

**State of Alaska**  
**Department of Transportation & Public Facilities**



**CATEGORICAL EXCLUSION DOCUMENTATION FORM**  
*(NEPA Assignment Program Projects)*

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the 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: HSIP: Bogard Road at Engstrom Rd/Green Forest Dr Intersection Improvements

**B.** Federal Project Number: 0001630

**C.** State Project Number: CFHWY00453

**D.** Primary/Ancillary Project Connections:

**E.** CE Designation: 23 CFR 771.117(d)(13)

**F.** List of Attachments:

Figure 1. Location and Vicinity Map

Figure 2. Project Area

Appendix A: Section 106 Consultation

Appendix B: Eagle Nest Survey

Appendix C: Section 4(f) Consultation

Appendix D: Public and Agency Involvement

**G.** Project Scope *(Use STIP Project Description)*

STIP Need ID# 19217 This STIP number is associated with the Highway Safety Improvement Program (HSIP), which provides for evaluation, design, and construction of projects to address safety concerns statewide.

**H.** Project Purpose and Need:

The purpose of the proposed project is to improve safety at the intersections of Green Forest Drive and Engstrom Road with Bogard Road. The accident rate for these intersections exceeds the statewide average for similar intersections. These two existing intersections are within 200 feet of each other, which creates overlapping influence areas that potentially increase the accident rate. Infrastructure projects such as roundabouts that address intersection crashes are an important element of the Alaska Strategic Highway Safety Plan.

**I.** Project Description:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C 327, and is proposing to construct a single lane roundabout at the intersection of Bogard Road with Engstrom Road and Green Forest Drive. Additional work may include:

- Realignment of Engstrom Road and/or Green Forest Drive
- Relocation of utilities
- Improvements to drainage facilities, including ditches and culverts
- Replacement or installation of
  - Guardrail and guardrail end treatments
  - Medians, curb ramps, sidewalks, and pedestrian facilities
  - Lighting, beacons, signs, and striping
- Vegetation clearing and grubbing

## II. Environmental Consequences

- For each “yes,” summarize the activity evaluated and the magnitude of the impact.
- For any consequence category with an asterisk (\*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

### A. Right-of-Way Impacts

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required. If no, skip to 2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Permanent easements required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated number of parcels:			
b. Full or partial property acquisition required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estimated number of full parcels: <u>1</u>			
Estimated number of partial parcels: <u>5</u>			
c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Business or residential relocations required. If yes, insert the number of relocations below, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study. If no, skip to 2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Number of business relocations: <u>1</u>			
ii. Number of residential relocations: <u>N/A</u>			
e. Last-resort housing required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in <a href="#">E.O. 12898</a> (FHWA Order 6640.23A, June 2012)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project will involve use of ANILCA land that requires an <a href="#">ANILCA Title XI</a> approval.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Summarize the right-of-way impacts, if any:			
One full and five partial parcels will be acquired. The full parcel acquisition will also involve relocating one business, an automotive repair shop, that currently occupies that parcel. Relocating that business to a comparable location is not expected to be difficult. No conceptual stage relocation study was done due to the limited project scope and alternatives. Only one business would be impacted under any proposed alternatives that met the project purpose and need. As there were no other properties to evaluate, there was no need for a study to compare relative impacts among alternatives.			
U.S. Census Bureau, American Community Survey (ACS) data from 2012-2016 estimates a population of 450 individuals residing within 0.5 mile of the proposed project. Of this population, 20% are classified as minority, and less than 25% are classified as low income. The proposed project would not result in disproportionally high and adverse human health or environmental effects on minority populations and low-income populations.			
The proposed project would not require the use of ANILCA land. Temporary construction easements (TCEs) and/or temporary construction permits (TCPs) may be required to facilitate construction of the proposed project. Refer to Section II, Part P for further discussion of temporary construction-related			

impacts.

**B. Social and Cultural Impacts**

YES   NO

- |  |                          |                                     |
|--|--------------------------|-------------------------------------|
| 1. The project will affect neighborhoods or community cohesion.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.                             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in <a href="#">36 CFR 800.16(m)</a> ].       | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. Summarize the social and cultural impacts, if any:

The proposed project is not anticipated to cause any adverse social or cultural impacts. No adverse impacts to disadvantaged social groups, schools, recreation areas, neighborhoods or community cohesion are anticipated from this project.

The project would provide a long-term benefit to the public by improving travel conditions in the project area. Temporary traffic delays could occur during construction, but the proposed project will have no long-term adverse effect on current traffic patterns or accessibility in the project area.

Refer to Section II, Part P for further discussion of temporary construction-related impacts.

**C. Economic Impacts**

YES   NO

- |  |                          |                                     |
|--|--------------------------|-------------------------------------|
| 1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project will adversely affect established businesses or business districts.   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
3. Summarize the economic impacts, if any:

The proposed project would provide a long-term economic benefit by improving the safety and efficiency of commercial traffic on the roadway, and no permanent adverse economic impacts are expected to occur.

**D. Land Use and Transportation Plans**

N/A   YES   NO

- |   |                          |                                     |                          |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. Project is consistent with land use plan(s). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|
- Identify the land use plan(s) and date: Matanuska-Susitna Borough Comprehensive Development Plan (2005 update); Matanuska-Susitna Borough Core Area Comprehensive Plan (2007 update)
- |   |                          |                                     |                          |
|---|--------------------------|-------------------------------------|--------------------------|
| 2. Project is consistent with transportation plan(s). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|

Identify the transportation plan(s) and date. Let's Get Moving 2036: Alaska Long Range Transportation Policy Plan (2016); Alaska Statewide Transportation Improvement Program (STIP) 2018-2021; Matanuska-Susitna Borough 2035 Long Range Transportation Plan (2017)

- |  |                          |   |                                     |
|--|--------------------------|---|-------------------------------------|
| 3. Project would induce adverse indirect and cumulative effects on land use or transportation. <i>If yes, attach analysis.</i> | <input type="checkbox"/> | * | <input checked="" type="checkbox"/> |
| 4. Summarize how the project is consistent or inconsistent with the land use   |                          |   |                                     |

plan(s) and transportation plan(s):

Land use in the vicinity of the proposed project is a mixture of residential and commercial properties. Several land use and transportation plans identify goals and objectives that are consistent with the project purpose and need.

