

APPENDIX E.1
PHOTOGRAPHS OF RUS-033 AND RUS-034



Photograph 1: Looking north at the CAA utility buildings (RUS-033 and RUS-034) that are eligible for the National Register of Historic Places.



Photograph 2: Looking northwest at the CAA utility buildings (RUS-033 and RUS-034) that are eligible for the National Register of Historic Places.

APPENDIX E.2
PA, SHPO, AND FAA



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

3480
file
P. FAA / Demolition FAA
Stations
RECEIVED
FEB 14 2002

FEB 15 2002

OHA

Environmental Resources Section

Ms. Judith Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

Enclosed is a final copy of the *Programmatic Agreement between the Federal Aviation Administration (FAA) and the Alaska State Historic Preservation Officer (SHPO) regarding the demolition and decommissioning of FAA Stations in Alaska* (PA) signed by all parties and concurred with by the U.S. Army Corps of Engineers and the National Archives and Records Administration.

If you have any questions about the PA, please do not hesitate to call Diane Hanson (753-2631).

Sincerely,

Guy McConnell
Chief, Environmental Resources Section

Enclosure



PROGRAMMATIC AGREEMENT

Between the Federal Aviation Administration (FAA) and the Alaska State Historic Preservation Officer (SHPO) Regarding the Demolition and Decommissioning of FAA Stations in Alaska

Whereas, the FAA is demolishing buildings and structures associated with the Alaska FAA stations under the Decommissioning and Infrastructure Improvements at FAA Stations, Alaska program;

Whereas, the demolition of the FAA stations will have an adverse effect on the FAA Stations which have been determined eligible for the National Register under Criterion A and C;

Whereas, the properties affected are described in two volumes submitted by Paul W. Chattey, Center of Expertise for Historic Preservation, USACE, Seattle District entitled "Determination of Eligibility for Air Navigation Facilities Built by the Civil Aviation Administration in Alaska, 1940 – 1958" Volumes 1 and 2, produced in July, 1999; and in the "Determination of Eligibility, an Evaluation of the CAA and FAA Buildings of King Salmon, Alaska for the National Register" by Koonce Pfeffer, Inc. in 1995; and the Determination of Eligibility for Annette Island by Northern Land Use Research, Inc., and submitted by FAA; and a letter of determination of eligibility and assessment of effect for Biorka Island and Strawberry Point FAA Stations from the Corps to the SHPO dated January 5, 2001;

Whereas, the properties subject to this Programmatic Agreement (PA) are listed in Attachment I;

Whereas, FAA stations not described in the above documents or listed in Attachment I can also be added to this PA through a modification letter;

Whereas, during discussions between the Corps, FAA, and the staff of the SHPO on December 15, 2000, the participants agreed that the documentation of Farewell Station district (MCG-00131) would be used to mitigate the demolition of the Alaska FAA stations. Farewell Station represents typical FAA stations and is in the best condition;

Whereas, the two building types not represented at Farewell are an office building, only found at Anchorage, and a generator building which is no longer standing at Farewell;

Whereas, The standard Building 300 and a COMSERFAC are the same building type, Building 300 - Utility Building will be used to document FAA COMSERFAC buildings;

Whereas, the mitigation of the Merrill Field Service Station (Building 020-A) was mitigated under a *Memorandum of Agreement among the Federal Aviation Administration; Municipality of Anchorage; and the Alaska State Historic Preservation Officer Regarding Demolition and Removal of the Merrill Field Flight Service Station (ANC-00824)* and the mitigation documents the office building type missing at Farewell;

Whereas, this PA does not cover the demolition of air navigational aids, control towers, lighting systems, runways, and similar or related structures but is limited to housing, out and support buildings, offices and other quarters;

Whereas, adverse effects to other historic properties, including archaeological sites, on or near FAA stations scheduled for demolition will be addressed in this PA;

Whereas, the documentation of Farewell does not mitigate effects to other historic properties on or near FAA stations;

Whereas the National Archives and Records Administration (NARA), will be the repository for original documentation produced in fulfillment of this agreement;

Whereas, the Advisory Council on Historic Preservation (Council) has been invited to participate in this agreement, and the Council has declined to participate;

Whereas, the public and other interested parties have been afforded the opportunity to comment and have been consulted through the National Environmental Protection Act (NEPA) process;

Whereas, coordination with other state and local reviews is being conducted through the NEPA process;

Now, Therefore, the FAA and the Alaska SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in consideration of the effects this undertaking will have on the FAA station historic properties.

