

ENVIRONMENTAL ASSESSMENT

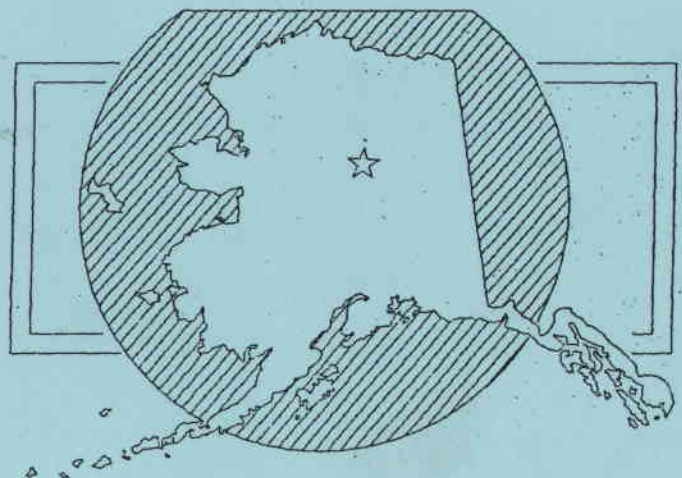
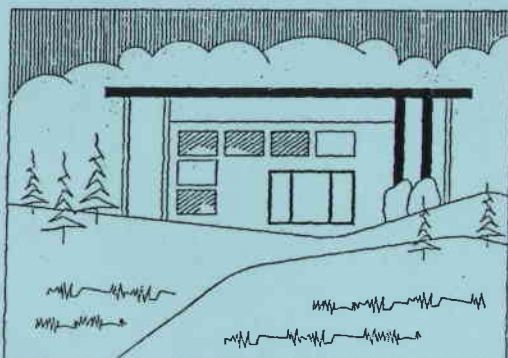
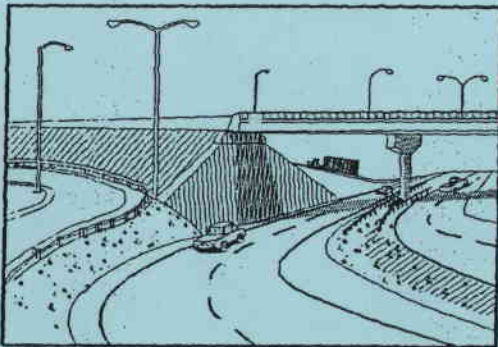
3rd STREET WIDENING

PROJECT NO. MGL-M-0670(1)/62541



STATE OF ALASKA

Department of Transportation
and Public Facilities



NORTHERN REGION

MAY 2005

3rd Street Widening Project

State Project Number: 62541

Federal Project Number: MGL-M-0670(1)

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 U.S.C. 4332 (2)(c)

By the

U.S. Department of Transportation

Federal Highway Administration

and

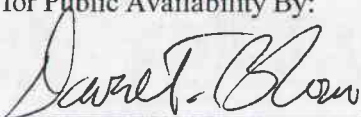
State of Alaska

Department of Transportation and Public Facilities:

Recommended for Public Availability By:

6/14/05

Date



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6/14/05

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The Department of Transportation and Public Facilities (DOT&PF) proposes to reconstruct 3rd Street in Fairbanks, Alaska. The project would widen 3rd Street and construct dual left-turn lanes at the 3rd Street/Steese Expressway intersection for northbound, southbound and eastbound traffic. The project would construct raised medians along 3rd Street, new pedestrian facilities and drainage. The project would decrease delay and improve safety throughout the project corridor.

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APPENDICES

- A Scoping Summary Report
- B Agency Correspondence
- C Comments and Coordination

LIST OF ABBREVIATIONS

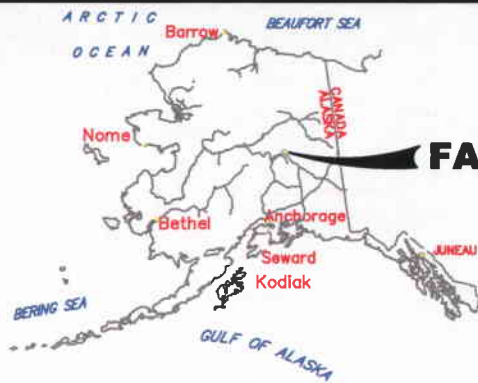
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
BMP	Best Management Practice
DOT&PF	Alaska Department of Transportation and Public Facilities (or Department)
CGP	Construction General Permit
CO	Carbon Monoxide
CPAC	Comprehensive Plan Advisory Committee
dba	A-weighted Decibel
DNR	Department of Natural Resources
DRO	Diesel Range Organic
EA	Environmental Assessment
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMATS	Fairbanks Metropolitan Area Transportation System
FNSB	Fairbanks North Star Borough
ft	Feet
GRO	Gasoline Range Organic
LUST	Leaking Underground Storage Tank
µg/kg	Micrograms/kilogram
µg/L	Micrograms/Liter
MS4	Municipal Separate Storm Sewer System
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality Standards
NLUR	Northern Land Use Research
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System Permit
NRHP	National Register of Historic Places
OVA	Organic Vapor Analyzer
PCE	Tetrachloroethylene
PID	Photo Ionizing Detector
RACM	Regulated Asbestos Containing Material
ROW	Right of Way
SHPO	State Historic Preservation Office
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
TCP	Traffic Control Plan
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VOC's	Volatile Organic Compounds

1 PROPOSED ACTION

1.1 INTRODUCTION

The Alaska Department of Transportation & Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), proposes to reconstruct 3rd Street in Fairbanks, Alaska between the Old Steese Highway and Hamilton Avenue (Figure 1). The project proposes to widen 3rd Street for the addition of through lanes, improve intersections by adding exclusive right and left turn lanes, and modify existing signal systems.

This Environmental Assessment (EA) evaluates the alternatives and impacts of the 3rd Street project. This project was initially evaluated in an Environmental Impact Statement (EIS). The Draft EIS (DEIS) was written in 1992, and the Final EIS was approved in 1997. Three years lapsed after document approval without a major step to advance the project. Therefore, a written re-evaluation is required (23 CFR 771.129). DOT&PF has developed a new EA due to the time lapse and design changes from the previous environmental documents. This EA relies on new engineering, traffic, socio-economic, and impacts analyses to consider and evaluate the alternatives.



FAIRBANKS

PACIFIC OCEAN

LOCATION MAP

SECTION 10, TOWNSHIP 1S, RANGE 1W,
FAIRBANKS MERIDIAN

STUDY AREA LOCATION



**3rd STREET WIDENING
VICINITY MAP**

MAY 2005

FIGURE 1

2 PURPOSE AND NEED

2.1 PURPOSE

The purpose of this project is to:

- Decrease delay by improving traffic flow
- Improve safety for motorized and non-motorized users

2.2 NEED

2.2.1 Improve Traffic Flow

Traffic flow through the project corridor was evaluated by performing a traffic capacity analysis. This analysis calculated Levels of Service (LOS) for all intersections in the project corridor (USKH Capacity Analysis Report, May 2004). LOS is a measure of how well an intersection accommodates traffic within an acceptable range of delay. LOS is measured on a scale from A (excellent) through F (failing). Intersections rated LOS D and below perform at unacceptable levels. Table 1 shows the general definitions of these levels of service.

There are four intersections with a total of 12 intersection approaches in the project corridor. Four of the twelve (33%) approaches are currently rated LOS D or worse for evening peak hour traffic, increasing to nine of twelve (75%) by 2025 if no action is taken (Table 2).

Table 1: General Definitions of Levels of Service

Level of Service	General Operating Conditions
A	Free flow
B	Reasonably free flow
C	Stable flow
D	Approaching unstable flow
E	Unstable flow
F	Forced or breakdown flow

Note: Specific definitions of these levels of service vary by facility type.

Source: AASHTO, A Policy on Geometric Design of Highways and Streets, 2004.

The Fairbanks Metropolitan Area Transportation System (FMATS), the official transportation planning organization for the Fairbanks urban area, identifies the project area as an "Existing Traffic Congestion/Problem Area." FMATS also considers this corridor a "Future Traffic Congestion/Problem Area" unless construction improvements are undertaken.

Photo 1 illustrates the congestion that currently occurs in the corridor. The lack of turn pockets creates additional delay at the 3rd Street/Steese Expressway intersection. As a result, drivers experience long delays caused by backed-up traffic at peak hours. Mid-block congestion, as shown in Photo 1, creates poor property access throughout the entire project corridor.

Photo 1: 3rd Street Eastbound PM Peak Hour Traffic, March 2002



Table 2 summarizes the LOS ratings for evening (PM) peak hour traffic if no action is taken. Information in bold print indicates unacceptable LOS.

Table 2: Traffic Capacity Analysis, No Build Scenario

3 rd Street Intersection at:	2005 LOS	2025 LOS
Forty Mile Avenue (Two-Way Stop)		
<i>Northbound Approach</i>	C	E
<i>Southbound Approach*</i>	E	F
Eagle Avenue (Two-Way Stop)		
<i>Northbound Approach</i>	F	F
<i>Southbound Approach</i>	C	E
Old Steese Highway (Signalized)		
<i>Northbound Approach</i>	C	C
<i>Southbound Approach</i>	B	C
<i>Eastbound Approach</i>	C	D
<i>Westbound Approach</i>	B	C
Steese Expressway (Signalized)		
<i>Northbound Approach</i>	C	D
<i>Southbound Approach</i>	C	D
<i>Eastbound Approach</i>	E	F
<i>Westbound Approach</i>	D	F

*This is a commercial driveway.

Source: USKH, Capacity Analysis Report, May 2004.

2.2.2 Improve Safety

From 1997-1999, the accident rate for the 3rd Street/Steese Expressway intersection was nearly twice the statewide average for signalized, four-approach intersections (USKH, Accident Analysis Report 2004). Six of the accidents within the project corridor resulted in major personal injuries. The following tables show project corridor collisions separated by location, intersection collisions (Table 3) and mid-block collisions (Table 4).

Table 3: Collisions at Intersections, 1997-1999

Accident Type	3 rd St. & Old Steese Hwy.	3 rd St. & Forty Mile Ave.	3 rd St. & Steese Expy.	3 rd St. & Eagle Ave.	Total
Rear-end	12	2	30	1	45
Overtaking	0	1	4	0	5
Left-turn	4	0	29	0	33
Angle	4	1	3	0	8
Right-turn (opposing dir.)	1	0	8	0	9
Sign/utility post/signal	1	0	1	0	2
Pedacycle (Bicycle)	0	0	2	0	2
Total	22	4	77	1	104

Note: There were no reported accidents involving right-turn (same direction), head on, sideswipe, or pedestrians.

Source: USKH, Accident Analysis Report 2004.

Table 4: Collisions not at Intersections, 1997-1999

Accident Type	Old Steese Hwy. To Forty Mile Ave.	40 Mile Ave. to Steese Expy.	Steese Expy. To Eagle Ave.	Total
Rear-end	1	0	0	1
Overtaking	1	0	0	1
Total	2	0	0	2

Source: USKH, Accident Analysis Report 2004.

3 ALTERNATIVES

Three Build Alternatives and one No Build alternative were developed and evaluated for this document.

3.1 NO BUILD ALTERNATIVE

The No Build alternative does not meet the project purpose and need of this project because it does not reduce delay or improve safety. Over the 20-year design period evaluated in this EA, LOS would continue to get worse (Table 2), and safety would continue as an unabated problem (Tables 3 & 4). This alternative is carried through the document as a viable alternative per National Environmental Policy Act (NEPA) procedures. The No Build alternative clearly demonstrates the needs and beneficial results of the following Build Alternatives.

3.2 BUILD ALTERNATIVES

The Build Alternatives differ only in the direction 3rd Street is widened. The North Alternative widens 3rd Street to the north, the South Alternative widens it to the south, and the Middle Alternative widens it in both directions. All Build Alternatives require the following right of way (ROW) to be acquired along the Steese Expressway:

- 7 feet (ft) of ROW along the east side of the Steese Expressway to accommodate dual left turn lanes at the 3rd Street/Steese Expressway intersection and the right turn lane at the College Road/Steese Expressway intersection
- 19 ft of ROW along the Steese Expressway adjacent to Gavora Mall to construct southbound dual left-turn lanes at the 3rd Street/Steese Expressway intersection

Additional ROW is required for each Build Alternative and is discussed individually below. All three Build Alternatives meet the project purpose and need of reducing delay and improving safety. They all provide sufficient capacity to safely handle the traffic demands for both motorized and non-motorized users for a 20-year design life.

Lane configurations would be the same for all Build Alternatives.

All Build Alternatives would equally impact project area utilities. Utility impacts would be developed further in the design phases of this project. DOT&PF would maintain communication with utility companies to address any impacts this project may cause to utilities.

3.2.1 North Alternative

The North Alternative maintains the south curb line and widens 3rd Street by building to the north (Figure 2). ROW acquisitions on the north side of 3rd Street would occur from 0 to 60 feet beyond the existing ROW. This alternative would impact five commercial structures, housing nine businesses and about 27 employees, and one residence (Updated Relocation Study, 2005). The cost estimate for North Alternative ROW acquisition is \$8,400,000.



3.2.2 South Alternative

The South Alternative would maintain the north curb line and widen 3rd Street to the south (Figure 3). This alternative requires ROW acquisitions from the south side of 3rd Street, with a maximum acquisition of about 60 ft at the southeast and southwest corners of the 3rd Street and Steese Expressway intersection. Required ROW then tapers back toward the existing roadway to the east and west.

This alternative requires additional ROW on the north side of 3rd Street to improve access to Gavora Mall and to reconstruct the 3rd Street and Eagle Avenue intersection. This alternative would impact nine commercial structures, housing 21 businesses and about 86 employees (Updated Relocation Study, 2005). The cost estimate for ROW acquisition is \$7,900,000.

