



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

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In Reply Refer To:

Glenn Highway: Arctic Avenue to Palmer-Fishhook (AA2PFH) Road Safety and Capacity Improvements

State Project No: CFHWY01034

Consultation Initiation

February 12, 2026

Alex Strawn, Planning and Land Use Director

Matanuska-Susitna Borough

350 E Dahlia Ave

Palmer, AK 99645

Alex.strawn@matsugov.us

Dear Mr. Strawn:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327 and is proposing the Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements Project (Project) to reconstruct approximately 1.75 miles of the existing Glenn Highway from Arctic Avenue to Palmer-Fishhook Road. The Project begins at the intersection of Arctic Avenue and the Glenn Highway and travels north along the Glenn Highway for approximately 1.75 miles to the intersection of Palmer-Fishhook Road and the highway. The Project is located within the Seward Meridian, Township 18 North, Range 002 East, in Sections 20, 21, 28, 29, 32, and 33 (Seward Meridian) and falls within the Anchorage C-6 1:63,360 U.S. Geological Survey quadrangle (shown on Figure 1).

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 the FHWA and DOT&PF.

For purposes of the National Historic Preservation Act, the DOT&PF, acting as a Federal agency, is initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed Project. Consultation is being conducted in accordance with the 2017 *First Amended Programmatic Agreement...for the Federal-Aid Highway Program in Alaska*.

"Keep Alaska Moving through service and infrastructure."

Project Description

The purpose of the proposed Project is to improve safety and mobility for people and freight and to enhance access management along this stretch of the Glenn Highway. The Project is focused on safety and capacity improvements to the roadway section where the Glenn Highway leaves downtown Palmer and ascends the Matanuska River bluffs. From farmland, personal driveways, and neighborhood entrances that line the corridor, people are entering a section of highway that sees nearly 10,000 vehicles per day traveling at speeds of 45–55 miles per hour. The Matanuska Susitna Borough (MSB) has also been experiencing continued population growth, leading to an increase in the use and volume of traffic along the Glenn Highway. In addition, the lack of access management and adequate lane capacity along this stretch of the highway has become an increasing risk to public safety and is correlated with a rise in risky behavior from drivers and higher traffic congestion along the road.

As the Glenn Highway is part of the National Highway System, the Project is focused on improving safety for all users. Roadway capacity evaluation is also planned to meet community needs now and into the future. The Project's main goals are to:

- Improve Glenn Highway safety while planning for current and future travel needs.
- Enhance pedestrian access and accommodations.
- Offer clear, consistent, and mindful engagement and communication with stakeholders.

The proposed Project consists of reconstructing approximately 1.75 miles of the existing Glenn Highway from Arctic Avenue to Palmer-Fishhook Road. The Project includes reconstructing the roadbed and potentially adding capacity (new lanes), paving, roadside hardware, drainage improvements, intersection improvements, Americans with Disabilities Act improvements, utilities, shoulders, pedestrian accommodations, and safety improvements, as warranted. Safety improvements may include median separation and segmented frontage roads. Alternatives are still being developed as the Project is early in development.

Preliminary Area of Potential Effects

DOT&PF conducted traffic analysis studies that informed the preliminary design and Area of Potential Effects (APE). The preliminary APE includes the limits of all Project activities (e.g., ground disturbance, access, and staging), adjacent/neighboring parcels/outlying areas that may experience potential indirect effects from the Project (e.g., noise, visual, traffic changes, atmospheric), and cumulative effects. The preliminary APE is shown on Figure 1.

The preliminary APE is located within the suburban residential community of Palmer, adjacent to the town's downtown area. The topography is relatively flat, and the roadway and associated areas of the DOT&PF right-of-way (ROW) have been extensively disturbed by roadbuilding and other types of development. Several areas of the preliminary APE sit atop the eroding bluff edge above the Matanuska River, providing a viewshed north and east into the Matanuska River Valley.

DOT&PF will further refine the preliminary APE after comments are received from your agency and other consulting parties.

Identification Efforts

In July 2024, DOT&PF contracted HDR Engineering, Inc. (HDR) for environmental consultation support. HDR conducted a property records search and review of the Alaska Heritage Resources Survey (AHRS) database to identify previously recorded AHRS sites in the preliminary APE. HDR's review of the AHRS database identified nine previously documented sites of historic age¹ within the preliminary APE. Most of these properties are associated with the Alaska Rural Rehabilitation Corporation (ARRC) farmstead development program of the 1930s, the Alaska Railroad, or roadways. All sites are summarized in Table 1 and shown on Figure 2, Figure 3, and Figure 4. The Kerttula Dairy Farm Historic District (ANC-03572) is located within the preliminary APE; however, the individual sites attributed to the District are outside the APE boundary. This historic district was determined eligible for the National Register of Historic Places (NRHP) in 2012 under Criterion A for its association with the agriculture and dairy industry in the Matanuska Valley between 1945–1965.

¹ For the built environment investigation, the term "historic-age" resource refers to any building, structure, object, or potential historic district that meets the 50-year threshold of National Register of Historic Places eligibility on the field survey date, plus an additional five-year buffer that allows for project delivery. Accordingly, the historic age threshold is defined as any resource 45 years old or older (constructed in 1980 or earlier).

Historic Roads

HDR's review and investigation of the AHRS database and the Revised Statute (RS) 2477 trails database found four historic roadways within the preliminary APE that had been previously investigated for eligibility to the NRHP. Of the four, the Glenn Highway (ANC-04068) was the only historic road potentially eligible for the NRHP but was declared exempt from Section 106 review as a historic property under the FHWA Interstate Exemption. The Old Glenn Highway (ANC-03419)², Palmer-Fishhook Road (ANC-03417)³, and Bogard Road (ANC-04523)⁴ have been investigated and found to be not eligible for the NRHP during previous surveys.

Additionally, HDR applied the screening tools provided in Appendix J of the *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility* (aka Alaska Roads DOE Methodology) (Mead and Hunt 2014)⁵ to 12 feeder roads within the preliminary APE. These feeder roads include West Pioneer Parkway, Marsh Road, Scott Road, Alaska Street, West Auklet Avenue, West Caribou Avenue, North Bailey Street, West Dolphin Avenue, Eagle Avenue, Albrecht Avenue, Hilltop Drive, and Glenn Avenue. None of these 12 feeder roads had previously been evaluated for the NRHP (Table 2 and Table 3). Based on the Alaska Roads DOE Methodology, all 12 feeder roads are Category 1 roads, which have low potential for individual significance and are considered not eligible. The evaluation of historic roads will be made with DOT&PF's forthcoming findings for the project.