STIPULATIONS

I. Meetings

Initial and Yearly Meetings.

- A. The FAA will convene a yearly meeting with SHPO and other consulting parties (if they so desire) in Anchorage prior to mobilization each year to discuss the previous year's work and work scheduled for the upcoming season. A written narrative of previous and upcoming activities will be provided to all parties for review one week prior to the meeting. Consulting parties outside of Anchorage will be linked by telephone if they so desire.

- B. If any party to this agreement deems a meeting is necessary other than what is described for the yearly meeting, the party will inform the FAA and the FAA shall consider the requests in consultation with the SHPO.
- C. During the yearly meeting, the FAA and the SHPO shall review the implementation of the terms of this PA and determine whether revisions are needed. If revisions are needed, the parties to this agreement shall consult in accordance with 36 CFR 800 to make such revisions in the form of an amendment (stipulation X), or in the form of a modification letter (stipulation XI).

II. Training

- A. Section 106 training for FAA Airway Facilities Division will be incorporated into other environmental training or be offered as a separate training within 1 year of the ratification of this programmatic agreement.

III. Categorical Exclusions

- A. Areas not requiring consultation are activities at FAA Stations listed in Attachment I other than Farewell with the exception of the Engine Generator building at Northway (Building 601, NAB-00304), Tanana (Building 600, TAN-00057). See stipulation III.
- B. Areas, Activities and Methods requiring consultation. Sites with other historic properties within the FAA Station, including archaeological sites, require consultation before work begins. Consultation will take place among the FAA, SHPO, Corps, the landowner and the culturally affiliated tribes. These sites are listed in Attachment I. Other sites may be added as they are discovered. No consultation will be required if it is found that these sites are outside of the area of potential effect (APE).
- C. A monitor will be present when there is demolition in the vicinity of an archaeological site or other historic property not associated with the FAA Station except spatially. The preferred mitigation for properties other than FAA Stations is avoidance.

IV Mitigation of Effects to Historic Structures and Buildings

Documentation of Farewell Station district (MCG-00131) will be used to mitigate the adverse effect of the demolition of the FAA stations in Alaska listed in Attachment I.

This documentation applies to:

- FAA Building 400 – Flight Service Station (MCG-00146),
- FAA Building 100 – Quarters (MCG-00132),
- FAA Building 101 - Quarters (MCG-00133),
- FAA Building 102 – Quarters (MCG-00134),
- FAA Building 103 – Quarters (MCG-00135),
- FAA Building 200 – Storage Building (MCG-00137);
- FAA Building 201 – Storage Building (MCG-00138),
- FAA Building 203 – Storage Building (MCG-00139),
- FAA Building 300 – Utility Building (MCG-00141),

FAA Building 601 – Utility Building (MCG-00144),
FAA Building 301 – Shop/Vehicle Repair Facility (MCG-00142),
FAA Building 401 – Range transmitter building (MCG-00147), and the
Steel tower and beacon (MCG-143).

If since the initial identification phase, buildings in this list have collapsed, been demolished, moved, or otherwise destroyed, a comparable building at another FAA Station will be documented. FAA Building 104- Quarters (MCG-00136), and FAA Building 204 – Storage Building (Quonset; MCG-00140)), and FAA Building 202 – Radio Range Station will not be recorded because they were demolished or removed before the site was evaluated.

Two building types are not present at Farewell. Office buildings have only been found at Juneau and Anchorage. The Anchorage office building (Merrill Field Flight Service Station, Building 020-A, ANC-00824) was mitigated under a separate Memorandum of Agreement. The generator building is no longer standing at Farewell. The engine generator building at Tanana (Building 600, TAN-00057) will be recorded.

