State of Alaska
Department of Transportation & Public Facilities

RE-EVALUATION APPROVAL FORM

(NEPA Assignment Program Projects)

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 November 3, 2017, and executed by FHWA and DOT&PF.

I. Project Information:

A. Project Name: University Avenue Rehabilitation & Widening

B. Federal Project Number: 0617003

C. State Project Number: Z632130000

D. Primary/Ancillary Project Connections:

Primary Project: University Avenue Rehabilitation & Widening (0617003/NFHWY63213)

Ancillary Projects: Phase 1A (0617012/NFHWY00270) – Complete. Phase extends from Thomas Street, south to Indiana Avenue. Phase 1A changed to encompass Phase 1 North, Side Streets, and UPark Parking Lot.

Phase 2A (NFHWY00468) – Design. Phase extends from DNR/BLM land just south of the Chena River Bridge, south to Rewak Drive.

Phase 1 (NFHWY00467) – Design. Phase extends from Indiana Avenue, south to DNR/BLM, just south of the Chena River Bridge.

E. Document Type:

- ☐ CE: 23 CFR 771.117( )( )
- ☒ EA
- ☐ EIS

F. Project Scope *(Use STIP Project Description)*: Widen and reconstruct University Avenue to current standards. (NID's associated with this parent design project: NID 39655 & 29656).

G. Approval date(s) and impact summary(ies) of the original environmental document and any re-evaluations:

Approval Date of Environmental Assessment and Finding of No Significant Impact: September 30, 2005.

Impact Summary:

The Build Alternative could result in short-term impacts to air quality, noise, water quality, transportation, access, and economics. No permanent adverse effects to the natural environment are anticipated. Relocation assistance will be available to all residential and business relocates without discrimination. Business relocations will not adversely affect the neighborhood. Mitigation to economic impact measures will include compensation through the right-of-way acquisition and relocation process. A letter of agreement has been signed by the Alaska Department of Transportation and Public Facilities (DOT&PF) and Alaska Department of Natural Resources (DNR), Division of Parks and Recreation to relocate the recreation site entrance of the Chena River Recreation Site. The Division of Parks and recreation will continue to be consulted to ensure the functionality of the park is maintained and any changes are a net benefit to the public.

Approval Date of Previous Re-Evaluation: December 16, 2008. The conclusions and commitments of the original environmental document approval remain valid.

Impact Summary:

There have been no change in impact categories or the scope of impact of the project. Changes to the project and to impact analysis consist of the following: access to the DNR and Bureau of Land Management (BLM) offices west of University will not be removed, the access will remain right-turn-in and tight-turn- out; air quality emission calculation remains valid, changes to vehicle usage include the acquisition of new-low particulate emission mass transport buses for the area (thus a lower vehicle emission is predicted in the analysis). The conclusions and commitments of the original environmental document approval remain valid.

Approval Date of Re-Evaluation: April 6, 2018. The conclusions and commitments of the original environmental document approval remain valid.

Impact Summary:

There have been no changes in impact categories or to the scope of impact of the project. Changes were made to project design and project limits. Changes to the project since the original EA and 2008 re-evaluation include access changes, right-of-way (ROW)impact changes, changes to air quality requirements, changes to local transportation and land use plans, changes to Section 106 eligible resources in the project area, minor changes to waterbody impacts, changes to invasive species requirements, changes to contaminated sites in the project area, changes to noise impacts, changes to water quality impacts, and changes to Section 4(f)/6(f) impacts. Changes were largely a result of changes in regulations, and project impacts remain insignificant. The conclusions and commitments of the original environmental document approval remain valid.

Approval date of Re-Evaluation: May 22, 2018. The conclusions and commitments of the original environmental document remain valid.

Impact Summary:

There have been no changes in impact categories or to the scope of impact of the project. Changes to the project consist of those documented in the 2008 Re-Evaluation, which consist of access alterations and changes as described above. The conclusions and commitments of the original environmental document approval remain valid.

Approval date of Re-Evaluation: June 20, 2019. The conclusions and commitments of the original environmental document remain valid.

Impact Summary:

There have been no changes in impact categories or to the scope of impact of the project. Any changes to the project were documented in the 2008 Re-Evaluation and described above. The commitments and conclusions of the original environmental document retain their validity.

Approval date of Re-Evaluation: August 1, 2019. The conclusions and commitments of the original environmental document remain valid.

Impact Summary:

A modification to a Fish Habitat permit requirement, this change is covered under "Deadman's Slough Changes" below. Another change is the environmental commitment made to the Baptist University Church in response to the 2018 Noise Study, which identified feasible and cost reasonable noise abatement. This change is covered under "Baptist Church Noise Abatement" below. In addition to these, impacts to the University Park (UPark) School parking lot include: replacement of head bolt heaters, grading, paving, sidewalk reconstruction, electrical updates, and the installation of a new approach.

H. List of Attachments:

Figures 1-11

Appendix A- New Section 4(f) *De minimis*.

II. Proposed Action:	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
A. Project scope?	☐	☒
B. Project design?	☒	☐
C. Project limits:	☒	☐
D. Project funding sources?	☐	☒

E. Describe any changes, including prior re-evaluations, compared to original environmental document:

This re-evaluation is prior to release of additional work and continued construction under the spin off project: NFHWY00270 University Avenue- Geist Road & Johansen Expressway.

The project location and vicinity can be found on Figure 1. The 2008, 2018, and 2019 Re-Evaluations were largely a "no change" re-evaluation. The only change from the original EA noted in the 2008 Re-Evaluation was that the DNR/BLM entrance west of University Avenue would not be removed as presented in the original EA. The access would instead remain right-turn-in and right-turn-out. This change is covered under the seventh bullet below. Project changes from the original EA that are noted in this Re-Evaluation are as follows: A modification to a Fish Habitat permit requirement, this change is covered under "Deadman's Slough Changes" below. Another change is the environmental commitment made to the Baptist University Church in response to the 2018 Noise Study, which identified feasible and cost reasonable noise abatement. This change is covered under "Baptist Church Noise Abatement" below.

The following summary, table 1, and Figures 2-11 cover all changes in the project since the original 2005 EA.

Minor Changes and Access Alterations:

1. Vian Way- The median will be closed rather than open as shown in the EA (Figure 2).
2. Vian Way- Will access Davis Road via Alston Road (Figure 2).
3. Davis Road- This intersection will not be signalized as proposed in the EA (Figure 2). Updated traffic modeling and crash data does not support a traffic signal at this location.
4. Fire Station Access- This access will not be relocated to the north to align with 19th Avenue as proposed in the EA. Rather, the median will be open at the access and a left turn lane developed northbound only (Figure 3).
5. 19th Avenue- The median will not be open with northbound and southbound left turn lanes as proposed in the EA. The median will be closed with no left turn lanes. (Figure 3).
6. Rewak Drive- The east leg of Rewak will not be limited to one left turn and one shared through/right turn lane as proposed in the EA. The east leg will rather include a left turn lane, a through lane, and a right turn lane (Figure 4).
7. Safeway Parking lot- A waterline was moved from the road right of way where utilities were crowded to the Safeway Parking lot (Figure 4).
8. Airport Way- The north and south legs of University Avenue will include one left turn lane each rather than the two left turn lanes each proposed in the EA (Figure 5). Updated traffic modeling indicates this configuration will result in acceptable level of service with reduced ROW impacts.
9. DNR/BLM entrance – This entrance will not be fully closed as proposed in the EA. The entrance will instead remain open to right-in/right-out access and a right turn pocket will be constructed (Figure 5).
10. Utility Lines – It is now proposed to bore the existing overhead power and communications lines underground, beneath the Chena River as shown on Figure 6.

11. Residential Driveway Change – The location of a residential property driveway entrance was shifted 150 feet to the west (Figure 6).
12. Halvorson Road - It is now proposed to repave all of Halvorson Road as shown on Figures 6 and 7.
13. Driveway Consolidation (Widener Lane to Geist Road) – Several common driveway accesses were eliminated after detailed analysis of impacts to existing structure and property use. Driveways that remain are right-in, right-out except the common driveway access across from Indiana Avenue that was shown in the original EA (Figure 7).
14. Sandvik Street/High School Access Road – This intersection will not be signalized as proposed in the EA. A High Intensity Activated Crosswalk (HAWK) pedestrian crossing beacon is currently proposed at this intersection (Figure 8).
15. Thomas Street - The median will not be closed at this street as proposed in the EA. The median will be open and the project will end at the southern boundary of the intersection (Figure 9).
16. Bus Turnouts Throughout - One bus turnout was added 200-ft south of Holden Road (Figure 3). One bus turnout was added immediately south of the DNR/BLM access (Figure 5). One bus turnout between Airport Way and Geraghty Avenue has been eliminated from the design (Figure 5) due to ROW constraints. Two bus turnouts were relocated; one moved 500-ft south opposite Widener Lane (Figure 7) to reduce property impacts, and one was moved 100-ft south near to Sandvik Street (Figures 8 and 9) to provide greater distance from the railroad crossing.
17. Reconstruct the UPark School University side parking lot, including new head bolt headers, guardrail to protect the head bolt heaters, grading, paving, sidewalk reconstruction and electrical updates. A new approach will also be installed off High School Access Road to access the back parking lot as circulation in the front parking lot was cut off with the University Avenue project ROW acquisition (Figures 10-11).
18. A waterline that was originally going to be on the bridge will instead be bored under the Chena River on the upstream side (Figure 6). The bore pits will be placed well above and back from the Chena Ordinary High Water Mark. The North bore pit is near Goldizen Avenue. The southern bore pit will be located in the DNR on the Chena River. This will require an update to the project 4(f) *de minimis*.
19. The Airport Way Frontage Road paralleling Geraghty Avenue will no longer terminate in a cul-de-sac but will terminate in the private parking lot, similar to other frontage roads along Airport Way (Figure 5). This was necessary to eliminate adverse parking impacts to adjacent businesses.

Greater Changes and Access Alterations

1. Wolf Run – This road will not remain open to right-in/right-out access as proposed in the EA. Wolf Run will instead be closed and traffic rerouted to the Halvorson Road/Indiana Avenue intersection to consolidate an access point (Figure 7). Wolf Run will be reconfigured as a loop road, eliminating the cul-de-sac and improving traffic flow and access (Figure 8). Direct access to University Avenue was eliminated due to safety and capacity needs at the Johansen/Geist intersection. Relocating the access back to Indiana Avenue will result in improved intersection level of service and improved safety.
2. Geist Road/Johansen Expressway – The east and west legs of the Geist Road/Johansen Expressway intersection with University Avenue will not be limited to including one left turn lane as proposed in the EA. Rather, two left turn lanes will be included for each leg (Figure 8). This change, due to updated traffic modeling, resulted in a larger intersection functional area, requiring approximately 600-ft of new median along Geist Road to channelize traffic and reduce crashes. Work on the Johansen Expressway also extends approximately 300-ft further east than originally proposed due to final turn pocket lengths and configuration (Figure 8). The 300-ft project limit extension on Johansen Expressway and Geist Road was taken into consideration during the environmental consequence analysis below.

Deadman's Slough Culvert Changes

1. Fish Habitat Permit FH18-III-0050 – A permit was issued on March 21, 2018 for the work occurring at Deadman's Slough. After a site visit made by the Department of Fish and Game, the permit was deemed to be unnecessary and there in no likelihood of resident fish being present at this location of the slough. As such the permit will be rescinded.

University Baptist Church Noise Insulation

1. The University Baptist Church has been identified for noise abatement because 2040 Build noise levels exceed the noise abatement criteria and providing noise abatement was determined feasible and reasonable. Interior uses of the church include classrooms on the ground and upper levels, with windows facing University Avenue and to the sound and a sanctuary with windows facing north. The church building is not air conditioned, so a 10 dB exterior to interior noise level reduction is anticipated based on standard construction with open windows. Assuming the windows are left open, interior levels in the classrooms and sanctuary are calculated to exceed the noise abatement criteria for interior use. Consideration for interior noise insulation was done after exhausting all reasonable outdoor analysis. Providing noise insulation in the form of forced-air mechanical ventilation would allow occupants the option of keeping windows closed to control noise. This would be a 15 dB noise reduction from the windows open configuration and would be considered to meet both the feasibility criteria and the design goal. The DOT&PF will provide noise insulation at the University Baptist Church providing the property owner wants noise insulation.

III. **Purpose and Need:**	YES	NO
Have there been any changes in the project purpose and need from that described in the original environmental document?	☐	☒
Describe any changes:		

IV. **Environmental Consequences**	YES	NO
Identify (yes or no) if there have been any changes in project impacts from those identified in the original environmental document, including prior re-evaluations. For each "yes", describe changes, including any changes to previously proposed mitigation and/or environmental commitments compared to the original environmental document. Attach any supporting analysis or studies.		
1. Have there been any changes in the affected environment within or adjacent to the project area that could affect any of the impact categories (e.g. new regulations, transportation infrastructure, protected resources, land use plans, etc.)?	☒	☐
2. Describe any changes:		

Since the time of the original environmental document:

- The Fairbanks PM 2.5 nonattainment area was designated by the EPA of December 14, 2009. As a result the project now lies within a nonattainment area for PM 2.5, requiring air quality conformity analysis.
- Additional ROW acquisitions and building removals are proposed beyond those in the EA.
- The age of structures has increased, requiring consideration of cultural resources impacts to additional structures that have reached 45 years of age or older.
- Standards for wetland delineation have been updated as presented in the September 2007 Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Alaska Region (Version 2.0) requiring updated wetland and waters delineation and determination of impacts.
- New and updated land use and transportation plans have been developed requiring confirmation that the project continues to be consistent with current plans as noted in the EA.
- Traffic projections have changed requiring re-evaluation of project effects to air and noise quality.
- DOT&PF Noise Policy has been updated requiring re-evaluation of noise impacts and noise abatement measures.
- The ADEC rather than the EPA is now responsible for the General Permit for Construction Activities and MS4 Permit.

A. Right-of-Way Impacts

	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. Right-of-way requirements for the project?	☒	☐
2. Project effects on minority or low income populations as defined in E.O. 12898 (FHWA Order 6640.23A, June 2012)?	☐	☒
3. Project use of ANILCA land?	☐	☒
4. Describe any changes:		

Table 1. ROW Impacts 2006-2018

Changes in ROW acquisition are proposed from that presented in the original environmental document. The changes and rationale from the original EA/FONSI to 2018 for changes are summarized below.

Table 1 ROW Impacts	2006 FONSI	2018 Re-Eval	Change
Number of properties impacted by ROW acquisition	79	108	29
Number of properties requiring total acquisition	5	13	8
Number of properties with relocations required	5	8	3
Acres of Permanent Strip Acquisitions	5.7	12.3	6.6
Acres of Total Acquisition	1.8	6.0	4.2
Acres of Permanent Easements	0.0	1.1	1.1
Acres of Permanent ROW Acquisition (Not Including Easements)	7.5	18.4	10.8

Changes in Strip Acquisitions: (Figures 2, 6-8)

1. Final drainage design resulted in additional parcels being identified for partial acquisition or drainage easements due to required ditching for this relatively flat corridor. Drainage easements for Segment 1 were required to allow for storm drain outfalls to pass through grass swales before discharging into Noyes Slough, an impaired water body.
2. Final roadway design and grading resulted in several additional strip acquisitions, in particular between the Chena River Bridge and the Geist/Johansen intersection. The initial design model was based on an older survey, and updated survey data and design standards resulted in an expansion of the roadway footprint.
3. Lessons learned from previous urban reconstruction projects resulted in providing additional ROW beyond slope limits for constructability and maintenance purposes. Providing insufficient ROW beyond finished slopes results in facilities that are difficult to maintain (both for grass mowing and snow removal). Construction traffic impacts are also exacerbated if equipment can't work on the non-traffic side of the roadway due to tight ROW limits.
4. Utility relocations, in particular the required telecommunications duct bank relocations, resulted in additional strip acquisitions throughout west side of the project. The utility duct bank was moved to the edge of the roadway (and ROW) to eliminate impacts to motorists during system maintenance and inspection.
5. Completion of cost to cure documents for the Golden Heart Veterinary Clinic (GHVC) identified that parking could not be cured on the existing property. Acquisition of additional area from the adjacent vacant property,

owned by Alaska Riverways, was identified as the most cost effective way to cure parking (Figure 7). This property was already being impacted for strip acquisitions due to the University Avenue widening and the extension of Halvorson Road, and the portion that could be used for parking for GHVC would have been cut off from the main property by the Halvorson Road extension. Alternative parking locations included the adjacent lots on the Widener Lane side, however these lots have a structure on them and would have required tenant relocations and structure removal to cure the parking. If the parking was not cured on the Alaska Riverways lot, a full business relocation would have been required. Acquiring the remainder of the isolated portion of the Alaska Riverways lot is the most cost effective and least impactful solution to cure impacts to the GHVC caused by the project. During ROW negotiations it was agreed to transfer an equivalent portion of the adjacent Holiday House property to the Alaska Riverways owners (Figure 7).

6. Murakami (between Chena River Bridge and Goldizen west, Figure 6). The Murakami property was originally identified as a partial take, however the original design did not include removal of the structure. The property consists of a structure that is occasionally rented out. During detailed design it was identified that the front porch of the structure would require removal for the roadway improvements (within the area of the strip acquisition), and due to the configuration of the existing structure a partial demolition was not feasible resulting in total demolition of the structure being required. Further utility design to relocate utilities away from bridge construction resulted in placement of a large power vault on the Murakami property, further increasing the size of the necessary take. Due to the existing overhead power lines and the size of equipment needed to install the vault, access for constructing the vault required use of additional area of the lot.
7. Detailed design for Geraghty Avenue indicated the sidewalk side should be on the north rather than south side as shown in the EA. This resulted in a swap of strip acquisitions from predominantly south side of Geraghty to predominantly north side of Geraghty. This eliminates adverse impacts to the businesses along the south side who receive deliveries and handle their drainage on the Geraghty side of the properties, with minimal impacts to the north side properties which are generally set back further from the property line.

Descriptions of reasons for additional strip acquisitions for individual properties are provided on Figures 2, and 6-8.

Changes to Total Acquisitions:

Oines Property – See Figure 6

During appraisals and acquisitions, the property's heating oil tank was discovered to be within the strip acquisition area for the roadway improvements. Due to the configuration and size of the property that would remain, it was determined infeasible to relocate the fuel tank, requiring a total acquisition of the property. The seller requested a total acquisition. The property also was determined as a viable alternate access route to the utility bore area and structures, as well as for driveway access to the two neighboring residential properties, minimizing impacts to the adjacent parcels. This property required a tenant relocation.