Fieldwork

Previous identification and evaluation surveys within the Project area were conducted in 1990 by the MSB⁶ and in 2012 by Northern Land Use Research, Inc.⁷

HDR first conducted a built environment survey within the DOT&PF ROW in September 2024. Architectural historians conducted a built environment survey in order to identify ancillary historic-age resources not accounted for in the MSB property records, the date of construction for resources assumed to be modern, and the condition

² Northern Land Use Research Alaska, LLC and Mead & Hunt. 2017. Determination of Eligibility Old Glenn Highway: Non-Interstate Segments. Prepared for Alaska Department of Transportation and Public Facilities. On file with the Office of History and Archaeology, Anchorage, Alaska.

³ Northern Land Use Research Alaska, LLC and Mead & Hunt. 2017. Determination of Eligibility Wasilla-Fishhook Road, Willow-Fishhook Road, and Palmer-Fishhook Road. Prepared for Alaska Department of Transportation and Public Facilities. On file with the Office of History and Archaeology, Anchorage, Alaska.

⁴ Alaska Office of History and Archaeology. July 9, 2020. Letter concurring that Bogard Road (ANC-04523) is not eligible for the National Register of Historic Places following receipt of DOT&PF letter report titled CFHWY00453: HSIP: Bogard Road at Enstrom Road Intersection Improvements Historic Properties Report.

⁵ Mead & Hunt. 2014. Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility. Prepared for Alaska Department of Transportation and Public Facilities. Alaska.

⁶ Seager-Boss, Fran Lawrence E. Roberts. 1990. The Settlement and Development of Alaska's Matanuska-Susitna Valley. National Register of Historic Places Multiple Property Documentation Form. Matanuska-Susitna Borough. On file with the Office of History and Archaeology, Anchorage, Alaska.

⁷ Higgs, Andrew S. Burr Neely, and Molly Proue. 2012. Glenn Highway Mileposts 34-42 Improvements Project (CDS Milepoints 33.9 – 40.9). Cultural Resources Survey and Evaluation. Northern Land Use Research, Inc. On file with the Office of History and Archaeology, Anchorage, Alaska.

of vacant properties to account for historic-age resources that may have been relocated. This survey resulted in the identification of 55 historic-age and 25 related contemporary resources.

Also in September 2024, HDR archaeologists conducted a Phase I/II⁸ pedestrian archaeological survey within the ROW to locate previously undocumented archaeological resources. Due to the previously disturbed nature of much of survey area, the potential for buried archaeological deposits was anticipated to be low. The pedestrian survey was limited to undisturbed areas away from the roadway and constructed road prism. No new archaeological resources were identified during the survey.⁹

Following the cultural resource surveys that HDR completed in September 2024, the Project's survey area and preliminary APE was enlarged to include additional portions of East Arctic Avenue and North Alaska Street. Background research within the AHRS indicates no NRHP-listed or eligible resources are located within the expanded preliminary APE. HDR completed supplemental built environment and pedestrian archaeological field surveys in September 2025. The 2025 HDR built environment survey documented 60 previously unrecorded resources, consisting of 49 historic-age resources and 11 contemporary resources. Of these, 46 were identified as primary resources that have been recorded for the AHRS. The pedestrian archaeological survey did not document any cultural resources. This report is currently in-progress and will be provided, along with the 2024 survey results, with DOT&PF's findings for the project.

All sites known to be present within the Project's preliminary APE are summarized in Table 1 and shown on Figure 2, Figure 3, and Figure 4. Table 2 and Table 3 provide the results of HDR's application of the Appendix J screening tools from the Alaska Roads DOE Methodology (Mead and Hunt 2014)¹⁰.

Consulting Parties

The following consulting parties are being contacted for this Project:

- Alaska State Historic Preservation Office
- Chickaloon Village Traditional Council
- City of Palmer
- Knik Tribe
- Matanuska-Susitna Borough
- Native Village of Eklutna
- Cook Inlet Region, Inc.
- Cook Inlet Tribal Council
- Chickaloon Moose Creek Native Association

⁸ <https://dnr.alaska.gov/parks/oha/hpseries/hp11.pdf>.

⁹ Teeter, et al. 2024. Cultural Resources Field Investigations Report for the Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements Project. HDR Engineering, Inc. Matanuska-Susitna Borough. On file with the Office of History and Archaeology, Anchorage, Alaska.

¹⁰ Mead & Hunt. 2014. Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility. Prepared for Alaska Department of Transportation and Public Facilities. Alaska.

- Eklutna, Inc.
- Knikatu, Inc.
- Palmer Historical Society
- Preservation Alaska (Alaska Association for Historic Preservation)

If you have questions or comments related to the proposed project, I can be reached at the address above, by telephone at 907-269-0527, or by e-mail at mark.rollins@alaska.gov . Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Mark W. Rollins, M.A.
Cultural Resources Specialist – Archaeologist (PQI)

Enclosures:

- Figure 1. Preliminary APE and Vicinity
- Table 1. AHRs Sites Within the Preliminary APE
- Figure 2. Recorded AHRs Sites and Preliminary APE Overview
- Figure 3. Recorded AHRs Sites and Preliminary APE – North
- Figure 4. Recorded AHRs Sites and Preliminary APE – South
- Table 2. Appendix J, Section I screening
- Table 3. Appendix J, Section II screening

Electronic cc w/ enclosures:

- Kristina Busch, P.E., DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
- Isaac Kelsey, DOT&PF Central Region, Environmental Analyst
- Holly McKinney, DOT&PF Statewide Cultural Resources Manager
- Matthew Dietrick, DOT&PF Statewide NEPA Manager