*Matanuska-Susitna Borough Comprehensive Development Plan (2005 update)*

The Borough Comprehensive Plan sets goals and recommends policies that guide development in a way that enhances quality of life for Borough residents, including public safety, health and welfare. One stated goal is developing a transportation network that moves people, goods, and services efficiently throughout the Borough.

*Matanuska-Susitna Borough Core Area Comprehensive Plan (2007 update)*

The Core Area is the unincorporated area between Palmer and Wasilla that includes a rapidly growing mixture of commercial and residential development. The Core Area Comprehensive Plan supplements the Borough-wide Comprehensive Plan to set goals and policies to guide decisions about land use, public services, and environmental management for the Core Area.

*Let's Get Moving 2036: Alaska Long Range Transportation Policy Plan (2016)*

This long range statewide transportation plan sets policies to build and maintain cost-effective, reliable, safe transportation infrastructure. Improving safety is prioritized throughout this plan.

*Alaska Statewide Transportation Improvement Program (STIP) 2018-2021*

STIP Need ID# 19217 This STIP number is associated with the HSIP which provides for evaluation, design, and construction of projects to address safety concerns statewide.

*Matanuska-Susitna Borough 2035 Long Range Transportation Plan (2017)*

The Matanuska-Susitna Borough (MSB) Long Range Transportation Plan (LRTP) was developed by the MSB and DOT&PF to identify transportation priorities within the MSB, as guided by the national goals set forth in the "Fixing America's Surface Transportation (FAST) Act" of 2015. Two main goals of the LRTP are improving mobility and safety of transportation in the Mat-Su area, including identifying projects eligible for the Highway Safety Improvement Program (HSIP). The intersection with Bogard Road with Engstrom Road and Green Forest Drive is specifically listed as both a congestion and a safety issue in the plan.

**E. Impacts to Historic Properties**

N/A    YES    NO

Consider the [February 2015 DOT&PF Cultural Resources Confidentiality Guidelines](#) for cultural resource attachments.

1. Does the project involve a road that is included on the "[List of Roads Treated as Eligible](#)" in the Alaska Historic Roads PA? *If yes, follow the [Interim Guidance for Addressing Alaska Historic Roads](#).*
2. Does the project qualify as a Programmatic Allowance under the Section 106 Programmatic Agreement? *If yes, attach the Section 106 PA Streamlined Project Review Screening Record approved by the Regional PQI and skip to 10.*

<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> *	<input checked="" type="checkbox"/>

3. Date Consultation/Initiation Letters sent June 14, 2019 and *Attach copies to this form.*
- List consulting parties  
Chickaloon Native Village; Cook Inlet Region, Inc; Knikatu, Inc.; Knik Tribe; Matanuska-Susitna Borough; Palmer Historical Society; State Historical Preservation Officer (SHPO); Wasilla-Knik Historical Society
  - If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* N/A
4. Date "Finding of Effect" Letters sent June 29, 2020 *Attach copies to this form*
- State "Finding of Effect": No Historic Properties Adversely Affected
  - State any changes to consulting parties: N/A
5. List responding consulting parties, comment date, and summarize:  
SHPO (July 3, 2019): no objections to APE; may need further investigation of Havemeister Dairy Farm (ANC-00212)  
Knik Tribe (June 18, 2019): no further consultation needed
6. Are there any unresolved issues with consulting parties? \*
- If yes, the Section 106 process may not be complete, Statewide Cultural Resources Manager consultation is required. Attach consultation.*
7. Date SHPO concurred with "Finding of Effect": July 9, 2020  
*Attach copy to this form.*
8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?
9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Categorical Exclusions (PCEs) do not apply.*
10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section V.*

A preliminary review of the Alaska Heritage Resources Survey (AHRS) database on August 15, 2018 identified one historic resource (ANC-00212; A. Havemeister Dairy Farm) adjacent to the project area.

The preliminary Area of Potential Effect (APE) included both direct and indirect effects. The area of direct effect included existing roads, the approximate location of the roundabout, and other ground disturbing construction activities. The area of indirect effect was the first row of adjacent properties. Initiation letters were sent to consulting parties on June 14, 2019. On June 18, 2019, the Knik Tribe responded that no places of traditional importance are known within the project area, so no further consultation is requested. On July 3, 2019, SHPO responded that they have no objections to the proposed APE, but that DOT&PF may need to further investigate Havemeister Dairy Farm (ANC-00212) to assess the property's historic value.

The DOT&PF and SHPO determined that the Havemeister Dairy Farm (ANC-00212) is eligible for listing in the National Historic Register of Historic Places under Criterion A, and possibly Criterion C. The proposed project would require acquisition of a small amount of forested land, which is listed in the DOT&PF findings letter as a contributing element to the Havemeister Farm historic district. Loss of these portions of the property would not diminish the ability of the remaining forest to block road noise, dust and visual intrusions into the farm district. On June 29, 2020, DOT&PF submitted a findings letter with an updated APE figure to

all consulting parties. The SHPO concurred with a Finding of No Historic Properties Adversely Affected on July 9, 2020. No additional comments were received from other consulting parties.