Schaeffer Property (Chena River adjacent) – See Figure 6

During detailed design, bridge staging areas were identified requiring more ROW than planned. The Schaeffer property was identified as the best location for bridge staging and the property owner was interested in selling their entire interest. The property had a house on it, which has since been demolished following property acquisition (with State funds).

Holiday House Apartments (2 additional parcels) – See Figure 7

During ROW negotiations it was discovered that the cost of partial acquisition exceeded the cost of total acquisition due to the location of the heating system for the apartment buildings. The proposed acquisition required removal of the main utility building resulting in the need to construct a new main utility building and duct system for the remaining apartment buildings. The acquisition resulted in removal of 60 residential units and tenant relocations in accordance with the Uniform Act.

Wolf Run Properties (2 additional parcels) – See Figure 8

The Wolf Run approach was moved out of the functional area of the Geist/Johansen intersection after final intersection geometry was completed due to the traffic study updates. This resulted in needing to route Wolf Run around, rather than a cul-de-sac configuration, to get traffic to the new Indiana Avenue with minimum adverse travel, resulting in the acquisition of two vacant parcels. There is a burned, abandoned structure on one of the parcels that will require removal.

Solomon Property (between Johansen Expressway and Dead End Alley) – See Figure 8

The EA identified that a portion of the building on this property would need to be removed due to the slope limits, but it was originally anticipated that the rest of the structure could remain. After working through the final impacts and details of the structure, a total acquisition was determined necessary. This property does require relocation of tenants. The two properties adjacent were planned total acquisitions with relocations during the EA and those properties have been acquired and the structures have been demolished.

TL 510 & 544 (between Sandvik St and ARRC) – See Figure 8

These vacant parcels were identified for total acquisition following final design. The bus pullout shown in the EA was immediately adjacent to the railroad crossing which was determined to be difficult to use and potentially a safety hazard. The bus pullout was relocated onto TL 510 and 544, requiring total acquisition of the parcels. TL 510 was put up for sale during design.

ROW Changes 2018-2020

Former Bowers Building (Parcels 8 & 9) – See Figure 3

The ROW acquisition stretching along the east side of University Avenue from Davis Road to Holden Road has been reinstated (shown in 2006 FONSI). This take is needed to resolve a conflict between the lighting system and the waterline. The lighting system must be offset at least 10 feet from the waterline. The partial take now takes the form of a uniform rectangle instead of two strips on the front and middle.

Bedrock Enterprises (Parcel 18, vacant lot near Erickson Avenue) – See Figure 4

This vacant lot was actively listed for sale and was identified by M&O and the project team as a viable snow storage location for the southern end of University Avenue. In addition it can be used by the construction Contractor as staging area during Segment 2 construction. It was changed from a partial ROW acquisition to a full acquisition to provide snow storage for the south end of University Avenue.

Business 4-Plex (Parcel 27) – See Figure 4

The ROW appraisal indicated that the southernmost building would require demolition to cure parking for the remaining property. This resulted in a business relocation.

Safeway (Parcel 29-31 & 125) – See Figure 4

Due to separation requirements between waterlines and assorted other utilities in the area, a new waterline easement was established on the backside of the project through the Safeway parking lot. This work will reduce the length of Safeway's water service, and provide required separation between utilities, minimizing the overall ROW impact along University Avenue to Safeway.

University Square Mall (Parcels 32 & 33) – See Figure 5

Elimination of the cul-de-sac for the Airport Way Frontage Road eliminated 2 partial acquisitions and one permanent easement at the northeast corner of University Avenue and Airport Way.

DNR Waterline Easement – See Figure 6

Boring the waterline under the Chena River, rather than hanging on the Chena River Bridge, has the potential to save project cost by eliminating the need for a temporary waterline during construction, as well as simplifying bridge construction (the diameter of the waterline makes it challenging to fit between bridge girders). The utility company prefers to bore the waterline as it is lower maintenance for them in the long term (bridges are designed to move more than

waterlines are typically engineered to tolerate). Due to existing ROW constraints and utility installations on the west side of University Avenue, the Chena River State Recreation Site (CRSRS) was the only location to fit the waterline. This requires a new easement for the utility from DNR, and a new Section 4(f) *de minimis* determination for the project. See Section 4(f) and Section 6(f) sections of the re-evaluation for additional discussion.

Alaska Riverways (Parcel 84) – See Figure 7

See numbered item 5 above for discussion of change to acquisition on this property. To compensate for the added acquisition, a portion of the Holiday House property will be transferred to Alaska Riverways as part of the ROW negotiations.

	YES	NO
B. Social and Cultural Impacts		
Have there been any changes to the project's effect on the following since the approval of the original environmental document:		
1. Neighborhoods or community cohesion?	☐	☒
2. Travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian)?	☒	☐
3. Schools, recreation areas, churches, businesses, police and fire protection, etc.?	☒	☐
4. Elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?	☐	☒
5. Unresolved project issues or concerns of a federally recognized Indian Tribe [as defined in 36 CFR 800.16(m)]?	☐	☒
6. Describe any changes:		

Changes related to vehicle travel patterns and accessibility are listed below.

1. Vian Way – The median would be closed rather than open as shown in the EA (Figure 2). Vian Way is not currently constructed to this median break location, and access is currently provided from University Avenue to houses off of Vian Way by way of Davis Road, where a median break will remain. The existing approach currently functions as a second driveway for a car rental business. This business will be restricted to right-in right-out access and vehicles would have to make a u-turn at Davis Road if desiring to exit and head south, or they could travel north to the Airport Way intersection and utilize Airport Way to access southern routes. Emergency services, which currently exist north of this approach, would have to make a u-turn at the Mitchell Expressway signalized intersection to access this business, as would customers desiring to access the business coming from the north. Alternatively customers traveling south on University Avenue could go west on Airport Way to the Mitchell Expressway to go north on University Avenue from the Mitchell Expressway intersection with University. The majority of customers for this business originate at the Fairbanks International Airport, which is located south and no special maneuvers would typically be required to access the business for the majority of customers.
2. Fire Station Access – This access will not be relocated to the north to align with 19th Avenue as proposed in the EA. Rather, the median will be open at the access and a left turn lane developed northbound only (Figure 3). This will reduce emergency response time by utilizing the existing shorter driveway as compared to the EA. 19th Avenue traffic can go to the median break at Erickson Avenue (approximately 700-ft away) to make a u-turn to head south. 19th Avenue currently only serves 5 lots, all of which are owned by Fountainhead Development and can access Erickson directly through the Fountainhead parking lot. The lots consist of a retail business, the Sophie Station hotel, restaurant and apartments, and support buildings for the complex.
3. 19th Avenue – The median will not be open with northbound and southbound left turn lanes as proposed in the EA. The median will be closed with no left turn lanes. (Figure 3). See discussion regarding Fire Station Access for anticipated impacts.

4. DNR/BLM entrance – This entrance will not be fully closed as proposed in the EA. The entrance will instead remain open to right-in/right-out access and a right turn pocket will be constructed (Figure 5). With the addition of the right turn pocket no adverse impacts are anticipated to main University Avenue traffic as there are no other intersections for several hundred feet.
5. Residential Driveway Change – The location of a residential property driveway entrance was shifted 150 feet to the east (Figure 6). This is a minor access change based on discussions with the property owner.
6. Driveway Consolidation (Widener Lane to Geist Road) – Several common driveway accesses were eliminated after detailed analysis of impacts to existing structure and property use. Driveways that remain are right-in, right-out except the common driveway access across from Indiana Avenue that was shown in the original EA (Figure 7). These changes are not anticipated to significantly adversely impact traffic flow on University Avenue based on the low turning movement volumes these properties generate.
7. Wolf Run – This road will not remain open to right-in/right-out access as proposed in the EA. Wolf Run will instead be closed and traffic rerouted to the Halvorson Road/Indiana Avenue Project Name: University Avenue Rehabilitation & Widening Re-Evaluation Approval Form State Project Number: Z63213000 /Federal Project Number: 0617003 November 2017 intersection to consolidate an access point (Figure 7). Wolf Run will be reconfigured as a loop road, eliminating the cul-de-sac and improving traffic flow and access (Figure 8). Direct access to University Avenue was eliminated due to safety and capacity needs at the Johansen/Geist intersection. Relocating the access back to Indiana Avenue will result in improved intersection level of service and improved safety. Emergency response time and business access is anticipated to be improved with the new configuration. Currently vehicles may have to wait for several signal cycles before traffic queues clear the current intersection. By relocating access to Indiana Avenue ingress and egress will require less wait time.
8. Thomas Street - The median will not be closed at this street as proposed in the EA. The median will be open and the project will end at the southern boundary of the intersection (Figure 9). This change improves access to businesses, residents, and emergency response time to the structures for facilities in the Thomas Street area. It is not anticipated to significantly adversely impact traffic flow on University Avenue.
9. UPark School- A new approach will be installed off of the High School Access Road to access the back parking lot of UPark. This new approach was not originally proposed in the EA; however, it became necessary after circulation in the front parking lot was cut off with the University Avenue project ROW acquisition.
10. The cul-de-sac for the northern Airport Way frontage road near Geraghty Avenue was removed to reduce impacts to parking for the University Square Mall (Figure 5). Elimination of the cul-de-sac is consistent with Airport Way frontage roads in the corridor, and access will essentially be the same as the existing condition for the businesses along the frontage road.

Where accesses will be closed, consolidated, and/or rerouted, this will be done to meet the purpose and need of the project to improve intersection safety and to reduce the high crash rate on University Avenue and its high traffic volume intersections. Where accesses will remain open, this will be done to maintain convenient access where that access does not pose a substantial safety concern.

The FNSB bus route maps for the area were evaluated for impacts and no routes will require re-routing due to the median break locations.

C. Economic Impacts	YES	NO
Have there been any changes to the project's potential effect on the following since the approval of the original environmental document:		
1. To have adverse economic impacts on the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?	☐	☒
2. To have adverse effect on established businesses or business districts?	☐	☒

C. Economic Impacts YES NO

3. Describe any changes:

Two access changes have the most potential to affect businesses. A review of these access changes, however, finds no adverse effects.

1. The driveway consolidation that is no longer planned west of University (Figure 7) would maintain existing driveway conditions resulting in no net effect on surrounding businesses.
2. The closure of Wolf Run Road and redirecting of customers to access by way of Indiana Avenue would have some effect on businesses in this vicinity. The proposed access to the Wolf Run Restaurant and nearby businesses would be less conveniently direct, but the misdirection is minimal and as a tradeoff customers would have safer passage onto and off of University Avenue to and from the businesses. Due to traffic congestion that currently exists at the Wolf Run intersection, customers may actually find it more convenient with the new routing of traffic. In addition, the roadway improvements will improve visibility for Wolf Run Restaurant. The offsetting effects are viewed as a net neutral effect.

Additional business relocations were required after final ROW needs and appraisals were completed. Adverse effects are not expected as the businesses will be relocated in accordance with the Uniform Act.

D. Local Land Use and Transportation Plan YES NO

Have there been any changes to the following since the approval of the original environmental document:

1. Local land use or transportation plan(s)? ☒ ☐
2. The potential for the project to have adverse indirect and cumulative effects on land use or transportation? ☐ ☒
3. Is the project, as currently proposed, consistent with current land use and transportation plans? ☒ ☐
4. Describe any changes:

While new and updated land use and transportation plans have been developed, a review of these current plans for the project area was completed and it has been determined that the project continues to be consistent with current plans as noted in the EA.

Land Use Plans

The 2005 Fairbanks North Star Borough (FNSB) Regional Comprehensive Plan, referenced as a draft in the EA has since been finalized. The project is consistent with the plan's transportation and infrastructure goal #1:

- Strategy #1, page 21, "Encourage design and maintenance of roads based on their function and community needs."
- Strategy #3, page 22, "Make the Borough more pedestrian-friendly in urban and suburban areas and safer in rural remote areas."

The January 12, 2016 FNSB Comprehensive Economic Development Strategy has also been completed since the approval of the EA on 9/30/2005 and the EA Reevaluation on 12/16/2008. The project is also consistent with this plan. The project meets the physical infrastructure objective (page 6, page 107) regarding the sustainability of current infrastructure specifically to "support the design, construction, and maintenance of trail, road, and air transportation systems that improve access to the region."

Local Transportation Plan - The project is also consistent with the Interior Alaska Transportation Plan (November 2010), Goal #4, Objective A to preserve the existing transportation facilities and extending the life of these facilities by ensuring that deficient highways are brought to compliance with standards.

E. Impacts to Historic Properties

	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. Involvement of any road that is included on the "List of Roads Treated as Eligible" in the Alaska Historic Roads PA?	☐	☒
2. Project qualifications as a Programmatic Allowance under the Section 106 programmatic Agreement?	☐	☒
3. The status of National Register-listed or eligible sites in the project area?	☒	☐
4. Conclusions reached in the original environmental document regarding the project's effect on cultural and historical resources?	☒	☐
5. Project activities described in consultation or findings letters previously submitted SHPO or other consulting parties?	☒	☐
6. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

The project's area of potential effect was reevaluated by NLUR in March/April 2015 taking into account project changes. This updated the 2004 evaluation. The 2015 evaluation considered all building, structures, and objects that reached 45 years of age by 2015. Tanana Valley Railroad (TVRR) (FAI-00230) was found eligible for the National Register. The TVRR, a narrow gauge railroad constructed in 1904-1905, was originally determined eligible in 1992 under Criterion A as the first railroad serving mining camps in the Fairbanks Mining District. It retains its eligibility. SHPO has concurred. The Railroad Crossing on University Avenue (FAI-2378) was determined not eligible. However, SHPO did not concur.

Both sites (FAI-00230 and FAI-2378) have been affected by previous improvements at the road crossing and proposed improvements are in-kind. Therefore, FHWA updated its project finding from no historic properties affected (4/22/2005) to no adverse effect to historic properties (7/1/2015). SHPO concurred with the finding in their 7/15/2015. Additional information sent to SHPO 3/9/2018 to resolve the non-concurrence on the determination of eligibility for FAI-2378. DOT&PF maintained that the crossing was not eligible and does not contribute to the eligibility of the TVRR (FAI-00230); with the additional information, SHPO concurred that the crossing is not eligible and reconfirmed their concurrence with the finding of no historic properties affected. A new approach is being installed off of High School Access Road to provide access to the UPark School. This approach wasn't included in the original EA document. The Project's Area of Potential Effect was re-examined on July 2, 2019 by DOT&PF's Professionally Qualified Individual (PQI). After reviewing the initiation letters and associated figures, the PQI determined (Figures 10-11) that the new approach was within the initial project study area and was considered during the initial Section 106 review of the School.

F. Wetlands Impacts

	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. Project wetland impacts? *If yes, complete a through d and resource agency coordination is required.*	☐	☒
a. List total acres of impact (original/changed): 0.12/0.12		
b. List total fill quantities in wetlands (original/changed): No Est./20,000cy		
c. List total dredge quantities (original/changed): Not Applicable		
d. Have mitigation measures changed?	☐	☒
2. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

The 2005 EA reported 0.17 acres of permanent impacts to waters of which 0.12 acres were to wetlands. An updated wetland delineation was completed in the summer of 2016. The 2005 EA wetland delineation was based largely on the

National Wetlands Inventory. The 2016 wetland delineation was based on field data collected in accordance the most recent standards in the September 2007 Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Alaska Region (Version 2.0). Despite some minor changes in mapped wetlands the total estimated acres of permanent wetland losses remained the same at 0.12 acres. Riverine impacts are treated in the next section under water body involvement.

There are no changes in mitigation or environmental commitments related to wetlands. Mitigation will remain in accordance with the Corps of Engineers 404 permit conditions.

G. Water Body Involvement

Have there been any changes to the project's effects on the following since the approval of the original environmental document:	YES	NO
1. Water bodies?	☒	☐
2. Navigable water body as defined by USCG (Section 9)?	☐	☒
3. Waters of the U.S. as defined by the USACE (Section 404)?	☐	☒
4. Navigable Waters of the U.S. as defined by the USACE (Section 10)?	☐	☒
5. Fish passage across a stream frequented by salmon or other fish (i.e. Title 16.05.841)?	☐	☒
6. A resident fish stream (Title 16.05.841)?	☐	☒
7. A catalogued anadromous fish stream (Title 16.05.871)?	☐	☒
8. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River?	☐	☒

9. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:

10.

The 2005 EA noted that impacts to the Chena River would affect a USCG Section 9 navigable waterway, a USACE Section 404 water of the U.S., a USACE Section 10 navigable waterway, a resident fish stream, and an anadromous fish stream. These reported effects remain true.

The 2005 EA reported 0.17 acres of permanent impacts to waters of which 0.12 were to wetlands, and 0.05 acres were to riverine classified wetland areas including the Chena River and Deadman's Slough.

The estimated impact to Deadman's Slough (0.02 acres) has not changed from the EA estimate.

With more detailed design of the bridge replacement at the Chena River crossing, the estimated impact to the Chena River has increased from the 2005 EA estimate of 0.03 acres to the current estimate of 0.21 acres. The net result is an increase of 0.18 acres of impact to the Chena River due to the bridge replacement.

Total permanent impacts to waterbodies (including Deadman's Slough and the Chena River) has increased from 0.05 to 0.23 acres. Total permanent impacts to both wetlands (Section F) and waterbodies (Section G) have changed from 0.17 acres to 0.35 acres. All quantity changes are a result of a 0.18 acre increase in impact to the Chena River from that reported in the EA. Impact acres to wetlands and to Deadman's Slough remain unchanged from that reported in the EA. Table 2 below summarizes Water Resource impacts.

There are no changes in mitigation or environmental commitments related to waterbodies. Mitigation related to waterbodies will remain in accordance with environmental permit conditions.

On July 2, 2019, a re-examination of water body involvement revealed no changes in total impact to water, wetlands, the Chena River, or Deadman's Slough from the 2018 re-evaluation. There are not changes in mitigation or environmental commitments related to the waterbodies. Mitigation related to the waterbodies will remain in accordance with the environmental permit conditions.

When re-examined on December 11, 2019, some changes to waterbody involvement were realized in the areas of the Chena River and Total impact to Waters. The changes are recorded in Table 2.