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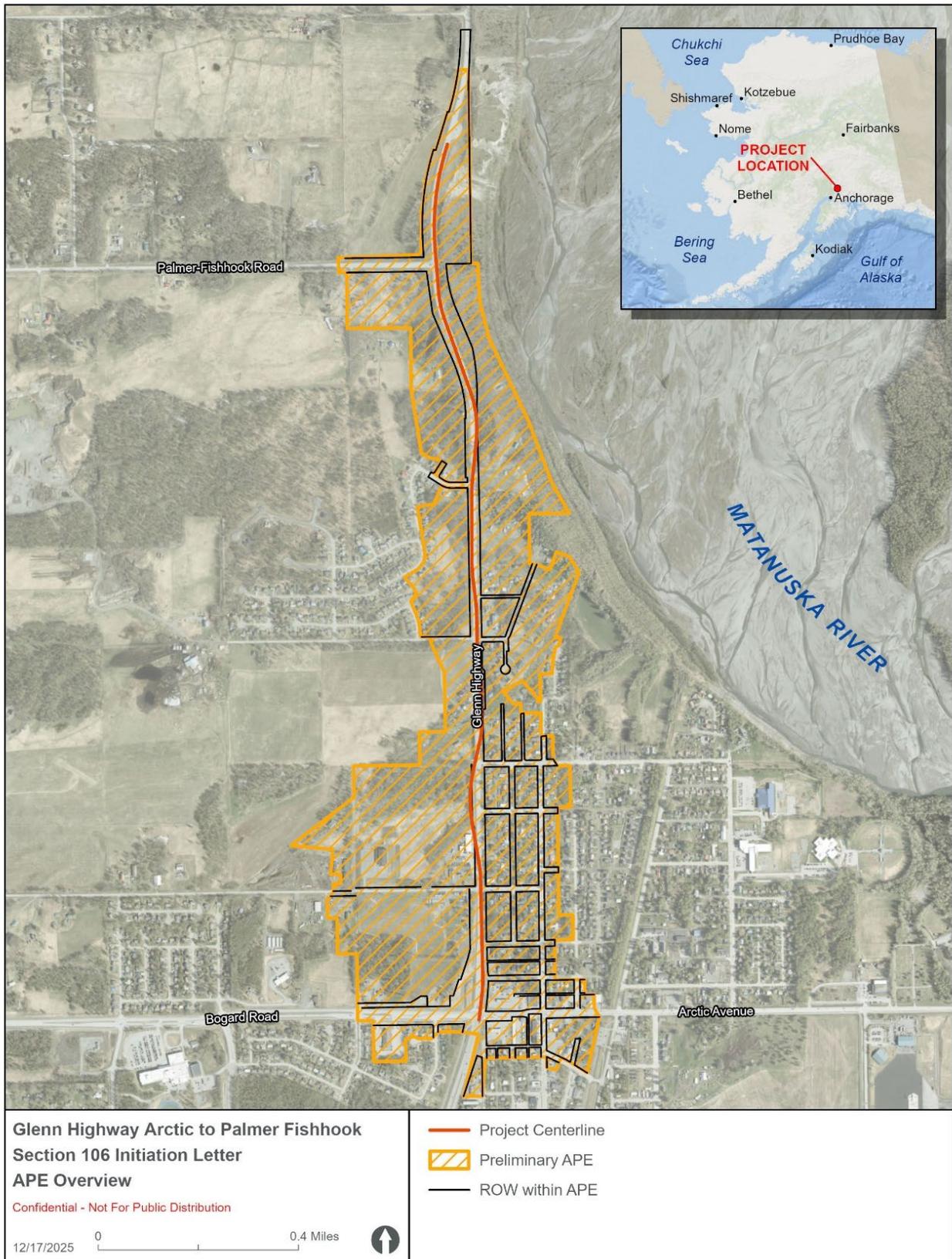


Figure 1. Preliminary APE and Vicinity

Table 1. AHRS Sites Within the Preliminary APE

Site Number	Name/Address	Description	Year Built	NRHP Eligibility Status, Criterion, Year
ANC-00056	Bailey Colony Farm	Remains associated with a former ARRC farm, consisting of a 1940s colony house and barn with attached gable-roofed buildings. The site is among the early Matanuska Colony resettlement project farmsteads.	ca. 1940s	Determined Eligible, Criteria A and C, 1990
ANC-00057	J. Puhl Colony Farm	The farm buildings consist of a barrel-roofed barn and a 1.5- story log house with a gable-roof (ANC-00197). An Alaska Rural Rehabilitation Corporation (ARRC) farm. The Puhl family was one of the first in the Matanuska Colony to declare themselves financially independent.	1935	Unevaluated
ANC-00058	Premus Farm	This is a 1-story log building. A 2-bay garage with a gable roof is located a short distance N of the house. Assorted log outbuildings and corrals are located nearby. Remains associated with a former Alaska Rural Rehabilitation Corporation (ARRC) farm.	1935	Unevaluated
ANC-00173*	V. Eckert Colony Farm	This is the site of a former ARRC farm. In 2009, a field survey noted that the house and Colony-period farm buildings have all been removed, altered, or collapsed.	1935	Determined Not Eligible, 2013
ANC-00174	C. Hesse Colony Farm	This is the site of a former ARRC farm. The original colony house (ANC-3513) was moved to Wasilla in 1943 and later to the state fairgrounds.	1935	Unevaluated
ANC-00175	W. Pippel Colony Farm	This is the site of a former ARRC farm. All of its 1935 structures burned down prior to 1986. The bottom of the original Colony barn was noted as incorporated into a new barn.	1935	Unevaluated
ANC-00197	Puhl House	This farmhouse is a rectangular, 1-story log building, measuring 35 by 25 feet. The outbuildings include a barn and a 1-story log house with gable roof. In 1958, a concrete foundation was put under the house, and the barn was moved to the site.	1935	Determined Eligible, Criteria A and C, 1990
ANC-00703	Hayes House	This log house is clad in stucco and has a gable roof and rectangular floor plan. The house was moved into Palmer; the date of its move and its original location are unknown.	1935	Unevaluated
ANC-00707	Albrecht House	This is a 1.5-story, rectangular log house. It has a large, shed dormer spanning the southeastern side of the gable roof. The logs were clad with stucco and T-11 plywood during the 1970s.	1937	Unevaluated
ANC-02902*	Wooden Pipe Water Line	No description is available in the AHRS database.	Unknown	Unevaluated
ANC-03417	Palmer-Fishhook Road Segment (MP 0.8 – 17.2)	The Palmer-Fishhook Road is approximately 17 miles long and runs from the Glenn Highway, located 2 miles north of Palmer, to Gold Cord Road in Hatcher Pass.	1921	Determined Not Eligible, 2019
ANC-03419*	Old Glenn Highway (MP 0.6 to 17)	This AHRS number refers to the bypassed Segment D of the Old Glenn Highway. It is 18.419 miles long and extends from MP 0 to MP 18.419, traveling north and east from Interstate A-1 from an off-ramp.	1937	Determined Not Eligible, 2019
ANC-03572*	Kerttula Dairy Farm Historic District	This District includes the buildings, structures, and features associated with Oscar Kerttula's post-WWII dairy operations (1945-1965). The Kerttula family started off with a Colony Farm drawn and constructed through the ARRC program. Almost all of the key elements of a dairy production system are present and clearly recognizable and are considered to be contributing features to the property including the Quonset hut (ANC-03573), the chicken coop (ANC-3581) and a corral feature (ANC-3583). Other features on the property (ANC-3574, ANC-3575, ANC-3578 to ANC-3580, ANC-3584, and ANC-3585) are considered to be non-contributing to the district.	ca. 1940s	Determined Eligible, Criterion A, 2012
ANC-04068*	Glenn Highway	The Glenn Highway is approximately 180 miles long and runs east-west from 5th Avenue in downtown Anchorage to its junction with the Richardson Highway near Glennallen.	ca. 1920	Exempt from NRHP review as a National Interstate Highway Road
ANC-04328	Bailey Hill Communications Structure	According to Palmer local heritage specialist and former MEA employee Ben Wattum, the structure was an MEA radio site during the early days of mobile radio and was not associated with the military.	ca. 1963	Unevaluated
ANC-04523*	Bogard Road, ARC Route 35R	This is a 7.5-mile-long road beginning 0.5 mile north of Wasilla on Fishhook Road. The road was constructed to connect W.J. Bogard and other farms to Wasilla and Matanuska.	1929	Determined not eligible, 2020