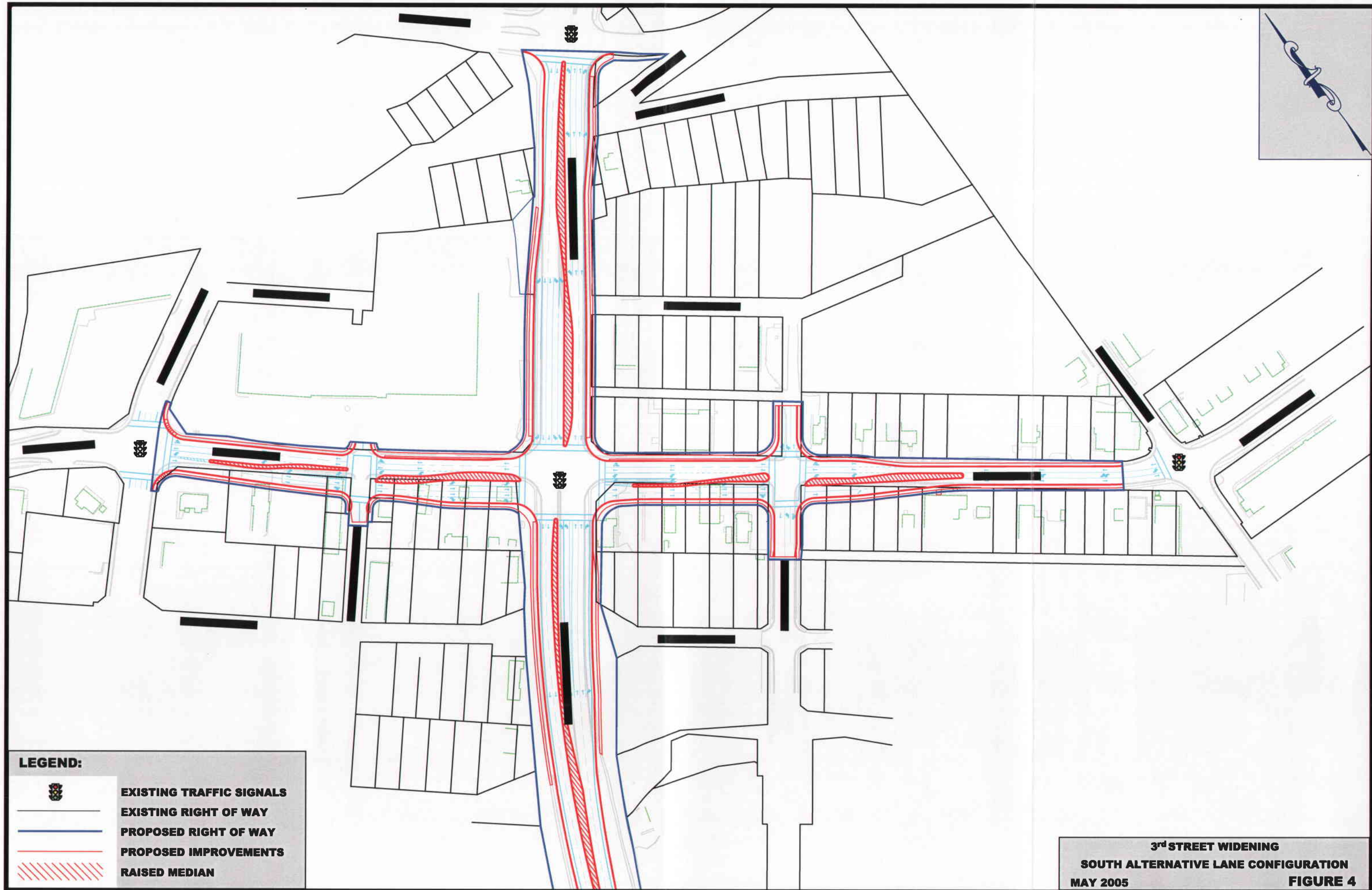
Lane configurations for the South Alternative are shown in Figure 4. The lane configurations for the North and Middle Alternatives are similar to the configurations for the South Alternative.

3.2.3 Middle Alternative






The Middle Alternative widens the roadway along both sides of 3rd Street (Figure 5). About 30 ft of ROW would be required from each side at the 3rd Street and Steese Expressway intersection. Required ROW tapers back to meet the existing ROW to the east and west.

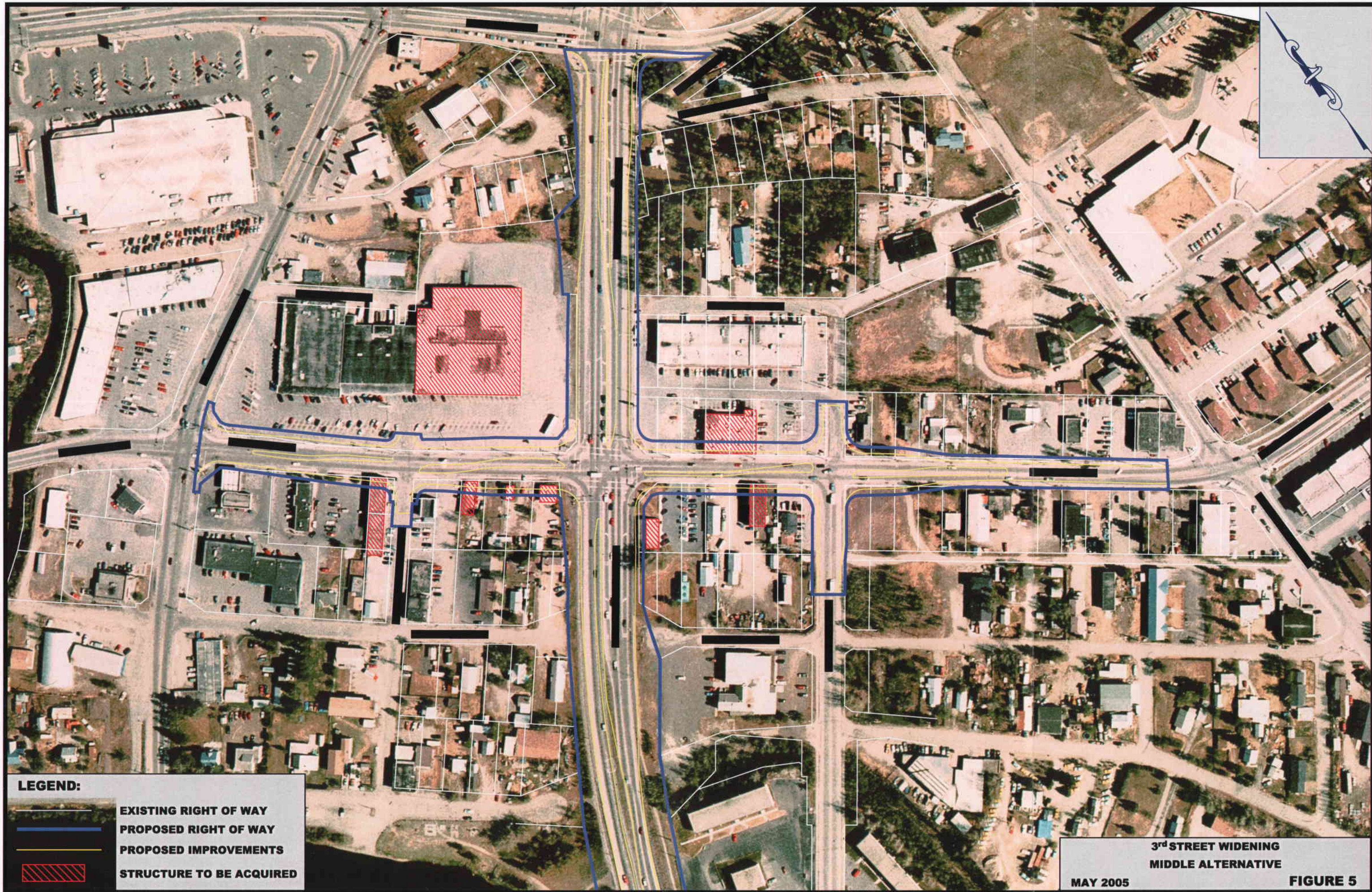
The Middle Alternative would impact eight commercial structures, housing 18 businesses and about 53 employees. The cost estimate for ROW acquisitions is about \$9.4 million. These costs are about \$1.0 million greater than the North Alternative and \$1.5 million greater than the South Alternative. This alternative does not minimize ROW, relocation or economic impacts and is therefore eliminated from further consideration in this EA.





LEGEND:

-  **EXISTING TRAFFIC SIGNALS**
-  **EXISTING RIGHT OF WAY**
-  **PROPOSED RIGHT OF WAY**
-  **PROPOSED IMPROVEMENTS**
-  **RAISED MEDIAN**



4 ENVIRONMENTAL CONSEQUENCES

Several environmental impact categories are not affected by the proposed project actions. The following table briefly outlines these categories.

Table 5: Impact Categories Not Affected by this Project

Impact Category	Description
<i>Coastal Zone</i>	Fairbanks is not within a designated Alaska Coastal Zone, nor is it near a zone of influence. (Alaska Coastal Management Program, www.alaskacoast.state.ak.us/ , Jan 05). This project would not affect land or water covered by the Alaska Coastal Zone Management Program (CZMP). No coastal barriers are within reach of project impacts.
<i>Farmlands</i>	The Farmland Protection Policy Act (FPPA) regulates Federal actions with the potential to convert farmland to non-agricultural uses, and the FHWA requires an assessment for prime or unique farmland in accordance with the US DOA Natural Resource Conservation Service (NRCS). The NRCS states that there are no prime or unique farmlands within the State of Alaska (NRCS official website Jan 05).
<i>Floodplain</i>	The Federal Emergency Management Agency (FEMA) designated the project area as "Zone X" on the 1992 Flood Insurance Rate Map (FIRM) Community Panel 025009-0182G. All Zone X areas on the FIRM panel are protected from the 100-year flood by levee, dike or other structures. Therefore, this project does not encroach upon a base floodplain (E-mail from Doug Sims, FNSB Community Planning Division, 3/11/05)
<i>Natural Resources and Energy</i>	The natural resources and energy resources required by this project would not adversely impact the local or regional supply.
<i>Wetlands</i>	There are no wetlands, as defined by the US Army Corps of Engineers (USACE), and protected under the Clean Water Act and Executive Order (EO) 11990 in or near the project area.
<i>Wildlife Resources</i>	The Alaska Department of Fish & Game (ADF&G) confirmed that there are no wildlife resources of concern within the project corridor (Personal communication, Don Young, 2/11/05). No eagle nests exist in the project area. Wildlife resources are limited in the urban limits of Fairbanks. Moose may occasionally wander into the residential areas surrounding 3 rd Street in search of browse in the winter.
<i>Threatened & Endangered Species</i>	No Threatened, Endangered or candidate species on the United States Fish & Wildlife Service (USFWS) Alaska Region list are in or near the project area.
<i>Wild & Scenic Rivers</i>	No wild and scenic rivers, as listed by the National Park Service, are located in or near the project area (http://www.nps.gov/rivers/wildriverslist.html).
<i>Visual</i>	The proposed project does not have the potential for visual quality impacts. There are no visually sensitive resources in or near the project area.

The existing environment is discussed for each of the following impact categories, and the impacts of the No Build and the North and South alternatives are described.

4.1 RIGHT OF WAY IMPACTS

4.1.1 Existing Environment

The 3rd Street corridor is a fully developed, mixed commercial corridor. This project corridor contains both General Commercial (GC) and General Use (GU-1) FNSB zoning districts. The project properties west of the Steese Expressway are zoned GC, and the properties east of the Steese Expressway are zoned GU-1.

GC zoning is intended to provide for a variety of retail, office, wholesale, personal service and general service uses for the consumer population. The GC zoned properties in this project corridor have no minimum lot size restrictions, but they are required to have a minimum building setback. The setback requirement is 20 feet for front yards. There is no side or back yard requirement except for properties abutting residential or agricultural zones, for which the setback is 10 feet and may be reduced to five feet if a sight-obscuring screen is provided (FNSB Zoning Ordinance 18.34.030).

GU-1 zoning has very few restrictions and is intended for rural areas where sewer and water are not available. However, water and sewer services are available along the project corridor. The minimum lot size for a GU-1 property is 40,000 square feet (FNSB Zoning Ordinance 18.44.030).

Within both zoning districts, two or more contiguous lots under common ownership may be used as one lot to meet minimum zoning requirements. Additionally, the FNSB Zoning Ordinance provides specific procedures for obtaining variances from zoning requirements as a remedy for impacts resulting from highway projects (FNSB Zoning Ordinance 18.54.045).

Nine structures are located on the north side, and 19 structures are located along the south side of the project. Six of these structures house multiple businesses. The dates of construction range from 1947 to 1991. Over half of the buildings are 25 years old or older (pre-1979) and show signs of age and neglect. Novus Windshield Repair, the newest building in the corridor, was built in 1991. Four buildings were built in the 1980's. Several of the buildings have been added on to a number of times.

The businesses in the area appear to be in decline. The number of tenants in the Gavora Mall has shrunk from 14 in 1992 to four in 2005. Recollections Antique Shop and the log structure behind

House of Tabs are now used for storage and would require major renovations to support businesses. Recollections Antique Shop was vandalized in the 1990's and has been used only for storage since. It is no longer connected to electricity or water, is not heated, and the roof has begun to leak causing the ceiling to sag (Northern Land Use Research (NLUR), Phase III Historic Resources Evaluation, April 2004). Decline throughout the corridor may be attributed to the age of the buildings, inconvenient access and change in the local retail economy from small individually owned businesses to large national chain stores.

There are no public facilities in the project corridor. Jubilee Worship Center stopped allowing public use of church facilities in 2004 (Personal communication, Rochelle Markle, 4/4/05). The dental offices in the Helmbrecht Dental Clinic building provide commercial dental services. These offices are privately leased, and the clinics do not serve as public facilities.

4.1.2 No Build Alternative

This alternative does not require land acquisition and business relocation payments. The No Build alternative would likely continue the decline of productive land use, and members of the community would not benefit from the potential revitalization present with the Build Alternatives.

The No Build alternative would not decrease delay or improve safety throughout the project corridor for all users.

4.1.3 Build Alternatives

North Alternative

ROW impacts for the North Alternative range from loss of parking to structure removal. Specific impacts are outlined Table 6.

Table 6: Right of Way Impacts, North Alternative

Name	Description
<i>North Side of 3rd St.</i>	
Gavora Mall	Loss of 72 parking spaces to Gavora Mall; removal of vacant Office Depot space
Eagle Plaza Mall	Loss of some off-street parking
China 1 Restaurant	Structure would be acquired
Jorgensen Residence	Structure would be acquired
Reddot Studio	Structure would be acquired
<i>South Side of 3rd St.</i>	
Helmbrecht Dental Clinic	Loss of landscaping; structure would be acquired

Note: ROW impacts are in the preliminary design phase. DOT&PF would determine actual square footage for ROW takes during the final design stage.

The following table outlines businesses that qualify for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended.

Table 7: Businesses Qualified for Relocation, North Alternative

Business Name	Location
<i>North Side of 3rd St.</i>	
JoAnn Fabrics ¹	250 3 rd St.
China 1 Buffet	418 3 rd St.
Alaska Barber Shop	305 Eagle St.
Reddot Studio	305 Eagle St., Ste. B
Recollections Antique Shop ²	512 3 rd St.
<i>South Side of 3rd St.</i>	
Helmbrecht Dental Office	421 3 rd St., Ste. 1
Jess T. Ellis, DDS, MS Office	421 3 rd St., Ste. 2A
Robert W. Morehead, DMD Office	421 3 rd St., Ste. 2A
Stan W. Sapkos Office	421 3 rd St., Ste. 2 B

¹ JoAnn Fabrics is currently relocating into the vacant Office Depot space at Gavora Mall (east end).

² Recollections Antique Shop is an abandoned business.

South Alternative

ROW impacts for the South Alternative range from loss of parking to structure removal. Specific impacts are outlined in Table 8.