Table 2. Water Body Involvement Impact Totals

	2005 EA	2008 Re-Eval	2018 Re-Eval	2019 Re-Eval	2020 Re-Eval
Total Impact to Waters	**0.17 acres**	**0.17 acres**	**0.35 acres**	**0.35 acres**	**0.46 acres**
Wetlands	0.12 acres	0.12 acres	0.12 acres	0.12 acres	0.12 acres
Chena River	0.03 acres	0.03 acres	**0.21 acres**	**0.21 acres**	**0.32 acres**
Deadman's Slough	0.02 acres	0.02 acres	0.02 acres	0.02 acres	0.02 acres

H. Fish and Wildlife Impacts

Have there been any changes to the project's effects on the following since the approval of the original environmental document:	YES	NO
1. Anadromous or resident fish habitat?	☐	☒
2. Essential Fish Habitat (EFH)?	☐	☒
3. Wildlife resources?	☐	☒
4. Bald eagles or golden eagles?	☐	☒
5. Migratory birds?	☐	☒
6. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

The original EA noted that impacts to the Chena River would affect a resident fish stream, and an anadromous fish stream, and Essential Fish Habitat. There have been no changes in the fisheries resources/species present or the conclusions regarding effects. Mitigation measures have changed slightly due to ongoing coordination, and are in accordance with the stipulation in the Alaska Department of Fish and Game (ADF&G) Fish Habitat and other environmental permits. With implementation of the following conservation measures the project would have no adverse effect to fish or their habitat.

1. The replacement structure will be designed to minimize encroachments into the Chena River.
2. The construction contractor will be required to comply with the conditions outlined in the Fish Habitat Permit. Permit conditions are expected to prohibit gravel causeways in the Chena River and to require that the old bridge piers be cut off to no more than 1 foot above the footer. It is anticipated that willows will be required to be planted within riprap areas outside the bridge limits.
3. Seasonal work restrictions, as defined by the ADF&G in their Fish Habitat Permit, for in-water work in the Chena River will be followed. It is anticipated that the pile driving will be restricted to avoid the time period between June 30 and August 15 unless sound pressure levels are less than 220 dbA. Pile driving may be allowed within a

4-hour daytime widow between June 30 and August 15. Sound attenuation measures such as bubble nets may be required to be on hand and ready to be used to keep sound levels no greater than 220 dbA.

4. The construction contractor will be required to comply with the APDES permit to minimize water quality effects to the river.

There have been no changes in the type or status wildlife that utilize the project area. The project would continue to have no adverse effects to wildlife. No bald eagles are identified in the project area. The project would continue to comply with the Migratory Bird Treaty Act.

A July 2, 2019 review of the Anadromous Waters Catalog GIS dataset (AWC#334-40-11000-2490-3301-4015 and AWC# 334-40-11000-2490-3301), revealed that there are no changes in the type or status of wildlife that use the project area. No bald eagles are identified in the project area. The project would have no adverse effects to wildlife, and the project would comply with the Migratory Bird Treaty Act.

I. Threatened and Endangered Species (T&E) Impacts	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. The status of listed, proposed or candidate T&E species that will be directly or indirectly affected by the project?	☐	☒
2. The status of critical habitat in the project area?	☐	☒
3. The project's effect on listed, proposed or candidate T&E species or designated critical habitat?	☐	☒
4. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

The 2005 EA concluded that according to the United States Fish and Wildlife Service (USFWS) no threatened, endangered or candidate species are located in or near the project area. There continues to be no listed, proposed, or candidate T&E species and no critical habitat in the project area. On January 18, 2018 a Section 7 Consultation through the USFWS IPaC database was conducted which confirmed the 2005 EA conclusions that no T&E species are present in or near the project area. The Section 7 Consultation can be found in Appendix I of the April 2018 Re-Eval.

On July 3, 2019 an additional Section 7 Consultation through the USFWS IPaC database was conducted, which also confirmed the 2005 EA conclusion that no T&E species are present within the project area.

J. Invasive Species	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. The measures that will be used to minimize the introduction or spread of invasive species?	☒	☐
2. The project's consistency with E.O. 13112 (Invasive Species)?	☒	☐
3. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

A 12/11/2019 review of the AKEPIC database found that bird vetch (vicia cracca) and yellow sweetclover (*Melilotus officinalis*) occur in the vicinity of the proposed project disturbance area with an average infested area of 0.5 acre(s). Reed canary grass (*Philaris arundinacea*) and narrowleaf hawksbeard (*Crepis tectorum*) also occur in the proposed project disturbance area with an average infested area of 0.1 acres.

The project would include the following practical measures to minimize the spread of non-native species: 1) Avoiding the use of listed noxious species for landscaping and erosion control purposes. 2) Planning construction activities to minimize disturbed areas. 3) Timely seeding of project-disturbed areas with noninvasive species providing adequate cover.

With the implementation of practicable measures to minimize the introduction or spread of invasive species, the project is expected to result in no substantial invasive species-related impacts.

K. Contaminated Sites	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. The status of known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW?	☒	☐
2. Any proposed excavation dewatering within 1,500 feet of a known contaminated site?	☒	☐
3. The potential for encountering a contaminated site during construction?	☐	☒
4. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

Since substantial time has passed since the original Phase 1 Contaminated Sites Assessments for this project it was determined prudent to update previous Phase 1 assessments to address potential changes in contamination conditions and risks. In some cases earlier identified contamination may have migrated to new areas. Some contamination has been cleaned up. There is potential to discover new contamination or contamination sources. In addition there have been changes in the project design.

For these reasons, an updated Phase 1 Contaminated Site Investigation for the project was completed in October 2015. The purpose of this 2015 Phase 1 investigation was to compile information from the two previous Phase 1 investigations (1990 and 2003) and to update this information to reflect the risks of encountering contamination with the current contamination conditions and project design. The limits of the 2015 Phase 1 project review area consisted of those areas where substantial construction excavation is proposed, where right-of way acquisition is proposed, and within 1 mile of the construction-dewatering activities. The Phase I investigation included a records review, field review, and agency interviews.

A summary of the 2015 report findings and recommendations can be found in Appendix B of the April 2018 Re-Eval. No concerns were found within the existing or proposed ROW. 38 sites of interest adjacent to the project ROW were identified. Of the 38, 8 were determined to have potential for encountering contamination by way of surface or groundwater migration into the work area, with half of the sites determined low potential and half determined medium potential. One of the sites with medium potential (Kayak Building at 3550 Geraghty Avenue) involves ROW acquisition, however the identified contamination is not near the proposed ROW or proposed excavation. To mitigate the risk of groundwater or surface water contamination, construction work that may require de-watering near these sites (typically utility and deep drainage installations) will be completed during periods of low groundwater. We will avoid activities that may require de-watering in the known contamination sites listed below. Excavation Dewatering General Permits will be acquired if necessary.

In January, 2018 an updated search of the ADEC Contaminated Sites database was conducted and revealed that there are two new active sites within the project area, and updates made to existing complete cleanup sites and one preexisting active site. The following summarizes the latest site updates that have occurred since the October 2015 Phase I Contaminated Site Investigation:

1. Hazard ID 26789 - 2151 University Avenue South, DOT&PF - New Active Site: potential Underground Storage Tank (UST) diesel spill, entered into ADEC database on 10/17/2017. The DOT&PF conducted a Phase II Site Assessment to characterize and close out potential contamination at this site before further development occurs. Further investigation revealed no contamination present, and follow up with ADEC is forthcoming.

2. Hazard ID 26459 - 201 University Avenue, Splash & Dash Car Wash - New Active Site: two UST gasoline and diesel spills, entered into ADEC database on 10/8/2015. Clean up was initiated 10/9/2015, a subsequent work plan was reviewed and revised by ADEC, and corrective action plan was developed 4/28/2016 and was executed in August 2017. This site is located within 1500 feet where excavation dewatering may occur, further coordination with ADEC will be conducted to secure an Excavation Dewatering General Permit if necessary.
3. Hazard ID 25532 - 3755 Airport Way, Fred Meyer West - Cleanup Complete with Institutional Controls: UST diesel spill, Cleanup Complete Determination issued & institutional controls entered into ADEC database on 8/22/2017.
4. Hazard ID 4103 - 685 Indiana Avenue, Residence - Cleanup Complete with Institutional Controls: UST diesel spill, Institutional Control Periodic Reporting, building owner was located and no changes to land use have occurred. Land owner is in contact with ADEC for coordination future land development. 11/17/2017.
5. Hazard ID 26489 - 655 University Avenue, ADOT&PF Former Holiday House Apartments – Active Site: contaminated soil. ADEC reviewed and approved a work plan for additional soil and groundwater sampling on 10/13/2017.
6. Hazard ID 24247 - 3679 College Road, Tesoro - Active Site: petroleum contamination in soil and groundwater. ADEC reviewed monitoring event reports completed between December 2016 and December 2017, and issued written approval of a work plan to install confirmation oil soil borings and groundwater monitoring wells in 2018.
7. Hazard ID 550 - Tanana Loop, UAF Physical Plant - Cleanup Complete with Institutional Controls: ground water contaminants. Draft work plan was reviewed and updated between 10/30/2105 and 12/17/2105, additional soils samples were requested, a Soil and Groundwater Assessment Report was received by ADEC in 5/10/2016, institutional controls were updated in August 2016, an Exposure Tracking Model Ranking was completed in 8/23/2016, and excavation dewatering was slated to occur in June/July of 2017.

On July 3, 2019, an updated search of the ADEC Contaminated Sites database was conducted and revealed that one of the two new active sites recorded during the January 2018 search has been updated.

1. Hazard ID 26789 – 2151 University Avenue South, DOT&PF – New Active Site: potential UST diesel spill, entered into ADEC database on 10/17/2017. On 4/11/2019, a database entry states that the cleanup work was completed by Nortec Engineering and the report is pending.

The July 3, 2019 search of the ADEC Contaminated Sites database also revealed that there was a contaminated site at the UPark School. While this is not a newly discovered contaminated site, it is included here as that area was the focus of this re-evaluation.

1. Hazard ID-22889-Old University Park School- Cleanup Complete, Underground petroleum storage tank leak. Determination issued 11/8/1999.

A search of the ADEC database on November 15, 2019 revealed no new contaminated sites.

Additional recommendations include giving extra consideration to not impact contaminated sites, following BMPs/SOPs and the SWPPP to avoid impacts to a contaminated area if it must be used for construction staging, and developing a contingency plan in the event that contamination is unexpectedly encountered. These will be incorporated into the final project specifications as needed.

L. Air Quality (Conformity)	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. The project's effect on an air quality nonattainment or maintenance area, which will require a new or revised conformity determination?	☒	☐
2. Describe changes, including any changes to previously proposed mitigation and/or environmental		

L. Air Quality (Conformity) YES NO

commitments:

At the time of the project's September 30, 2005 FONSI approval and December 16, 2008 Reevaluation, the project area was not within an EPA designated air quality nonattainment or maintenance area for fine particulate matter PM 2.5. This status has changed. The project now lies within a nonattainment area for PM 2.5. EPA designated the Fairbanks PM 2.5 nonattainment area on December 14, 2009. As a result the project has been analyzed for air quality on a regional and project level.

Regional-Level Air Quality Analysis

To evaluate air quality status on a regional level, Fairbanks North Star Borough was contacted to confirm that the project is part of the most recent transportation plan and has been determined to be in conformity with the State Implementation Plan (SIP) for air quality based on a regional emissions analysis. The Fairbanks Metropolitan Area Transportation System (FMATS) completed the most recent conformity analysis for their Long Range Transportation Plan (LRTP) for the Fairbanks Metropolitan Planning Area. This project was included. The most recent analysis found the transportation plans to be in conformity with the SIP for air quality based on a regional emissions analysis (1/5/2015). Attached in Appendix C of the April 2018 Re-Eval is DOT&PFs 4/1/2016 email correspondence with the FMATS Coordinator, Donna Gardino. I

Project-Level Air Quality Analysis

To evaluate air quality status on a project level, the project was first reviewed for exemption status but found not to be exempt under 40CFR 93.126 or 93.128.

The project was then reviewed to determine whether it fits the criteria under 40 CFR 93.123(b)(1) to be a project of air quality concern. The project is not specifically listed under 40 CFR 93.123(b)(1) as a project of air quality concern. The following descriptions characterize the project.

- The project segment of University Avenue does not carry a significant AADT. Both existing and projected AADTs are substantially less than 125,000 vehicles.
- The project segment of University Avenue does not serve a significant number of diesel vehicles (8% or 10,000 AADT) nor is the project expected to result in an increase in diesel vehicles on University Avenue.
- The project does not involve freight or bus terminals.
- The project does not involve a site that has been identified for violation or possible violation in a PM2.5 implementation plan.

On 2/4/2016 Alaska PM2.5 Hot-Spot Analysis Form for Interagency Consultation Form was sent out by email to the following air quality contacts to give opportunity for interagency comments: Cynthia Heil (Alaska Department of Environmental Conservation), Karl Pepple (Environmental Protection Agency), Ned Conroy (Federal Transit Administration), Jeremy Borrego (Federal Transit Administration), John Lohrey (Federal Highway Administration), Jeff Houk (Federal Highway Administration),Glenn Miller (FNSB), Donna Gardino (FMATS), and Ron Lovell (ADEC Contractor). The email notice and form are located in Appendix C of the April 2018 Re-Eval. The analysis form concluded that the proposed project is not of air quality concern and therefore meets the Clean Air Act requirements and 40 CFR 93.116 without an explicit hot-spot analysis. All of those contacted had either no comment or expressed agreement with this conclusion. The FHWA (2/16/2016), ADEC (3/4/2016), and the ADEC (3/2/2016) provided their concurrence. Individual comments received are attached in Appendix C of the April 2018 Re-Eval.

On 4/4/2016 carbon monoxide (CO) conformity was addressed by DOT&PF sending out a second email notice to the same people mentioned above. The email notice is located in Appendix C of the April 2018 Re-Eval. This notice was intended to confirm that the CO air quality conformity conclusions of the 2003 air analysis remain valid. The re-evaluated CO analysis confirmed the original conclusion that the project would not cause or contribute to any new localized violation or increase the frequency or severity of any existing CO violations in the CO maintenance area. All of those contacted had either no comment or expressed agreement with this conclusion. The EPA(5/16/2016) and the ADEC(5/17/2016) provided their concurrence. Individual comments received are attached in Appendix C of the April 2018 Re-Eval.

Based on the information described above, the project conforms with the purpose of the current SIP and the requirements of the Clean Air Act.

A 7/9/2019 review indicated no changes in air quality conformity as compared to the 4/6/2018 re-evaluation. The project conforms to the requirements of the Clean Air Act and the objective of the current State Implementation Plan.

M. Floodplains Impacts	YES	NO
Have there been any changes to the following since the approval of the original environmental document:		
1. The project's encroachment into the 100-year floodplain (i.e. base floodplain in fresh or marine waters). *If yes, attach documentation of public involvement conducted per E.O. 11988 and 23 CFR 650.109. Consult with the regional or statewide Hydraulics/Hydrology expert, and attach the required location hydraulic study per* 23 CFR 650.111.	☐	☒
2. The project's potential to have significant encroachment as defined by 23 CFR 650.105(q)?	☐	☒
3. The project's potential to encroach on a regulatory floodway?	☐	☒
4. The status of local flood hazard ordinances?	☐	☒
5. The project's consistency with local flood protection standards and E.O. 11988?	☐	☒
6. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:		

No changes. The project would not result in 100-year floodplain or floodway encroachment different from that described in the original environmental document. Current FEMA mapping identifies the same flood related zones as described in the original document. The project continues to lie mostly within Zone X, an area of the 500-year floodplain with some inclusions of Zones A and AE, special flood hazard areas likely to be inundated by the 100-year flood. The proposed action continues to involve encroachments into the 100-year floodplain and remains consistent with local flood protection standards and E.O. 11988. The Location Hydraulic Study can be found in Appendix H of the April 2018 Re-Eval.

The preliminary floodplain development permit was received from the FNSB on January 10, 2020.

N. Noise Impacts	N/A	YES	NO
1. Does the project as currently proposed involve any of the activities, listed below, that would trigger the need for a noise analysis? Activity list:		☒	☐
a. Construction of highway on a new location.			
b. Substantial alteration in vertical or horizontal alignment as defined in 23 CFR 772.5.			
c. An increase in the number of through lanes.			
d. Addition of an auxiliary lane (except a turn lane).			
e. Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.			
f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.			
g. Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.			

N. Noise Impacts	N/A	YES	NO
2. Was a noise analysis completed on the original project?		☒	☐
a. Was the noise analysis completed prior to implementation of the final noise rule (23 CFR 772) and the current DOT&PF Noise Policy (April 2011)? **NOTE:** If yes, the project likely needs a revised noise analysis to comply with the current noise rule.		☒	☐
3. If the project needed a noise analysis are there any newly identified noise sensitive receptors in the project area?	☐	☐	☒

4. Describe results of a new noise analysis, identification of new impacts, newly identified noise sensitive receptors or changes in noise abatement measures:

A noise analysis was completed for the project in July 2005 as part of the original environmental document (9/30/2005) in accordance with the 23 CFR 772 noise regulations and the 1996 ADOT&PF noise policy. In 2011 the federal noise regulations in 23 CFR 772 were amended and ADOT&PF adopted a new noise policy. In addition, since 2005 changes have occurred in traffic projections, project design, landscape features, and land uses. As a result of these changes, in January 2018 a new noise analysis was completed by the acoustic and air quality consultant Illingworth & Rodkin, Inc. utilizing the Traffic Noise Model, TNM 2.5. A copy of the 2018 Noise Study Report (NSR) can be found in Appendix D of the April 2018 Re-Eval. The NSR concluded that there would not be substantial noise level increases from the project (per 2011 DOT&PF Noise Policy, projected increases less than 15dBA Leq[h] above existing conditions does not constitute a substantial noise increase).

The following summarizes the conclusions:

The 2018 NSR identified noise impacts at 4 of 35 representative receptors along the project corridor where calculated noise levels approach or exceed the noise abatement criteria. See Table 5-3 of the Appendix D of the April 2018 Re-Eval noise analysis report.

Six noise barriers were evaluated to provide noise reduction to the four impacted land uses. Four of the six noise barriers were found to meet the 5 dBA acoustical feasibility criterion and to achieve the 7 dBA design goal, and were subsequently evaluated for cost reasonableness. The evaluations determined that the estimated costs to construct the four barriers exceeded the reasonable cost allowance of $37,750 per benefited receiver, meaning that they are not cost reasonable. CFR 772.13(d)(2)(iv) notes that all reasonableness factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one factor will result in the noise abatement measure under consideration being deemed not reasonable. Further reasonableness determination, based on views of property owners and residents was not completed for the 2018 NSR as the other required criteria were not met with regards to feasible and reasonable.

Consideration of noise insulation for Category D uses at the Assemblies of God Mission Church and University Baptist Church was done after exhausting all reasonable outdoor analysis. Providing noise insulation in the form of forced-air mechanical ventilation would result in a noise reduction that would meet the acoustical feasibility criteria and the design goal. Quotes for the installation of forced-air mechanical ventilation for these two receptors were solicited from a licensed area contractor to evaluate the proposed abatement's cost reasonableness. The Assemblies of God Mission Church (with two benefited receptors) noise insulation was not found to be cost reasonable, as costs to construct the forced-air mechanical ventilation exceeded the reasonable cost allowance of $37,750 per benefited receiver. The University Baptist Church (with four benefited receptors) noise insulation was found to be cost reasonable, and an Environmental Commitment has been established to determine if the noise insulation abatement proposal is desirable to the property owner, and if so work with the property owner to complete noise insulation installation.