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Site Number	Name/Address	Description	Year Built	NRHP Eligibility Status, Criterion, Year
ANC-04909	202 South Bailey Street	Domestic/Single dwelling	1965	Unevaluated
ANC-04910	203 South Cobb Street	Domestic/Single dwelling and secondary structure	1964	Unevaluated
ANC-04911	132 West Arctic Avenue	Commerce/Specialty store	1953	Unevaluated
ANC-04912	101 West Arctic Avenue	The D&A Building is a single-story, multi-tenant commercial building of no specific academic style constructed in 1963.	1963	Unevaluated
ANC-04913	481 West Recon Circle	Domestic/Single dwelling and secondary structure	1964	Unevaluated
ANC-04914	233 West Beaver Avenue	Domestic/Single dwelling	1976	Unevaluated
ANC-04915	232 West Caribou Avenue	Domestic/Single dwelling	1973	Unevaluated
ANC-04916	129 West Caribou Avenue	Domestic/Single dwelling	1964	Unevaluated
ANC-04917	215 West Caribou Avenue	Domestic/Single dwelling	1971	Unevaluated
ANC-04918	231 West Caribou Avenue	Domestic/Single dwelling	1970	Unevaluated
ANC-04919	431 North Bailey Street	Domestic/Single dwelling	1972	Unevaluated
ANC-04920	426 North Bailey Street	Domestic/Single dwelling	1965	Unevaluated
ANC-04921	440 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04922	451 North Bailey Street	Domestic/Single dwelling	1966	Unevaluated
ANC-04923	450 North Bailey Street	Domestic/Single dwelling	1976	Unevaluated
ANC-04924	461 North Bailey Street	Domestic/Single dwelling	1968	Unevaluated
ANC-04926	471 North Bailey Street	Domestic/Single dwelling	1970	Unevaluated
ANC-04927	468 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04928	113 West Dolphin Avenue	Domestic/Single dwelling	1966	Unevaluated
ANC-04929	507 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04930	229 West Dolphin Avenue	Domestic/Single dwelling	1977	Unevaluated
ANC-04931	517 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04932	516 North Bailey Street	Domestic/Single dwelling	1976	Unevaluated
ANC-04934	517 North Glenn Highway	Domestic/Single dwelling	1977	Unevaluated

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Site Number	Name/Address	Description	Year Built	NRHP Eligibility Status, Criterion, Year
ANC-04935	527 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04936	526 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04937	527 North Glenn Highway	Domestic/Single dwelling	1977	Unevaluated
ANC-04938	537 North Bailey Street	Domestic/Single dwelling	1978	Unevaluated
ANC-04939	536 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04940	537 North Glenn Highway	Domestic/Single dwelling	1977	Unevaluated
ANC-04941	547 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04942	567 North Bailey Street	Domestic/Single dwelling	1977	Unevaluated
ANC-04943	317 West Eagle Avenue	Domestic/Single dwelling	1967	Unevaluated
ANC-04944	3020 North Glenn Highway	Domestic/Single dwelling	1977	Unevaluated
ANC-04945	636 North 1st Street	Domestic/Single dwelling	1971	Unevaluated
ANC-04946	668 North 1st Street	Domestic/Single dwelling and secondary structure	1968	Unevaluated
ANC-04947	3301 North Hilltop Drive	Domestic/Single dwelling	1965	Unevaluated
ANC-04948	3330 North Hilltop Drive	Domestic/Single dwelling and secondary structure	1940	Unevaluated
ANC-04949	3371 East Glenn Avenue	Domestic/Single dwelling	1950	Unevaluated
ANC-04950	13271 East Glenn Avenue	Domestic/Single dwelling	1950	Unevaluated
ANC-04951	3431 North Glenn Highway	Domestic/Single dwelling and secondary structure	1940	Unevaluated
ANC-04952	3441 North Glenn Highway	Domestic/Single dwelling	1977	Unevaluated
ANC-04953	3553 North Glenn Highway	Commerce/Restaurant	1950	Unevaluated
ANC-04954	3605 North Glenn Highway	Domestic/Single dwelling and secondary structures	1950	Unevaluated
ANC-04955	North Pinnacle Drive at Glenn Highway	Government/Public works	ca. 1970	Unevaluated
ANC-04956	2600 North Palmer Fishhook Road	Domestic/Single dwelling	1978	Unevaluated
ANC-04986	124 West Arctic Avenue	Domestic/Hotel	1953	Unevaluated
ANC-04987	112-132 South Alaska Street	Domestic/Multiple dwelling	1953	Unevaluated