<b>F. <u>Wetland Impacts</u></b>	<u>YES</u>	<u>NO</u>
1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). <i>If yes, complete the remainder of this section and document public and agency coordination required per <a href="#">E.O. 11990</a>, Protection of Wetlands. If no, skip to Section G.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are the wetlands delineated in accordance with the “ <a href="#">Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007</a> ”?	<input type="checkbox"/>	<input type="checkbox"/>
3. Estimated area of wetland involvement (acres): <u>N/A</u>		
4. Estimated fill quantities (cubic yards): <u>N/A</u>		
5. Estimated dredge quantities (cubic yards): <u>N/A</u>		
6. Is a USACE authorization anticipated? <i>If yes, identify type:</i>	<input type="checkbox"/>	<input type="checkbox"/>
NWP <input type="checkbox"/> Individual <input type="checkbox"/> General Permit <input type="checkbox"/> Other <input type="checkbox"/>		
7. Wetlands Finding <i>Attach the following supporting documentation as appropriate:</i>		
<input type="checkbox"/> <i>Avoidance and Minimization Checklist, and Mitigation Statement</i>		
<input type="checkbox"/> <i>Wetlands Delineation.</i>		
<input type="checkbox"/> <i>Jurisdictional Determination.</i>		
<input type="checkbox"/> <i>Copies of public and resource agency letters received in response to the request for comments.</i>		
a. Are there practicable alternatives to the proposed construction in wetlands? <i>If yes, the project cannot be approved as proposed.</i>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include all practicable measures to minimize harm to wetlands? <i>If no, the project cannot be approved as proposed.</i>	<input type="checkbox"/>	<input type="checkbox"/>
c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project’s impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. <i>If no, the project cannot be approved as proposed.</i>	<input type="checkbox"/>	<input type="checkbox"/>
8. Summarize the wetlands impacts and mitigation, if any. <i>Include any commitments or mitigative measures in <a href="#">Section V</a>.</i>		
A review of the U.S. Fish and Wildlife Service National Wetland Inventory on July 8, 2020, indicated no wetlands or other jurisdictional waters of the U.S. within or adjacent to the proposed project area. No impacts to wetlands are expected as a result of the proposed project.		

<b>G. <u>Water Body Involvement</u></b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Does the project affect the following:			
a. A water body.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A navigable water body as defined by USCG, (i.e. Section 9)?	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
c. Waters of the U.S. as defined by the USACE, Section 404?	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
d. Navigable Waters of the U.S. as defined by the USACE (Section 10)?	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>

- e. Fish passage across a stream frequented by salmon or other fish (i.e. [Title 16.05.841](#))?
- f. A resident fish stream ([Title 16.05.841](#))?
- g. A cataloged anadromous fish stream, river or lake (i.e. [Title 16.05.871](#))?  \*
- h. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River? *If yes, the Regional Environmental Manager should consult with the NEPA Program Manager to determine applicability of Section 4(f).*
2. Proposed water body involvement:   
 Bridge  Culvert  Embankment Fill  Relocation   
 Diversion  Temporary  Permanent  Other
3. Type of stream or river habitat impacted:   
 Spawning  Rearing  Pool  Riffle  Undercut bank   
 Other
4. Amount of fill below (cubic yards):  
 OHW N/A MHW N/A HTL N/A
5. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the U.S. Army Corps of Engineers (USACE) Alaska District List of Navigable Waters and the Alaska Department of Natural Resources (DNR) Navigable Waters Web Map on July 8, 2020, identified no navigable waterways within or adjacent to the proposed project area. A review of the Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog on July 8, 2020 identified no anadromous water bodies within or adjacent to the proposed project area. The proposed project is unlikely to impact water bodies or fish habitat of any type.

## H. Fish and Wildlife

N/A YES NO

1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*
- a. Database name(s) and date(s) queried: Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog July 8, 2020
- b. Anadromous fish habitat present in project area. \*
- c. Resident fish habitat present in project area \*
- d. Adverse effect on spawning habitat.  \*
- e. Adverse effect on rearing habitat.  \*
- f. Adverse effect on migration corridors.  \*
- g. Adverse effect on subsistence species.  \*
2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*
- a. Database name(s) and date(s) queried: Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog December 19, 2018
- b. EFH present in project area
- c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*
- d. Project may adversely affect EFH. *If yes, attach EFH Assessment.*  \*

- e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in [Section V](#).*
3. Wildlife Resources:
- a. Project is in area of high wildlife/vehicle accidents.
- b. Project would bisect migration corridors.
- c. Project would segment habitat.
4. [Bald and Golden Eagle Protection Act](#). *If yes to any below, consult with USFWS and attach documentation of consultation.*
- a. Eagle data source(s) and date(s) : Visual survey; July 2, 2019
- b. Project visible from an eagle nesting tree? \*
- c. Project within 330 feet of an eagle nesting tree? \*
- d. Project within 660 feet of an eagle nesting tree? \*
- e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? \*
- f. Is an [eagle permit](#) required? \*
5. Is the project consistent with the [Migratory Bird Treaty Act](#)?
6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in [Section V](#).*

Anadromous, Resident, and Essential Fish Habitat (EFH)

There are no anadromous water bodies or any other possible fish habitat within or adjacent to the proposed project area, so no impacts to fish are expected as a result of the proposed project.

Wildlife Resources

A review of the Statewide DOT&PF Moose-Vehicle Collisions (MVCs) Rankings 2006-2010 indicated that the proposed project is not within an area of high incidence of MVCs. The proposed project is not anticipated to segment or disrupt wildlife habitat or migration corridors. The project area is already a developed road corridor, so any wildlife in the area would be habituated to noise. Some wildlife may avoid the project area during construction activities, but the proposed project is not likely to cause permanent adverse impacts to wildlife.

Bald and Golden Eagle Protection Act

On July 2, 2019, DOT&PF staff conducted a survey of the project area to determine if active eagle nests are within the primary (330 ft) or secondary (660 ft) zones. No eagles or eagle nests were observed (Appendix B). If active eagle nests are sighted within 660 feet of the project area prior to, or during construction, DOT&PF will contact the USFWS for guidance.