Adverse effects related to construction noise are anticipated to be localized, temporary, and transient in nature. See Chapter 7 of the noise analysis report in Appendix D of the April 2018 Re-Eval for additional information.

No changes have occurred since the 2018 Noise Analysis (12/11/2019), adverse construction-related noise effects are anticipated to be temporary, localized, and transient in nature.

O. Water Quality Impacts

Have there been any changes to the following since the approval of the original environmental document:	YES	NO
1. The project's involvement with a public or private drinking water source?	☐	☒
2. The project's effect on discharges of storm water into Waters of the U.S.?	☐	☒
3. The project's effect on ADEC designated Impaired Waterbody?	☒	☐
4. The project's involvement with an area that is covered by a Municipal Separate Storm Sewer System (MS4) APDES permit?	☒	☐
5. The potential for the project's runoff to be mixed with discharges from a APDES permitted industrial facility?	☐	☒

6. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:

The EPA NPDES Stormwater General Permit (now referred to as the APDES General Permit) has been assumed by the ADEC, but all terms and conditions remain unchanged. To minimize water quality impacts, temporary erosion control and stabilization measures [Best Management Practices (BMPs)] would be used during construction activities to minimize erosion of soils and transportation of sediment beyond the immediate construction site. Water quality is expected to meet state and federal water quality standards. In compliance with the APDES General Permit for Construction Activities, the construction contractor would issue a Notice of Intent to the ADEC for storm water discharges associated with construction activities and, before construction, a SWPPP would be completed for ADEC review.

The designated impaired water bodies in the project area (Noyes Slough and the Chena River) remain the same with some changes concerning the causes of impairment. The Chena River is now listed only for sediment and no longer for turbidity, petroleum hydrocarbons, and grease. Noyes Slough continues to be listed for residues, sediment, petroleum hydrocarbons, oil, and grease.

Upgraded storm and drainage facilities continue to be proposed. A 1500-ft long trapezoidal bioswale would be constructed in the drainage ditch along west University Avenue, between Airport Way and the Chena River for stormwater treatment. Another trapezoidal bioswale would be built along the reconstructed Goldizen Avenue, running east 500-ft to a new Noyes Slough outfall. Vegetated bioswales are low flow trapezoidal channels, which promote the settlement of suspended solids and treatment of the associated contaminants including organics, nutrients and metals through filtration, adsorption, absorption processes. While the project estimates of increased impervious areas as a result of the project remain correct the EA conclusion also remains valid that with incorporation of treatment measures into the project the build alternative is expected to result in reduced sediment and pollutant loading to the Chena River.

Since the time of the 2005 EA, the draft Municipal Separate Storm Sewer System (MS4) permit covering the City of Fairbanks and the project area has been finalized and is in effect. Any necessary review and approvals will be obtained from the ADEC to ensure conformance to the existing areas-wide permit for water quality standards, ADEC MS4 #AKS-053406.

P. Construction Impacts

Have there been any changes to the following since the approval of the original environmental document:	YES	NO
1. Temporary degradation of water quality?	☐	☒
2. Temporary stream diversion?	☐	☒
3. Temporary degradation of air quality?	☐	☒
4. Temporary delays and detours of traffic?	☐	☒
5. Temporary impacts on businesses?	☐	☒

P. Construction Impacts

	YES	NO
6. Temporary noise impacts?	☐	☒
7. Other construction impacts? (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).	☒	☐

8. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments :

Since the EA was approved the following additional construction impacts have been defined in relation to temporary construction permits needed from the adjacent CRSRS. This is covered in more detail in Section Q. and in the Section 4(f) finding documentation in Appendix E of the April 2018 Re-Eval:

- A 2.6-acre temporary construction permit would be acquired along the west boundary of the park and surrounding the boat launch area to accommodate temporary construction work including:
    - Construct a temporary approach to the proposed construction work bridge
    - Construct a temporary approach to the proposed temporary pedestrian bridge
    - Provide a temporary pedestrian path between the pedestrian bridge and the University Avenue sidewalk
    - Temporarily remove and then replace the existing boat launch
    - Re-contour the west boundary buffer area between University Avenue and the park.
- Limited interruptions to boat navigation under the University Avenue Bridge would occur during construction. Interruptions will be short in duration. Boaters would be directed to nearby alternative public boat launches upstream and downstream on the Chena River while the boat launch is closed for the bridge construction season (reference the discussion on 4(f)). Vehicle and pedestrian access to the park would remain open throughout construction, with impacts limited to the day use picnic/boat launch area during bridge construction.
- During the paving of the parking lot, limited interruptions to traffic flow through the park may occur to accommodate passage of paving-related construction equipment. The boat launch parking lot and adjacent picnic area would be temporarily unavailable to visitors during paving operations.

The original EA indicated use of half-width construction for the bridge. Since the EA a construction contractor was hired and after evaluating all scenarios it was determined that a bridge shutdown was the most prudent option for construction of the bridge when considering all of the environmental, traffic, and Park impacts. The bridge shutdown reduces construction time by a full construction season, creating a net reduction in impact to users. Pedestrians and bicyclists would be accommodated on a temporary pedestrian bridge as mentioned above while vehicles would be routed to adjacent roadways. Traffic modeling was completed and recommendations for modifications to area signals will be incorporated into the traffic management plan for the project. Upgrades at the Geist Road/Chena Pump/Mitchell Expressway interchange to ensure adequate operation of streets being used for detours are being completed by a separate Department project that was in design prior to the bridge shutdown concept. The signal at Airport Way and Peger Road will have minor temporary signing, striping, and signal timing implemented to ensure adequate operation at this intersection during the bridge shutdown.

Commitments to the following construction noise mitigation measures were made in the new noise analysis:

- When feasible, noise-generating construction activities should be limited to between 7:00 a.m. and 9:00 p.m.
- Locate equipment and vehicle staging areas away from residential areas when practical.
- Pile driving activities should be limited to daytime hours only, where feasible.
- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Limit unnecessary idling of equipment.
- Comply with applicable local noise ordinances and any applicable noise regulations.

In addition to the impacts in the CRSRS, the replacement of new head bold heaters, grading, paving, sidewalk reconstruction, electrical updates, and the installation of a new approach at the UPark School parking lot will cause limited interruptions to traffic flow to accommodate paving-related construction equipment. Pedestrian access to the school would be maintained throughout construction.

Q. Section 4(f)/6(f)	YES	NO
1. Have there been any changes to the following since the approval of the original environmental document:		
2. The status of Section 4(f) properties affected by the proposed action or the project's effects on such properties?	☒	☐
3. The determination of whether the project would "use" land from a Section 4(f) property?	☒	☐
4. The status of Section 6(f) properties affected by the proposed action?	☒	☐
5. The determination of whether the use of a Section 6(f) property is a "conversion of use" per Section 6(f) of the LWCFA?	☐	☒

If yes to any of the above, attach appropriate Section 4(f) and Section (f) documentation.

6. Describe changes, including any changes to previously proposed mitigation and/or environmental commitments:

Since the original EA, 2.6 acres of temporary construction permit areas are proposed within the CRSRS, a Section 4(f) and 6(f) eligible property.

It was previously determined that the project would result in no use of Section 4(f) property and that work performed for the roadway improvements will occur exclusively within the DOT&PF ROW and not impact the 6(f) boundary of CRSRS. See the 3/29/2005 park enhancement agreement, Appendix E of the April 2018 Re-Eval. As a result of further design development, temporary construction permits (TCPs) will now be needed within the CRSRS for the project.

The temporary work within the CRSRS does not meet the Section 4(f) requirement for a temporary non-adverse occupancy exception CFR 774.14(d) since it would temporarily interfere with protected activities, features, or attributes of the property. However, a Section 4(f) *de minimis* determination applies. The proposed temporary transportation use of the CRSRS, after incorporation of the proposed measures to minimize harm and enhance the park, does not adversely affect the activities, features, or attributes that qualify the park for protection under Section 4(f).

The official with jurisdiction over the park, DNR, signed their agreement with this conclusion on 4/21/2017, which can be found in Appendix E of the April 2018 Re-Eval, after DOT&PF met with DNR on 5/11/2016 and 12/8/2016 to discuss the project. In addition, the DOT&PF published a notice in the Fairbanks Daily News Miner (2/22/17) and online (3/7/17) concerning the project's temporary use within the CRSRS. These notices are attached in Appendix E of the April 2018 Re-Eval. No comments were received in reply. Taking into account the input from DNR and the public, the Federal Highway Administration (FHWA) has made a *de minimis* impact finding. Upon assumption of the 23 U.S.C. November 2017 327 program, the ADOT&PF has conducted an independent review and approval of the FHWA's *de minimis* impact finding. The Section 4(f) documentation is found in Appendix E of the April 2018 Re-Eval.

The UPark School was re-evaluated as a potential 4(f) property on 7/10/2019 and determined to not be eligible. The School is primarily used as administrative offices for UAF, and it does not have an associated outdoor recreation facility.

Concerning Section 6(f), DNR has recommended (5/8/17) and the National Park Service has given their approval (5/19/17) for DOT's proposed temporary non-conforming uses (TNCU) of the CRSRS conditioned on the incorporation of the proposed mitigation measures. See Appendix F of the April 2018 Re-Eval.

Two railroad sites, TVRR (FAI-00230) and the Railroad Crossing on University Avenue (FAI-2378), are eligible for the National Register and are therefore Section 4(f) properties. In accordance with 23 CFR 774.13(a)(1)&(2), as a result of Section 106 consultation under 36 CFR 800.5, the DOT&PF determined and SHPO has concurred (and therefore has not

objected) that the project work will not adversely affect historic properties. As a result the 23 CFR 774.13(a) exception to the requirement for Section 4(f) approval applies, and can be found in Appendix E of the April 2018 Re-Eval.

A new *De minimis* document was required to approve the placement of a waterline being bored under the Chena River, on the upstream side of the bridge. The line will not have any permanent above ground impacts on CRSRS property. It will require a permanent below-ground easement within park boundaries to be approved by the DNR. The bore entrance pit will be located in the boat launch parking lot within the Chena River State Recreation Site. The line will extend from the DOT owned property on the north bank of the Chena River to an exit point in the parking lot, and then trenched from the parking lot, along the pedestrian path connecting the parking lot to University Avenue. It will then enter the road ROW and continue along University Avenue outside of park property (See Appendix A).

V. Permits and Authorizations

Have there been any changes to the status of the following permits and authorizations since the approval of the original environmental document:

		YES	NO
A.	USACE, Section 404/10 includes abbreviated permit process, Nationwide Permit, and General Permit	☐	☒
B.	Coast Guard, Section 9	☐	☒
C.	ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)	☒	☐
D.	Flood Hazard	☐	☒
E.	ADEC Non-domestic Wastewater Plan Approval	☒	☐
F.	ADEC 401	☐	☒
G.	ADEC APDES	☒	☐
H.	Noise	☐	☒
I.	Eagle Permit	☐	☒
J.	Other. If yes, list below.	☒	☐

- Potential NOI to obtain authorization under the Excavation Dewatering General Permit for dewatering within 1500 feet of contaminated sites.

K. Describe changes:

No changes except for the following:

1. One additional permit not mentioned in the 2005 EA is needed: ADEC Non-Domestic Wastewater Plan Approval.
2. ADF&G rather than the ADNR/OHMP now issues the Fish Habitat Permits.
3. Since the time of the environmental document the NPDES permitting program responsibilities (General Permit for Construction Activities in Alaska) have been turned over to the State of Alaska and are now administered under the APDES. Permit compliance by way of the program is still required.
4. No additional changes in permits and authorizations have occurred since the 4/6/2018 re-evaluation.
5. The University Avenue Bridge replacement is eligible for a Federal Highway Bridge Exception Permit rather than a USCG Section 9 permit. It was applied for on October 2, 2019.

VI. Comments and Coordination Conducted for the Re-evaluation

		YES	NO
A.	Has any public/agency coordination occurred since the original environmental document was approved?	☒	☐

B. Describe all outreach and coordination efforts taken for this project since approval of the original environmental document. Discuss pertinent issues

VI. Comments and Coordination Conducted for the Re-evaluation

YES NO

raised by the public and other agencies. *Attach applicable correspondence and responses.*

A public meeting was held on March 15, 2017. The comments received related mostly to pedestrian accommodations, traffic patterns, ROW, the Geist/Johansen Intersection design, drainage, landscaping, and traffic speeds. The questions and tone of the meeting were not controversial, and indicated a strong desire for the project to be built. A summary of public comments and responses to those comments is located in Appendix G of the April 2018 Re-Eval.

VII. Changes in Environmental Commitments or Mitigation Measures

	YES	NO
A. Have there been any changes in the environmental commitments or proposed mitigation as addressed in the original environmental document?	☒	☐

B. Describe all changes:

1. Regarding potential encounters with contamination, DOT&PF is committed to phasing underground construction work in known groundwater-contaminated areas during periods of low groundwater, and developing a contingency plan in the event that contamination is unexpectedly encountered.
2. DOT&PF will coordinate with the property owners and residents where noise mitigation appears feasible and cost reasonable based on the 2017 Noise Study to determine desires for noise abatement, if desired and cost reasonable noise abatement will be provided.

The following additional mitigation measures related to temporary impacts to the CRSRS have been agreed to during 2016 coordination with the DNR.

1. The boat launch that is temporarily removed for construction of the bridge will be replaced in-kind at the same location following construction.
2. The existing gravel-surfaced boat launch parking lot will be asphalt-paved following construction.
3. Pedestrian travel along University Avenue and through the park will be accommodated while the park is open and throughout construction by pedestrian detour paths and a temporary pedestrian bridge over the Chena River.
4. The temporary work and pedestrian bridges are designed to parallel the University Avenue Bridge closely to minimize temporary impacts to the edge of the park and avoid impacts to the shoreline grassed picnic area.
5. All areas disturbed by construction and without permanent improvements would be restored to by reseeding and planting of vegetation. Where park trees adjacent to University Avenue are removed for temporary construction features, trees will be replanted.
6. For temporary work within park boundaries, continued use of the park while it is open for public use (May 15 to September 15 typically) would not occur beyond six months.
7. Fence panels along University Avenue between the park and the roadway would be replaced with 8-ft high panels (currently 6-ft high) where needed to eliminate view of the road from the park campsites. Final locations will be determined in coordination with the park based on the final roadway elevation.
8. In accordance with the DNR park 6(f) correspondence on 8/15/19, certain measures must be met with regard to the bored waterline crossing the property.
    - Conversion is not triggered because the only use of the land is for a buried utility easement. This will apply so long as the site is restored to pre-existing conditions within 12 months after the ground-disturbing activities. If restoration is not completed within 12 months, or the project results in permanent above-ground changes, a new determination will be needed.

VIII. Environmental Re-evaluation Determination

	N/A	YES	NO
A. The conclusions of the original environmental document approval remain valid.		☒	☐
The project meets the criteria of the following DOT&PF Programmatic Approval authorized in the Nov. 13, 2017 "Chief Engineer Directive – Programmatic Categorical Exclusions":	☒	☐	☐
1. Programmatic Approval 1		☐	
2. Programmatic Approval 2		☐	
3. Programmatic Approval 3		☐	
If yes, the Re-evaluation may be approved by the Regional Environmental Manager. If no, the Re-evaluation must be approved by a NEPA Program Manager.			
B. The changes in the project scope, environmental consequences, environmental commitments or public controversy require a new or supplemental environmental document. *If yes, consultation with the NEPA Program Manager is required.*		☐	☒

VIII. Environmental Documentation Approval Signatures

Prepared by: Abigail M. McHenry Date: 2/5/2020
[Signature] Environmental Impact Analyst

Abigail M. McHenry
[Print Name] Environmental Impact Analyst

Reviewed by: Date: 2/5/2020
[Signature] Engineering Manager

Lauren Little
[Print Name] Engineering Manager

Programmatic CE Re-evaluation

Approved by: Date:
[Signature] Regional Environmental Manager

[Print Name] Regional Environmental Manager

Non-Programmatic CE Re-evaluation

Recommended for Approval by: Date:
[Signature] Regional Environmental Manager

[Print Name] Regional Environmental Manager

EA Re-evaluation

Approved by: Brett D Nelson Date: 2-10-2020
[Signature] NEPA Program Manager

Brett Nelson
[Print Name] NEPA Program Manager

EA Re-evaluation

Approved by: Adam Moser Adam Moser Digitally signed by Adam Moser Date: 2020.02.11 15:37:42 -09'00' Date: 2.11.2020
[Signature] Statewide Environmental Manager