Table 8: Right of Way Impact Descriptions, South Alternative

Name	Description
<i>North Side of 3rd Street</i>	
Gavora Mall	Loss of three parking spaces, increasing its current non-compliance with FNSB parking standards
<i>South Side of 3rd Street</i>	
Holiday Alaska Inc. (Holiday Gas Station)	One (of two) gas pump islands would be removed
Wendy's Restaurant	Partial structure acquisition and building remodel
Six businesses at 229 3 rd Street, Suites 1-6	Structure would be acquired
Novus Windshield Repair	Structure would be acquired
Sign Detail Shop	Structure would be acquired
Award Makers	Structure would be acquired
House of Tabs	Structure would be acquired
Real Estate Offices	Structure would be acquired
Helmbrecht Dental Clinic/Dental Offices	Partial loss of landscaping and parking; structure would be acquired
Independent Carpenters Garage	Partial loss of off-street parking. FNSB GU-1 zoning does not require off street parking (18.50.060)
Trademark Screenprinters	Structure would be acquired
The Chowder House Restaurant	Partial loss of off-street parking. FNSB GU-1 zoning does not require off street parking (18.50.060)
Jubilee Worship Center	Front entrance and wheelchair ramp would be impacted

Table 9 outlines the 21 businesses that qualify for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended (Updated Relocation Study, 2005). There are no businesses on the north side of 3rd Street that qualify for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended.

Table 9: Businesses Qualified for Relocation, South Alternative

Business Name	Address
<i>South Side of 3rd Street</i>	
Holiday Gas Station	205 3 rd St.
Wendy's Restaurant	209 3 rd St.
Vacant Retail Space	229 3 rd St., Ste. 1
Curves For Women	229 3 rd St., Ste. 2

Mitigation measures are often determined during negotiations with the property owner. These negotiations can be affected by settlements reached with adjoining owners and the ability to secure FNSB zoning variances. Table 10 outlines typical types of damages that may result from acquisition along commercial corridors, and the tools used to mitigate or compensate for such damages.

Table 10: Typical Damages and Mitigation Measures

Damages	Mitigation Measures
<i>Zoning Impacts</i>	
Remaining lot size below minimum	Obtain zoning variance
	Increase lot size with excess lands acquired from adjoining parcels
	Monetary compensation for damages resulting from size non-conformance
	Combine commonly owned contiguous lots
Setback distance below minimum	Obtain zoning variance
	Move or reduce size of structure to clear setback areas
	Increase lot size with excess lands acquired from adjoining parcels
	Monetary compensation for damages resulting from setback non-conformance
Available space for commercial parking below zoning minimum	Combine commonly owned contiguous lots
	Reconfigure parking layout to meet zoning requirements
	Reconfigure remaining structures to allow for more parking area
	Obtain zoning variance
	Incorporate adjoining excess lands or acquire offsite property to increase parking area
	Compensate for monetary damages resulting from parking non-conformance
<i>Driveway Impacts</i>	Combine commonly owned contiguous lots
	Grade changes, relocation, access control
	Provide frontage road, common driveways, acquire easement for alternate access, increase driveway length to meet maximum grade requirements
	Elimination of Vehicular Access (Access Control)
	Monetary compensation for damages resulting from elimination of vehicular access
	<i>Improvements Impacts</i>
Move structure on-site, reduce building size, entrance modification	Provide cost-to-cure damage payment to relocate or modify entrance and to move or modify structure
Miscellaneous	Provide cost-to-cure damage payment to reinstall fences, paving, landscaping, commercial signs, etc.

Ultimately, the input of the property owner is important to determine which type of damage mitigation measure would be most appropriate. A change in land use may make a remainder property unsuitable for the existing business but very suitable for future activities. Where damages cannot be mitigated by a zoning variance, cost to cure payment, or a reconfiguration of structures or parcel boundaries, the owner may elect to retain the remainder and receive compensation for the unmitigated damages, or request a total acquisition.

In cases where a property owner elects to retain a remnant lot or lots that do not individually meet current zoning requirements and are contiguous and commonly owned, the lots as a whole may be combined into one lot to meet current zoning requirements according to FNSB Zoning Ordinance 18.54.045. Figure 6 depicts contiguous, commonly owned lots within the project area.

ROW acquisition and relocation activities would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended (Public Law 100-17).

The Fairbanks area has sufficient vacant land that is zoned General Commercial to give any business the opportunity to relocate within the City if the owner chooses. Mitigation for any business relocated includes a maximum reestablishment expense, moving costs for personal property, and help in finding an appropriate location. Relocation and its associated benefits are explained in the booklet, "Coming Your Way" (DOT&PF).

CONTIGUOUS LOT	COMMON PROPERTY OWNER
A	VIVLAMORE, MICHAEL M
B	KLEIN, MARTIN A
C	THOMPSON INVESTMENT COMPANY
D	ROSENCRANS TRUST
E	VETERANS OF FOREIGN WARS POST 3629
F	GOLDEN HEART POST
G	VETERANS OF FOREIGN WARS POST 3629
H	GOLDEN HEART POST
J	CARLSON, KARL L
K	BAKER, NANCY LEE
L	BEGINNINGS TWO INC.
M	BACHNER COMPANY INC.
N	HELMBRECHT, MICHAEL J TRUST
O	O'LEARY, GEORGE W
P	GLOBAL FINANCE AND INVESTMENT COMPANY INC.
Q	GRAEHL ASSEMBLY OF GOD
R	JORGENSEN, HOLGER
S	JUBILEE WORSHIP CENTER ASSEMBLY OF GOD
T	MAYNARD, EDWARD A
	CAMPBELL, CALVIN K
	FAIRBANKS NATIVE ASSOCIATION INC.



4.2 SOCIAL IMPACTS

4.2.1 Existing Environment

The five neighborhoods adjacent to the project area are Slaterville, Graehl, Timberland, Hamilton Acres, and Island Homes (See Figure 7). Accessibility to businesses and neighborhoods is hampered by congestion in the project area.

Executive Order 12898 mandates adherence to Environmental Justice standards for determining disproportionate effects on minorities or disadvantaged people. Year 2000 U.S. Census Data shows the race characteristics and income levels of the project area. Census tract 4, block group 2 stretches from the Steese Expressway east along 3rd Street to C Street and north to W. Trainor Gate Road. Census Tract 4, block group 4 stretches east along 3rd Street to C Street, south to the Chena River. Census tract 5, block group 2, is bounded by College Road and the Chena River and stretches west from Steese Expressway to Johansen Expressway (See Figure 1).

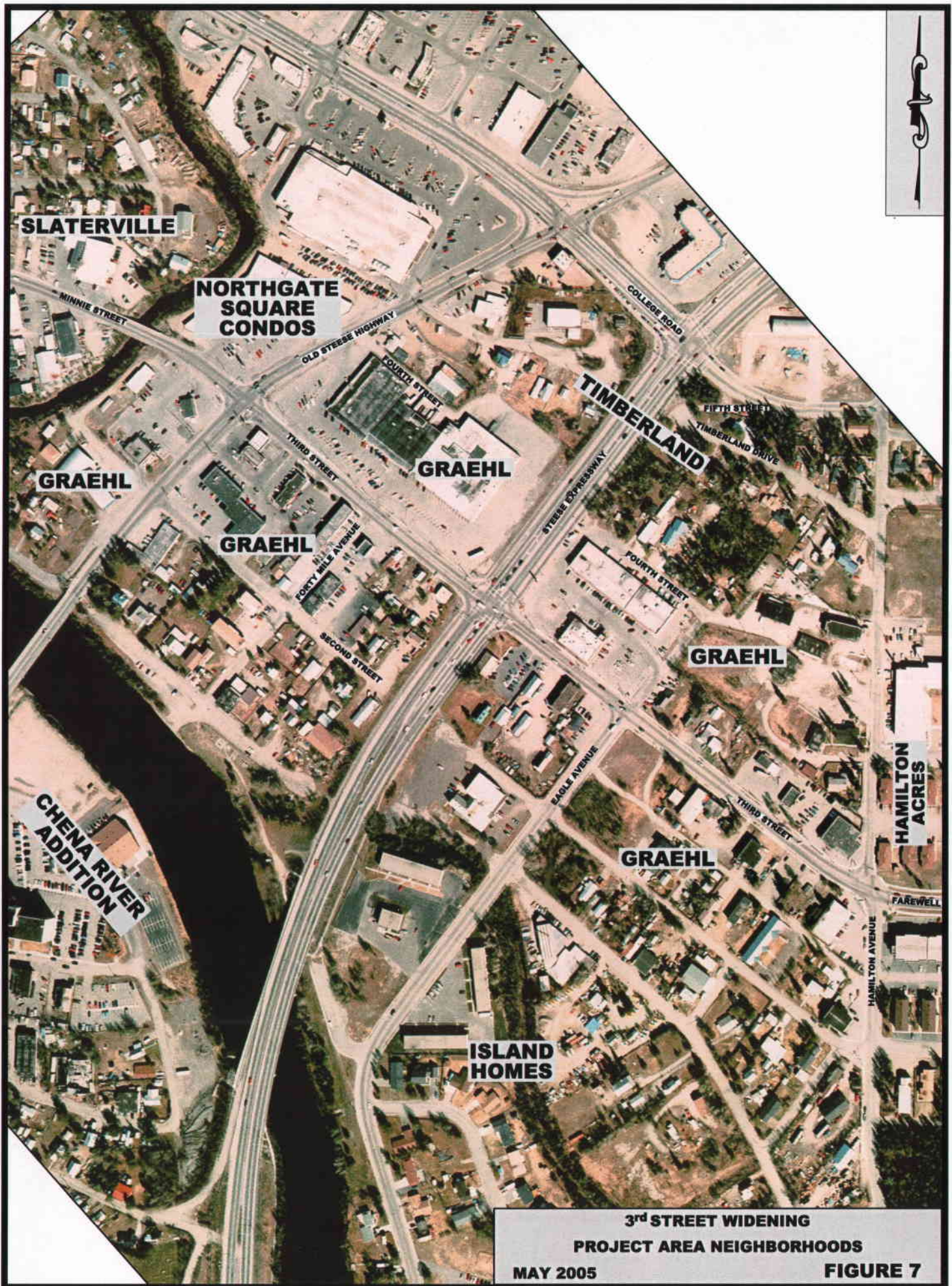
Table 11: Percentages of Minority or Poverty Populations Potentially Affected

Category	Alaska	FNSB	Tract 4 (Block Groups 2 & 4)	Tract 5 (Block Group 2)
Minority	32.4%	24.0%	26.3%	25.5%
Individuals in Poverty	9.4%	7.8%	10.0%	8.1%

The six percentages for ethnicity "alone or in combination" may add to more than 100 percent because individuals may report more than one race.

Source: 2000 US Census, www.census.gov/

Minority and low-income populations surrounding the project area are slightly but not substantially higher than in the FNSB.



3rd STREET WIDENING
PROJECT AREA NEIGHBORHOODS
MAY 2005
FIGURE 7

Pedestrian and bicycle facilities within the project corridor allow alternate means of transportation. North of 3rd Street, the Steese Expressway has 4 to 5-foot sidewalks on the west side and 8-foot sidewalks on the east side. South of 3rd Street, the Steese Expressway has 4 to 5-foot wide sidewalks on both sides. On the north side, 3rd Street has 6-foot sidewalks west of the Steese Expressway and 5-foot sidewalks east of the Steese Expressway. On the south side, 3rd street has 5-foot wide sidewalks. The majority of sidewalk ramps do not meet current standards for the Americans with Disabilities Act (ADA).

The DOT&PF accident database for 1997 through 1999 lists two bicycle accidents at the 3rd Street/Steese Expressway intersection. The following signalized intersections have pedestrian signals:

- Steese Expressway & 3rd Street
- Old Steese Highway & 3rd Street

4.2.2 No Build Alternative

This alternative would adversely affect LOS and safety along the project corridor as both continue to deteriorate. The No Build alternative would negatively impact public safety because congestion hinders emergency response vehicles. Retail shoppers, churchgoers, commuters and residents would continue to be inconvenienced by congested traffic conditions.

Access by non-motorized users would be negatively impacted as traffic congestion increases and safety decreases. This alternative would maintain pedestrian facilities that are below current ADA guidelines along 3rd Street. The No Build alternative would not improve pedestrian/bicycle facilities or access to the surrounding community. Serious accidents, including accidents with pedestrians and bicyclists, would continue unabated as annual average daily traffic (AADT) volumes increase from 11,000 in 2000 to 15,000 in 2025 (USKH, Capacity Analysis Report, May 2004).

4.2.3 Build Alternatives

Social impacts for the North and South alternatives are similar. Both improve traffic safety and increase neighborhood cohesion as access and safety are improved for motorized and non-motorized users. The Build Alternatives include upgrades to the intersection of 3rd Street and Steese Expressway, which would improve safe access from area neighborhoods to community

facilities and local businesses. This project is not expected to increase traffic activity on neighborhood side streets.

All Build Alternatives would equally impact traffic patterns along 3rd Street. Properties along 3rd Street located across from raised medians would be limited to right-turn only movements (See Figure 4).

Both Build Alternatives provide 5-foot pathways on each side of the Steese Expressway. Both Build Alternatives would provide an 8-foot sidewalk on the north side of 3rd Street from 40 Mile to Eagle Avenue and 6-foot sidewalks along the rest of the project. Both Build Alternatives would provide 6-foot sidewalks on the south side of 3rd Street. All pedestrian facilities throughout the corridor would be upgraded to meet ADA guidelines. Pedestrian push button signals would be updated as well.

The Updated Relocation Study indicates a Build Alternative (South Alternative) would impact only one minority-owned business. The Build Alternatives would not disproportionately impact minority or disadvantaged populations.

4.2.4 Mitigation

This project provides a net beneficial impact. No mitigation is required.

4.3 ECONOMIC IMPACTS

4.3.1 Existing Environment

Fairbanks is the primary service and supply center for Interior Alaska. The City has a diverse economy. Factors affecting the local economy include government, manufacturing, communication, medical and financial services, tourism, and mining.

The FNSB economy is strong. Opportunity in the Fairbanks job market is good and rising. Total employment has increased 1.0% from the second quarter of 2003 to the second quarter of 2004 with 36,900 civilian employees in the FNSB during the fall 2004 quarter (Fairbanks *Community Research Quarterly*, Fall 2004). This is a slow, steady job growth rate.

The project area is in the late stages of transition from residential to commercial. At this time, only two residences remain within the project corridor. The corridor is essentially fully developed.

4.3.2 No Build Alternative

This alternative would cause negative impacts to the businesses in the area, as increasing traffic congestion would hamper access and thereby reduce sales.

The No Build alternative would not utilize this project's support of both public and private economic development plans outlined in the FNSB Comprehensive Plan for sustainable land use and responsible economic development (Comprehensive Plan, Comprehensive Plan Advisory Committee (CPAC) Draft 6-2-03). This alternative does not provide the opportunity for growth through business revitalization associated with a construction project.

4.3.3 Build Alternatives

General short-term economic impacts could include new business revenue resulting from the construction work force and the loss of business revenue due to construction inconvenience. Once this project is complete, businesses would be more accessible to customers due to improved traffic flow and reduced congestion, thereby potentially increasing sales.

North Alternative

Nine businesses would qualify for relocation benefits under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended. The North Alternative would impact about 27 employees (Updated Relocation Study, 2005).