A. Architectural Documentation

1. Prepare a site plan following Historic American Buildings Survey (HABS) Level I standards showing all buildings and structures at Farewell. As-built drawings may be used for this purpose.
2. Provide as-built drawings (floor plan, elevation and sections) of each building and structure listed above at Farewell and an engine generator building from another FAA station. The number and types will be determined in consultation with the SHPO.
3. An Architectural Recordation Form (Attachment II) shall be prepared for each of the buildings at Farewell listed above and an engine generator building at another FAA station.
4. The Alaska Heritage Resource Survey (AHRS) card for each of the buildings listed above at Farewell shall be updated.
5. The AHRS card for each building demolished or moved from the other FAA sites will be updated on a yearly basis and the updated cards submitted with the yearly report.

B. Photographs

1. 4 x5-inch black and white photographs will be taken of each elevation, exterior detailing, pertinent interior features, and setting for the listed buildings at Farewell and the engine generator building at another FAA station following HABS Level I guidelines. A photolog will be kept that records the building photographed, direction of the photograph and other descriptive information.
2. If available, historic photographs of the Farewell site will be selected, with the number and types determined in consultation with SHPO.

C. Documentation

1. The FAA shall arrange for the production of a publishable monograph of the effects of the FAA Stations on rural Alaska. The content, size, and format shall be established in consultation with the FAA and SHPO.
2. The study will include information from communities from all of the major geographic areas of Alaska and from different settings.
3. The study will be conducted by an anthropologist meeting the qualifications specified in Stipulation V.C below, who shall follow the ethnical guidelines of the American Anthropological Association and the National Association for the Practice of Anthropology.
4. No information will be printed without written permission from the communities (IRA Council) or from any individuals named in the document. It is the anthropologist's responsibility to obtain these permissions at the time of the research.
5. This document may be published as a monograph, the information may be presented in a professional or other public meeting, or printed in a professional journal.
6. Draft copies of this document will be submitted to the subject communities for their approval while the SHPO is reviewing the draft.
- ✓ 7. The draft monograph will be presented to the SHPO no later than December 31, 2002.

D. Reports

1. Yearly Report:
 - a. The report will include a description of the FAA sites demolished, and the mitigation efforts that were carried out during the previous season, and a projection of the following season's activities.
 - b. If other historic properties are found during the decommissioning of an FAA station, a description and summary of the site will be included in the report, along with photographs, maps and AHRS cards for the sites.
 - c. The report will be due one week prior to the yearly meeting.
 - d. The yearly report will include updated AHRS cards for all buildings affected by the previous year's work and a list of products completed and submittals completed.
2. Review and Distribution
 - a. The draft yearly report will be submitted to the SHPO, FAA, and Corps staff for a 15-day review period and comments incorporated in time for the yearly meeting.
 - b. Distribution of all reports will be performed by the FAA.
 - c. Copies will be furnished to all consulting parties, unless a party informs the FAA that no copy is wanted.

V. Timing and content of Submittals

A. Architectural documentation

1. A draft of the architectural documentation shall be provided to the SHPO no later than December 15, 2001 for review. The SHPO shall provide the FAA with review comments within 20 days after receipt of the drafts. If the FAA does not receive comments within 20 days, the FAA shall assume that the SHPO has approved of the submittals and shall submit the final drafts.
2. FAA shall incorporate any changes and resubmit within 10 days after receiving the review comments.
3. Draft drawings and architectural recordation forms must be approved by the SHPO before buildings are to be demolished or removed.
4. Final drawings and architectural recordation forms shall be submitted by February 28, 2001.

B. Photography

1. Drafts of photographic documentation shall be provided to the SHPO no later than December 15, 2001 for review. The SHPO shall provide the FAA with review comments within 20 working days after receipt of the photographs. If the FAA does not receive comments within 20 working days, the FAA shall assume that the SHPO has approved and accepted the submittals and shall provide the final drafts.
2. The FAA shall take additional shots, if necessary, within 10 days after receiving the review comments.
3. No demolition or building removal is to commence until the SHPO accepts the photographs.
4. Archival or historic photographs shall be submitted by February 28, 2001.

C. Documentation

1. A draft of the monograph shall be submitted to the SHPO no later than December 31, 2003.
2. The SHPO shall provide the FAA with review comments on the narrative within 60 days after receipt of the draft.
3. FAA shall incorporate the changes within 60 days after receiving the review comments.
4. The draft monograph shall be submitted to the communities and interviewed individuals or their heirs concurrently with the submittal to the SHPO. Comments, if any, shall be provided to the FAA within 60 days of the receipt of written documents. If FAA does not receive comments from the communities they shall make every attempt to contact the communities by telephone, electronic mail or in person to obtain their comments.