Adam Moser
[Print Name] Statewide Environmental Manager

VIII. Environmental Documentation Approval Signatures

EIS Re-evaluation

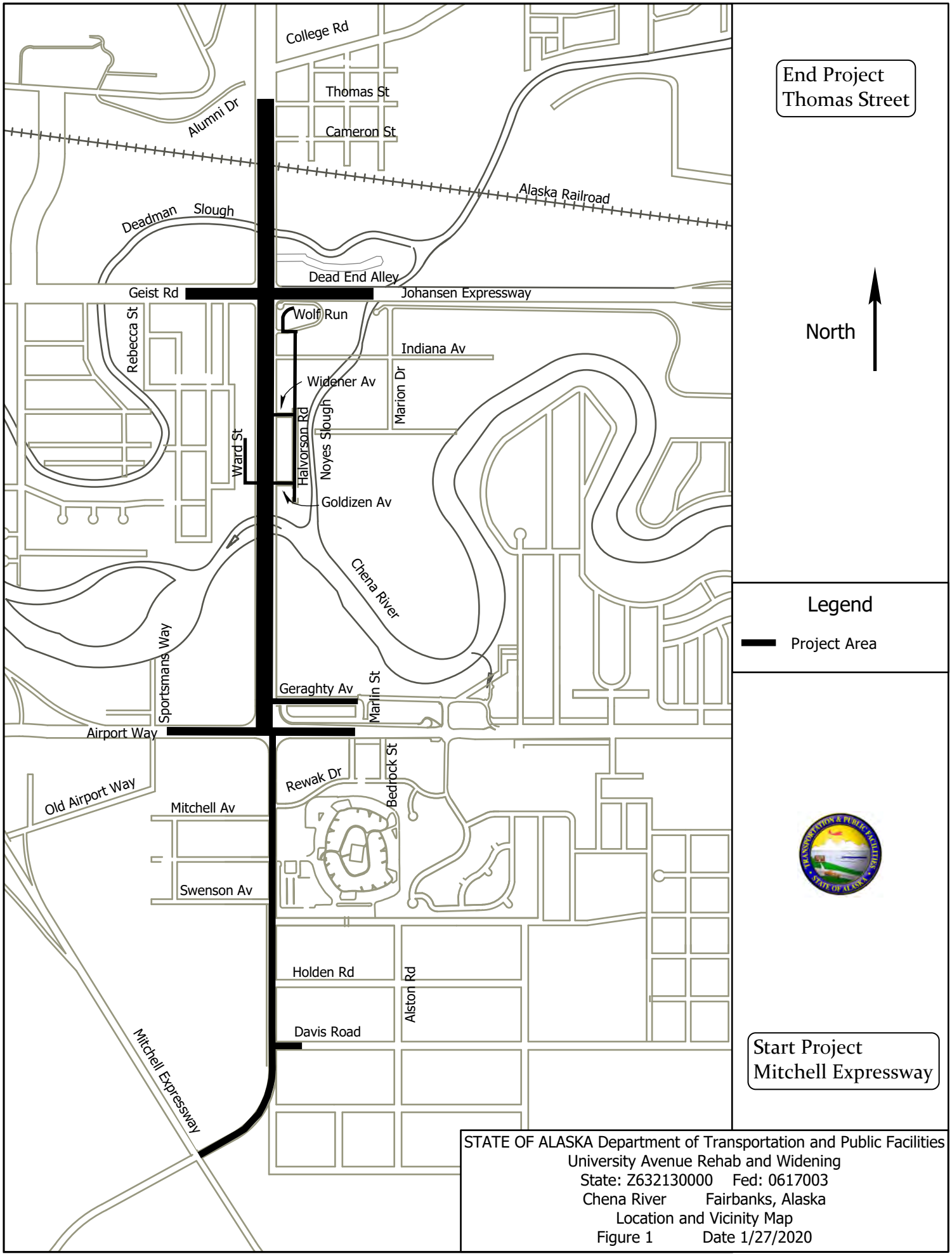
Approved by: _____ Date: _____

[Signature] Statewide Environmental Manager

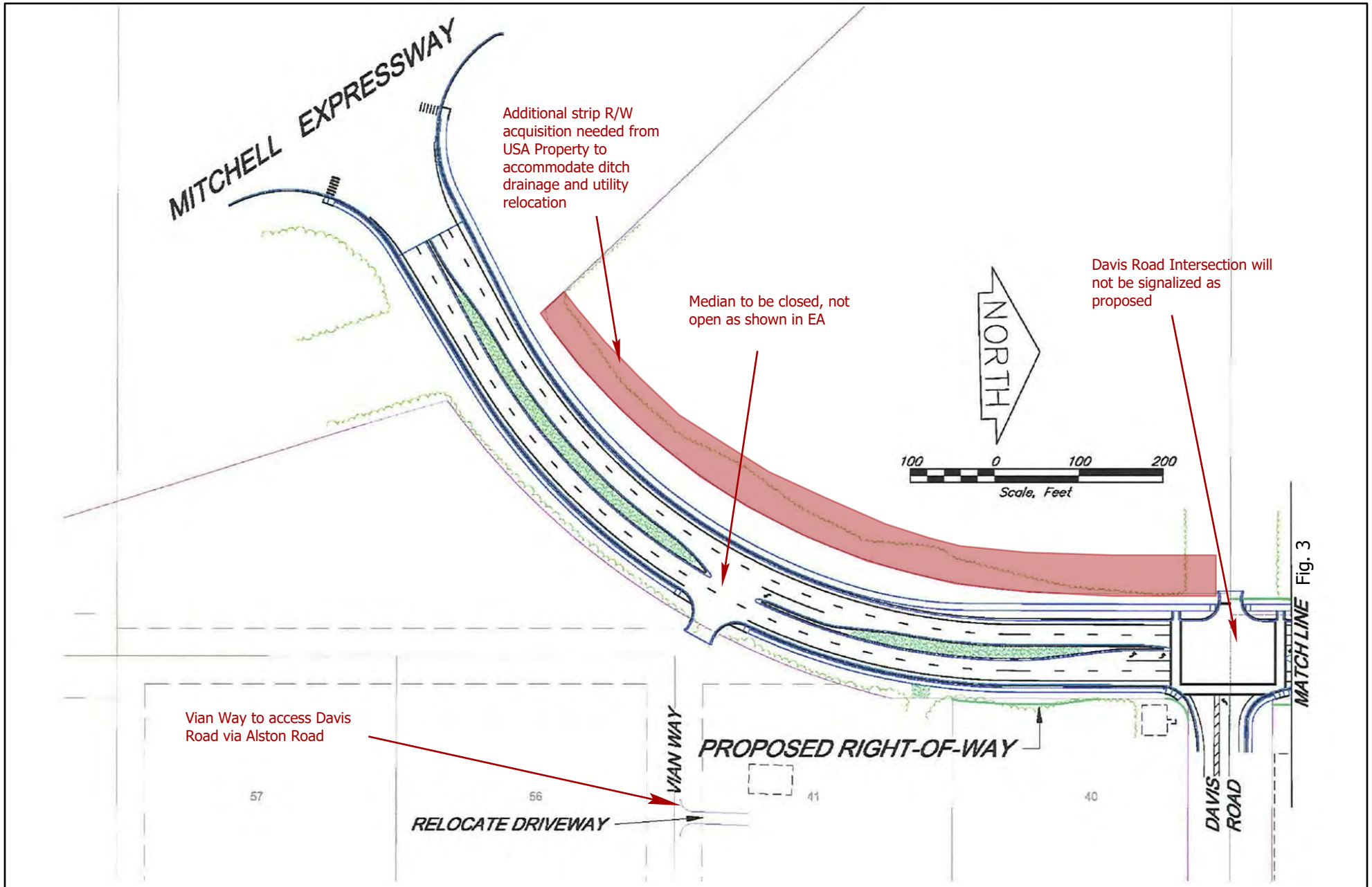
_____

[Print Name] Statewide Environmental Manager

Figures



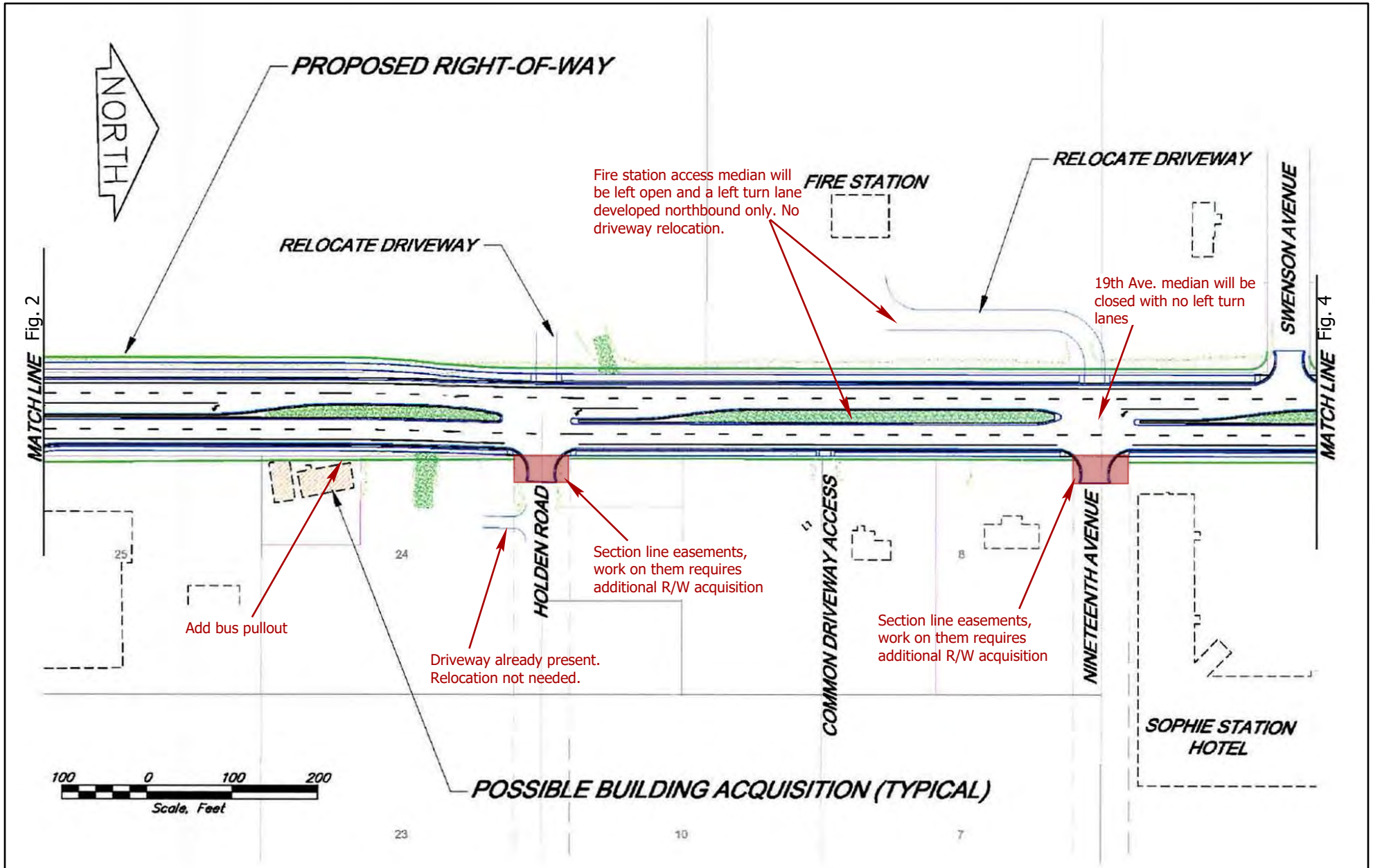
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Location and Vicinity Map
Figure 1 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

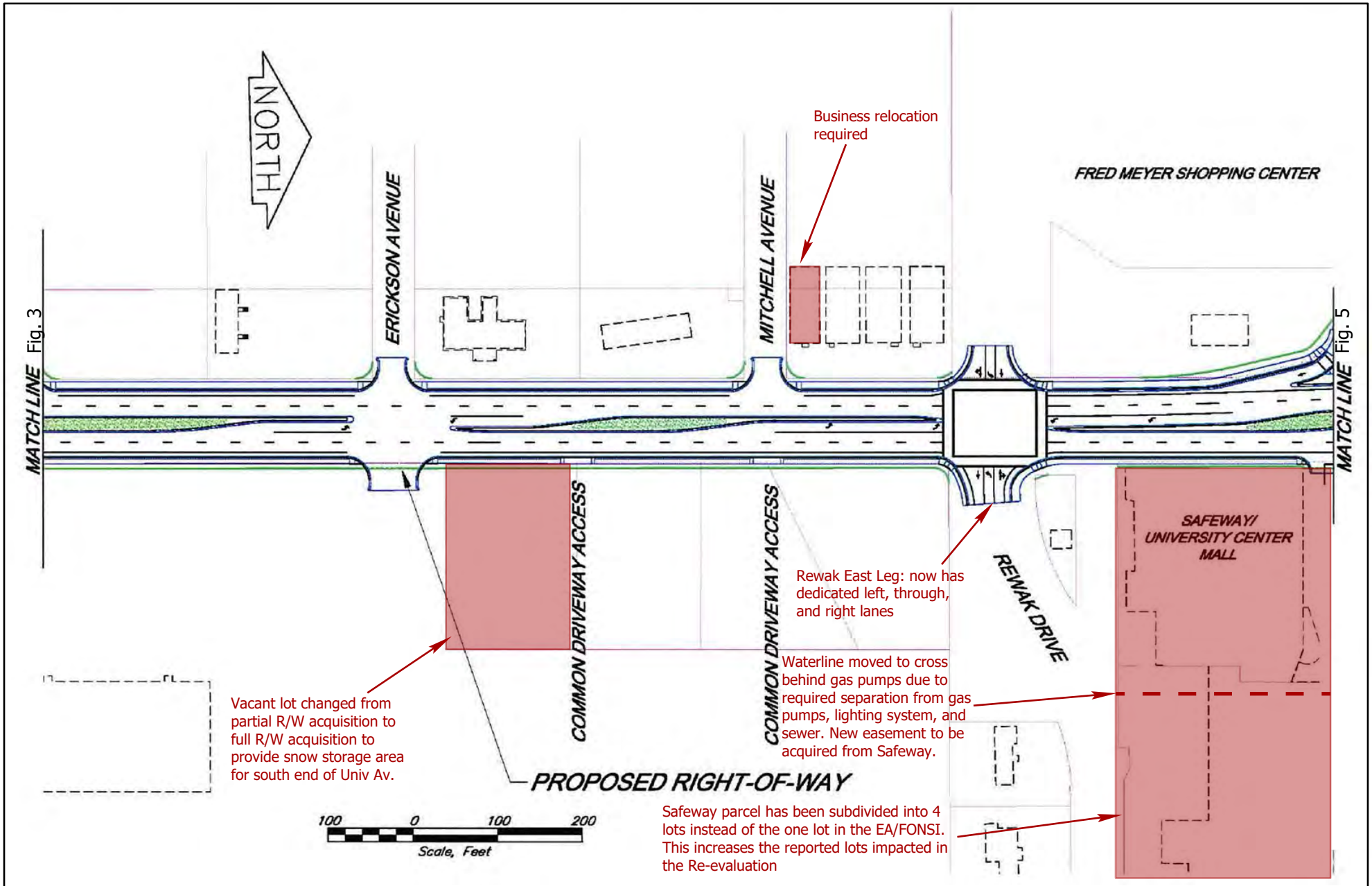
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 2 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

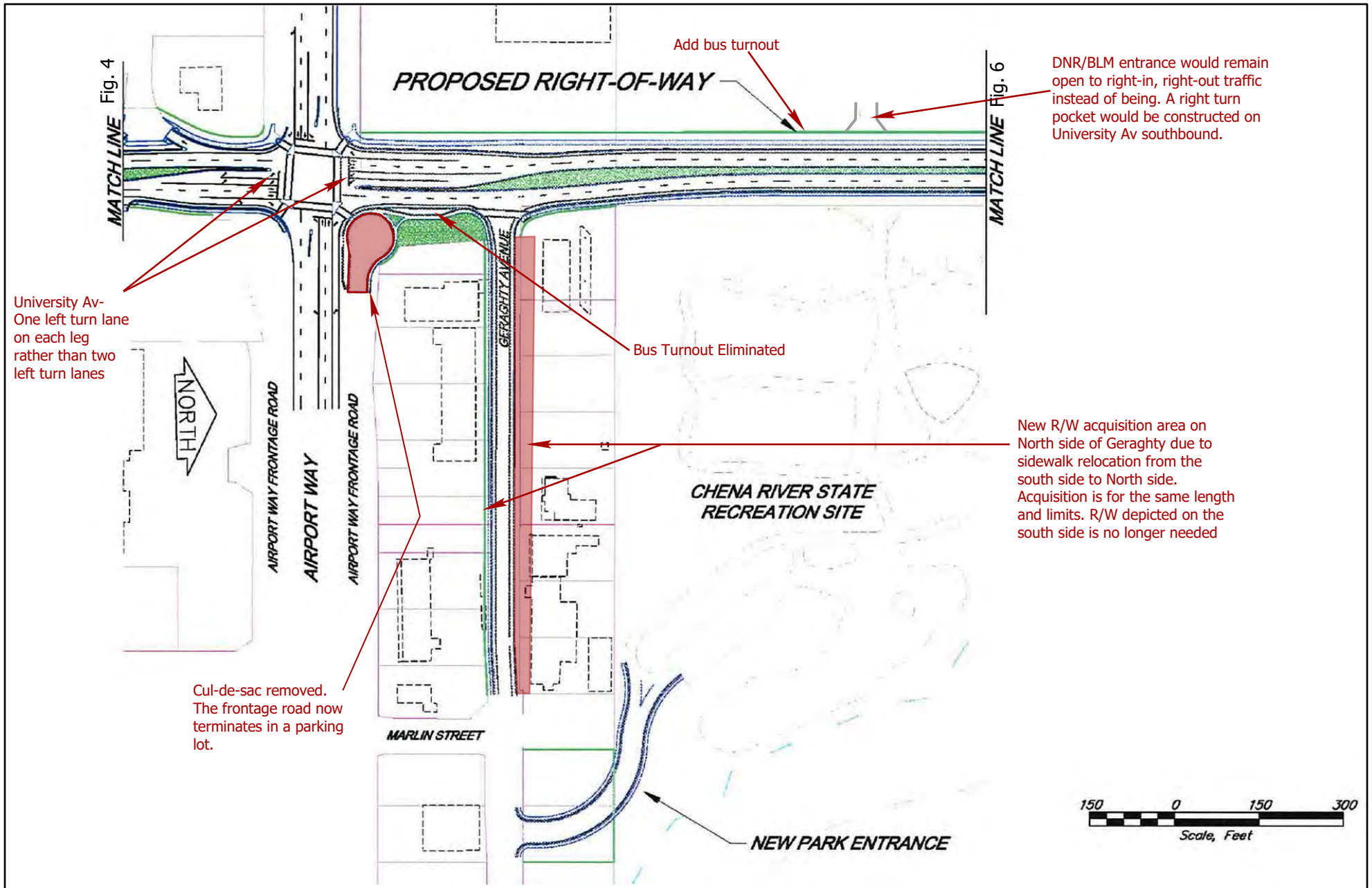
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 3 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