Migratory Birds

Several bird species migrate through the proposed project area and may be disturbed by clearing operations. Vegetation clearing would be avoided from May 1 through July 15, as recommended by the U.S. Fish and Wildlife Service (USFWS) guidelines. If vegetation clearing during this time period becomes necessary, DOT&PF will proceed as approved by the Project Engineer in accordance with federal, state, and local laws.



**I. Threatened and Endangered Species (T&E)** YES NO

1. Database name(s) and date(s) queried: U.S. Fish and Wildlife Service, Anchorage Fish and Wildlife Field Office (AFWFO) Letter, Section 7 Consultations in Anchorage and the Matanuska-Susitna Areas, dated November 1, 2012
2. Listed threatened or endangered species present in the project area.
3. Threatened or endangered species migrate through the project area.
4. Designated critical habitat in the project area.
5. Proposed or Candidate species present in project area.
6. What is the effect determination for the project? *Select one.*
  - a. Project has no effect on listed or proposed T&E species or designated critical habitat.
  - b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.* \*
  - c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the NEPA Program Manager.* \*
7. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in [Section V](#).*

On November 1, 2012, the USFWS issued a letter stating that there are no federally listed or proposed species, or designated or proposed critical habitat under USFWS jurisdiction in the Matanuska-Susitna or Anchorage areas. No impacts to T&E species or critical habitat areas are expected to occur as a result of the proposed project.

**J. Invasive Species** YES NO

1. Database name(s) and date(s) queried  
University of Alaska, Anchorage Exotic Plants Information Clearinghouse (EPIC) Invasive Plants Mapper; July 8, 2020
2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with [E.O. 13751](#) (Invasive Species)? *If yes, list measures in J.3.*
3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the University of Alaska, Anchorage Exotic Plants Information Clearinghouse (EPIC) Invasive Plants Mapper on July 8, 2020, identified numerous invasive plant species in the vicinity of the proposed project area. Ground cover disturbing activities will be minimized and disturbed areas will be re-vegetated with a seed mix recommended by DNR Plant Material Center's *A Revegetation Manual for Alaska*, in accordance with Executive Order 13751.

**K. Contaminated Sites** YES NO

1. Database name(s) and date(s) queried: Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database; July 9, 2020
2. There are known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW. *If yes, attach ADEC coordination* \*

documentation and summarize below in IV.K.4.

3. There are contaminated sites within 1,500 feet of where excavation dewatering is anticipated? *If yes, attach ADEC coordination correspondence and summarize below in IV.K.4.*
4. Summarize the contaminated site impacts and mitigation, if any. *Include any commitments or mitigative measure in Section IV.*

A review of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites (CS) Database on April 23, 2019, indicated one contaminated site within the project area, at the Lakes Public Safety Building. Soil contaminated by a leaking underground storage tank (LUST) was documented in 1991, and the site status was listed as “cleanup complete” in 1992. An email consultation with ADEC on April 29, 2019 confirmed that, based on the record of closure, contamination at this site is assumed to be below ADEC cleanup standards. As ADEC does not regulate transportation of uncontaminated soil at closed contaminated sites, the proposed project is anticipated to have minimal potential for encountering hazardous materials during construction. A second review of the ADEC CS Database on July 9, 2020 found no other records of contaminated sites in the project area.

Correspondence with ADEC is included in Appendix D.

A Phase I Environmental Site Assessment will be conducted on the property that DOT&PF plans to acquire on the southeast corner of the intersection of Bogard Road and Green Forest Drive. There is no record of contamination for this property in the ADEC Contaminated Sites Database, but an automotive shop has operated there for several years, so a history of small spills is likely. If contamination is found, DOT&PF will consult as needed with ADEC on how to proceed.

**L. Air Quality (Conformity)**

- |   | <u>N/A</u>                          | <u>YES</u>                 | <u>NO</u>                           |
|---|-------------------------------------|----------------------------|-------------------------------------|
| 1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). <i>If yes, indicate CO <input type="checkbox"/> or PM-10 <input type="checkbox"/> or PM-2.5 <input type="checkbox"/>, and complete the remainder of this section. If no, skip to Section M.</i>   |                                     | <input type="checkbox"/>   | <input checked="" type="checkbox"/> |
| 2. The project is exempt from an air quality analysis per <a href="#">40 CFR 93.126</a> (Table 2 and Exempt Projects). <i>If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.</i>                                     |                                     | <input type="checkbox"/>   | <input type="checkbox"/>            |
| 3. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).<br>a. List dates of FHWA/FTA conformity determination: _____   |                                     | <input type="checkbox"/>   | <input type="checkbox"/>            |
| 4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? <i>If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule’s requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).</i> |                                     | <input type="checkbox"/>   | <input type="checkbox"/>            |
| 5. A CO project-level analysis was completed meeting the requirements of <a href="#">Section 93.123</a> of the conformity rule. The results satisfy the requirements of <a href="#">Section 93.116(a)</a> for all areas or <a href="#">93.116(b)</a> for nonattainment areas. <i>Attach a copy of the analysis.</i>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/>            |
| 6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of <a href="#">Section 93.123</a> of the conformity rule. The results satisfy the requirements of <a href="#">Section 93.116</a> . <i>Attach a copy of the analysis.</i>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/>            |

7. A PM-10 project-level air quality analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116](#). *Attach a copy of the analysis.*  \*
8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the U.S. Environmental Protection Agency's List of Non-attainment Areas for Criteria Pollutants on July 13, 2020, indicated that the proposed project is not located within an air quality non-attainment or maintenance area. The proposed project would not increase the number of travel lanes, traffic speed, or traffic volume; and is therefore unlikely to result in an increase in CO emissions. Air quality impacts from project construction are anticipated to be minimal and temporary. No long-term impacts to air quality are anticipated as a result of the proposed project.