D. Distribution

1. Final submittal to the SHPO
 - a. Site Plan: One 8.5 x 11 inch reproducible copy of each drawing.
 - b. As-built drawings or original drawings: One 8.5 x 11 inch reproducible copy of each drawing
 - c. Architectural Recordation Form: One set
 - d. AHRS Card for Farewell buildings: One set
 - e. AHRS Cards for FAA station buildings other than Farewell: One set submitted with the Yearly Report.
 - f. 4x5-inch black and white photographs of Farewell buildings: One set of proof sheets.
 - g. Historic photographs of the Farewell FAA site: One set.
 - h. Monograph: 100 copies

2. Submittal to NARA.

Once final SHPO approval is obtained, the FAA shall prepare a Records Receipt and Transmittal form (S.F. 135) and transmit it with the record copy, consisting of:

- a. Site Plan: One set on full size premium quality paper
- b. As-built drawings or original drawings: One set on full size premium quality paper.
- c. Architectural Recordation Form: One copy.
- d. 4x5 inch black and white photographs of Farewell buildings:
 - i. One proof sheet.
 - ii. One set of black and white negatives on safety film.
 - iii. One set of 4x5 inch prints mounted on archival quality paper with printed captions on the mounting paper
- e. Historic photographs of the Farewell FAA site: One set.
- f. Monograph: 10 copies.

3. Submittal to the Corps

- a. Monograph: 40 copies.

4. Submittal to other Interested Parties

- a. FAA shall supply each individual interviewed with 1 copy of the oral history document. (Estimate no more than 100 copies)
- b. FAA shall supply each subject community with 2 copies of the oral history document. One of these copies shall be sent to the community library or if there is no community library, to the school library. (Estimate no more than 100 copies)

monograph

5. The FAA

- a. The FAA shall keep copies of all documentation for its own use and to accommodate any reasonable request by any interested parties for copies of drawings, photographs or the monograph. The FAA shall keep 200 copies of the monograph to distribute to interested parties.

- b. The FAA record set transferred to NARA may also be used to make additional copies to fulfill any reasonable requests by interested parties for these copies, after reference sets are exhausted.
6. Disposition of original and copies of auditory tapes will be determined in consultation with the community and the FAA.

VI. Professional Qualifications

A. Architectural Recordation

FAA shall ensure the architectural recordation carried out pursuant to this PA is conducted by or under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the Interior's qualifications as an historic architect, architectural historian or architect (36 CFR Part 61, Appendix A(c)).

B. Photographs

Photographs will be taken by a professional photographer with previous experience with HABS Level I photographs.

C. Anthropological Research

The research conducted for the monograph on the effects of FAA Stations on rural Alaska shall be conducted by or under the direct supervision of an anthropologist with a graduate degree in anthropology. The anthropologist must have demonstrated background in interviewing and gathering oral histories, and extensive Alaskan experience.

D. Archaeological identification or mitigation

The FAA shall ensure that archaeological identification, monitoring or mitigation carried out pursuant to this PA is conducted by or under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the Interior's qualifications as an archaeologist (36 CFR Part 61, Appendix A(c)).

VII. Human Remains

If human remains are discovered during the course of work at the FAA Stations, work must stop, the site and the remains protected and FAA shall abide by local laws regarding the discovery of human remains and notify the local magistrate or police.

A. Native or Alaskan human remains discovered on Federal Land, un conveyed corporation or village lands, or Native American reservation lands:

1. Native American remains discovered on Federal Land are subject to the Native American Graves and Repatriation Act of 1990 (NAGPRA; Public Law 101-601; 25 USC 3001-30013; 104 Stat. 3048-3058; 43 CFR 10). Section 106 of NAGPRA applies to the excavation of or the inadvertent discovery of Native American human remains, graves, funerary objects, sacred objects or objects of cultural patrimony and Section 106 of the National Historic Preservation Act.
2. Inadvertent discoveries shall be managed as described in regulations 43 CFR 101.4 and 36 CFR 800.13:

3. The person making the discovery shall immediately contact the responsible Federal agency official for the Federal landowner by telephone, and follow the notification with a letter.
4. The Corps archaeologist and the Federal Aviation Administration project manager shall also be notified simultaneously.
5. All work in the area of the discovery shall immediately cease and efforts must be made to protect the human remains, funerary objects, sacred objects, or objects of cultural patrimony.
6. Within three working days after receiving written confirmation of the notification the Federal agency must further protect the human remains, notify the tribes likely to be culturally associated with the human remains and initiate consultation with the appropriate tribes and develop a written, binding agreement.
7. The FAA and Corps archaeologist shall notify the SHPO and coordinate the consultation with the SHPO, Council, tribe and the landowner as required under 36 CFR 800.13(b).
8. The FAA, Corps, Tribes, Council and SHPO may develop a plan of action for the recovery and disposition of human remains.
9. The remains shall be managed as specified in a plan of action and in a manner consistent with the NAGPRA regulations (43 CFR 10).
10. The Federal land owning agency shall ensure that the disposition of human remains, funerary objects, sacred objects, or objects of cultural patrimony is carried out following 43 CFR 10.6.
11. Work may resume after 30 days of the certification of the receipt of notification by the tribe or after the execution of a written, binding agreement.

B. Native Alaskan human remains discovered on non-Federal Land

1. The FAA shall ensure that should any human remains and associated funerary objects be encountered during the course of the building demolition, that work shall stop immediately in the vicinity of the grave and procedures shall take place in the spirit of NAGPRA and per 36 CFR 800.13.
2. The FAA shall notify the local police or state police, local magistrate, Corps archaeologist, and SHPO by telephone immediately, followed by a letter.
3. Consultation shall take place among the FAA, the culturally affiliated tribes, the landowner, SHPO and the Council within 3 days after FAA was notified of the discovery.
4. Excavation and disposition of the remains will be determined during the consultation with the tribes and the FAA and shall result in a written, binding agreement
5. Work will continue 30 days after the FAA is notified of the discovery or after the terms of an agreement between the culturally affiliated tribes and the FAA have been executed.

C. Non-Native Alaskan human remains discovered on any lands

1. Work will cease in the vicinity of the burial, and the Corps archaeologist, FAA, the landowner, and the SHPO will be notified immediately.
2. Descendants, if known, will be contacted.
3. If the descendants are not known available records will be consulted to identify descendants.
4. The descendants will be consulted to determine the disposition of the remains.
5. If no descendants are found, the remains will be reburied in a local cemetery or in a cemetery nearby following examination by the archaeologist.

D. Recent or questionable remains.

1. If the remains appear recent (within 100 years) in the judgment of the archaeologist, the local or state police or institution with jurisdiction over such cases shall determine whether the remains are of forensic interest and/or subject to criminal investigation.
2. If they are determined not to be of forensic interest, they will be approached in a manner consistent with the stipulations above.

VIII. Curation

- A. Any objects or artifacts (other than grave goods or items of cultural patrimony exempted in stipulation VI.A.1.) collected from federal property during the course of the work conducted under this PA are the property of the landowner unless they were part of the FAA buildings, structures or objects.
1. FAA objects or artifacts will be offered first to a local museum provided they meet the requirements for federally owned and administered archaeological collections (36 CFR 79). If the local museum does not meet these requirements, then the collection will be offered to another museum within the state of Alaska that does.
 2. FAA machinery and equipment found on the property will be offered to the Museum of Transport and Industry and The Historical Construction Equipment Association.
 3. Curation of property of a federal landowner is part of their obligation under the Archaeological Resources Protection Act of 1979 (ARPA) and Section 110 of the National Historic Preservation Act (NHPA) and the disposition of artifacts or objects belonging to the landowner will be determined based on consultation with the federal landowner, culturally affiliated tribes, the SHPO, and the FAA.
- B. Any objects or artifacts from non-federal lands collected during the course of the work conducted under this PA are the property of the landowner unless they were part of the FAA buildings, structures or objects.
1. Disposition of artifacts found on private, State or other non-federal lands shall be determined in consultation with the landowner, the SHPO, and the FAA.