Table 12: Employees Displaced by North Alternative

Business Name	Number of Employees
JoAnn Fabrics	9
China 1 Buffet	4
Alaska Barber Shop	1
Reddot Studio	1
Recollections Antique Shop (abandoned business)	0
Helmbrecht Dental Office	4
Jess T. Ellis, DDS, MS Office	3
Robert W. Morehead, DMD Office	2
Stan W. Sapkos Office	3
Total	27

Property acquisitions resulting from this alternative could result in the reduction of the FNSB property tax base by about \$30,000 annually. According to the FNSB, the Borough collects around \$65 million a year in property tax. However, this decrease in property tax revenue may be temporary as businesses may choose to relocate within the Borough.

This alternative would require the demolition of the future JoAnn Fabrics space (Office Depot) at Gavora Mall to meet parking regulations. China 1 Buffet would be removed. China 1 may rebuild on the existing site by combining commonly owned contiguous lots or relocate elsewhere in the Borough. The Alaska Barber Shop and Reddot Studio may rebuild and relocate at another site within the project area.

South Alternative

For the South Alternative, 21 businesses would qualify for relocation benefits under the Uniform Relocation Assistance and Real Property Policies Act of 1970, and as amended. This alternative would impact about 86 employees (Updated Relocation Study, 2005).

Table 13: Employees Displaced by South Alternative

Business Name	Number of Employees
Holiday Gas Station	8
Wendy's Restaurant	36
Vacant Retail Space	0
Curves For Women	3
Vacant Retail Space	0
Hair by Chung Hee	1
Razors Edge	1
All Star Hair	1
Novus Windshield Repair	2
Sign Detail Shop	1
Award Makers	3
House of Tabs	2
Otter Realty	1
Premier Realty	2
Frontier Realty	1
Helmbrecht Dental Office	4
Jess T. Ellis, DDS, MS Office	3
Robert W. Morehead, DMD Office	2
Stan W. Sapkos Office	3
Trademark Screenprinters	5
The Chowder House Restaurant	7
TOTAL	86

The assessed total property value of properties affected by the South Alternative under current design is around \$2.3 million. The estimated decrease in property taxes is around \$47,800 per year. Again, this decrease in property tax revenue may be temporary as businesses may choose to relocate within the Borough.

This alternative would acquire one gas pump island from the Holiday Gas Station. This impact may decrease business profits. The Wendy's Restaurant building would be impacted and may be fully acquired under this alternative. If the structure is fully acquired, the business owner may choose to re-establish within the project area. The size of the Helmbrecht Dental Clinic parking lot would be reduced, and the structure will be impacted. Parking lot reduction may result in a future loss of parking lease revenues. Helmbrecht Dental Clinic may reposition on the same lot, or relocate.

4.3.4 Secondary Economic Impacts

Secondary economic impacts are changes to land use that take place after the initial ROW acquisition and mitigation have been completed. These changes have the potential to revitalize the 3rd Street corridor with new businesses that are more suitable to the remaining properties and property owners.

The secondary economic impacts may change the face of 3rd Street. New retail and service outlets may return in modern structures built to today's construction standards that would revitalize this business community. As the project improvements reduce travel delays through the corridor, more of the consumer population would seek area businesses, increasing revenues. Opportunities for entrepreneurs to develop successful businesses within the project area, thereby improving the local economy, are discussed below.

North Alternative

The North Alternative impacts fewer buildings than the South Alternative and therefore, the opportunity for new construction is less. As with the South Alternative, remnant lot areas may be adequate for service businesses.

China 1 Buffet is on eight commonly owned contiguous lots. All of these lots, or a portion of them, may be joined to provide adequate space for new businesses. Entrepreneurial options are limited only by GU-1 zoning codes, which state any use is permitted except for correctional

facilities. There is no minimum parking requirement for properties zoned GU-1. It is most likely the remaining lots would be used as additional parking for the Eagle Plaza Mall.

The remaining Alaska Barber Shop/Reddot Studio and Recollection Antique Shop lots would not meet the GU-1 minimum lot size of 40,000 square feet. The Jorgensen residence is on three contiguous lots under common ownership. These lots may be joined to provide adequate space for general service businesses allowed under GU-1 zoning regulations.

South Alternative

The South Alternative has the potential to revitalize the project corridor with new businesses.

The South Alternative would require partial acquisition of several lots. The lots west of the Steese Expressway, with the exception of Wendy's Restaurant and Holiday Gas Station, are adjacent to commonly owned properties that may be combined as one lot. Additional adjoining individual lots east of the Steese Expressway that remain after ROW acquisition may be used for smaller general service businesses.

The Wendy's Restaurant building would be impacted and may be fully acquired under this alternative. However, the limit of structure impact may not extend past the existing dining room. If the owner chooses to use the remaining structure, the restaurant may provide drive-through or take-out service. The remaining property would be reduced from approximately 30,700 square feet to 23,700 square feet. This new lot size would still be an adequate size to support a commercial business, in accordance with FNSB zoning regulations.

This alternative would acquire one gas pump island from the Holiday Gas Station. The remaining lot is not of adequate size for the owner to redevelop and re-establish this pump island in another location. If the owner chooses to liquidate and move, alternate property uses for the Holiday Gas Station lot include a liquor store, video rental, drive-through bank, or other retail convenience store requiring easy access to major roads with high traffic volume.

Most of the remaining lots on the south side of 3rd Street, west of the Steese Expressway, after the ROW acquisition would be about 85 feet by 50 feet wide. All of these properties are contiguous to adjoining properties under common ownership that can be used as one lot under GC zoning codes. The individual remnant lots adjacent to each other afford adequate area as one lot for

smaller general service types of businesses permitted in the GC zoning district and still allow adequate space for required front yard, off street parking, and vehicle turning and maneuvering. The owners of these properties could rebuild and resume their old businesses on the lots or redevelop to a higher and better use of the lot.

The average remnant lot size east of the Steese Expressway, on the south side of 3rd Street, is about 100 feet by 50 feet wide and zoned GU-1. All of these lots except for the lot containing the Independent Carpenters Garage are contiguous to adjoining properties under common ownership. These contiguous properties can be used as one lot offering the owners a useable lot to rebuild and resume their old businesses or redevelop to a higher and better property use.

The existing Helmbrecht Dental Clinic building would be acquired. The owner of the dental clinic building also owns two lots adjacent to the clinic. The owner may choose to rebuild the clinic structure and redevelop his adjoining lots to offset parking loss and associated potential revenue loss.

4.3.5 Mitigation

Economic impacts to individual properties would be mitigated through the Uniform Relocation Act and DOT&PF policies and procedures. This project provides a beneficial economic impact.

4.4 LOCAL LAND USE AND TRANSPORTATION PLAN

4.4.1 Existing Environment

The FNSB Regional Comprehensive Plan (Plan) provides regional planning oversight. Fairbanks Metropolitan Area Transportation System (FMATS) has established a Long Range Transportation Plan (LRTP), which is a component of the Regional Comprehensive Plan. The Plan outlines goals, objectives and policies necessary for the continued development of the FNSB. The LRTP identifies the project corridor as a "Future Traffic Congestion/Problem Area" based on 2025 Forecasted Traffic to the Existing Plus Committed (E+C) Roadway Network. The E+C Network consists of existing roadways plus proposed improvement projects currently under design and scheduled for construction over the next one to six years (FMATS Official Website).

Local land use and zoning is discussed in Section 4.1 Right of Way.

4.4.2 No Build

The No Build alternative would likely continue the decline of land use in the project area (See 4.1.1). This alternative is not consistent with the regional transportation plan, and it is incompatible with the regional comprehensive plan for responsible and increased economic development. The No Build alternative is inconsistent with the FNSB Regional Comprehensive Plan and FMATS by failing to:

- Upgrade core area utilities, streets and sidewalks to meet future needs
- Support multi-modal transportation linkages between communities in the Borough
- Increase capacity, LOS, and safety throughout the project corridor

4.4.3 Build Alternatives

Both Build Alternatives support FNSB planning and transportation goals. The revitalization provided by the Build Alternatives would conform to FNSB plans for furthering economic development with minimal land use conflict. The North and South alternatives would:

- Upgrade streets and sidewalks to meet future development needs
- Encourage land redevelopment within the project area
- Provide for a safe, convenient and attractive commercial area
- Create a more pedestrian friendly roadway along 3rd Street and Steese Expressway
- Reduce accidents in the project area
- Improve traffic flow through the area, reducing travel time and improving local air quality

4.4.4 Mitigation

No mitigation is required.

4.5 NOISE

4.5.1 Existing Environment

The dominant source of noise in the project area is from traffic on 3rd Street and the Steese Expressway. The existing land use in the study area is mostly commercial, with a few residences, a park next to the Chena River, and the Jubilee Worship Center. Land use by noise activity category is illustrated in Figure 8. Table 14 describes FHWA noise abatement criteria (NAC) by land-use category.

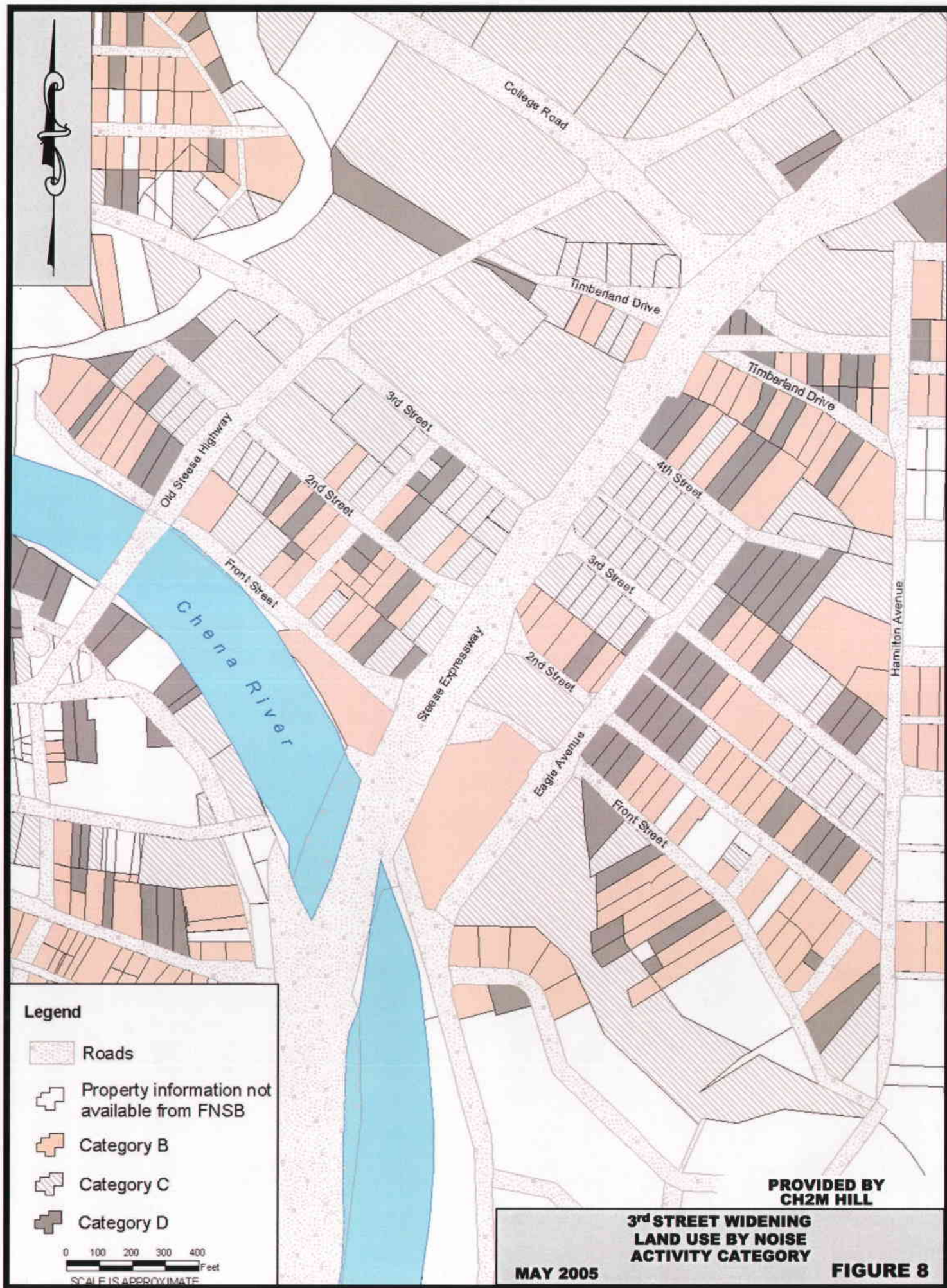


Table 14: FHWA Noise Abatement Criteria by Land-Use Category

Activity Category	Design Noise Levels L(eq) hourly dBA	Land-Use Category Description
A	57 (exterior)	Tracts of land for which serenity and quiet are of extraordinary significance and which serve an important public need. The preservation of serenity and quiet is essential if this land is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts dedicated to or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (exterior)	Developed lands, properties or activities not included in Categories A and B above.
D	-	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Federal Highway Administration, April 1992, Code of Federal Regulations, Title 23, Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*

A noise study was performed for this project and is on file with the DOT&PF. During the study, nine noise monitors and 16 noise receptors were placed throughout the project corridor to analyze existing (2004) noise levels. Businesses to be removed by either Build Alternative were not analyzed for noise impacts. A noise impact occurs where FHWA/DOT&PF noise abatement criteria is approached within 2 dBA or exceeded. Analysis indicates there is an existing noise impact for 14 locations. Tables 15 and 16 depict existing noise levels by noise activity category. NAC for Category B is 65 dBA. NAC for Category C is 70 dBA. Cells in bold indicate locations where NAC is approached or exceeded.

Table 15: Category B Existing (2004) Peak-Hour Noise Levels

Receiver	Receiver Location	Existing Noise Level (dBA)
M1	West of Steese Expy., at end of Front Street, near park	60
R1	West of Steese Expy., North of the park, along Second Street	63
R2	About 116 ft north of R1	66
R2a	West of Steese Expy., south of 3 rd Street	67
M3	Assembly of God residence	66
M3a	Inside Jubilee Worship Center	41
M4	Jorgensen residence	70
R4	Jorgensen front yard	69
M5	East of Steese Expy., at end of Timberland Drive	72
R5	East of Steese Expy., at end of Timberland Drive, yard of residence	71
R5a	East of Steese Expy., at end of Timberland Drive, yard of residence	70
R5b	Adjacent to second row of homes behind R5	62
M6	West of Steese Expy., at end of Timberland Drive, residence	72
R6	West of Steese Expy., south of Timberland, front yard of residence	70
R6a	West of Steese Expy., south of Timberland, back yard of residence	70
R8	Southeast of Steese Expy./3 rd Street intersection, yard of residence	71
R8a	Southeast of Steese Expy./3 rd Street intersection, yard of residence	71
R10a	Castle Place Condominiums, front row	65
R10b	Castle Place Condominiums, 1 st floor unit in center of lot	59
R10c	Castle Place Condominiums, back row	57

NAC is 65 dBA

Source: CH2MHill Noise Analysis Report

Table 16: Category C Existing (2004) Peak-Hour Noise Levels

Receiver	Receiver Location	Existing Noise Level (dBA)
M2	West of Steese Expy., at end of Second Street	66
M7	Southwest of Steese Expy./3 rd Street, front of second row of buildings	68
R7	Southwest of Steese Expy./3 rd Street, behind first row of businesses	68
M8	Behind Trademark Screenprinters	64
M9	Northwest of Steese Expy./3 rd Street intersection, Gavora Mall parking lot	69

NAC is 70 dBA

Source: CH2MHill Noise Analysis Report

4.5.2 No Build Alternative

Under the No Build alternative, the projected traffic (year 2025) would increase existing noise levels by 1 dBA at all monitoring and receptor locations except M3a (Jubilee Worship Center),

which would have no change, and M8 (Trademark Screenprinters), which would increase 2dBA. Location M9 (Gavora Mall parking lot) would increase to 70 dBA, which would approach NAC and be a noise impact. Fifteen locations approach or exceed NAC under the No Build alternative.