**M. Floodplain Impacts (23 CFR 650, Subpart A)**

YES    NO

1. Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 0200050734D and 0200050753D effective date September 25, 2009 \*

*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 developed per [23 CFR 650.111](#). Answer questions M.1.a through d.*

*If no, skip to M.2.*

- a. Is there a longitudinal encroachment into the 100-year floodplain? \*
- b. Is there significant encroachment as defined by [23 CFR 650.105\(q\)](#)? *If yes, attach a copy of FHWA's finding required by 23 CFR 650.115.* \*
- c. Project encroaches into a regulatory floodway. \*
- d. The proposed action would increase the base flood elevation one-foot or greater. \*
2. Project conforms to local flood hazard requirements.
3. Project is consistent with [E.O. 11988](#) (Floodplain Protection). *If no, the project cannot be approved as proposed.*
4. Summarize floodplain impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

A review of the FEMA FIRM panels 0200050734D and 0200050753D (effective date September 25, 2009) indicated that the project area lies entirely within Zone X (Area of Minimal Flood Hazard). No impacts to floodplains or base flood elevations are expected as a result of the proposed project.

**N. Noise Impacts (23 CFR 772)**

YES    NO

1. Does the project involve any of the following? *If yes, complete N.2. If no, a noise analysis is not required. Skip to section O.*
- 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.
2. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

*Category A:* Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.

*Category B:* Residential. *This includes undeveloped lands permitted for this category.*

*Category C (exterior):* Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. *This includes undeveloped lands permitted for this category.*

*Category D (interior):* Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.

*Category E:* Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not listed above. *This includes undeveloped lands permitted for this category.*

3. Does the noise analysis identify a noise impact? *If yes, explain in N.4*

4. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable:

No long-term adverse noise impacts are anticipated because the proposed project will not increase the traffic capacity of the roads involved. The proposed project is not classified as a Type I project as defined in DOT&PF Noise Policy (November 2018) or by 23 CFR 772.5, so DOT&PF does not plan to conduct a noise study.

**O. Water Quality Impacts**

N/A    YES    NO

1. Project would involve a public or private drinking water source. *If yes, explain in O.7*

2. Project would result in a discharge of storm water to a Water of the U.S. (per [40 CFR 230.3\(s\)](#))

3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. *If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7*

a. List name(s), location(s), and pollutant(s) causing impairment:

N/A

4. Estimate the acreage of ground-disturbing activities that will result from the project? 5.8 acres
5. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?  
  - a. If yes, list APDES permit number and type: \_\_\_\_\_
6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge?
7. Summarize the water quality impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

Drinking water in the project area comes from private wells. A review of the ADEC Drinking Water Protection Areas mapping application on July 13, 2020 indicated there are no drinking water protection areas in the project area. The Matanuska-Susitna Borough (MSB) Fire Station on the northwest corner of the intersection of Bogard Road and Engstrom Road has an associated drinking water well that may be impacted by the project and would require relocation. The well relocation would be coordinated with MSB. No long-term permanent adverse impacts to drinking water sources are anticipated.

Storm water runoff from the proposed project area sheet flows off paved roadways into ditches and vegetated uplands, where the water either infiltrates the ground or evaporates. There are no MS4 facilities in or near the project area. There are no water bodies in or immediately adjacent to the project area. The proposed project would increase the impervious surface area as a result of widening the existing roadway and adding the roundabout. During construction, Best Management Practices (BMPs), including drainage conveyance and storage, will be designed to minimize runoff. No permanent adverse water quality impacts are anticipated as a result of the proposed project.

Refer to Section II, Part P for discussion of construction related water quality impacts and Section V for environmental commitments and mitigation measures regarding water quality.

**P. Construction Impacts**

- |  | <u>N/A</u>                          | <u>YES</u>               | <u>NO</u>                           |
|--|-------------------------------------|--------------------------|-------------------------------------|
| 1. There will be temporary degradation of water quality.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 2. There will be a temporary stream diversion.   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. There will be temporary degradation of air quality.   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 4. There will be temporary delays and detours of traffic.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 5. There will be temporary impacts on businesses.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 6. There will be temporary noise impacts.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 7. There will be other construction impacts (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 8. Summarize construction impacts and mitigation for each 'yes' above. <i>Include any commitments or mitigative measures in <a href="#">Section V</a>.</i> |                                     |                          |                                     |

Water Quality Impacts

During construction, ground disturbing activities and storm water runoff may result in temporary sedimentation of water bodies downstream of the storm drain system. Adverse impacts to water quality would be minimized by implementing a Storm Water Pollution Prevention Plan (SWPPP) and using Best Management Practices (BMP) during construction to stabilize slopes and prevent sedimentation. All construction activities will comply with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP)

required for this project.

Air Quality Impacts

Operating construction equipment may cause temporary local degradation of air quality as a result of increased airborne dust and emission-related particulate matter. Air quality impacts would be temporary and could be abated by watering disturbed surface areas and ensuring that construction equipment receives regular maintenance. No permanent adverse impacts to air quality are anticipated as a result of the proposed project.

Traffic Impacts

Road users may experience delays or detours during project construction. Traffic impacts would be mitigated by providing advance notice to the public and implementing a traffic control plan. Construction may also be scheduled at off-peak hours in order to limit delays.

Business Impacts

Local businesses may be temporarily impacted by traffic delays; however, these impacts would be temporary and access would be maintained throughout construction.

Noise Impacts

Temporary noise impacts will result from the operation of heavy equipment, the presence of construction crews, and other associated construction activities. Permanent adverse noise impacts are not anticipated.

Other Construction Impacts

The proposed project may require temporary construction easements (TCEs) or temporary construction permits (TCPs) during construction; access to affected properties would be maintained.