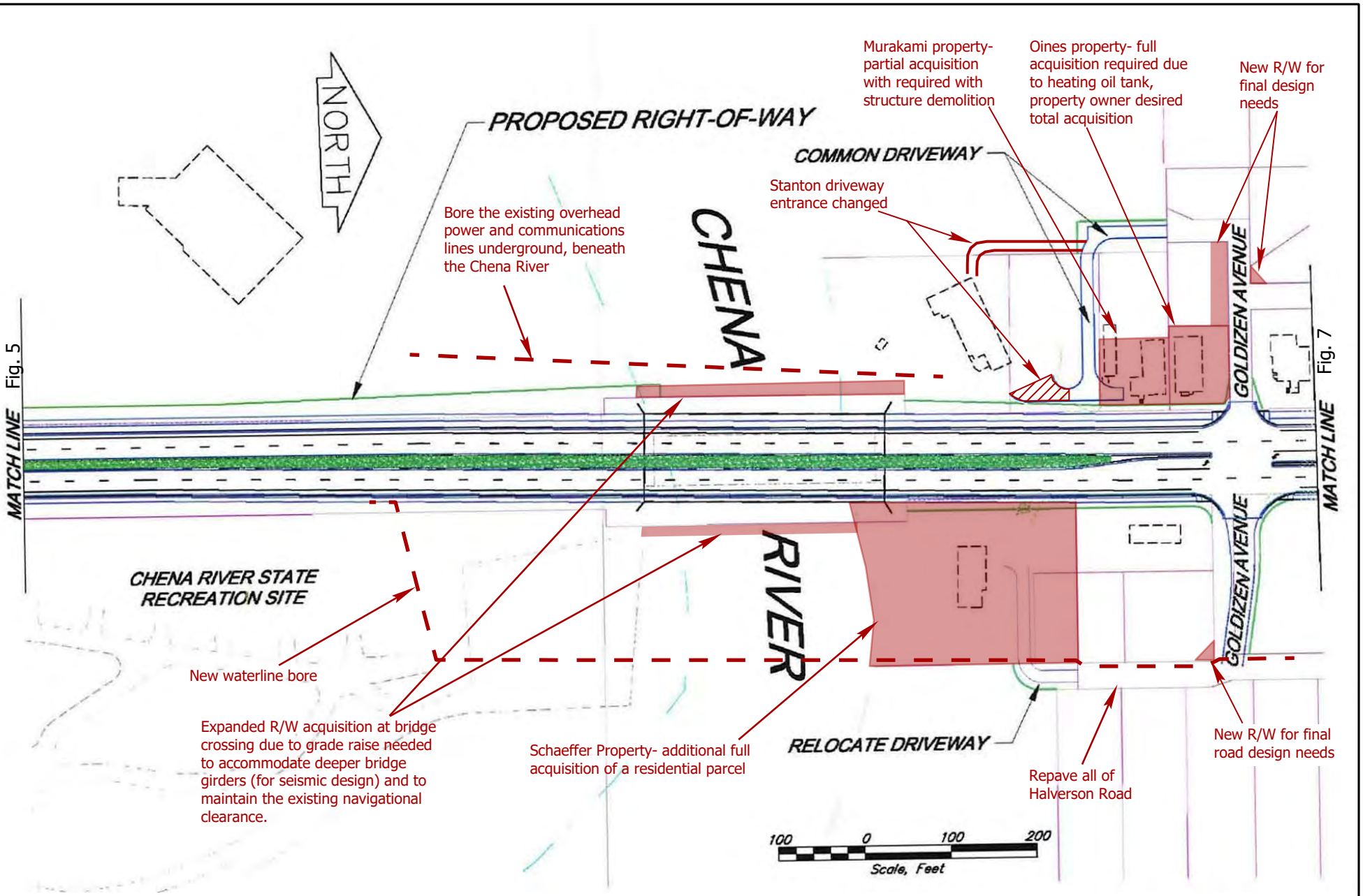
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 4 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

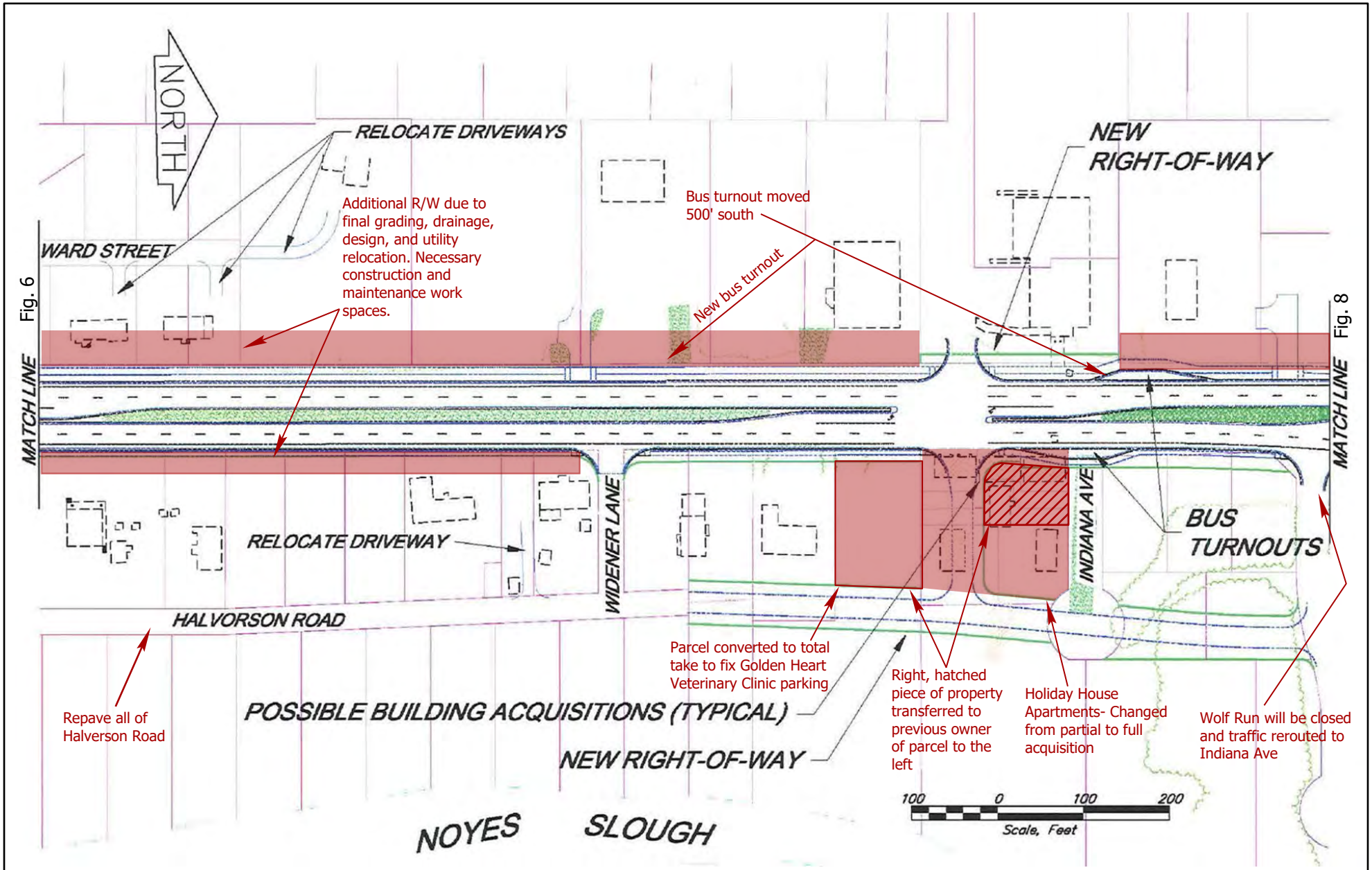
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 5 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

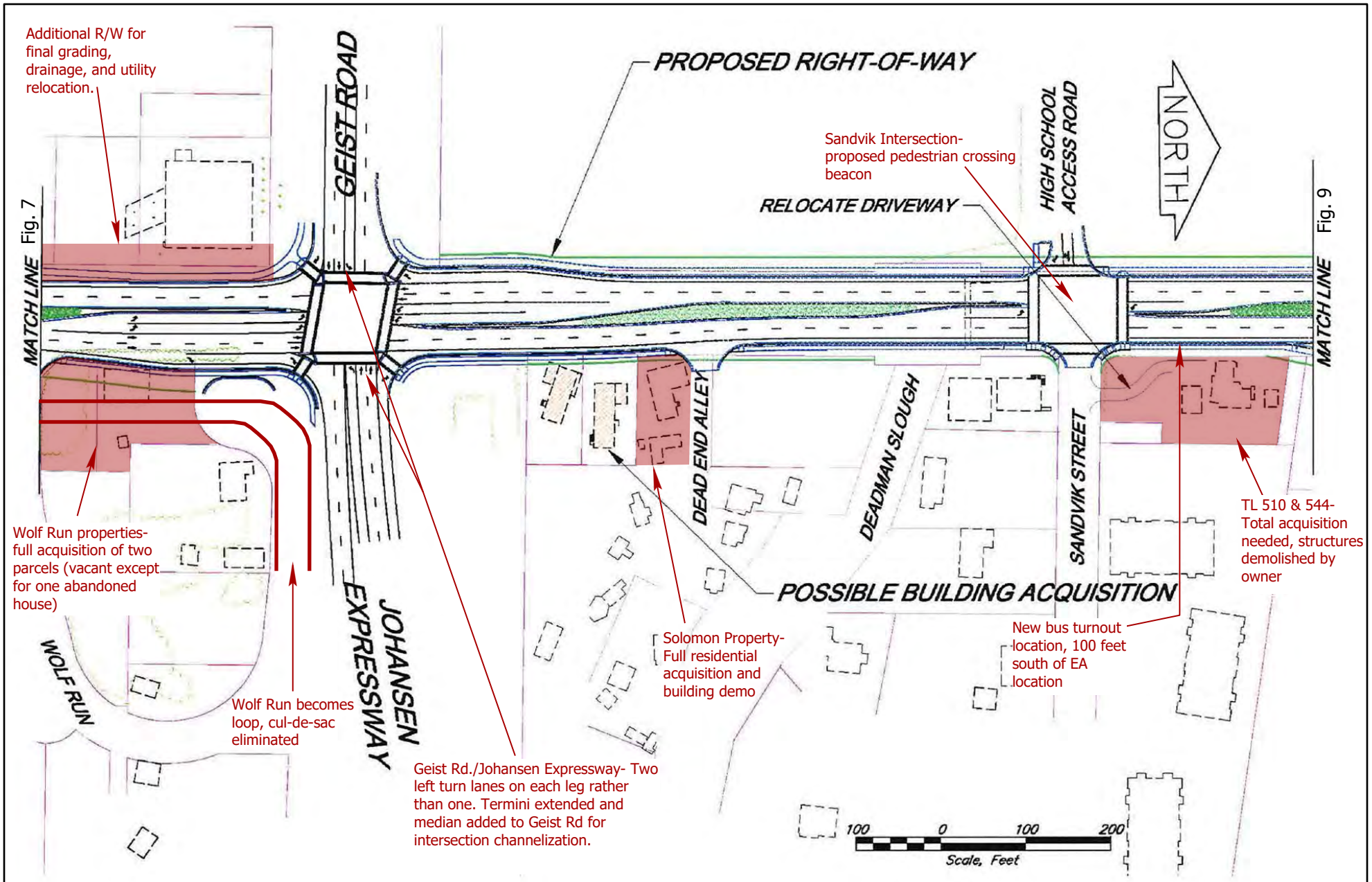
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 6 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

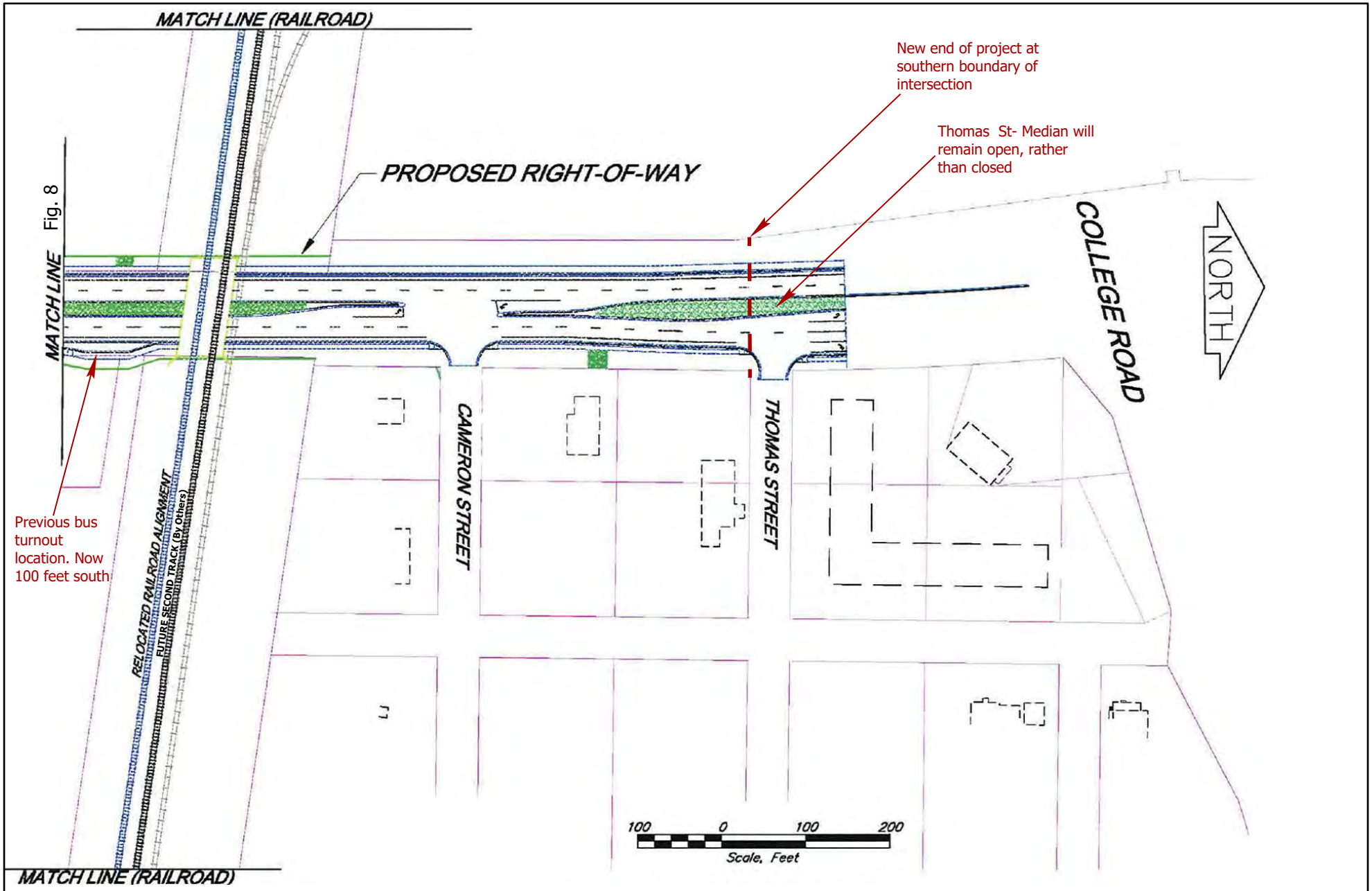
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 7 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

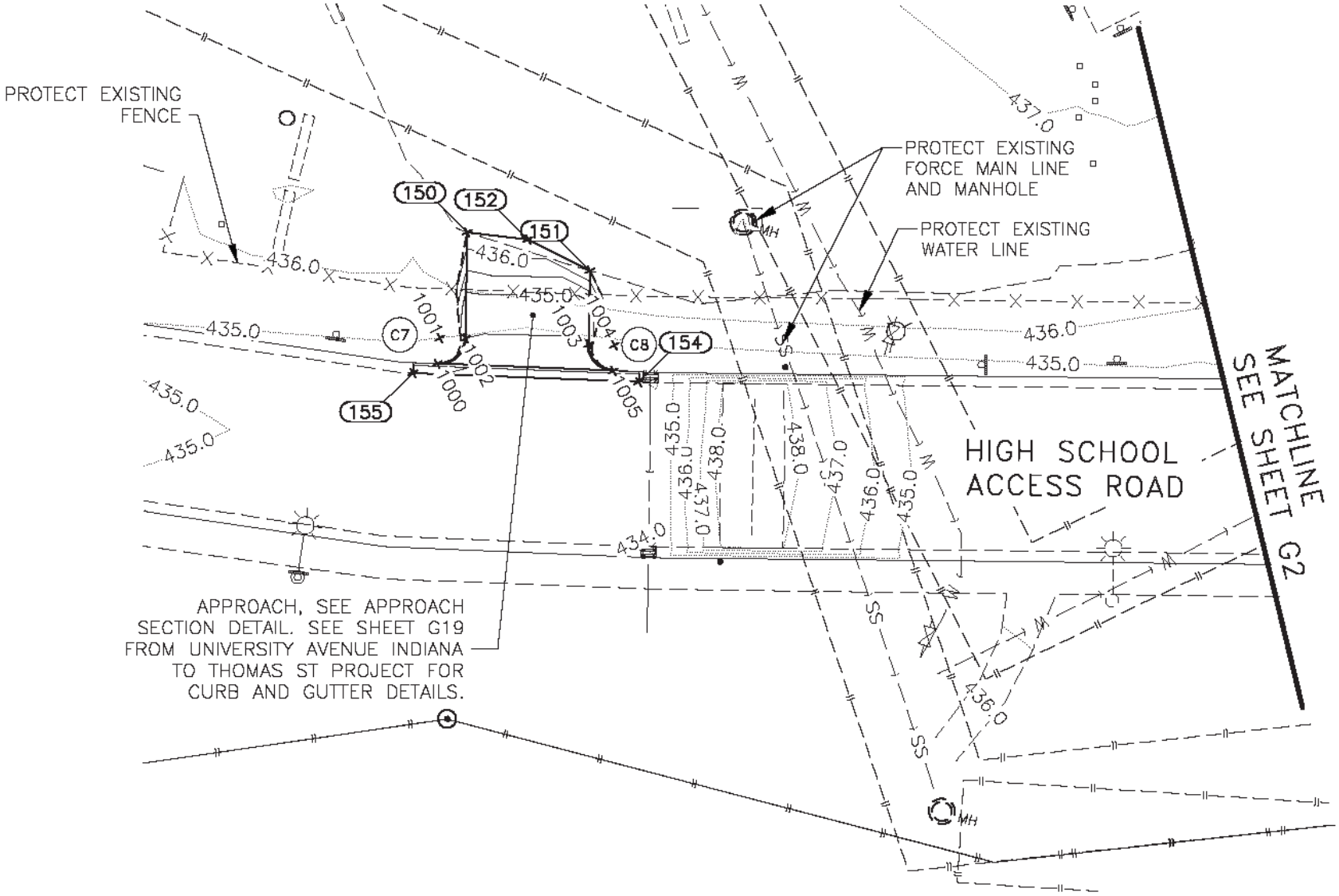
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 8 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