4.5.3 Build Alternatives

Noise level increases would vary by Build Alternative. Both Build Alternatives would create noise impacts at 15 locations. The North Alternative would require the removal of the Jorgensen residence. Therefore, no noise impact would occur at this location. However, the North Alternative would create a noise impact at the Gavora Mall parking lot receptor because traffic lanes would move closer.

Construction activities would generate noise levels ranging from 82 to 86 dBA at a distance of 100 ft (CH2MHill Noise Analysis Report). Construction noise impacts would be temporary in nature. No FHWA or DOT&PF criteria exist for construction noise impacts.

Tables 17 and 18 depict design year (2025) noise impacts for both Build Alternatives. Information in bold indicates a noise impact.

Table 17: Category B Build Alternative Noise Level Changes

Noise Receiver Location	Receptor	North Alternative		South Alternative	
		Noise Level	Change from Existing	Noise Level	Change from Existing
Park	M1	61	1	61	1
West of Steese Expy., north of Park, along 2 nd Street	R1	64	1	64	1
End of 2 nd Street, 116 feet north of R1	R2	67	1	67	1
West of Steese Expy., South of 3 rd Street	R2a	69	2	69	2
Assembly of God residence	M3	66	0	68	2
Jubilee Worship Center	M3a	41	0	43	2
Jorgensen residence	M4	NA*	NA*	71	1
Jorgensen front yard	R4	73	4	69	0
East of Steese Expy., end of Timberland Drive	M5	73	1	73	1
East of Steese Expy., end of Timberland Drive, yard of residence	R5	72	1	72	1
East of Steese Expy., end of Timberland Drive, yard of residence	R5a	71	1	71	1
Adjacent to second row of homes behind R5	R5b	62	0	62	0
Residence west of Steese Expy., Timberland Drive	M6	73	1	73	1
West of Steese Expy., south of Timberland, front yard of residence	R6	71	1	71	1
West of Steese Expy., south of Timberland, back yard of residence	R6a	72	2	72	2
Southwest of Steese Expy./3 rd Street intersection, front yard of residence	R7	70	2	70	2
Southeast of Steese Expy./3 rd Street intersection, yard of residence	R8	72	1	72	1
Southeast of Steese Expy./3 rd Street intersection, yard of residence	R8a	72	1	72	1
Castle Place Condominiums, front row	R10a	67	2	67	2
Castle Place Condominiums, 1 st floor unit in center of lot	R10b	60	1	60	1
Castle Place Condominiums, back row	R10c	58	1	58	1

NAC is 65 dBA

*Alternative impacts receptor location, and it is no longer applicable.

Source: CH2MHill Noise Analysis Report

Table 18: Category C Build Alternative Noise Level Changes

Noise Receiver Location	Receptor	North Alternative		South Alternative	
		Noise Level	Change from Existing	Noise Level	Change from Existing
West of Steese Expy., at end of Second Street	M2	67	1	68	2
Southwest of Steese Expy./3 rd Street, front of second row of buildings	M7	68	1	69	2
Behind Trademark Screenprinters	M8	65	1	66	2
Northwest of Steese Expy./3 rd Street intersection, Gavora Mall parking	M9	72	3	69	0

NAC is 65 dBA

Source: CH2MHill Noise Analysis Report

4.5.4 Mitigation

DOT&PF has considered the following options for noise abatement measures where noise levels approach or exceed the NAC:

- Construction of noise barriers between the roadway and residences
- Realignment of the roadway
- Implementation of traffic management measures (reduced speed limits, limitation or restrictions on truck traffic)
- Acquisition of “buffer zones” between the roadway and affected properties

Of these options, only the construction of noise barriers was considered reasonable and feasible. Realignment of the roadway and acquisition of “buffer zones” cannot be achieved without significant acquisition of commercial and residential property. Traffic management measures do not meet the purpose and need of the project of decreasing delay and improving safety.

Based on the criteria outlined in the DOT&PF Noise Abatement Policy, five noise barriers were analyzed for this project (Figure 9). Table 19 summarizes the noise barrier analysis. Barriers 1, 2, 3, and 5 are not reasonable and feasible to construct because they exceed the reasonable cost threshold per benefited residence outlined in the DOT&PF Noise Abatement Policy. Barrier 1 would be located along the east side of Steese Expressway, north of 3rd Street. The barrier would

be about 180 feet long and vary in height from 7 to 9 feet. Barrier 1 would benefit one residence (R5). Barrier 2 would be located on the west side of Steese Expressway. It would be about 180 feet long and 7 feet high. Barrier 2 would benefit one residence (R6). Barrier 3 would be located south of 3rd Street on the east side of Steese Expressway. Barrier 3 would be about 220 feet long and 8 feet high, and it would benefit one residence (R8). Barrier 5 would be located near the south end of the project corridor along the east side of Steese Expressway. This barrier would be about 280 feet long and 13 feet high. It would benefit two residences at the Castle Condominium property (R10a).

Barrier 4 would be both feasible and economically reasonable for each Build Alternative. The barrier would be adjacent to the west side of the Steese Expressway and stretch north toward 3rd Street. The barrier would be 420 feet long and vary in height from 7 to 8 feet. This barrier would benefit three residences (M2, R2, and R2a), and it would cost about \$25,300 per benefited residence.

Barrier 4 would be located in the ROW adjacent to a commercial structure. The DOT&PF Noise Abatement Policy establishes criteria for abating noise impacts to Land-Use Categories A and B. A commercial structure (Land-Use Category C) would be located directly between noise barrier 4 and the three residences the noise barrier would benefit (See Figure 9). DOT&PF will not construct noise barriers for Land-Use Categories C and D which include commercial uses unless it is necessary to protect adjacent sensitive uses for Land-Use Categories A and B (DOT&PF Noise Abatement Policy, 1996). DOT&PF may provide a noise barrier at this site if the residential property owners request a barrier. According to DOT&PF Noise Abatement Policy, a landowner would document his desire for a barrier by requesting the barrier through the FNSB. However, Barrier 4 may contradict the intention set forth in the DOT&PF Noise Abatement Policy. Business owners do not usually want noise barriers adjacent to their property. DOT&PF would consider impacts to the commercial property from Barrier 4 in making the final decision whether or not to construct the barrier.



3rd STREET WIDENING
NOISE BARRIER AND MONITORING LOCATIONS
MAY 2005
FIGURE 9

Table 19: Noise Barrier Analysis

Barrier	Number of Benefited Residences ^a	Barrier Length (feet)	Barrier Area (square feet)	Total Barrier Cost ^b	Cost per Benefited Residence
Barrier 1	1	180	1440	\$36,000	\$36,000
Barrier 2	1	180	1260	\$31,500	\$31,500
Barrier 3	1	220	1760	\$44,000	\$44,000
Barrier 4	3	420	3040	\$76,000	\$25,300
Barrier 5	2	280	3640	\$91,000	\$45,500

^aA benefited residence is defined as any residential unit being provided a noise reduction of 5dBA or more by the barrier regardless of whether the unit approaches or exceeds the NAC.

^bBarrier construction costs are assumed to be \$25 per square foot

Source: CH2MHill Noise Analysis Report

The following construction noise abatement measures would be included in this project:

- Limit heavy equipment operation and other noisy construction activities to non-sleeping hours
- Use of effective mufflers on equipment
- Limit unnecessary equipment idling
- Locate equipment and vehicle staging areas away from residential areas

4.6 AIR QUALITY

4.6.1 Existing Environment

The Fairbanks area was designated as a Carbon Monoxide Serious Non-attainment Area in March 1998. EPA approved the State of Alaska air quality maintenance plan on September 27, 2004, and the area is now listed as a CO maintenance area (Personal communication, ADEC Air Non-Point & Mobile Source Program, January 2005). The following table presents the existing air quality conditions using 2000 traffic data compared to National Ambient Air Quality Standards (NAAQS).

Table 20: Existing (2000) Air Quality Conditions

Scenario	1-hour concentration (ppm) NAAQS = 35 ppm	8-hour concentration (ppm) NAAQS = 9 ppm
2000 existing	15.0	10.5

Source: Draft Final Conformity Document, 2005

4.6.2 All Alternatives

Modeling shows that air quality would improve under all alternatives. However, both Build Alternatives would equally improve air quality more than the No Build alternative by improving

traffic flow and reducing congestion; thereby reducing the time vehicles spend idling in stopped traffic. The improvement from the No Build alternative may be due to newer cars with fewer emissions. Table 21 depicts air quality for all alternatives.

Table 21: No Build and Build Alternative Air Quality Conditions

Scenario	1-hour concentration (ppm) NAAQS = 35 ppm	8-hour concentration (ppm) NAAQS = 9 ppm
<i>No Build</i>		
2005	14.6	10.2
2025	10.8	7.6
<i>Build Alternatives</i>		
2005	12.6	8.8
2025	9.4	6.6

Source: Draft Final Conformity Document, 2005

At the time of the air quality analysis, Fairbanks was not a designated Metropolitan Planning Organization (MPO) and did not have a separate Transportation Improvement Program (TIP). This project was included in the 2004-2006 Statewide Transportation Improvement Program (STIP) and has been determined to conform to the State Implementation Plan (SIP) for air quality. Thus, a currently conforming transportation plan and TIP was in effect at the time of project approval, and the project was identified in that plan and STIP. There have been no significant changes to project design and scope since it was analyzed in the conformity determinations for the plan and STIP. This project has been determined to conform to the state and federal implementation plans as required under section 176(c)(4) of the Clean Air Act, as amended in 1990 (Final Conformity Document, 2005).

4.6.3 Mitigation

All alternatives are beneficial to air quality. No mitigation is required.

4.7 HAZARDOUS MATERIALS

4.7.1 Existing Environment

Phase I and Phase II Environmental Site Assessments (ESA) have been prepared for this project (Golder Associates 2004 & 2005). The Phase I ESA recommended a further analysis of four sites with ADEC Leaking Underground Storage Tank (LUST)/Solvent Site status. Table 22 lists sites with LUST/Solvent Site status.

Table 22: LUST/Solvent Sites

Site Name	Site Address	Explanation
Holiday Gas Station	205 3 rd Street	Confirmed LUST site
The former Flower Shop Downtown	229 3 rd Street	A dry cleaner operated on this property in the past. Old dry cleaners are well known as sources of solvents to the subsurface.
Eagle Plaza Mall	400 3 rd Street	Northwest lots housed past auto repair businesses that used and stored parts, cleaning solvents, and petroleum fuels.
Former Tesoro Gas Station, Domino's Pizza, Jalapeno's Mexican Restaurant (currently vacant)	550 3 rd Street	This former service property contained underground storage tanks (USTs) and is a confirmed LUST site that utilized a soil vapor extraction system as part of the site remediation.

Source: Phase I Environmental Site Assessment, September 2004.

The Phase II ESA analyzed potential contamination at these sites and established the following conclusions.

The Phase II ESA reports the extent and magnitude of petroleum-impacted soil at the Holiday Gas Station is known to the north of the site (3rd Street) and unknown to the west (Old Steese Highway). Analysis determined contaminants above ADEC clean up levels exist primarily on the southwest portion of the site about 30 to 50 ft inside the existing ROW, and impacted soil to the north (near 3rd Street) is limited to the southwest corner of the pump island area, about 45 ft inside the existing ROW (Golder January 2005). It is not likely that groundwater exceeds Diesel Range Organic (DRO), Gasoline Range Organic (GRO), and benzene standards in the 3rd Street or Old Steese Highway ROW (Golder January 2005).

Results from soil samples at the former Flower Shop Downtown indicate tetrachloroethylene (PCE) may be present in the proposed ROW. PCE was detected at 1,700 µg/kg (Golder January 2005). The ADEC soil clean-up standard for PCE is 30 µg/kg (Table B1 and B2 of "18AAC75, Article 3 and 9, Oil and Other Hazardous Substances Pollution Control," as amended through May 26, 2004). The extent of this contamination is unknown. Additional investigations would be performed during the design phase of this project to determine the existence of USTs on the property. A groundwater sample at this location showed all VOC concentrations detected were below ADEC clean-up levels. The groundwater sample showed a low level detection of trichlorofluoromethane at 1.64 µg/L (Golder January 2005). There is no published drinking water standard for trichlorofluoromethane.

Field tests at the Eagle Plaza Mall indicate petroleum contamination on the north end of the lot. The ADEC soil clean up standard was exceeded in a sample collected along the Steese Expressway ROW adjacent to 4th Street. During groundwater sampling, there was a low level detection of trichlorofluoromethane (2.91 µg/L), which does not have a drinking water standard (Golder January 2005).

Contamination above ADEC cleanup standards for GRO, DRO, and VOC's does not exist within the ROW adjacent to Eagle Plaza Mall on the lot near Steese Expressway and 3rd Street. Groundwater samples showed a relatively low concentration of trichlorofluoromethane (6.5 µg/L). There is no published water quality standard for this compound (Golder January 2005).

It is unlikely that petroleum-impacted soil and contaminated groundwater exist in the 3rd Street ROW from the former Tesoro Gas Station (Golder January 2005). However, the ADEC groundwater clean up level for benzene is exceeded elsewhere on the site. Groundwater flow direction from known groundwater contamination locations is away (to the northwest) from 3rd Street (Golder January 2005). The table below summarizes Phase II findings for each property.

Table 23: Phase II ESA Findings

Site	Address	Findings
Holiday Gas Station	205 3 rd Street	Petroleum contaminated soil is not defined along Old Steese Highway.
The former Flower Shop Downtown	229 3 rd Street	Soil with PCE above ADEC cleanup levels located near the southeast corner of the property.
Eagle Plaza Mall Southwest	400 3 rd Street	Petroleum impacted soil encountered in the northwest portion of Block 12.
Eagle Plaza Mall Southeast	400 3 rd Street	No evidence of petroleum release.
Former Tesoro Gas Station	550 3 rd Street	Contaminated soil limited to property boundaries.

Source: Phase II Environmental Assessment, January 2005.

Due to the age of buildings, it is probable that regulated asbestos containing material (RACM) exists in building materials within the project area. For all structures built before 1978, lead paints may exist. Table 24 lists pre-1978 buildings impacted by this project.