<b>Q. Section 4(f)/6(f)</b>	<u>YES</u>	<u>NO</u>
<b>1. Section 4(f) (<a href="#">23 CFR 774</a>)</b>		
<b>a.</b> Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance? <i>If no, attach consultation with the NEPA Program Manager stating further Section 4(f) resource identification was not required.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/> *
<b>b.</b> Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? <i>If yes, attach consultation with the NEPA Program Manager to determine applicability of Section 4(f). If no, skip to Q.2.</i>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>
<b>c.</b> Does an exception listed in <a href="#">23 CFR 774.13</a> apply to this project? <i>If yes, attach consultation with the NEPA Program Manager, and documentation from the official with jurisdiction, if required.</i>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
<b>d.</b> Does the project result in the “use” of a Section 4(f) property? “Use” includes a permanent incorporation of land, adverse temporary occupancy, or constructive use. <i>If no, attach consultation with the NEPA Program Manager and skip to Q.2.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/> *
<b>e.</b> Has a <i>de minimis</i> impact finding been prepared for the project? <i>If yes, attach the finding.</i>	<input checked="" type="checkbox"/> *	<input type="checkbox"/>
<b>f.</b> Has a Programmatic Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
<b>g.</b> Has an Individual Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
<b>2. Section 6(f) (36 CFR 59)</b>		
<b>a.</b> Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- b. Is the use of the property receiving LWCFA funds a “conversion of use” per Section 6(f) of the LWCFA? *Attach the correspondence received from the ADNR 6(f) Grants Administrator.*

Summarize Section 4(f)/6(f) involvement, if any:

This project will have a minor use of an adjacent historic property, the Havemeister Dairy (AHRS #ANC-00212), which is eligible for inclusion in the National Register of Historic Properties. The project would require acquisition of a small amount of forested land, which is listed in the DOT&PF Findings letter as a contributing element to the Havemeister Dairy historic district. Loss of this portion of the Havemeister Dairy property would not diminish the ability of the remaining forest to block road noise, dust and visual intrusions into the farm district. The SHPO concurred with a Finding of No Historic Properties Adversely Affected for the Havemeister Dairy on July 9, 2020, in conjunction with a Section 106 consultation for the project. Based on SHPO’s No Adverse Effect determination, DOT&PF made a Section 4(f) *de minimis* impact finding for the project on September 17, 2020. Consultation with the NEPA Program Manager is included in Appendix C.

A review of the Mat Su Borough (MSB) Parcel Viewer and the DNR Division of Parks and Outdoor Recreation website on July 8, 2020, indicated that there are no recreational facilities within or immediately adjacent to the proposed project area. No LWCFA funds have been used to improvements any properties affected by this project. No long-term impacts to any recreational facilities, or use of 6(f) resources are anticipated as a result of the proposed project.

<b>III. Permits and Authorizations</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit		<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Coast Guard, Section 9		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ADF&G Fish Habitat Permit ( <a href="#">Title 16.05.871</a> and <a href="#">Title 16.05.841</a> )		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Flood Hazard		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. ADEC Non-domestic Wastewater Plan Approval		<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ADEC 401		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. ADEC APDES		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Noise		<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Eagle Permit		<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other. If yes, list below.		<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>IV. Comments and Coordination</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Public/agency involvement for project. <i>Required if protected resources are involved.</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Public Meetings. Date(s):		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Newspaper ads. <i>Attach certified affidavit of publication as an appendix.</i> Name of newspaper and date: Anchorage Daily News 5/22/2019 and The	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 4. Alaska Online Public Notice date: 5/21/2019
- 5. Agency scoping letters. Date sent:
- 6. Agency scoping meeting. Date of meeting:
- 7. Field review. Date: July 2, 2019
- 8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

Preliminary environmental research found that the potential historic site (Havemeister Farm) was likely to be the only environmental concern as there are no wetlands, water bodies, or important wildlife habitat within or adjacent to the proposed project area. Following an email consultation, ADEC staff confirmed that a “cleanup complete” contaminated site within the project area poses minimal risk of encountering contamination. Correspondence with ADEC is included in Appendix B.

Coordination with the Public

A notice of intent to begin environmental and engineering studies was published in the *Anchorage Daily News* on May 22, 2019, in the *Frontiersman* on June 9, 2019, and posted on the State of Alaska public notice website on May 21, 2019. No comments were received.

**V. Environmental Commitments and Mitigation Measures**

List all environmental commitments and mitigation measures included in the project.

- If cultural, archaeological, or historic sites are discovered during project construction, all work in the vicinity of the sites would stop until DOT&PF consults with the SHPO to determine the appropriate corrective action.
- Clearing and grubbing is not permitted within the migratory bird window of May 1 to July 15, except as permitted by federal, state, and local laws and approved by the Project Engineer.
- If hazardous materials are encountered, all work in the vicinity of the contamination would stop and DOT&PF will consult with ADEC to determine the appropriate corrective action.
- Disturbed ground would be rehabilitated with clean fill and a seed mix recommended by DNR Plant Material Center’s *A Revegetation Manual for Alaska*.