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Site Number	Name/Address	Description	Year Built	NRHP Eligibility Status, Criterion, Year
ANC-04988	104 East Arctic Avenue	Commerce/Specialty store	1970	Unevaluated
ANC-04989	105 East Arctic Avenue	Commerce/Specialty store	1977	Unevaluated
ANC-04990	217 East Arctic Avenue	Commerce/Specialty store	1973	Unevaluated
ANC-04991	132 West Auklet Avenue	Domestic/Single dwelling	1960	Unevaluated
ANC-04992	Smith T A Block 3 Lot 4	Domestic/Secondary structure	1960	Unevaluated
ANC-04993	135 North Alaska Street	Domestic/Multiple dwelling	1965	Unevaluated
ANC-04994	120 East Auklet Avenue	Domestic/Single dwelling	1948	Unevaluated
ANC-04995	139 North Bonanza Street	Commerce/Specialty store	1973	Unevaluated
ANC-04996	167 West Auklet Avenue	Domestic/Single dwelling	1976	Unevaluated
ANC-04997	115 West Auklet Avenue	Domestic/Single dwelling	1960	Unevaluated
ANC-04998	209 North Alaska Street	Domestic/Single dwelling	1972	Unevaluated
ANC-04999	234 West Beaver Avenue	Religion/Religious facility	1975	Unevaluated
ANC-05000	102 West Beaver Avenue	Domestic/Single dwelling	1970	Unevaluated
ANC-05001	229 North Alaska Street	Domestic/Single dwelling	1950	Unevaluated
ANC-05002	229 North Alaska Street	Domestic/Secondary structure	1940	Unevaluated
ANC-05003	316 North Alaska Street	Domestic/Single dwelling	1976	Unevaluated
ANC-05004	323 North Alaska Street	Religion/Religious facility	1960	Unevaluated
ANC-05005	382 North Bailey Street	Domestic/Single dwelling	1971	Unevaluated
ANC-05006	130 West Caribou Avenue	Domestic/Single dwelling	1968	Unevaluated
ANC-05007	110 West Caribou Avenue	Domestic/Single dwelling	1964	Unevaluated
ANC-05008	367 North Alaska Street	Domestic/Single dwelling	1970	Unevaluated
ANC-05009	103 West Caribou Avenue	Domestic/Single dwelling	1963	Unevaluated
ANC-05010	385 North Alaska Street	Domestic/Single dwelling	1964	Unevaluated
ANC-05011	418 North Alaska Street	Domestic/Single dwelling	1962	Unevaluated

Site Number	Name/Address	Description	Year Built	NRHP Eligibility Status, Criterion, Year
ANC-05012	424 North Alaska Street	Domestic/Single dwelling	1962	Unevaluated
ANC-05013	417 North Alaska Street	Domestic/Single dwelling	1974	Unevaluated
ANC-05014	438 North Alaska Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05015	427 North Alaska Street	Domestic/Single dwelling	1970	Unevaluated
ANC-05016	446 North Alaska Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05017	433 North Alaska Street	Domestic/Single dwelling	1976	Unevaluated
ANC-05018	450 North Alaska Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05019	445 North Alaska Street	Domestic/Single dwelling	1972	Unevaluated
ANC-05020	456 North Alaska Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05021	455 North Alaska Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05022	463 North Alaska Street	Domestic/Single dwelling	1978	Unevaluated
ANC-05023	473 North Alaska Street	Domestic/Single dwelling	1978	Unevaluated
ANC-05024	485 North Alaska Street	Domestic/Single dwelling	1976	Unevaluated
ANC-05025	544 North Alaska Street	Domestic/Single dwelling	1973	Unevaluated
ANC-05026	555 North Alaska Street	Domestic/Single dwelling	1978	Unevaluated
ANC-05027	107 West Eagle Avenue	Domestic/Single dwelling	1967	Unevaluated
ANC-05028	217 West Eagle Avenue	Domestic/Single dwelling	1970	Unevaluated
ANC-05029	621 North First Street	Domestic/Single dwelling	1977	Unevaluated
ANC-05030	515 North Alaska Street	Domestic/Single dwelling	1970	Unevaluated
ANC-05031	526 North Alaska Street	Domestic/Single dwelling	1972	Unevaluated

* These properties fall within the DOT&PF ROW.

Source: Alaska Department of Natural Resources. 2024. Alaska Heritage Resources Survey. Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage, Alaska.

Notes: AHRS = Alaska Heritage Resources Survey; ARRC = Alaska Rural Rehabilitation Corporation; MP = milepost; NRHP = National Register of Historic Places

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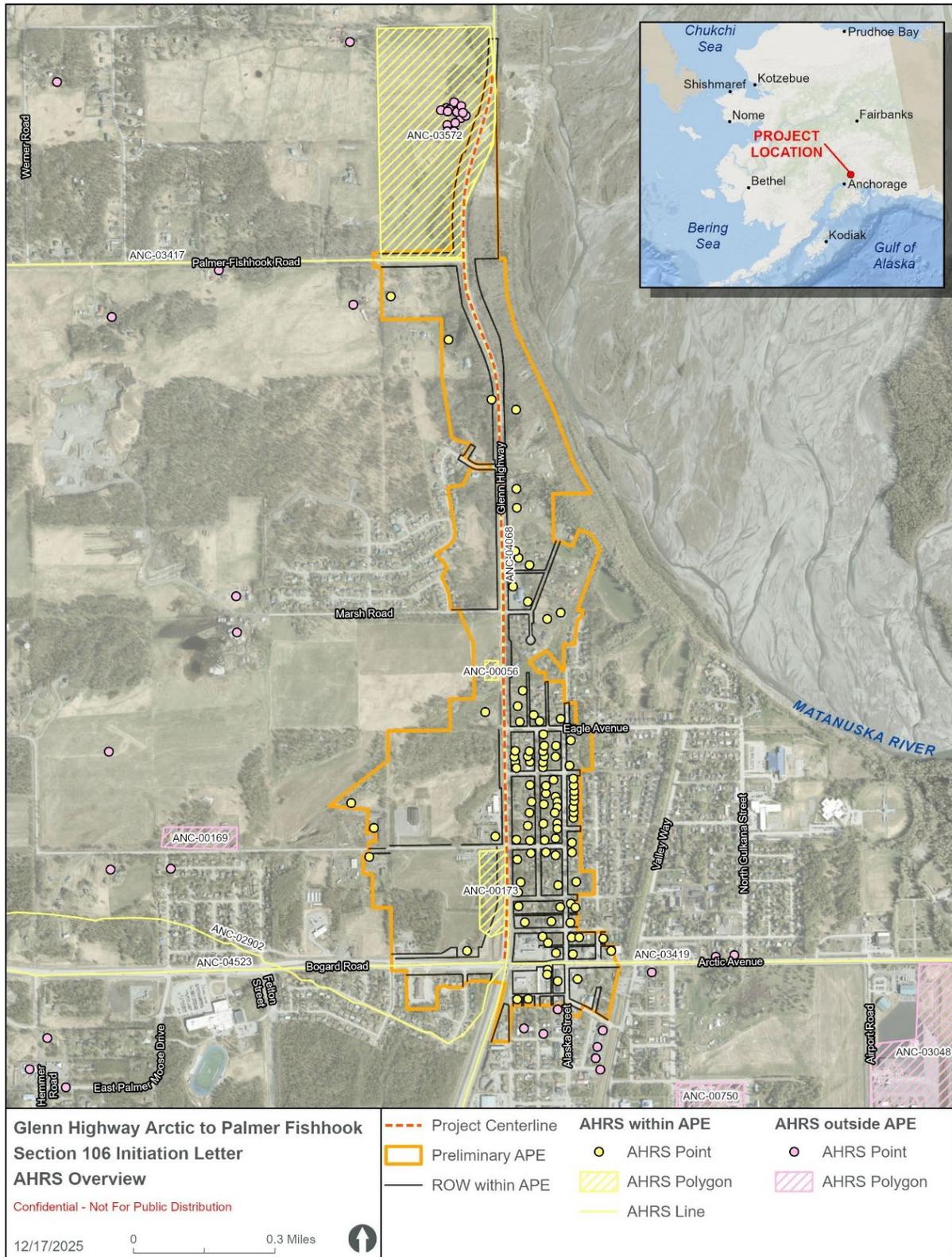