- B. Notify the FAA that it shall comment pursuant to 36 CFR 800.7(c), and proceed to comment. The FAA in accordance with 36 CFR 800.7(c)(4) shall take any Council comment provided in response to such a request into account with reference to the subject of the dispute.
- C. Any recommendation or comment provided by the Council shall pertain only to the subject of the dispute; the FAA's responsibility to carry out all actions under this agreement not the subject of the dispute shall remain unchanged.
- D. At any time during implementation of the measures stipulated in this agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public, the FAA will take the objection into account and consult as needed with the objecting party, the SHPO, or the Council to resolve the objection.

XI. Amendments

Any signatory to this PA may request the other signatories consider amendments, whereupon the parties shall consult to consider such amendments. Amendments shall be executed in the same manner as the original PA.

XII. Modifications

In the event that the FAA makes modifications to this undertaking, they shall notify the SHPO. SHPO shall concur with the modifications as long as the modifications follow the treatment plan in this agreement. Where they vary, consultation is required between the FAA and the SHPO.

XIII. Public Objection

If at any time during implementation of the measures stipulated in this Programmatic Agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public; the FAA will take the objection into account and consult as needed with the objecting party, the SHPO, or the Council to resolve the objection.

XIV. Programmatic Agreement Expiration


This PA shall continue in full force and effect until December 31, 2007. At any time in the six-month period before this date, the FAA may request the Council and SHPO in writing to review the Corps' program and consider an extension or modification of this Programmatic Agreement. No extension or modification will be effective unless all parties to the Programmatic Agreement have agreed to it in writing.


XV. Termination

Any party to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided the other parties will consult during the period prior to termination to seek agreement on amendments or other actions to avoid termination. In the event of termination, the FAA shall again seek comments from the Council pursuant to 36 CFR 800.3 through 800.7.

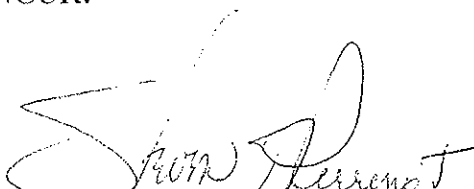
Execution of this Programmatic Agreement, its filing with the Council, and the implementation of its terms demonstrate the FAA has taken into account the effects of the decommissioning and infrastructure improvements at FAA Stations, Alaska, on historic properties and complied with Section 106 of the National Historic Preservation Act, pursuant to 36 CFR 800.

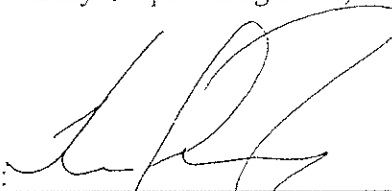
BY:

BY:  Date: 9-13-01
Lillian S. Demoski
Federal Aviation Administration

BY:  Date: 10-5-01
Judith E. Bittner
Alaska State Historic Preservation Officer

CONCUR:

BY:  Date: 11-19-01
Steven T. Perrenot
Colonel, Corps of Engineers
District Engineer
U.S. Army Corps of Engineers, Alaska District

BY:  Date: 1/2/02
Thomas E. Wiltsey, Director
National Archives and Records Administration, Pacific Alaska Region:

Attachment I

List of FAA Stations addressed in this Programmatic Agreement
Additional sites may be added by addendum or letter of modification.

Aniak
Annette Island
Bethel
Bettles (BET-00120)
Big Delta XBD-00125 in vicinity
Biorca Island
Cold Bay Cards signed out (XCB-00139, 00093, 00022)
Cordova
Cape Yakataga
Deadhorse
Dillingham
Fairbanks (FAI-1291)
Farewell (MCG-00131)
Fire Island
Galena (NUL-00130)
Gulkana
Gustavus
Haines
Hinchinbrook (at Strawberry Point) Pre-contact site (COR-00034 associated)
Iliamna (ILI-108)
Johnstone Point (on Hinchinbrook Island)
Juneau
Kenai
Ketchikan Historic sites KET-00027, 00667, 00668, 00669 associated
King Salmon (NAK-00047) Late historic site NAK-00010 associated, near Bldg 147.
Kotzebue Sites near but not in APE
Level Island
McGrath
Middleton Island
Minchumina (MMK-00140)
Moses Point
Murphy Dome
Nenana
Nome
Northway (NAB-00297)
Point Lay
Puntilla