LEGEND

205

STREET ADDRESS OF PROPERTY WITH
AN ENVIRONMENTAL CONCERN



PROPERTY WITH A RECOGNIZED
ENVIRONMENTAL CONDITION (REC)

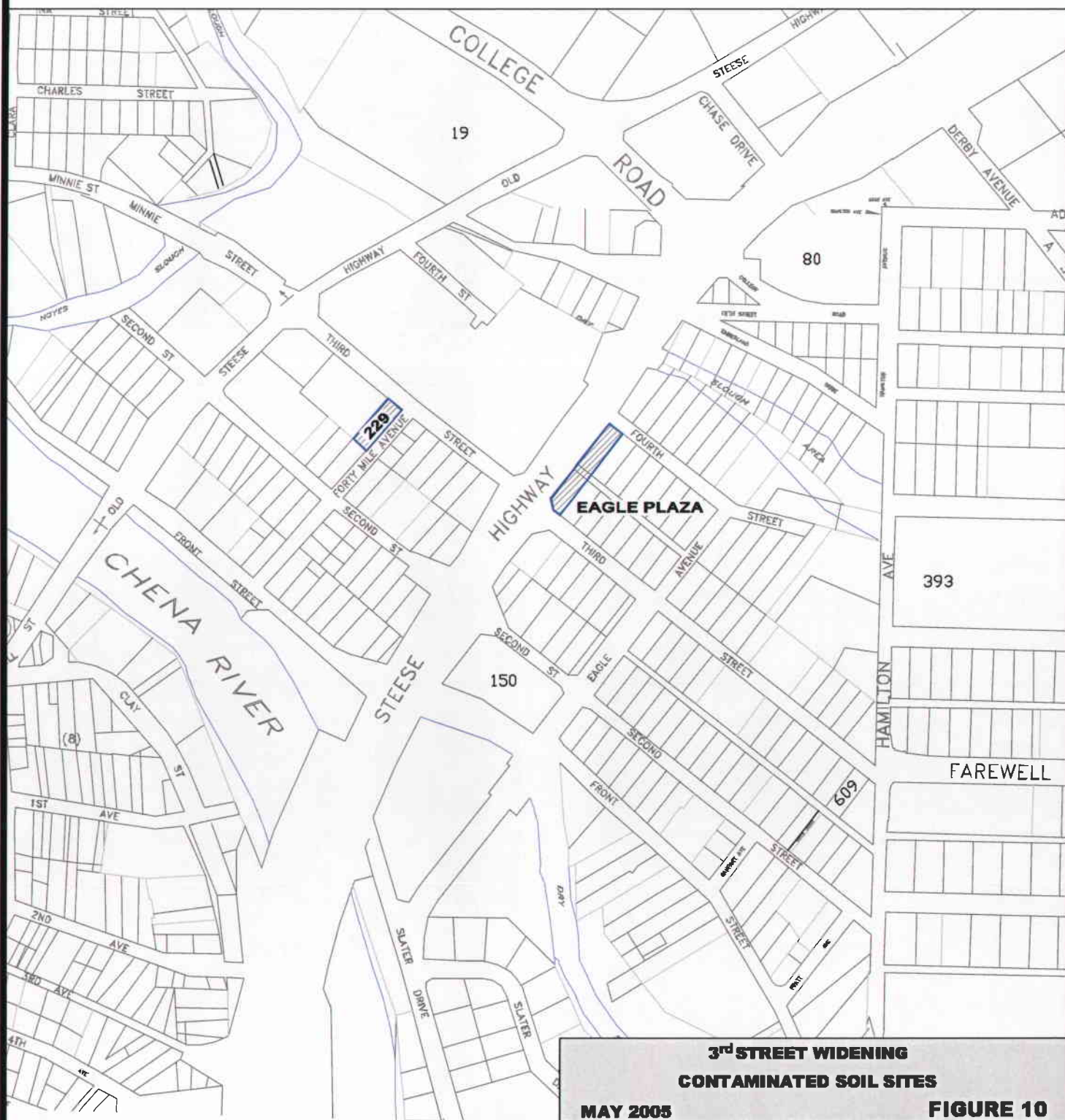
NOTES

229 THIRD STREET (THE FLOWER SHOP DOWNTOWN)
– FORMER DRY CLEANER, HEATING OIL UST ON
PROPERTY

EAGLE PLAZA – FORMER SERVICE GARAGE, TRANSPORT
COMPANY, AND JUNKYARD. HEATING OIL USTS ON
PROPERTY

REFERENCES

- 1.) BASEMAP PROVIDED BY FAIRBANKS NORTH STAR
BOROUGH GIS



**3rd STREET WIDENING
CONTAMINATED SOIL SITES**

MAY 2005

FIGURE 10

4.7.4 Mitigation

DOT&PF has coordinated with ADEC in preparing a work plan for handling petroleum and PCE contaminated soils (Appendix B). The work plan outlines a contaminated soils handling procedure. DOT&PF has submitted this work plan to ADEC for review and concurrence (See Appendix B, Agency Correspondence, Letter to ADEC 6/8/05). DOT&PF anticipates ADEC concurrence with this work plan based on coordination during work plan development.

DOT&PF may have two options for soil treatment, removal or reuse. ADEC would determine if contaminated soils may be re-used on-site during construction based on contamination levels. If contamination levels are minimal, DOT&PF would coordinate with ADEC regarding soil re-use during the design process as well as during construction. If ADEC determines contamination levels are too high to allow on-site soil re-use, DOT&PF would follow an ADEC approved work plan for proper contaminated soils handling procedures.

During construction, the Project Engineer shall be notified of any release of petroleum products, hazardous waste, or hazardous materials. The Project Engineer shall be informed about clean up in accordance with State and Federal regulations

DOT&PF would undergo a reasonable and prudent effort delineating buildings that contain asbestos, lead-based paints, and other hazardous materials encountered during demolition. The construction contract for this project would establish demolition standards in accordance with EPA, ADEC, and Department of Labor (DOL) regulations.

4.8 HISTORIC PRESERVATION

4.8.1 Existing Environment

A historical evaluation report has been prepared for this project (NLUR, February 2004). This report noted that eight buildings warrant a Phase III Historic Evaluation. FHWA determined those eight properties were ineligible for listing on the National Register of Historic Places (NRHP). The State Historic Preservation Office (SHPO) concurred with this determination (Letter from SHPO, November 1, 2004). There are no historic properties within the project corridor.

4.8.2 All Alternatives

FHWA found that no historic properties would be affected by this project, and SHPO concurred (Appendix B).

4.8.3 Mitigation

No mitigation is required. If historic properties are discovered during construction, the Contractor shall contact the Project Engineer. The Project Engineer shall halt construction and notify DOT&PF, who will notify SHPO and FHWA.

4.9 WATER QUALITY

4.9.1 Existing Environment

Storm water runoff west of Forty Mile Avenue is collected and discharged untreated into the Noyes Slough. Storm water collected around the 3rd Street/Steese Expressway intersection is collected and discharged untreated into the Chena River.

Noyes Slough and the Chena River are listed Category 5 waters by the Alaska Department of Environmental Conservation (ADEC). These are waters not attaining Alaska's Water Quality Standards (18 AAC 70) and Clean Water Act Section 303(d). Waters on this list are impaired by pollutant(s) for one or more designated uses and require a Total Maximum Daily Load (TMDL). The Chena River is on the Section 303(d) list for sediments, hydrocarbons, petroleum, and oil and grease products. Noyes Slough is listed for non-attainment of the Sediment, Petroleum Hydrocarbons, Oil & Grease and Residues standards for sediment, petroleum products and debris. Currently, there is no TMDL in place for Noyes Slough and the Chena River (Personal communication, Amy Ash, ADEC, March 18, 2005).

EPA issued a Municipal Separate Storm Sewer System (MS4) on April 25th, 2005 with an effective date of June 1, 2005 for the City of Fairbanks, City of North Pole, University of Alaska-Fairbanks, and DOT&PF-Northern Regional Office. The MS4 permit requires permit operators to develop a municipal storm water management program (SWMP), and outlines the types of best management practices (BMP's) operators should use to control pollutants in their storm water discharges to the maximum extent practicable.

4.9.2 No Build Alternative

The No-Build alternative would not improve storm water runoff deficiencies in the project corridor. Storm water would continue to flow untreated into the Noyes Slough and Chena River. Current poor drainage conditions caused by flat terrain would continue along 3rd Street.

4.9.3 Build Alternatives

Both Build Alternatives would establish positive drainage along 3rd Street by constructing new sidewalks with a 2% cross slope grade to drain water onto the road and a curb and gutter system. 3rd Street would have a 2% crown, and the existing crown on Steese Expressway would be matched, to direct storm water into the drainage system. Both Build Alternatives would utilize existing curb and gutter facilities along Steese Expressway and create new curb and gutter along 3rd Street.

Existing outfall locations into Noyes Slough on the west end of the project corridor and the Chena River on the South end of the corridor would not be changed. Storm water handling to the east of the Steese Expressway would be addressed during creation of the SWMP. DOT&PF would utilize mechanical separators to treat storm water before discharge into Noyes Slough and the Chena River. Mechanical separators would comply with current construction general permit (CGP) and future MS4 regulations.

4.9.4 Mitigation

DOT&PF would prepare an Erosion and Sediment Control Plan (ESCP). This ESCP would be incorporated in the construction contract. The ESCP would describe the BMP's for the control of sediment during construction. The construction contractor would use the ESCP as guidance to prepare the Storm Water Pollution Prevention Plan (SWPPP) for approval by ADEC. The SWPPP would establish measures the Contractor would use to protect water quality during construction. Mechanical separators would be installed on the west and south end of the project.

4.10 PERMITS AND AUTHORIZATIONS

4.10.1 Existing Environment

Currently, there are no permits in effect.

4.10.2 No Build Alternative

The No Build alternative would require no permits.

from construction activities would be limited to daytime hours whenever possible. Additional mitigation would likely include a public relations program during construction to keep project corridor users informed about construction activities.

5 SUMMARY

5.1 IMPACTS

The Build Alternatives would cause impacts under Right of Way, Noise, Hazardous Materials and Construction. Under the North Alternative, nine businesses and one residence would qualify for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended. The North Alternative would impact 27 employees. The South Alternative would impact 21 businesses eligible for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended, and the Jubilee Worship Center ADA ramp and front entrance. The South Alternative would impact about 86 employees. Both Build Alternatives would create noise impacts at 15 locations. The North Alternative may encounter contaminated soil at the Eagle Plaza Mall. The South Alternative may encounter contaminated soil at the former Flower Shop Downtown site. Construction of this project would create temporary construction impacts, including noise, dust, altered traffic controls and access.

Both Build Alternatives would create beneficial impacts for the Social and Economic environment, Water Quality, Air Quality, and the Local Land Use and Transportation Plan

5.2 MITIGATION AND SPECIAL CONDITIONS

Right of Way

- Impacts to the Jubilee Worship Center would be mitigated through cost-to-cure payments for replacing the front entrance and ADA access.
- ROW impacts would be mitigated through cost-to-cure payments, zoning variances, and joining commonly owned contiguous lots to meet current zoning requirements.
- Relocation resources are available to all residential and business relocates without discrimination.
- The DOT&PF acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended (Public Law 100-17).

Noise

- DOT&PF would consider construction of a noise barrier west of Steese Expressway, south of 3rd Street if residents and commercial property owners request one through the FNSB.

Hazardous Materials

If soil with minimal contamination is encountered, DOT&PF may consider re-using this material within the project. If this situation occurs, DOT&PF would seek ADEC approval for this activity. Special provisions outlined in the Petroleum & PCE Soil Handling Work Plan will, at a minimum, require the contractor to:

- Assure DOT&PF that all personnel handling PCE contaminated material have the appropriate OSHA training per Title 29 CFR 1910.120
- Provide an ADEC and DOT&PF approved work plan for handling petroleum and/or PCE contaminated soils prior to commencement of construction activities. This work plan will include, at a minimum, the following requirements:
 - Provide an ADEC qualified person on site during excavation activities at suspected contaminated sites to perform field screening in accordance with standard ADEC testing procedures, using an organic vapor analyzer (OVA), or equivalent, equipped with a photoionizing detector (PID), or other ADEC approved field screening instrument.
 - Provide a sampling and analysis plan identifying the sampling frequency and describing the sampling and analysis methods. Analytical samples will be submitted to an ADEC approved independent laboratory to determine petroleum and/or PCE contaminant concentrations.
 - Provide an ADEC and DOT&PF approved designated contaminated soils stockpile area, design and operational plan prior to commencement of construction activities. Petroleum contaminated soils will be stockpiled separately from PCE contaminated soils.
 - Provide detailed contaminated soil handling methods. Loaded truck boxes shall be covered during transport to stockpile and/or to the approved soil remediation center.

- If hazardous waste is encountered during construction, the Contractor will contact the Project Engineer immediately for mitigation and notification procedures. Contaminated materials would be handled in accordance with an ADEC approved work plan for this project.
- DOT&PF would undergo a reasonable and prudent effort delineating buildings that contain asbestos, lead-based paints, and other hazardous materials encountered during construction.
- The construction contract for this project would establish building demolition standards in accordance with federal and state regulations.

Construction

- The Contractor would clean up all trash and excess materials and equipment at the project site upon completion of the project.
- The Contractor would not excavate or use any fill material at any site known or suspected of containing hazardous materials or fuels without an approved permit.
- The Contractor would not use land from any park, recreation area, or historical site inside or outside the project limits for excess fill disposal, staging activities, equipment or material storage, or for any other purposes unless permitted.

5.3 PERMITS REQUIRED

- Section 401 Water Quality Certification from the ADEC for storm water and construction activities (CGP), state water quality certification
- Section 402 National Pollution Discharge Elimination System (NPDES) construction/storm water permit from the U.S. Environmental Protection Agency as authorized by the Clean Water Act

5.4 CONTRACT CONDITIONS

The contract for this project would contain an Erosion and Sediment Control Plan (ESCP). The contractor would use the ESCP to develop a SWPPP. The contract would include the mitigation measures addressed above and further develop those identified in the permit process in an environmental commitment summary. The contract would require the contractor to submit traffic and control plans to the Department for approval. The contract would include dust control mitigation measures. The contract would outline building demolition, asbestos and lead-based

paint handling measures, and contaminated soils handling measures. The contract would require the contractor to develop a hazardous material control plan.

5.5 PRELIMINARY FINDINGS

ROW, hazardous waste, noise, and construction impacts are less than significant.

6 CONSULTATION AND COORDINATION

The Department mailed scoping letters to permit issuing and resource agencies on March 30, 2004. Scoping letters described the project and intentions for the agency scoping meeting on April 13, 2004. In an effort to assure agency coordination, the Department met or discussed the project with:

- Cecily Hodges, Fairbanks North Star Borough, Land Management
- Karen Lavery, Fairbanks Downtown Association
- Guy Douglas, Fairbanks Downtown Association
- Torsten Ernst, Alaska Department of Environmental Conservation (ADEC), Spill Prevention and Response
- Dr. James Connor, Fairbanks North Star Borough, Transportation Department, Air Quality
- Christy Everett, U.S. Army Corps of Engineers
- Don Young, Fairbanks Area Biologist, Alaska Department of Fish & Game
- Ernie Misewicz, City of Fairbanks, Fire Department
- Doug Sims, FNSB Planning Department

7 PUBLIC COMMENT

Public involvement for this project provided the following opportunities for public comment in the NEPA process:

- April 13, 2004 Public Meeting
- Requests for written comments including contact information via scoping letters, on-line public notice, and public announcements

DOT&PF distributed a notification mailer, placed an advertisement in the Fairbanks Daily News Miner, posted an on-line public notice on the State of Alaska website, and provided public service announcements for airing on Fairbanks radio stations. Copies of these notices and copies of the written comments are found in Appendix A.