Figure 2. Recorded AHR Sites and Preliminary APE Overview

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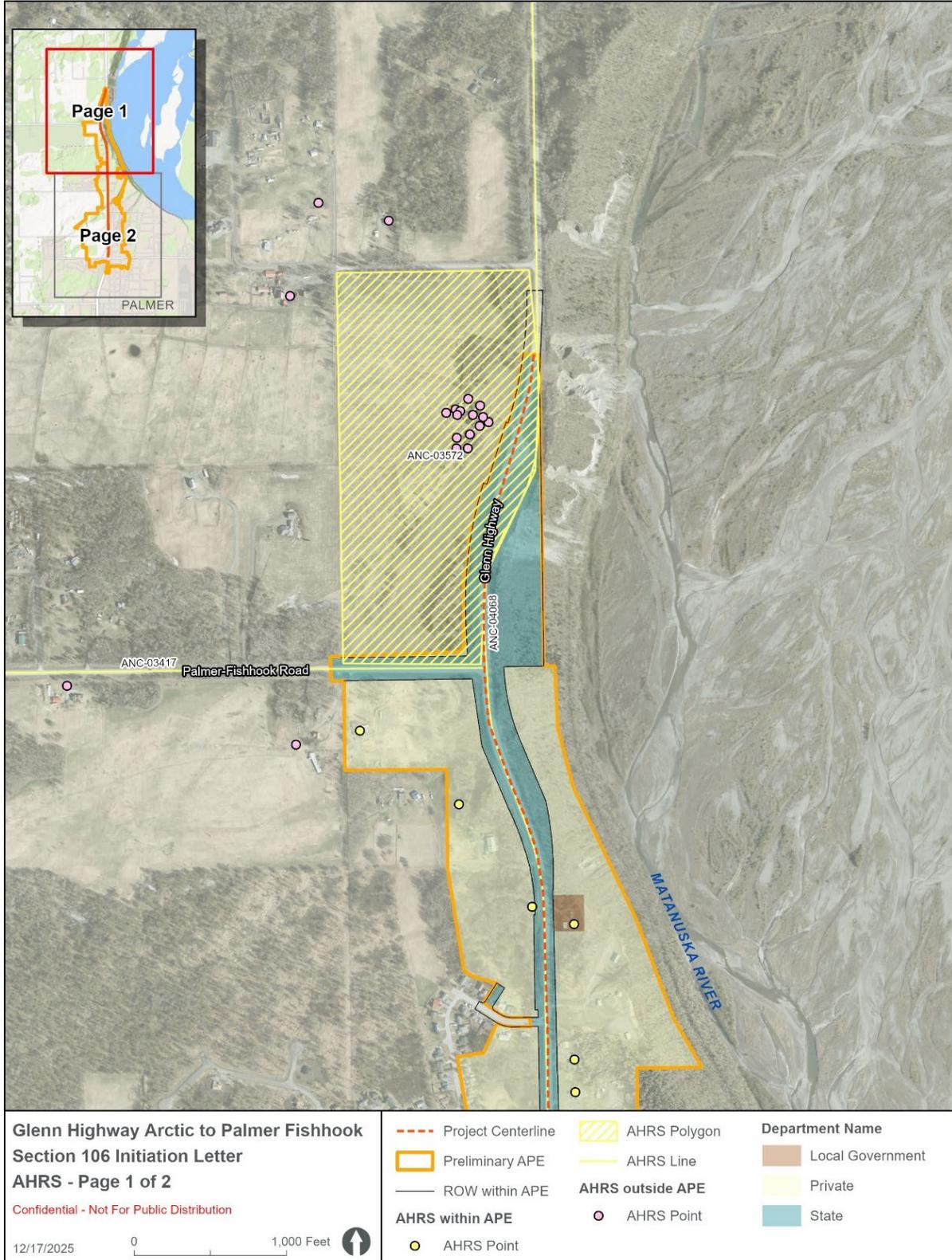