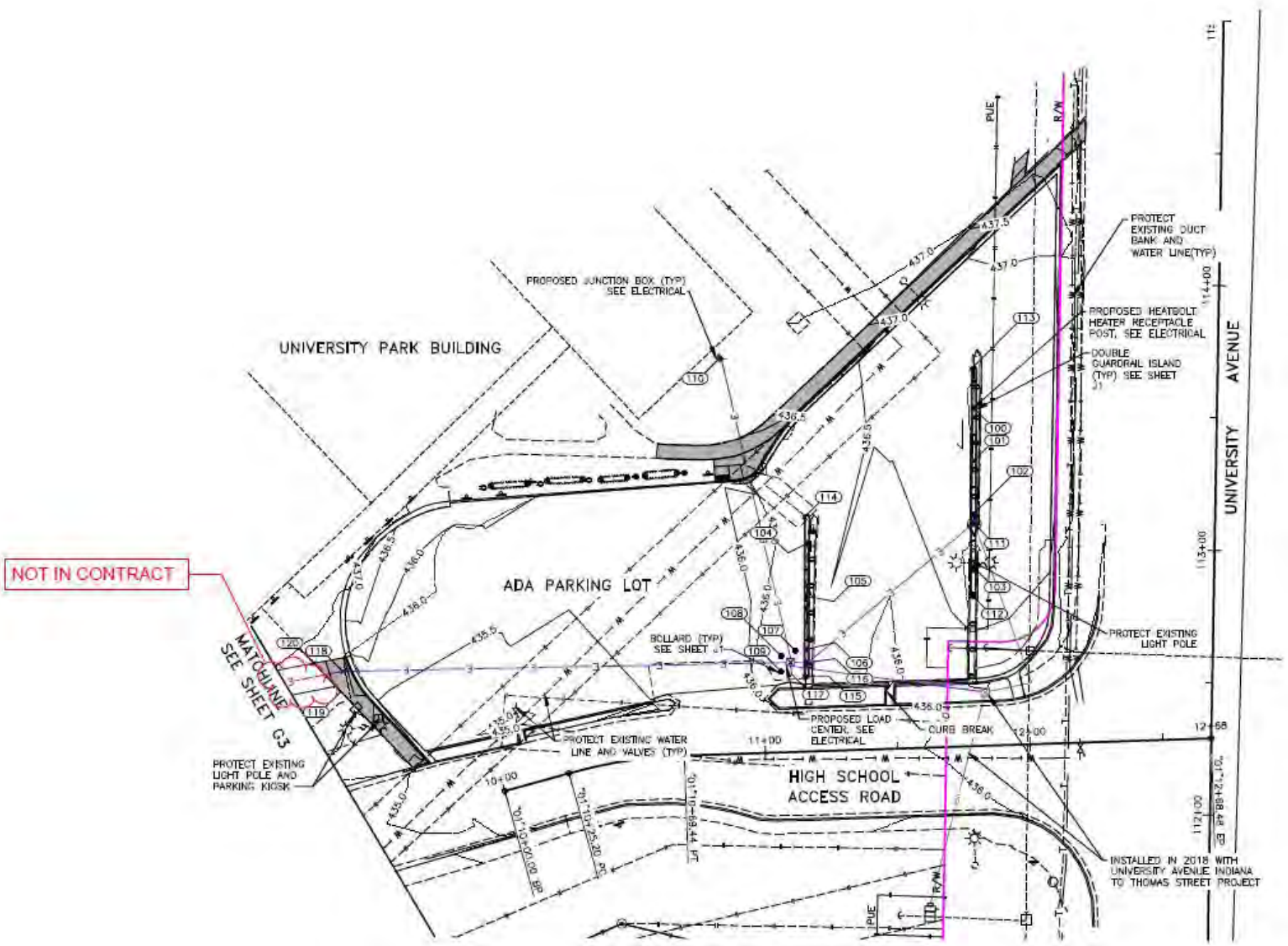
STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 9 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 10 Date 1/27/2020



Re-Evaluation Changes to Plan Figures

North

STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Project Changes
Figure 11 Date 1/27/2020

Appendix A

Section 4(f) *De Minimis* Impact Finding
for

Parks, Recreation Areas, and Wildlife & Waterfowl Refuges

For NEPA Assignment Program Projects

Project Name: University Avenue Rehabilitation Widening
Project Number (State and Federal): Z63213000/(0617)003

Section 4(f) Property Name: Chena River State Recreation Site

Attachments:

- Copy of Public Notice and comments/responses
- Map showing 4(f) property boundary in relation to project area
- Other: Correspondence with DNR

Applicable only if the use of the Section 4(f) property including consideration of avoidance, minimization, mitigation or enhancement measures, does not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

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 November 3, 2017, and executed by FHWA and DOT&PF.

I. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to widen and rehabilitate University Avenue between the Mitchell Expressway and Thomas Street in Fairbanks, Alaska. The project is located within sections T1S, R1W, Sections 5, 6, 7, 8, 17, and 18, Fairbanks Meridian, Fairbanks D-2 Quadrangle. The project begins at Latitude 64°49'28.41"N, Longitude -147°49'00.83"W and ends at Latitude 64°51'16.51"N, Longitude -147°48'46.24"W (WGS84). See Figure 1 for a project location and vicinity map.

The project involves widening approximately two miles of University Avenue to accommodate a center raised median, left turn lanes, shoulders, and wider sidewalks. Driveway access points will be consolidated or re-routed to side streets. In addition, the University Avenue Bridge over the Chena River will be replaced. The objective is to improve safety and reduce the high crash rate on University Avenue and its high traffic volume intersections.

II. Section 4(f) Property Description(s):

Describe the impacted Section 4(f) property. Description should include size, location, type of property, ownership and identification of official with jurisdiction over the Section 4(f) property, and existing and/or documented planned activities, features and attributes of the property. Include a map depicting the boundaries and major features of the Section 4(f) property in relation to the proposed project.

The Section 4(f) property called the Chena River State Recreation Site (CRSRS) is located in Fairbanks Alaska at 3530 Geraghty Avenue. This 29-acre park is located on the banks of the Chena River. Facilities include over 60 campsites (11 have electric and water hookup and five are walk-in campsites), picnic sites along the river, drinking water, restrooms with flush toilets, a dump station, a boat launch, and river-side walking trails. For group use by reservation, there is a play field with shelter. The CRSRS is owned by the State of Alaska Department of Natural Resources (DNR) and by contract is operated by a private company, Chena River Services. The DNR serves as the official with jurisdiction over the Section 4(f) property. The primary recreation activities at the park according to the DNR website are camping, fishing,

walking, picnicking, and day use. A map of the park depicting the boundaries and major features can be found on Figure 2.

III. Project Use of the Section 4(f) Property(s):

Identify the impacts the project will have on the activities, features and attributes of the Section 4(f) property that qualify the property for protection under Section 4(f).

The project will have the following temporary effects to the Section 4(f) property. See Figures 2, 3, and 4 for affected areas.

1. The following temporary work is proposed in the CRSRS. See Figures 2, 3, and 4 for the affected areas.
    - Construct a temporary approach to the proposed construction work bridge
    - Construct a temporary approach to the proposed temporary pedestrian bridge and detour pedestrians through the CRSRS during construction
    - Provide temporary pedestrian path between the pedestrian bridge and the University Ave. sidewalk
    - Temporarily remove and then replace the existing boat launch. The CRSRS boat launch next to the University Avenue Bridge will need to be temporarily closed during construction for safety purposes. Boaters will be redirected to alternative public boat launches upstream and downstream.

Public Boat Ramps	Miles from Univ Boat Launch	Address	Phone
Graehl Park	5.05 Upstream	Front Street, Fairbanks, AK 99701	(907)459-1070
Boatel Bar	0.49 Upstream	3368 Riverside Drive, Fairbanks, AK 99708	(907)479-6537
Pikes Waterfront	2.08 Downstream	1850 Hoselton Rd, Fairbanks, AK 99709	(907)774-2400

    - Temporarily interrupt boat navigation under the University Avenue Bridge during construction for boater safety. These closures will be due to bridge demolition and girder placement. Interruptions will be short in duration. Closures will only be in place while construction is happening during the day. For the demolition of the existing bridge the river will be closed to navigation for no more than two weeks. During girder placement the river will be closed to navigation for no more than two weeks.
    - Re-contour the west boundary buffer area between University Avenue and the park
    - A water line pipe will be bored under the Chena River entering the park underground and terminate at University Avenue. Surface impacts will be restored to existing conditions (See figure 3)

The remaining 1.42 acres of TCP will be required to enhance the park by asphalt-paving the currently unpaved boat parking lot. A DNR TCP will be needed for construction equipment to operate in the parking lot (Figure 3). During the paving of the parking lot limited interruptions to traffic flow through the park may occur to accommodate passage of paving-related construction equipment. In addition to the temporary closure within the permit area for bridge construction, the boat launch parking lot, and adjacent picnic area will be temporarily unavailable to visitors during paving operations.

IV. Impact Avoidance, Minimization, and Mitigation or Enhancement Measures to the Section 4(f) Property:

Identify any avoidance, minimization, and mitigation or enhancement measures that are included in the project to address the Section 4(f) use. For the purposes of this de minimis finding, "avoidance" here means avoidance of the activities, features, and attributes that qualify the property for protection under Section 4(f).

1. Park Enhancement Agreement:
    - A park enhancement agreement between DNR and DOT&PF for this project was completed on 3/29/2005 and is attached. DOT&PF agreed to fund changes to the CRSRS that will enhance the recreational usefulness of the park. These enhancements include: a relocation of the park entrance road/facilities, a

paved parking lot for a picnic area, landscaping, an improved boat ramp, a pedestrian access path, a wood fence along University Avenue, and transfer of ownership of 10 adjacent lots (2 full lots and portions of 8 riverfront lots) to add to the park. Figure 2 shows the lots added to the park.

2. Additional Mitigation Measures

Additional mitigation measures listed below have been agreed to during 2016 coordination with the DNR. Figures 2, 3, and 4 show the location of these measures.

- Temporary work within the CRSRS, with the exception of paving the parking lot, will occur from September 15, 2020 through May 15, 2022. Full closure of the affected portions will not span more than one public use season (May 15 to September 15). During this temporary closure, much of the CRSRS will remain open including the picnic sites, play field, shelter, campground, and vehicle entrance (See figure 2). Only the boat launch, boat launch parking lot, and the picnic area nearest the boat launch will be closed during construction (Figure 3).
- The boat launch that is temporarily removed for construction of the bridge will be replaced in-kind at the same location following construction (Figure 3).
- The existing gravel-surfaced boat launch parking lot will be re-graded and asphalt-paved following construction (Figure 3).
- Pedestrian travel along University Avenue and through the CRSRS will be accommodated while the park is open and throughout construction by a temporary pedestrian bridge over the Chena River and a temporary pedestrian detour path through the park (Figure 3).
- The temporary work and pedestrian bridges are designed to parallel the University Avenue Bridge closely to minimize temporary impacts to the edge of the park and avoid impacts to the shoreline grassed picnic area (Figure 3).
- All areas disturbed by construction and without permanent improvements will be restored by reseeding and planting of vegetation. Where trees adjacent to University Avenue are removed for temporary construction features, trees will be replanted unless in conflict with fence installation (Figure 3).
- Fence panels along University Avenue between the CRSRS and the roadway will be replaced with 8-ft high panels (currently 6-ft high) where needed to increase visual privacy for campsites. Final locations will be determined in coordination with DNR based on the final roadway elevation. (Figure 4)
- In accordance with the DNR 6(f) correspondence on 8/15/19 (attached), the bored waterline within the CRSRS will not trigger a conversion of use if the site is restored to pre-existing conditions within 12 months after the ground-disturbing activities. If restoration is not completed within 12 months, or the project results in permanent above-ground changes, a new determination will be required. Additionally, the bore entrance hole will be within the Temporary Construction Permit use area, and no ground disturbance will occur outside of this area due to the water line pipe work.

V. Coordination with the Public:

The information supporting DOT&PF's intent to make a de minimis impact finding will be included in the NEPA document and the public will be afforded the opportunity to comment during the NEPA review process. For those actions that may not require public review and comment, a public notice for opportunity to review and comment will be needed. Public involvement efforts must state DOT&PF's intent to make a de minimis impact finding and provide information necessary to solicit comments.

Public Notice Date: 1/8/2020 Name of Newspaper: Fairbanks Daily News Miner

Summarize Issues Raised and Responses to comments (attach all comments received and a copy of the Public Notice):

A copy of the public notice was also posted online. No responses were received in reply to the public notice. Copies of the newspaper and online public notices are attached.

VI. Coordination with Official(s) with Jurisdiction over the Section 4(f) Property:

Describe the coordination that was done prior to and after the coordination with the public. A request for written concurrence from the official with jurisdiction must be initiated after the public has been afforded the opportunity to comment.

1. A meeting was held between DOT&PF and DNR on 5/11/2016 and 12/8/2016 (prior to the public notice) to discuss potential temporary impacts to the park as well as avoidance, minimization, and mitigation measures (discussed above in section IV).
2. A public notice was published on 11/20/2019 online and in the Fairbanks Daily News Miner. No comments were received in response.
3. On TBD DOT&PF notified DNR of FHWA's intent to make a de minimis impact finding and made a request to DNR, the official with jurisdiction, for written concurrence that the project will not adversely affect the activities, feature, and attributes that qualify the Chena River State Recreation Site for protection under Section 4(f). DNR's TBD written concurrence is attached.

VII. Signatures:

A. I recommend that the DOT&PF find the impacts on the Section 4(f) property to be *de minimis* based on the fact that this project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Brett O Nelson — Date: 1-23-2020

[Signature] Regional Environmental Manager

Brett Nelson

[Print Name] Regional Environmental Manager

B. I concur that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) and I am aware of DOT&PF's intent to make a *de minimis* impact finding.

M. WEDEKING — Date: 1-27-2020

[Signature] Official with Jurisdiction over the Section 4(f) Resource

Official's Printed Name: Matthew Wedeking

Official's Title: Division Operations Manager

C. I have determined that:

1. The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f);
2. The public has been informed of DOT&PF's intent to make a *de minimis* finding and has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) property;
3. The official with jurisdiction over the property was informed of DOT&PF's intent to make the *de minimis* impact finding based on written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f); and
4. The project will have a *de minimis* impact on the Chena River State Recreation Site.

Adam Moser — Date: 01.27.2020

[Signature] NEPA Program Manager

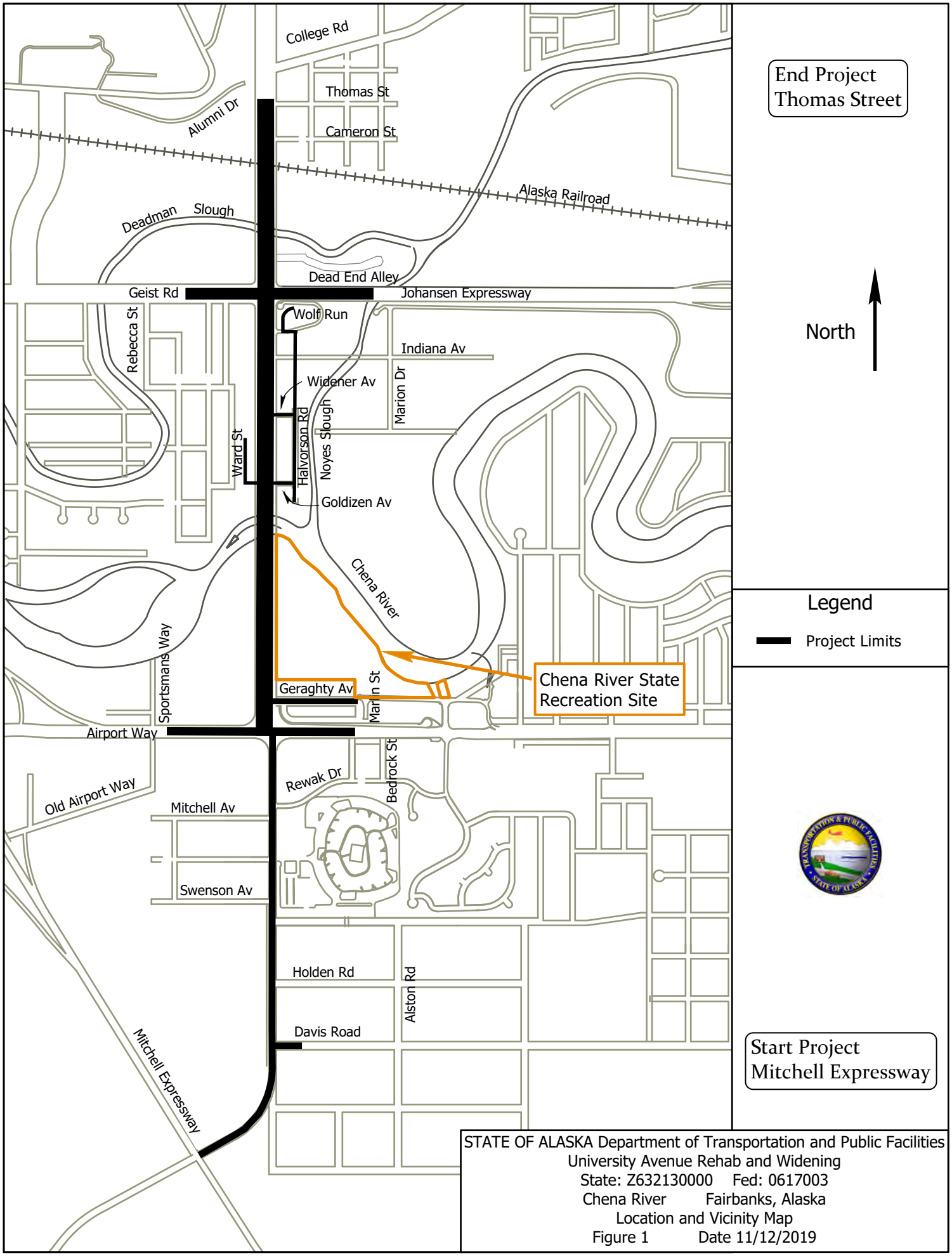
Adam Moser

[Print Name] NEPA Program Manager

Attachments:

1. Figures
2. Copy of Public Notice and comments/responses

Figures



STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Location and Vicinity Map
Figure 1 Date 11/12/2019