7.1 PUBLIC COMMENT SUMMARY

Most comments related to increasing traffic capacity and service throughout the project corridor. Some citizens proposed using 3rd and 7th Avenues to improve traffic flow to and from the Steese Expressway.

Response: Both 3rd and 7th Avenues end short of the Steese Expressway. If connected, the Steese Expressway would introduce high volumes of traffic into residential areas, and right of way acquisition could significantly impact residences. A goal of this project is to minimize negative impact; thus the Department would avoid introducing new streams of traffic into residential neighborhoods and minimize right of way acquisitions as much as possible.

Comments indicate an interest in placing a signal at 3rd Street and Eagle Avenue to address ingress and egress for the Island Homes Neighborhood.

Response: The Department thoroughly analyzed the need for a traffic signal at 3rd Street/Eagle Avenue, and analysis results did not show current and future needs to approach threshold levels that would necessitate a signal at this intersection. Furthermore, the close proximity of Eagle Avenue to Steese Expressway would not allow efficient coordination of lights at both intersections. The proposed action includes turning lanes for left turning vehicles at the 3rd Street/Eagle Avenue intersection. These turning lanes, combined with other improvements to 3rd Street, would reduce left-turn wait times.

Citizens proposed using a roundabout at the intersection of Steese Expressway and 3rd Street as a viable traffic control measure.

Response: FHWA guidelines for the selection and design of roundabouts indicate that a roundabout is not an appropriate type of intersection for this project. According to FHWA guidelines, the capacity of a two-lane roundabout is barely adequate to service the 4,500 vehicles per hour projected at the 3rd Street/Steese Expressway intersection. Furthermore, a roundabout would be an inconsistent intersection type for both the 3rd Street and Steese Expressway traffic corridors. At current traffic levels, traffic at the Steese Expressway/College Road intersection occasionally backs up through the 3rd Street/Steese Expressway intersection. This condition could cause the failure of a roundabout at this intersection, resulting in gridlock.

Citizens questioned if the China 1 Buffet building would be removed for this project.

Response: The North Alternative would require ROW acquisition of the China 1 Buffet building. The South Alternative does not impact this building.

Comments indicate a concern that as 3rd Street improves the traffic turning onto the Steese Expressway would back up more, creating worse conditions than currently exist.

Response: The proposed improvements would increase the flow of traffic along 3rd Street from Old Steese Highway to Hamilton Avenue and improve the circulation through the Steese Expressway intersection by adding dual left turn lanes and dedicated right turn lanes. These improvements are expected to eliminate vehicles from blocking other intersections.

8 REFERENCES

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APPENDIX A SCOPING SUMMARY REPORT

Date
6/7/04

Title
Scoping Summary Report

Content
Scoping Summary

Fairbanks – 3rd Street Widening

Project No. STP-MGL-M-670(1)/62541

Scoping Summary Report

June 7, 2004

Prepared for:
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks Alaska 99709

Prepared by:
USKH, Inc.
2515 A Street
Anchorage Alaska 99503

Fairbanks – 3rd Street Widening
Draft Scoping Summary Report

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Fairbanks – 3rd Street Widening
Project No. STP-MGL-M-670(1)/62541

Draft Scoping Summary Report
June 7, 2004

1.0 Introduction

This document is a record of scoping efforts carried out in support of the 3rd Street Widening project and Environmental Assessment (EA) in Fairbanks, Alaska. The purpose of the scoping process was to identify issues and alternatives to be addressed in the EA and to determine the need to conduct special studies and identify sources of information.

3rd Street is commonly written and referred to as both “3rd” and “Third” Street. We adopted a naming convention and will use 3rd Street throughout our project documents.

2.0 Project Overview

The purpose of this project is to upgrade 3rd Street between Old Steese Highway and Hamilton Avenue to increase capacity and improve safety. 3rd Street currently has one eastbound and one westbound lane with a combination of either a center-two-way left-turn-lane or striped left turn pockets. The upgrade will consist of two eastbound lanes and two westbound lanes with protected left turn pockets from the Old Steese Highway to east of Eagle Avenue. 3rd Street will then taper down to match the existing three lane street section at Hamilton Avenue. At the intersection of the Steese Expressway and 3rd Street, dual left turn lanes will be provided on the eastbound prism and on the Steese Highway. This will require improvements to the Steese Expressway from College Road to the Chena River Bridge to accommodate lane-tapering requirements.

In the early 1990's the Alaska Department of Transportation & Public Facilities (ADOT&PF) began planning for widening the roadway. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995 and a Record of Decision (ROD) for the project was approved and signed on June 6, 1997. In the EIS, ADOT&PF evaluated three alternatives. One alternative widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The preferred alternative was the South Alternative.

ADOT&PF in cooperation with the Federal Highway Administration (FHWA) agreed to write an EA to serve as a written reevaluation of the Final EIS (FEIS). Per FHWA *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*, Technical Advisory T 6640.8A, an FEIS reevaluation is required since the Department has not taken major steps to advance the project within a 3-year time period after approval of the FEIS. The purpose of a reevaluation is to determine whether there have been changes in the project surroundings or impacts, or whether new information has become available that would require a supplement to the EIS.

The EA will determine if the original conclusion of the FEIS is still valid. Additionally, the EA will evaluate the impacts of dual left turn lanes at the 3rd Street and Steese Expressway intersection that were not considered in the original document.

3.0 Scoping Methods

Table 1 summarizes the activities and techniques used to solicit input from the public and local, state, and federal agencies. This information is presented in chronological order.

Table 1-Scoping Activities

Date and Time	Activity	Location
Mailed March 26, 2004	To Project Mailing List, mailed meeting notices	Various
Hand Delivered March 29, 2004	Flyers with public meeting and contact information	Fairbanks, Alaska
March 30, 2004	To Agency Mailing List, mailed scoping letter and meeting notification	Various
Posted March 30, 2004	State of Alaska On Line Public Notice "Intent to Conduct Engineering and Environmental Studies"	Statewide
Run March 31, April 11 and April 13, 2004	Newspaper Advertisement in Fairbanks Daily News-Miner advertising public meeting	Fairbanks, Alaska
Sent by fax April 5, 2004	Public Service Announcements advertising public meeting	Fairbanks Radio Stations
April 13, 2004 from 9:00 a.m. to 11:00 a.m.	Agency Scoping Meeting	ADOT&PF 2301 Peger Road Fairbanks, Alaska
April 13, 2004 from 5:00 p.m. to 8:00 p.m.	Public Meeting	Fairbanks North Star Borough Chambers 809 Pioneer Road Fairbanks, Alaska

3.1 Agency Scoping Meeting

An agency scoping meeting was held on Tuesday, April 13, 2004 in the large conference room at ADOT&PF Northern Region, 2301 Peger Road, Fairbanks, Alaska from 9:00 to 11:00 a.m. The following outside agencies were represented at the meeting:

- Fairbanks North Star Borough, Transportation Planning Department
- Fairbanks North Star Borough, Land Management
- Main Street Fairbanks/Downtown Association
- Department of Natural Resources, Office of Habitat Management and Permitting
- City of Fairbanks, Fire Department

The following in-house, Federal agencies and consultants were also represented:

- FHWA
- ADOT&PF Environmental Section
- ADOT&PF Planning
- ADOT&PF Right of Way
- ADOT&PF Utilities Section
- ADOT&PF Traffic Section
- USKH, Inc.
- Northern Land Use Research

Appendix A contains a copy of the agency scoping letter/meeting invitation, the mailing list, and sign in sheets.

The list below summarizes verbal comments made at the agency scoping meeting:

- Were the Bentley Trust Properties development considered in traffic forecasts?
- Special consideration should be given to pedestrian crossings in the project area.
- Was the closing of Trainor Gate Road access to Ft. Wainwright considered in traffic forecasts?
- Consider a solid median in 3rd Street across from Forty Mile Road for safety improvement.
- Will dual left turn lanes be needed at Steese and College in the future? Make sure our project won't conflict with that possibility in the future.
- Pay close attention to construction impacts and access to businesses during construction.
- Will the project include the Wendell Street Bridge? Access to downtown a concern.

3.2 Agency Scoping Letter

The list below summarizes written comments received in response to an agency scoping/scoping meeting invitation letter sent on March 30, 2004. A total of 72 agency scoping letters were sent to city and borough officials and staff, state and federal agencies, the local tribal organization, ADOT&PF staff and local business organizations. Appendix B contains the letters received from agencies in response to the scoping letter.

Alaska Department of Environmental Conservation (DEC) letter dated 4/6/04 –

- “The Department (DEC) has found a number of contaminated sites that may be of interest in the general area of the project.”
- “...it is possible that other, undocumented sources of contamination exist in the vicinity of the road project.”

- "...if dewatering is necessary, particularly in the vicinity of a contaminated site, a permit may be required."

U.S. Army Corps of Engineers email dated 4/12/04 –

- "...No one for the Alaska District Corps of Engineers Regulatory Branch will be available to attend. However, based on the information provided, the portions of the project that seem to have the greatest potential to require authorization from our office would include any work below ordinary high water on the Chena River, either for storm water drainage structures or for widening of the Steese Highway Bridge."

Fairbanks North Star Borough, Air Quality Specialist, email dated 4/21/04 –

- "This widening should reduce idling and increase the flow of vehicles through the area and therefore produce a reduction in CO accumulation."

3.3 Public Meeting

A public meeting was held on Tuesday, April 13, 2004 in the Fairbanks North Star Borough Assembly Chambers from 5:00 to 8:00 p.m. Twenty-seven entries were made on the public meeting sign in sheet. Of the 27 entries, seven entries were agency or project staff. The format of the meeting was open house with a brief presentation and question and answer period held from 6:00 to 6:30 p.m. Appendix C contains a copy of the public meeting invitation, the mailing list, and the sign in sheets. Appendix D contains the written public comments.

The list below summarizes both written and verbal public comments received:

- Confirm that South Alternative is the preferred alternative.
- To improve the flow of traffic to and from the Steese Expressway use 3rd and 7th Streets, as these were a part of the original design of the Steese Expressway.
- If 3rd Street is improved, vehicles wishing to access the Steese Expressway will be backed up to the Old Steese Highway at 3rd and Minnie.
- The traffic problem on 3rd Street results from the timing of the traffic signal at Steese Highway and 3rd Street. The duration of the green phase for eastbound traffic on 3rd Street should be longer.
- Consider adding a signal to Eagle Avenue.
- Consider constructing a roundabout at 3rd Street and Steese Expressway.
- Consider four lanes from Noyes Slough Bridge to Hamilton Avenue.
- Take into account traffic increases when the Gavora Mall is full, when Dimensions Salon builds in the residential area behind the current location along the Steese Expressway, and when the lot near Front and Eagle Streets is occupied.

- There is only one access in and out of the Eagle Plaza Mall, which is not sufficient due to the volume of traffic on 3rd Street.
- Take out the building China 1 Buffet occupies, as it has been vacant most of the past 10 years.
- Provide adequate parking at the Gavora Mall.
- Cars fighting for parking spaces at Chowder House sometimes don't turn at the intersection, but instead into the Chowder House lot off of 3rd Street. This is a traffic hazard due to the heavy traffic coming from the Steese intersection and the proximity to the Eagle Avenue and 3rd Street intersection.
- Chowder House's sign that rests on their lot near the sidewalk is too close to the street and sometimes blocks driver views.
- Address egress and ingress into and out of Island Homes.
- Address construction impacts like dust control and traffic flow.
- Consider a lane dedicated to right turns on 3rd coming from east and turning north on Steese.
- Do not delay the project any longer.
- Consider dedicated turning lanes on all four quadrants.
- Consider wider and longer turn lanes.
- Consider median and/or corner radius landscaping
- Consider adding sidewalks to Hamilton Avenue north of Third Street to connect to new Nordale School site improvements
- Be aware that traffic from Minnie to Third is increasing as commercial businesses in the area increase.

3.4 Public Meeting Announcements

A total of 158 public meeting notices were mailed to property owners, businesses and interested parties on Friday, March 26, 2004. In addition flyers were hand delivered and distributed to businesses along and adjacent to 3rd Street on Monday, March 29, 2004. Appendix E contains a copy of the flyer/mailed hand delivered and/or mailed to businesses and residences along 3rd Street, adjacent to 3rd Street, in the project area and other interested parties. Other advertising in support of the scoping effort included newspaper advertisement, posted website meeting notice and public service announcements distributed to local radio stations. Documentation for these efforts are contained in the appendices listed below:

Appendix E – Fairbanks Daily News Miner Advertisement, Advertising Order, Affidavit of Publication

Appendix F – State of Alaska website, online public notice

Appendix G – Public Service Announcement and Radio Station Distribution List

Appendix A

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRECONSTRUCTION, NORTHERN REGION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
TDD: (907) 451-2363
FAX: (907) 451-5103
EMail: linda_heck@dot.state.ak.us

March 30, 2004

Re: Third Street Widening-Project No. 62541
Agency Scoping Meeting Invitation

Mr. Ron Goughnour
USKH, Inc.
2515 A Street
Anchorage, AK 99503

RECEIVED

APR 01 2004

USKH Anchorage

Dear Mr. Goughnour:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information to upgrade Third Street between Old Steese Highway and Hamilton Avenue and Steese Highway between the Chena River Bridge and College Road. A new Environmental Assessment (EA) will be prepared to re-evaluate the original environmental document and evaluate any new impacts not addressed in the original document. We've hired the firm USKH to write the EA and carry out preliminary engineering to support this document.

Third Street sees a high volume of traffic and it reaches gridlock during peak hours. In the early 1990's, ADOT&PF began planning for widening the roadway. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995, and a Record of Decision for the project was approved and signed on June 6, 1997. In the EIS, ADOT&PF evaluated three alternatives—one widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The South Alternative was chosen as the preferred alternative.

We intend to hold an agency scoping meeting for cooperating agencies and interested parties:

**Tuesday, April 13, 2004
From 9:00 to 11:00 a.m
ADOT&PF Northern Region
Main Conference Room
2301 Peger Road
in Fairbanks, Alaska**

March 30, 2004


The aim of this meeting is to:

1. Introduce ADOT&PF and USKH staff who are involved with the project.
2. Introduce resource agencies to the project, the Third Street corridor, and surrounding area.
3. Briefly explain where we are in the project process.
4. Introduce the range of alternatives we are considering for this project and explain some of the constraints, special conditions, and problems unique to this project.
5. Introduce the methods we plan to use to identify potential impacts of the alternatives.
6. Ensure that our methodology will provide adequate information for resource agencies to comment on the project and, if necessary, develop an alternative to avoid or minimize impacts.

We wish this to be a collaborative project and request your early input into the process. Any information your agency can provide is greatly appreciated. Enclosed is an agenda for your information.