Figure 3. Recorded AHRs Sites and Preliminary APE – North

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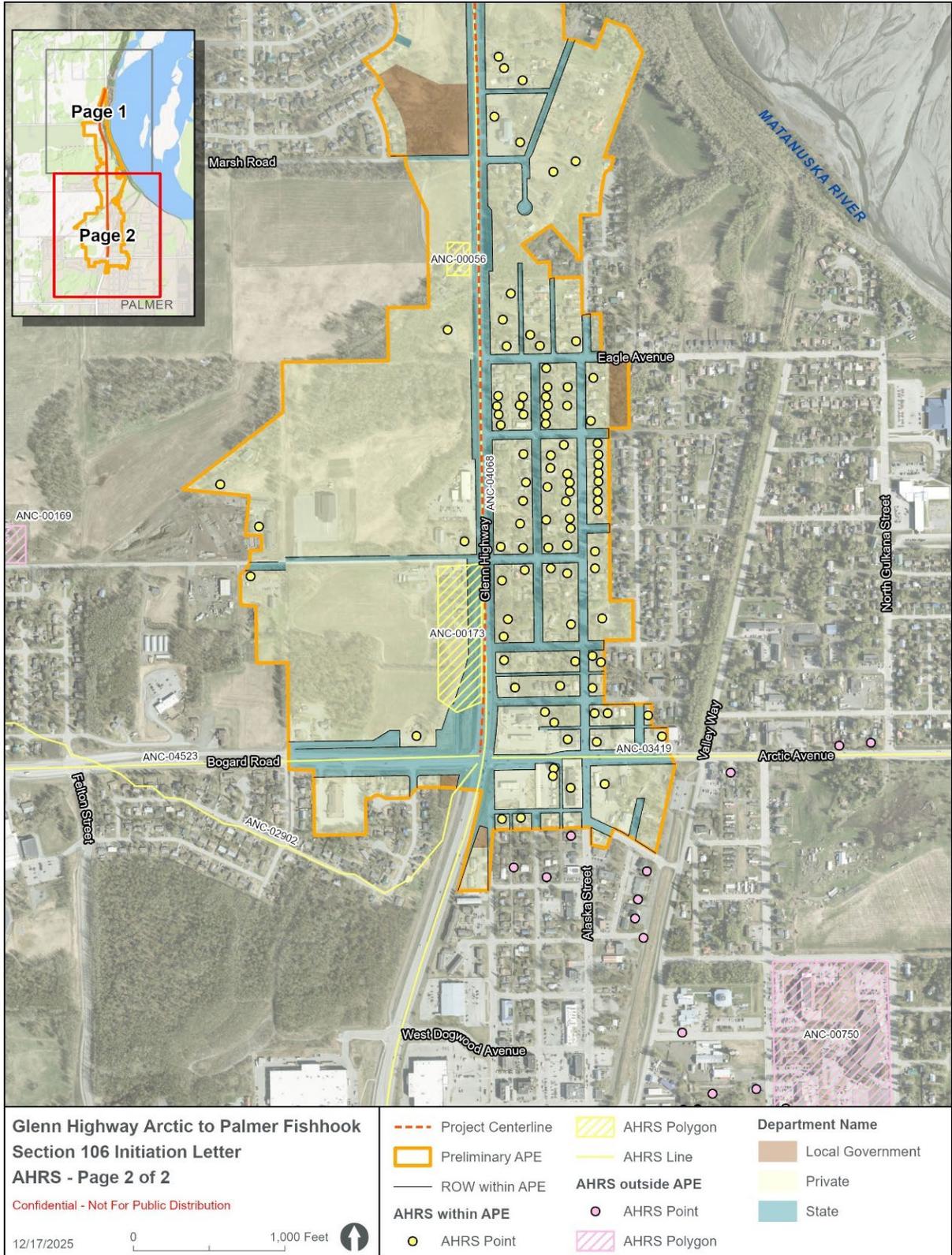


Figure 4. Recorded AHRs Sites and Preliminary APE – South

Glenn Highway: Arctic Avenue to Palmer-Fishhook Road
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Table 2. Appendix J, Section I screening

Road	Is the road excluded from further Section 106 review by an Advisory Council on Historic Preservation approved programmatic agreement, program comment, or Federal Register published exemption?	Has the road previously been determined not eligible for the NRHP (this includes those previously submitted to SHPO as Category 1 roads under the Alaska Roads DOE Methodology)?	Is the road less than 45 years of age, and unlikely to have exceptional importance under NRHP Criteria Consideration G?	All activities involving the road(s) are listed as a Tier 1 or Tier 2 allowance (Appendix B).	Has PQI consulted informally with SHPO to enable additional case-specific coordination on projects which contain other elements with limited potential to affect historic roads?	Pass to Appendix J, Section II?
West Pioneer Parkway	No	No	Yes; based on 1978 aerial photograph. ¹ It is unlikely to have exceptional importance under NRHP Criteria Consideration G	No	No	No
Marsh Road	No	No	No; based on 1932 map. ²	No	No	Yes
Scott Road	No	No	No; based on 1932 map. ³	No	No	Yes
Alaska Street	No	No	No; based on 1954 map. ⁴	No	No	Yes
West Auklet Avenue	No	No	No, based on 1978 aerial photograph. ⁵	No	No	Yes
West Caribou Avenue	No	No	No, based on 1978 aerial photograph.	No	No	Yes
North Bailey Street	No	No	No, based on 1978 aerial photograph.	No	No	Yes
West Dolphin Avenue	No	No	No, based on 1978 aerial photograph.	No	No	Yes
Eagle Avenue	No	No	No, based on 1978 aerial photograph.	No	No	Yes
Albrecht Avenue	No	No	No, based on 1978 aerial photograph.	No	No	Yes
Hilltop Drive	No	No	No, based on 1978 aerial photograph.	No	No	Yes
Glenn Avenue	No	No	No, based on 1978 aerial photograph.	No	No	Yes

Table 3. Appendix J, Section II screening

Road name, location, and length		Filter 1 - Connectivity		Filter 2 - Age		Filter 3 - Consultation			
Name and location (Beginning and end points of the segment requested for screening) Identify how the segment requested for screening relates to overall road, if applicable.	Length of road in miles	Provided national, state, or important regional access? If yes, characterize access and continue to Filter 2. If no, continue to next column.	Exhibits characteristics of roads with low potential for individual significance? If yes, characterize and continue to next column. If no, characterize and continue to Filter 2.	Is there additional information to suggest the road, individually, has possible significance? If yes, provide rationale and continue to Filter 2. If no, then continue to Filter 3.	Is the road at least 45 years in age or older? If yes or unknown, assign to Category 2. If no, continue to next column.	Is there information to suggest the road has the potential to meet <i>Criterion Consideration G</i> ? If no, then continue to Filter 3. If yes, provide rationale and assign to <i>Category 2</i> .	Is there information provided during consultation to suggest potential individual historical importance? If yes, provide rationale and assign to <i>Category 2</i> . If no, then assign <i>Category 1</i> .	<i>Category 1: Low potential for individual significance, considered not eligible.</i> or <i>Category 2: Potential individual significance, further consideration needed to determine eligibility</i>	Provide summary of information learned through readily available sources
Marsh Road (Marsh Road extends from Glenn Highway to the end of the road approximately 0.49 miles west.)	0.49	No. Marsh Road did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Marsh Road provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. Marsh Road is a rural road that is not co-signed with a national or state through road. It provided farms along its length access to Glenn Highway. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Marsh Road did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
Scott Road (Scott Road extends from Glenn Highway west to North Snowgoose Road) Review of available maps indicate that until at least 1954 the road ended at a point on the section line approximately 1.65 miles west of Glenn Highway.	2.4	No. Scott Road did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Scott Road provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. Scott Road is a rural road that is not co-signed with a national or state through road. It provided farms along its length access to Glenn Highway. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Scott Road did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
Alaska Street (Alaska Street extends from Eagle Avenue south to Evergreen Avenue)	1.0	No. Alaska Street did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Alaska Street provided routine access to Old Glenn Highway and to community destinations and services beyond.	Yes. Alaska Street is a major thoroughfare that provides the residential neighborhoods north of Arctic Avenue (Old Glenn Highway) routine access to Palmer's downtown commercial district.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	A historic map indicates in 1936 the town's northern limit west of the Alaska Railroad was Evergreen Avenue and that the town was not platted north of Evergreen Avenue. ⁶ On the 1936 map, Colony Way was the only road that extended north. The street is identifiable in a 1949 USGS aerial photograph extending from Evergreen Avenue north to Arctic Avenue (Old Glenn Highway), indicating the road was likely constructed sometime between 1936 and 1949. ⁷ The commercial area in the vicinity of Alaska Street, Evergreen Avenue, and Colony is not within the Matanuska Colony Community Center NRHP district and was likely constructed after the historic district's period of significance (1935-1940). ⁸
West Auklet Avenue (Auklet Avenue extends from Glenn Highway east to the road's end at Independence Street.) The road is crossed by the Alaska Railroad but does not have a railroad crossing. The segment requested for screening includes the 0.23-mile segment between Glenn Highway and the Alaska Railroad.	0.61	No. West Auklet Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. West Auklet Avenue provided routine access to North Alaska Street and to community destinations and services beyond.	Yes. West Auklet Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	West Auklet Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.