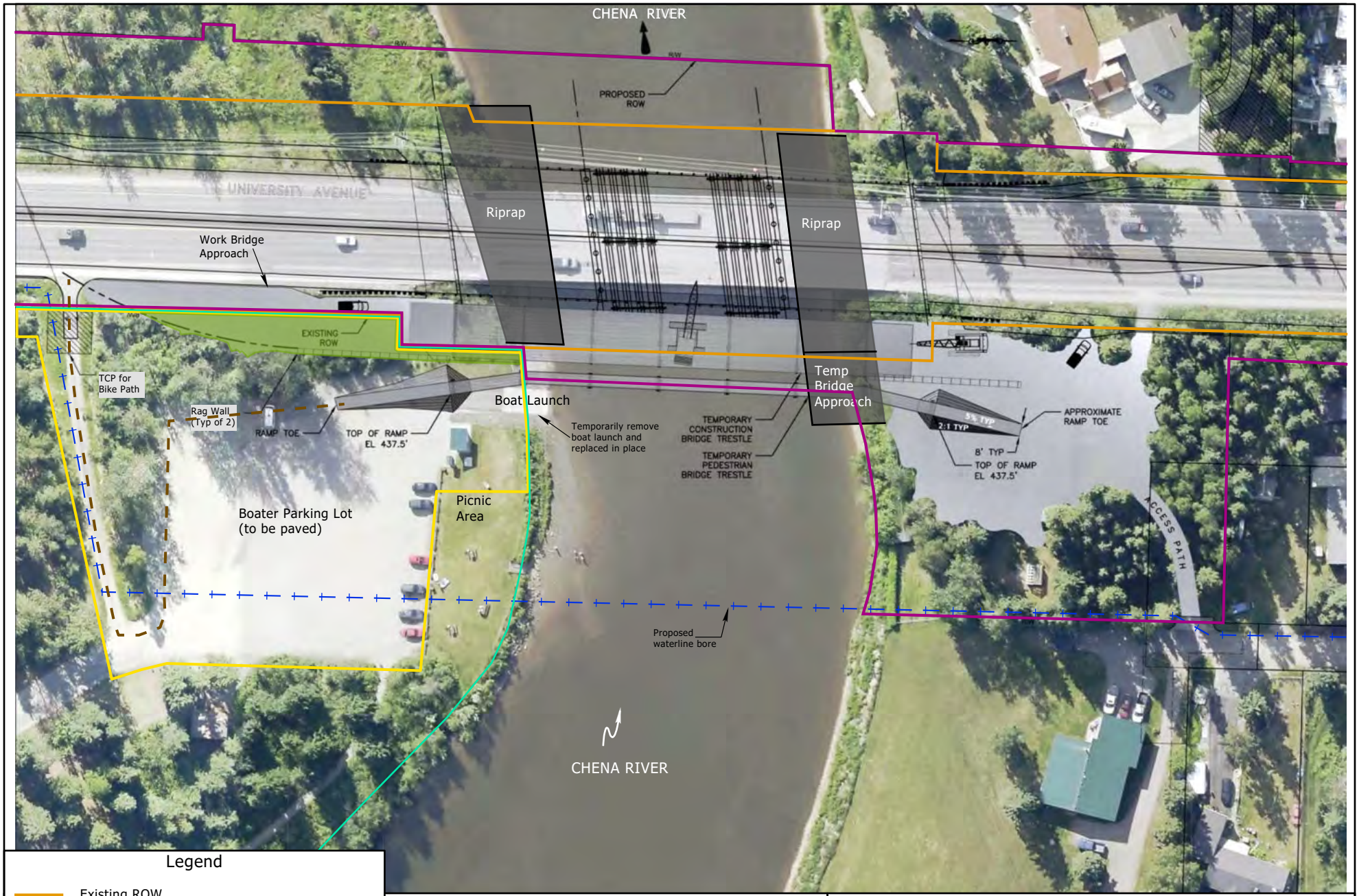
North

Legend

- Lands transferred to DNR by DOT&PF
- Chena River State Recreation Site Boundary
- Walking Trail
- Area impacted by construction

Chena River State Recreation Site
Proposed Waterline Bore

STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Park Boundaries and Major Features
Figure 2 Date 11/12/2019



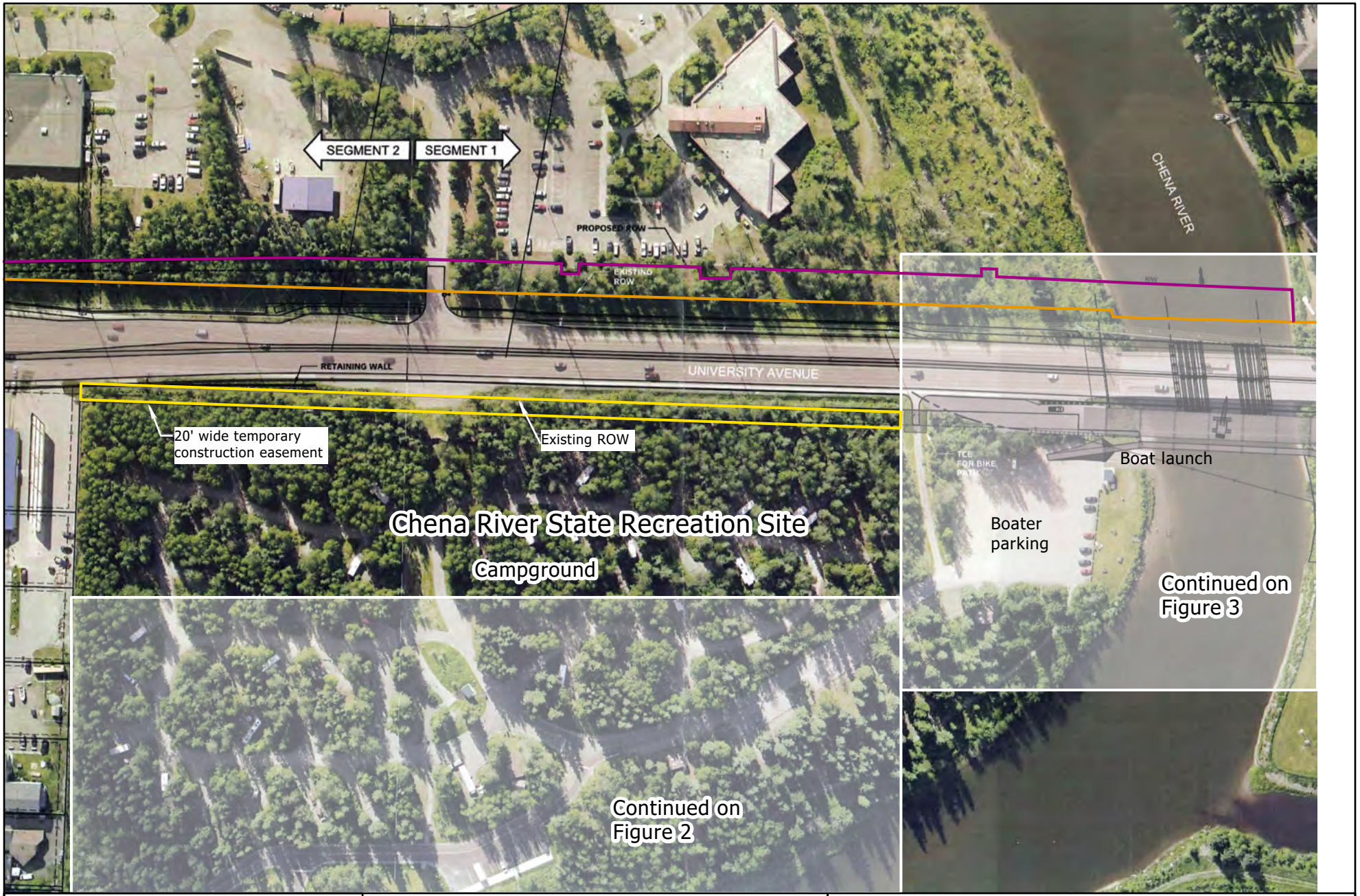
Legend

- Existing ROW
- Proposed permanent ROW
- Temp pedestrian detour
- Proposed waterline bore
- Area impacted by construction
- Chena River State Recreation Site boundary
- Vegetation removal and subsequent replanting

Chena River State Recreation Site
Proposed Waterline Bore

North

STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Park Construction Impacts Map
Figure 3 Date 11/12/2019



Legend

- Area impacted by construction
- Existing ROW
- Proposed Permanent ROW

Chena River State Recreation Site
Proposed Waterline Bore

North

STATE OF ALASKA Department of Transportation and Public Facilities
University Avenue Rehab and Widening
State: Z632130000 Fed: 0617003
Chena River Fairbanks, Alaska
Construction Easement Map
Figure 4 Date 11/12/2019

Section 4(f) De minimis Public Notice

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA
FOURTH DISTRICT
} SS.

Before me, the undersigned, a notary public, this day personally appeared Linda Ness, who, being first duly sworn, according to law, says that she/he is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

01/08/2020, 01/11/2020, 01/15/2020, 01/19/2020

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Linda Ness

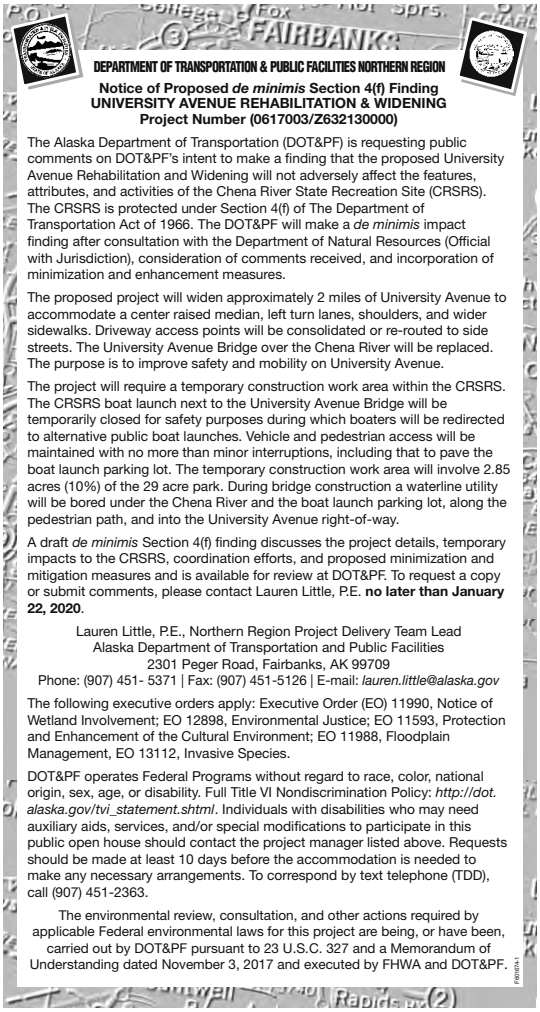
Advertising Clerk

Subscribed and sworn to me this 23rd day of January, 2020.

M. Burnell

Marena Burnell, Notary Public in and for the State of Alaska.
My commission expires December 7th, 2021.

STATE OF ALASKA
NOTARY PUBLIC
M. Burnell
My Commission Ends December 7, 2021



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

Notice of Proposed *de minimis* Section 4(f) Finding
UNIVERSITY AVENUE REHABILITATION & WIDENING
Project Number (0617003/Z632130000)

The Alaska Department of Transportation (DOT&PF) is requesting public comments on DOT&PF's intent to make a finding that the proposed University Avenue Rehabilitation and Widening will not adversely affect the features, attributes, and activities of the Chena River State Recreation Site (CRSRS). The CRSRS is protected under Section 4(f) of The Department of Transportation Act of 1966. The DOT&PF will make a *de minimis* impact finding after consultation with the Department of Natural Resources (Official with Jurisdiction), consideration of comments received, and incorporation of minimization and enhancement measures.

The proposed project will widen approximately 2 miles of University Avenue to accommodate a center raised median, left turn lanes, shoulders, and wider sidewalks. Driveway access points will be consolidated or re-routed to side streets. The University Avenue Bridge over the Chena River will be replaced. The purpose is to improve safety and mobility on University Avenue.

The project will require a temporary construction work area within the CRSRS. The CRSRS boat launch next to the University Avenue Bridge will be temporarily closed for safety purposes during which boaters will be redirected to alternative public boat launches. Vehicle and pedestrian access will be maintained with no more than minor interruptions, including that to pave the boat launch parking lot. The temporary construction work area will involve 2.85 acres (10%) of the 29 acre park. During bridge construction a waterline utility will be bored under the Chena River and the boat launch parking lot, along the pedestrian path, and into the University Avenue right-of-way.

A draft *de minimis* Section 4(f) finding discusses the project details, temporary impacts to the CRSRS, coordination efforts, and proposed minimization and mitigation measures and is available for review at DOT&PF. To request a copy or submit comments, please contact Lauren Little, P.E. **no later than January 22, 2020**.

Lauren Little, P.E., Northern Region Project Delivery Team Lead
Alaska Department of Transportation and Public Facilities
2301 Peger Road, Fairbanks, AK 99709
Phone: (907) 451- 5371 | Fax: (907) 451-5126 | E-mail: *lauren.little@alaska.gov*

The following executive orders apply: Executive Order (EO) 11990, Notice of Wetland Involvement; EO 12898, Environmental Justice; EO 11593, Protection and Enhancement of the Cultural Environment; EO 11988, Floodplain Management, EO 13112, Invasive Species.

DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: *http://dot.alaska.gov/tvi_statement.shtml*. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public open house should contact the project manager listed above. Requests should be made at least 10 days before the accommodation is needed to make any necessary arrangements. To correspond by text telephone (TDD), call (907) 451-2363.

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 November 3, 2017 and executed by FHWA and DOT&PF.

STATE OF ALASKA / DOT
2301 PEGER ROAD
FAIRBANKS, ALASKA 99709

Reference: UNIV AVE REHAB
Ad #: 602326
Account #: 5836

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

Notice of Proposed *de minimis* Section 4(f) Finding
UNIVERSITY AVENUE REHABILITATION & WIDENING
Project Number (0617003/Z632130000)

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F601674-1

During the Public Notice Comment period for the new Section 4(f) *De minimis* from 1/8/2020-1/22/2020 no comments were made by the public.

Abigail McHenry

Environmental Impact Analyst I

1/24/2020

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA } SS.
FOURTH DISTRICT

Before me, the undersigned, a notary public, this day personally appeared Jenny Nance, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

02/22/17

ST OF AK/DOT & PF

39 1

371

UNIVERSITY AVE REHAB
105248 [illegible]

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Jenny Nance

Subscribed and sworn to before me on this 28 day of FEB, 2017

M. Burnell

Notary Public in and for the State Alaska.

My commission expires December 7, 2017

NOTARY PUBLIC
M. BURNELL
STATE OF ALASKA
My commission Expires December 7, 20____

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA } SS.
FOURTH DISTRICT

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02/22/17

ST OF AK/DOT & PF

39 1

371

UNIVERSITY AVE REHAB
~~105948~~ ~~10516443~~

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Jenny Nance

Subscribed and sworn to before me on this 28 day of FEB, 2017

Notary Public in and for the State Alaska.

My commission expires December 7, 2017

NOTARY PUBLIC
M. BURNELL
STATE OF ALASKA
My commission Expires December 7, 20____

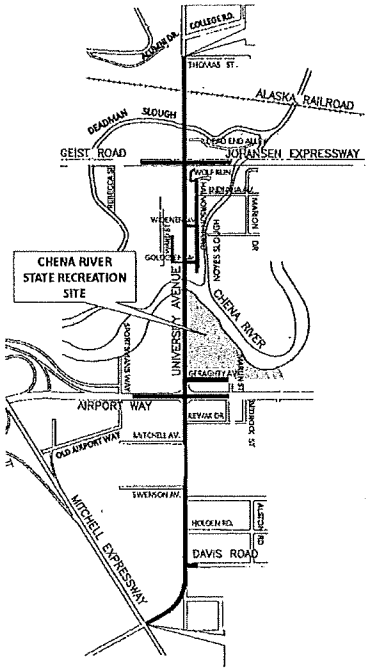
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

Alaska Department of Transportation and Public Facilities Notice of Proposed *de minimis* Section 4(f) Finding

UNIVERSITY AVENUE REHABILITATION & WIDENING
Project Number (0617)003/Z632130000

The Alaska Division of the Federal Highway Administration (FHWA) in cooperation with the Alaska Department of Transportation (DOT&PF) is seeking public comments on an intended *de minimis* Section 4(f) finding for the proposed University Avenue Rehabilitation & Widening project located between the Mitchell Expressway and Thomas Street in Fairbanks, Alaska.

The proposed project would widen approximately 2 miles of University Avenue to accommodate a center raised median, left turn lanes, shoulders, and wider sidewalks. Driveway access points would be consolidated or re-routed to side streets. In addition, the University Avenue Bridge over the Chena River would be replaced. The purpose is to improve safety and reduce the high crash rate on University Avenue and its high traffic volume intersections.



To provide space for construction, the proposed project would require a temporary construction work area within the Chena River State Recreation Site (CRSRS), also known and referred to as the Chena River Wayside. The CRSRS is protected under Section 4(f) of The Department of Transportation Act of 1966. The CRSRS boat launch next to the University Avenue Bridge would need to be temporarily closed for safety purposes. Boaters would be redirected to alternative public boat launches upstream and downstream. Vehicle and pedestrian access in and through the park would be maintained with no more than minor interruptions. The temporary construction work area would involve 2.85 acres (10 %) of the 29-acre park. Approximately half of this acreage would be required to construct park enhancements including accessing and paving of the currently unpaved boat launch parking lot. The FHWA has consulted with the Department of Natural Resources (CRSRS owner) and the public. As a result, FHWA intends to make a finding that, after consideration of measures incorporated into the project to avoid, minimize, mitigate, and enhance the CRSRS, the proposed project would not adversely affect the activities, features, and attributes of the Chena River Wayside that qualify it for protection.

A draft *de minimis* Section 4(f) finding discusses the project details, temporary impacts to the Chena River Wayside, coordination efforts to date, and proposed minimization and mitigation measures.

A copy of the draft *de minimis* Section 4(f) finding is available at the State of Alaska Northern Region Department of Transportation and Facilities (DOT&PF), 2301 Peger Road, Fairbanks, AK 99709. Electronic or paper copies are also available from DOT&PF. To request a copy, or ask a question, please contact Lauren Little at *lauren.little@alaska.gov* or by phone at 907-451-5371.

Comments should be submitted no later than by the close of business on March 23, 2017.

Send comments to:

Lauren Little
Engineering Manager
Alaska Department ofTransportation and Public Facilities
2301 Peger Road,
Fairbanks, AK 99709

For special accommodations call the Statewide Environmental Manager or Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCII, (866) 355-6198 for STS and ask the communications assistant to call the contact listed in this public notice so arrangements can be made to assist you.

AO 2527 ENV-03

F14516443

University Avenue Rehabilitation Widening

Alaska Department of Transportation and Public Facilities
Notice of Proposed *de minimis* Section 4(f) Finding

UNIVERSITY AVENUE REHABILITATION WIDENING
Project Number (0617)003/Z63213000

The Alaska Division of the Federal Highway Administration (FHWA) in cooperation with the Alaska Department of Transportation (DOT&PF) is seeking public comments on an intended *de minimis* Section 4 (f) finding for the proposed University Avenue Rehabilitation Widening project located between the Mitchell Expressway and Thomas Street in Fairbanks, Alaska.

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Comments should be submitted no later than by the close of business on April 5, 2017.

Send comments to:

Lauren Little, P.E.
Engineering Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

For special accommodations call the Statewide Environmental Manager or Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCII, (866) 355-6198 for STS and ask the communications assistant to call the contact listed in this public notice so arrangements can be made to

assist you.

Attachments, History, Details

Attachments
None

Revision History
Created 3/7/2017 9:51:49 AM by vzboyd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Northern Region
Project/Regulation #:	(0617)003/Z632130000
Publish Date:	3/7/2017
Archive Date:	4/5/2017
Events/Deadlines:	