wetlands:
  - a. Divert storm water from off-site around the site so that it does not flow onto the project site and cause erosion of exposed soils;
  - b. Slow down or contain storm water that may collect and concentrate within a site and cause erosion of exposed soils;
  - c. Place velocity dissipation devices (e.g., check dams, sediment traps, or riprap) along the length of any conveyance channel to provide a non-erosive flow velocity. Also place velocity dissipation devices where discharges from the conveyance channel or structure join a water course to prevent erosion and to protect the channel embankment, outlet, adjacent stream bank slopes, and downstream waters.
- Reseeding and stabilizing disturbed ground with seed recommended for the region by DNR Plant Materials Center's *A Revegetation Manual for Alaska*