**VI. Environmental Documentation Approval**

N/A    YES    NO

- 1. Do any unusual circumstances exist, as described in [23 CFR 771.117\(b\)](#)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.* \*
- 2. The project meets the criteria of one of the following [DOT&PF Programmatic Approvals](#) authorized in the Nov. 13, 2017 “[Chief Engineer Directive – Programmatic Categorical Exclusions](#)”.     
  - *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*
  - *If no, the CE documentation form must be approved by a NEPA Program Manager.*
  - a. Programmatic Approval 1
  - b. Programmatic Approval 2



VI. Environmental Documentation Approval N/A YES NO  
c. Programmatic Approval 3

VII. Environmental Documentation Approval Signatures

Prepared by: Heidi Zimmer Date: 12/9/2020  
[Signature] Environmental Impact Analyst  
Heidi Zimmer  
Environmental Impact Analyst

Reviewed by: Chris Bentz Date: 12/9/2020  
[Signature] Engineering Manager  
Chris Bentz, P.E.  
Engineering Manager

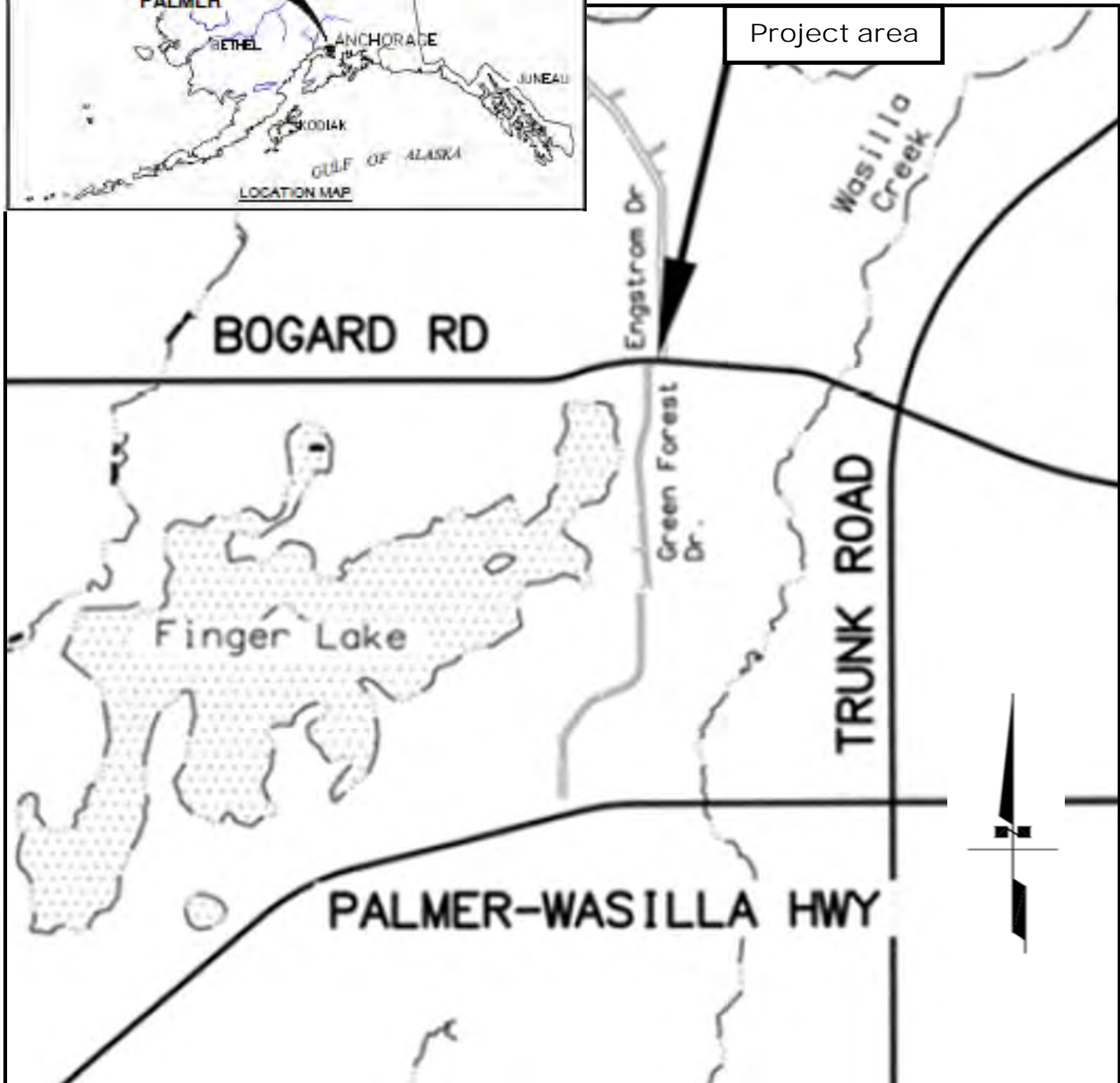
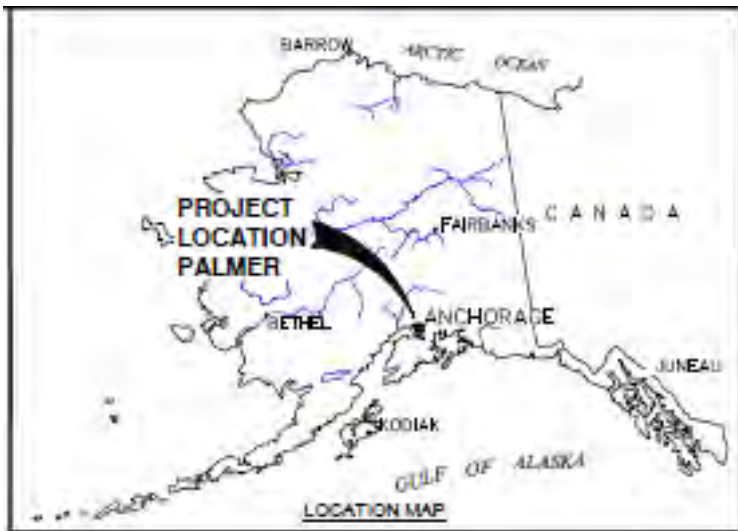
Programmatic CE

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_  
[Signature] Regional Environmental Manager  
\_\_\_\_\_  
[Print Name] Regional Environmental Manager

Non-Programmatic CE

Approval Recommended by: Brian Elliott Date: 12/9/2020  
[Signature] Regional Environmental Manager  
Brian Elliott  
Regional Environmental Manager