Attachment I (continued)

Slana (NAB-00305)

Talkeetna

Tanana (TAN-00056)

Umiat

Unalakleet Pre-contact sites UKT-00007, 00008 associated

Woody Island

Wrangell

Yakutat

Attachment II

ARCHITECTURAL RECORDATION FORM
Alaska Historic Buildings Survey

HISTORIC NAME OF BUILDING:

SECONDARY OR COMMON NAMES OF PROPERTY:

AHRS NO.:

UTM:

COMPLETE ADDRESS (or PHYSICAL LOCATION):

PRESENT USE:

STYLE:

MATERIALS OF CONSTRUCTION

Foundation:

Framing:

Siding:

Roofing:

Floor Joists

Roof Rafters:

Flooring:

SHAPE AND DIMENSIONS OF BUILDING

EXTERIOR FEATURES OF NOTE:

Front Elevation:

Right Elevation:

Back Elevation:

Left Elevation:

INTERIOR FEATURES OF NOTE:

MAJOR ALTERATIONS AND ADDITIONS WITH DATES;

PRESENT CONDITIONS AND USE:

OTHER INFORMATION AS APPROPRIATE:

SOURCES OF INFORMATION

COMPILER:

DATE:

Photographs:

APPENDIX E.3
ANIAK SECTION 106 MEETING RECORD



MEETING RECORD

DATE: February 4, 2005

WITH: Stefanie Ludwig (OH&A), Laurie Mulcahy (ADOT&PF), Dan Golden (ADOT&PF), Rich Sewell (ADOT&PF), Kristen Hansen (DOWL), John Jones (DOWL) and Rachel Crittenden (DOWL)

NOTED BY: Rachel Crittenden

PROJECT: Aniak Airport EA

SUBJECT: Section 106 Consultation/Resolution of Adverse Effects

WORK ORDER:

Time 10:00 **Place: OH&A**

Background:

John gave an overview of the two alternatives that are being evaluated in the EA with respect to how the historic buildings penetrate Part 77 approach surfaces for each alternative. Afterwards Kristen acknowledged that we received SHPO's concurrence letter that the two buildings in question are eligible for the National Register of Historic Places under criterion A. Kristen explained that DOWL and ADOT&PF explored the option of relocating the buildings, however the research concluded that relocation would not be reasonable because the buildings would have to be damaged in order to move them. Also, there is very limited space that would allow the buildings to be relocated to an area with the same setting.

Mitigation:

Stefanie indicated that since a lot of documentation already exists on these CAA buildings throughout Alaska (through a programmatic MOA between FAA and SHPO that was signed in 2001), they are not too concerned about this one. She indicated that acceptable mitigation for demolishing these two buildings would consist of black and white 35 mm photographs of the buildings at every angle and elevation, as well as photographs of the interior. OH&A will provide instructions where and how to shoot the photos.

Laurie asked Stefanie if there was a recordation form. Stefanie replied that she will get us a copy of that and the form will also be useful as a guideline. Laurie said she would e-mail Kristen and Stefanie an example of the recordation form she had filled out for a previous project.

Stefanie also mentioned that a historic photograph would be nice. John said that he thinks he has seen a historic aerial photograph and that he would try to locate it.

Stefanie said that an MOA is not needed for this because there is so much documentation of these types of buildings under the existing Programmatic Agreement. Instead of an MOA, Stefanie indicated that the agreement could be documented in a letter from FAA to SHPO listing the stipulations that would be followed. The ACHP should be cc'd on the letter. Laurie suggested, and Stefanie agreed, that we e-mail her drafts of the letter, and only send it to FAA for signature once we have agreement on the contents of the letter.

A discussion of the timeline arose; Kristen said that she will have to develop a detailed timeline, however she thought that documentation could be done this summer. Laurie said that it would be good to have all the deliverables submitted before the FONSI is signed. If the deliverables are not submitted in time, then they would be listed in the environmental commitments in the FONSI.

It was also mentioned that it would still be necessary to have a 4(f) Evaluation in the EA.

At the end of the meeting, Stefanie gave Kristen and Laurie a copy of the recordation form. Laurie will provide Kristen with a copy of the Programmatic Agreement.