Road name, location, and length		Filter 1 - Connectivity			Filter 2 - Age		Filter 3 - Consultation		
Name and location (Beginning and end points of the segment requested for screening) Identify how the segment requested for screening relates to overall road, if applicable.	Length of road in miles	Provided national, state, or important regional access? If yes, characterize access and continue to Filter 2. If no, continue to next column.	Exhibits characteristics of roads with low potential for individual significance? If yes, characterize and continue to next column. If no, characterize and continue to Filter 2.	Is there additional information to suggest the road, individually, has possible significance? If yes, provide rationale and continue to Filter 2. If no, then continue to Filter 3.	Is the road at least 45 years in age or older? If yes or unknown, assign to Category 2. If no, continue to next column.	Is there information to suggest the road has the potential to meet <i>Criterion G</i> ? If no, then continue to Filter 3. If yes, provide rationale and assign to <i>Category 2</i> .	Is there information provided during consultation to suggest potential individual historical importance? If yes, provide rationale and assign to <i>Category 2</i> . If no, then assign <i>Category 1</i> .	<i>Category 1: Low potential for individual significance, considered not eligible.</i> <i>Category 2: Potential individual significance, further consideration needed to determine eligibility</i>	Provide summary of information learned through readily available sources
West Caribou Avenue (Caribou Avenue extends from Glenn Highway east to Gulkana Street.) The road is crossed by the Alaska Railroad but does not have a railroad crossing. The segment requested for screening includes the 0.12-mile segment between Glenn Highway and the Alaska Railroad.	0.52 0.12	No. West Caribou Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. West Caribou Avenue provided routine access to Glenn Highway, North Alaska Street, and to community destinations and services beyond.	Yes. West Caribou Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	West Caribou Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
North Bailey Street (Bailey Street extends from Eagle Avenue south to Colony Way) The road is discontinuous for approximately 0.21 miles between East Beaver Avenue and West Blueberry Avenue. The segment requested for screening includes the 0.35-mile segment between Eagle Avenue and Beaver Avenue.	1.23 0.35	No. North Bailey Street did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. North Bailey Street provided routine internal access to the residential neighborhood east of Glenn Highway.	Yes. North Bailey Street is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	North Bailey Street did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
West Dolphin Avenue (Dolphin Avenue extends from Glenn Highway east to Gulkana Street.) The road is crossed by the Alaska Railroad but does not have a railroad crossing. The segment requested for screening includes the 0.32-mile segment between Glenn Highway and the Alaska Railroad.	0.50	No. West Dolphin Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. West Dolphin Avenue provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. West Dolphin Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	West Dolphin Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
Eagle Avenue (Eagle Avenue extends from Glenn Highway east to Gulkana Street.)	0.49	No. Eagle Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Eagle Avenue provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. Eagle Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Eagle Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
Albrecht Avenue (Albrecht Avenue extends from Glenn Highway east to Hilltop Drive)	0.05	No. Albrecht Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Albrecht Avenue provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. Albrecht Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Albrecht Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.
Hilltop Drive (Hilltop Drive extends approximately from Glenn Avenue south to Albrecht Avenue)	0.25	No. Hilltop Drive did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Hilltop Drive provided routine internal access to the	Yes. Hilltop Drive is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Hilltop Drive did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to

Road name, location, and length		Filter 1 - Connectivity			Filter 2 - Age		Filter 3 - Consultation		
Name and location (Beginning and end points of the segment requested for screening) Identify how the segment requested for screening relates to overall road, if applicable.	Length of road in miles	Provided national, state, or important regional access? If yes, characterize access and continue to Filter 2. If no, continue to next column.	Exhibits characteristics of roads with low potential for individual significance? If yes, characterize and continue to next column. If no, characterize and continue to Filter 2.	Is there additional information to suggest the road, individually, has possible significance? If yes, provide rationale and continue to Filter 2. If no, then continue to Filter 3.	Is the road at least 45 years in age or older? If yes or unknown, assign to Category 2. If no, continue to next column.	Is there information to suggest the road has the potential to meet <i>Criterion Consideration G</i> ? If no, then continue to Filter 3. If yes, provide rationale and assign to <i>Category 2</i> .	Is there information provided during consultation to suggest potential individual historical importance? If yes, provide rationale and assign to <i>Category 2</i> . If no, then assign <i>Category 1</i> .	<i>Category 1: Low potential for individual significance, considered not eligible.</i> or <i>Category 2: Potential individual significance, further consideration needed to determine eligibility</i>	Provide summary of information learned through readily available sources
		residential neighborhood east of Glenn Highway.	indistinguishable from the larger roadway system.						suggest the road has individual significance.
Glenn Avenue (Glenn Avenue extends from Glenn Highway east to Hilltop Drive)	0.09	No. Glenn Avenue did not connect major destinations or play an important role in facilitating transport of people, goods, and/or materials. Glenn Avenue provided routine access to Glenn Highway and to community destinations and services beyond.	Yes. Glenn Avenue is a residential road located entirely within Palmer, Alaska that is not co-signed with a national or state through road. Its individual contribution is indistinguishable from the larger roadway system.	No.	Not applicable	Not applicable	Results of consultation unknown.	Category 1	Glenn Avenue did not provide national, state, or important regional access. It exhibits characteristics of roads with low potential for individual significance, and there is no additional information to suggest the road has individual significance.