Approved by: Matt Dietrick Date: 12/10/2020  
[Signature] NEPA Program Manager  
Matt Dietrick  
NEPA Program Manager



STATE OF ALASKA  
 DEPARTMENT OF  
 TRANSPORTATION AND  
 PUBLIC FACILITIES  
 PRELIMINARY DESIGN AND  
 ENVIRONMENTAL

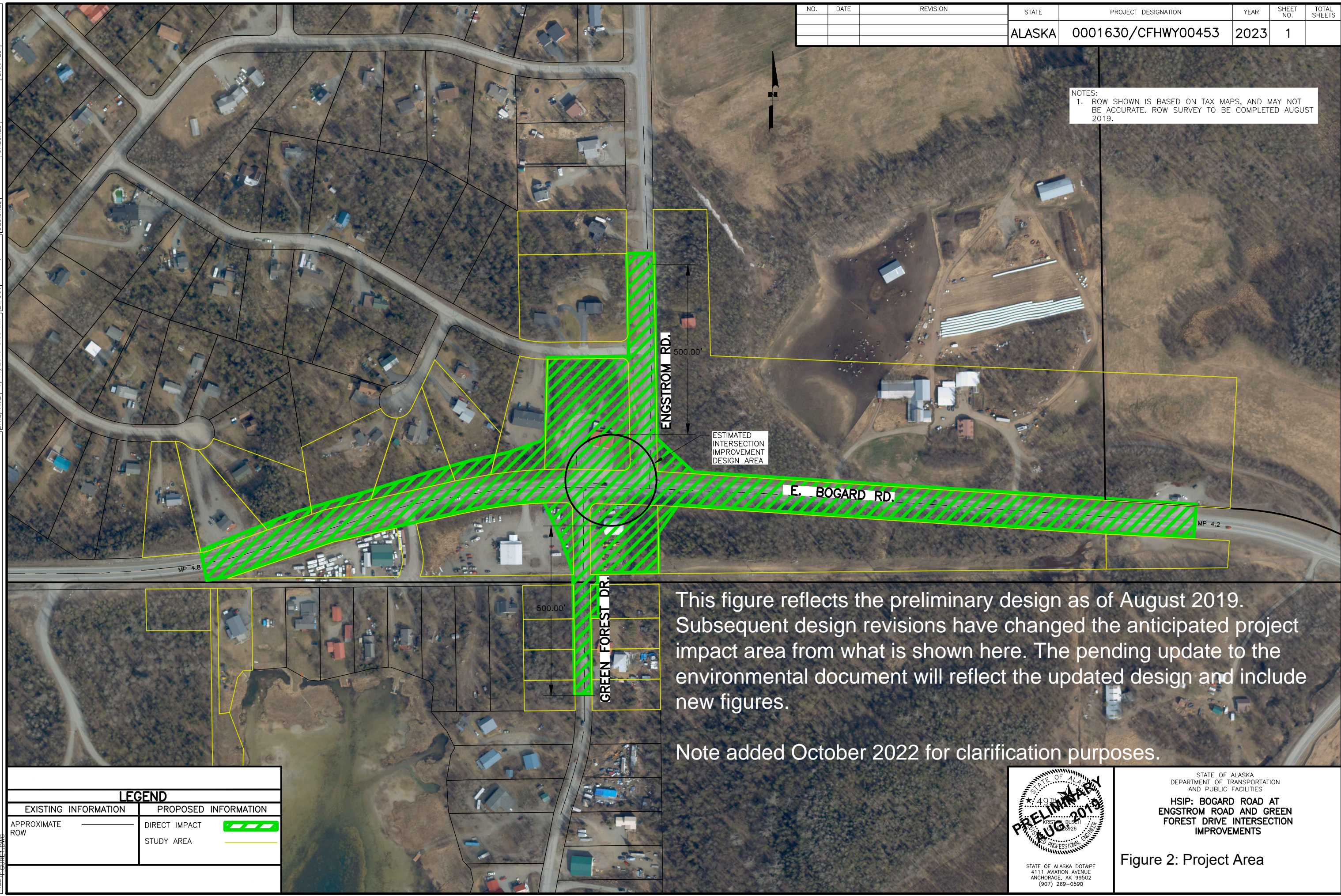
**HSIP: BOGARD ROAD AT  
 ENGSTROM ROAD AND GREEN FOREST DRIVE  
 INTERSECTION IMPROVEMENTS**  
 PROJECT NO. CFHWY00453  
 LOCATION AND VICINITY MAP  
 PALMER, ALASKA

**FIGURE 1**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001630/CFHWY00453	2023	1	

NOTES:  
 1. ROW SHOWN IS BASED ON TAX MAPS, AND MAY NOT BE ACCURATE. ROW SURVEY TO BE COMPLETED AUGUST 2019.

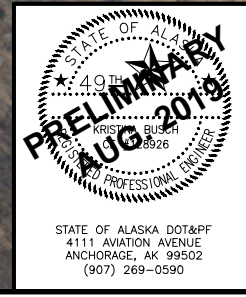
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 DATE/TIME: 9/11/2019 8:08 AM  
 LAYOUT: 1  
 DESIGNED: [ ]  
 CHECKED: [ ]  
 DRAFTED: [ ]



This figure reflects the preliminary design as of August 2019. Subsequent design revisions have changed the anticipated project impact area from what is shown here. The pending update to the environmental document will reflect the updated design and include new figures.

Note added October 2022 for clarification purposes.

LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
APPROXIMATE ROW	DIRECT IMPACT
	STUDY AREA



STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

**HSIP: BOGARD ROAD AT  
 ENGSTROM ROAD AND GREEN  
 FOREST DRIVE INTERSECTION  
 IMPROVEMENTS**

Figure 2: Project Area

STATE OF ALASKA DOT&PF  
 4111 AVIATION AVENUE  
 ANCHORAGE, AK 99502  
 (907) 269-0590