We look forward to seeing staff from your agency on April 13. Please call Tim Woster, Design Engineering Manager, at (907) 451-2288, or email tim_woster@dot.state.ak.us, or Linda Heck, Environmental Analyst, at (907) 451-5295 or e-mail linda_heck@dot.state.ak.us, if you require further information.

Sincerely



for Patricia L. Wightman
Environmental Coordinator

LH/dt

Enclosure: Meeting Agenda

cc: Edward DeCleva, Northern Region Liaison, FHWA, P.O. Box 21648, Juneau, AK 99802
Ron Goughnour, USKH, Inc. 2515 A Street, Anchorage, AK 99503
Linda Heck, Environmental Analyst, ADOT&PF, 2301 Peger Rd., Fbks, AK 99709
Tim Woster, P.E., Project Mgr., ADOT&PF, 2301 Peger Rd., Fbks., AK 99709

Third Street Widening Agency Scoping Meeting

April 13, 2004

Agenda

1. Welcome & Introduction

2. Project History

- Draft EIS 1992
- Re-Evaluation 1995
- Final EIS & Record of Decision 1997
- Draft Traffic Safety Study 2002
- Environmental Assessment 2004

3. Alternatives to be Considered

- No Build
- North Alternative
- Middle Alternative
- South Alternative

4. Environmental Consequences and Special Studies

- Air Quality Analysis
- Noise Analysis
- Cultural Resource Investigation

5. Development Schedule

- Environmental Assessment 2004/2005
- Design 2005/2006
- Construction
- 2007

6. Cooperating Agencies

- Review of agencies expectations/deliverables/timelines

7. Any Other Business

THIRD STREET WIDENING
Project No. 62541
AGENCY SCOPING MEETING INVITATION
MAILING LIST as of 3/30/04

Mr. Terry Aldridge
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Lori Backes
Special Assistant to the Mayor
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Harry Bader
Regional Land Manager
State of AK Dept. of Natural Resources
Division of Mining, Land, & Water
610 University Avenue
Fairbanks, AK 99709-4699

Mr. Hank Bartos
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Tim Beck
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. John F. Bennett
Right-of-Way Chief
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Tim Biggane
Direct/Emergency Services Director
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Judith Bittner
State Historic Preservation Officer
State of AK Dept. of Natural Resources
Office of History & Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Mr. Todd Boyce
Transportation Planning Department
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Lawrence Bredeman
Transportation & Housing Director
Tanana Chiefs Conference, Inc.
122 First Avenue, Suite 600
Fairbanks, AK 99701

Mr. Larry Bright
U.S. Fish & Wildlife Service
101 12th Avenue, Box 19
Fairbanks, AK 99701-6267

Mr. Harold Brown
President
Tanana Chiefs Conference
122 First Avenue, Suite 600
Fairbanks, AK 99701

Ms. Michelle Calvillo
Festival Fairbanks
516 2nd Avenue, Suite 318
Fairbanks, AK 99701

Mr. John Carnahan
State of AK Dept. of Environmental
Conservation
610 University Avenue
Fairbanks, AK 99701

Mr. Jerry Cleworth
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Ms. Marcia Combes
Director-Alaska Operations Office
U.S. Environmental Protection Agency
222 W. 7th Avenue, #19
Anchorage, AK 99513-7588

Mr. Paul Costello
Land Management Director
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Larry Crouder, P.E.
City Engineer
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. Warren Cummings
Fire Chief
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Ms. Eileen Cummings
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Larry Dailey
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Mona Lisa Drexler, CMC
Clerk
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Kelly Dryer
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. John Eberhart
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Ms. Christie Everett
U.S. Army Corps of Engineers
Fairbanks Regulatory Office
3437 Airport Way, Suite 206
Fairbanks, AK 99709-4777

Mr. Randy Frank
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Donna Gilbert
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. Clyde Gillespie
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Ron Goughnour
USKH, Inc.
2515 A Street
Anchorage, AK 99503

Mr. Toby Hall
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Paul Harris
Police Department Director
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Ms. Linda Heck
Environmental Analyst
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Ms. Cynthia Henry
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Bernardo Hernandez
Planning Director
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

The Honorable Jim Holm
Alaska State Representative
State Capitol, Room 110
Juneau, AK 99801-1182

Mr. Luke Hopkins
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Deborah Horner
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. John Huber, P.E.
Utilities Engineer
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Gary Hutchison
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. David Jacoby
Public Works Director
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. Merle Jantz
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Scott Johnson
Acting Public Works Director
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr Jeff Johnson
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. David Karalunas
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Scott Kawasaki
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. Joe Keeney, P.E.
PD&E Chief
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Ms. Karen Lavery
Main Street Fairbanks/Downtown
Association
551 2nd Avenue, Suite 225
Fairbanks, AK 99701

Mr. Max Lyon
Transportation Director
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Shannon McCarthy
Information Officer
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Robert "Mac" McLean
State of AK Dept. of Natural Resources
Office of Habitat Mgmt. & Permitting
1300 College Road
Fairbanks, AK 99701

Mr. Chris Miller
Planning Commission
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Ms. Kara Moriarty
President
Greater Fairbanks Chamber of Commerce
800 Cushman Street, Suite 114
Fairbanks, AK 99701

Mr. Andrew J. Niemiec, P.E.
Regional Director
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Martin Ott
Chief of Planning & Admin
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Ms. Melba Piispanen
Information Officer
State of AK Legislative Affairs Agency
119 N Cushman St., Suite 101
Fairbanks, AK 99701

Mr. Larry Reeder
Regulatory Branch Chief
U.S. Army Corps of Engineers
P. O. Box 6898
Elmendorf AFB, AK 99506-6898

Mr. Ron Reitano, P.E.
M&O Interior Area Manager
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Charlie Rex
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Jeff Roach
Fairbanks Area Planner
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Earl Romans
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Guy Sattley
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

The Honorable Nick Stepovich
Alaska State Representative
State Capitol, Room 501
Juneau, AK 99801-1182

Mr. Howard Thies
M&O Director
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Mr. Howard Thies
City Council
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

The Honorable Steve Thompson
Mayor
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Mr. Gary C. Tyndall, P.E.
Highway Design Group Chief
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

The Honorable Jim Whitaker
Mayor
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Alan Wien
State of AK Dept. of Environmental
Conservation
P. O. Box 871064
Wasilla, AK 99687

The Honorable Gary Wilken
Alaska State Senator
State Capitol, Room 518
Juneau, AK 99801-1182

Ms. Bonnie Williams
Borough Assembly
Fairbanks North Star Borough
P. O. Box 71267
Fairbanks, AK 99707-1267

Mr. Olie Williams
President/CEO
Doyon, Limited
1 Doyon Place, Suite 300
Fairbanks, AK 99701

Mr. Tim Woster, P.E.
Design Engineering Mgr.
State of AK DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Third Street Widening

Agency Scoping Meeting Attendance Sheet

April 13, 2004

NAME	MAILING ADDRESS	E MAIL	PHONE NUMBER
JULIANNE HANSON	USKH INC. 3051 CLINTON DR. TUNEAU AK 99801	jhanson@ushh.com	740-2901
RON GOSWORTHY	USKH ANCH		276-4245
TODD BOYCE	PO BOX 71267 FBI AK 99701		459-1260
Ed DeCleva	FWA P.O. 21648 Tuneau AK 99802	edecleva@fhwa.dot.gov	586-7544
Cecily Hodges	PO BOX 71267 FWSBland mgmt FBI AK 99701		459-1244
John Lohrey	P.O. Box 21648 Juneau, AK 99802		586-7428
Linda Heck	ADOT / PF Environmental 2301 Peger Rd.		451-5295
Catherine Williams	NLVR P.O. Box 83990 FBI 99701		474-9684
Margaret Carpenter	DOT & PF		451-2388 451-2388
Karen Laverj	Downtown Association		452-8671
Guy Douglas	" "		" "
FAT Thayer	DOT & PF; ROW 2301 Peger Road, ms 2553 Fairbanks, AK 99709		451-5448
Bill Sifer	DOT & PF - Utilities Sect		451-5403

Third Street Widening

Agency Scoping Meeting Attendance Sheet

April 13, 2004

[illegible]

Appendix B

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION DIVISION OF SPILL PREVENTION AND RESPONSE CONTAMINATED SITES PROGRAM

FRANK MURKOWSKI, GOVERNOR

610 University Avenue
Fairbanks, AK 99709-3643
PHONE: (907) 451-2183
FAX: (907) 451-2155
<http://www.state.ak.us/dec/>

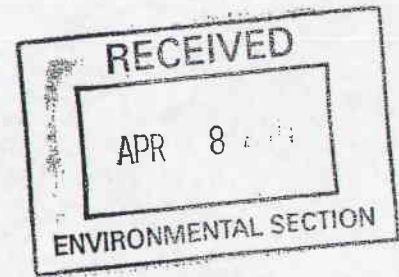
File: 900.38.009

April 6, 2004

Patricia Wightman
ADOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Re: Third Street Widening-Project No. 62541

Dear Ms. Wightman:



The Alaska Department of Environmental Conservation (ADEC) has reviewed the Third Street Widening-Project proposal for the area surrounding Third Street and the Steese Highway, mentioned in the scoping document submitted to us on the 31st of March. The Department has found a number of contaminated sites that may be of interest in the general area of the project. These are documented in the enclosed figure. A search area with a radius of 1/2 kilometer was used to locate contaminated sites in the vicinity of the project area, though sites on the periphery of this boundary may also be of interest to you. It should be noted that the Contaminated Sites and LUST Sites in the associated figure may not be positioned accurately and ADEC files should be examined for specific information. Contamination may be encountered throughout this area and it is possible that other, undocumented sources of contamination exist in the vicinity of the road project.

Additional information for contaminated sites can be found on our on-line GIS, at <http://squid.dnr.state.ak.us/website/fbxstoret>, which also connects to the DEC's on-line databases, or see www.state.ak.us/dec/dspar/csites/home.htm. Hard copies of site files are available at the ADEC office, 610 University Avenue. Finally, if dewatering is necessary, particularly in the vicinity of a contaminated site, a permit may be required. The permit can be obtained online at www.state.ak.us/dec/dawq/waterpermits/onlinepermits.

Sincerely,

Torsten Ernst
Environmental Specialist

Enclosure

Third Street Widening Project

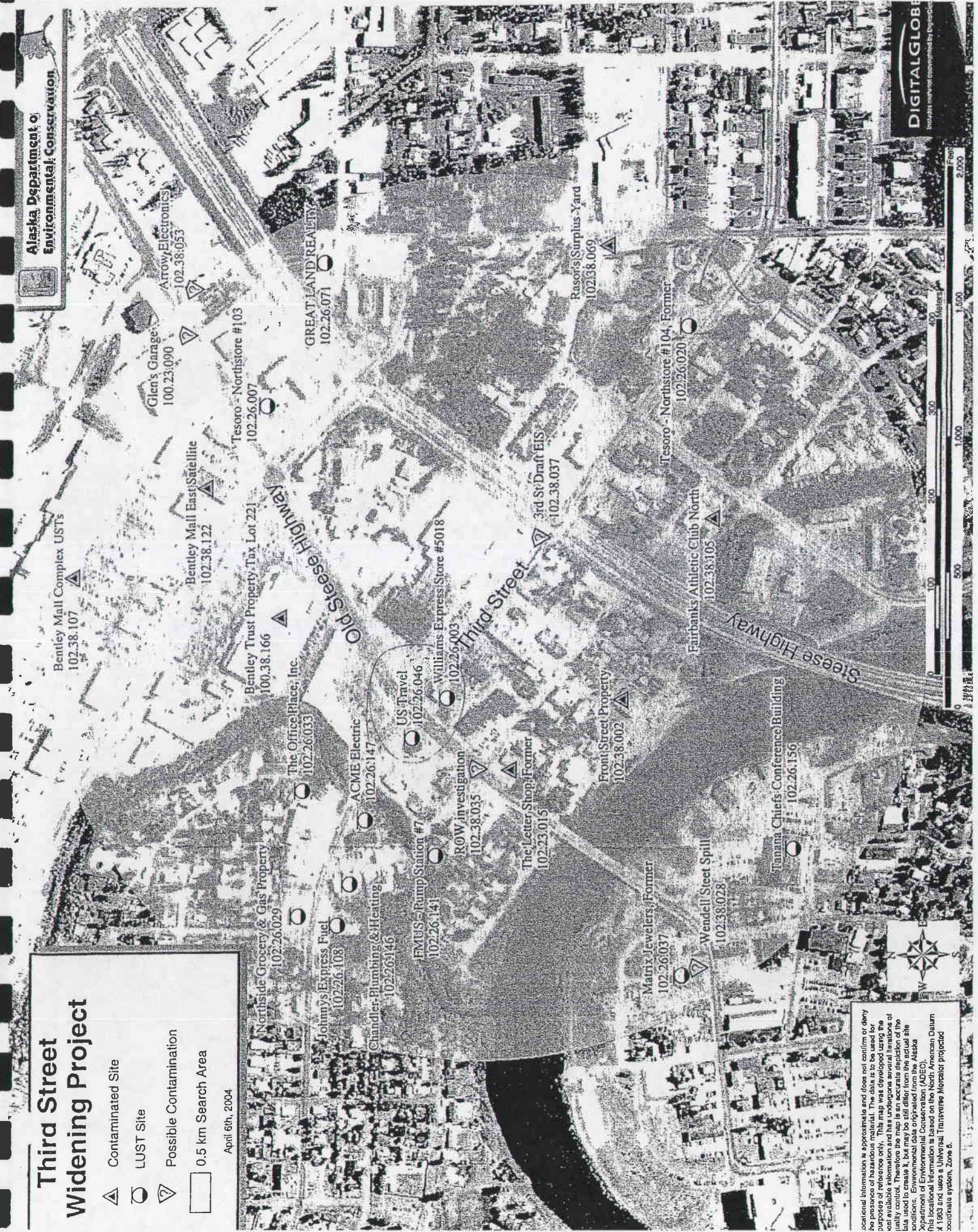
- ▲ Contaminated Site
- LUST Site
- ▽ Possible Contamination
- 0.5 km Search Area

April 6th, 2004

Alaska Department of
Environmental Conservation

DIGITALGLOBE

Images received from DigitalGlobe



Additional information is approximate and does not confirm or deny the accuracy of the information. This map was developed using the best available information and has undergone several iterations of quality control. Therefore the map is an accurate depiction of the data used to create it, but may be still differ from the actual site conditions. Environmental data originated from Alaska Department of Environmental Conservation (DEC) and Alaska Department of Natural Resources (DNR). This locational information is based on the North American Datum of 1983 and uses a Universal Transverse Mercator projected coordinate system, Zone 6.

Julianne Hanson

From: Jim Conner [jconner@co.fairbanks.ak.us]
Sent: Thursday, April 15, 2004 12:24 PM
To: 'Linda Heck'; Jim Conner
Cc: Timothy J Woster; Julianne Hanson; Ron Goughnour
Subject: RE: Third Street Widening-Project No. 62541

Linda,
Could I drop by today around 2:30?
Thanks,
Jim

-----Original Message-----

From: Linda Heck [mailto:linda_heck@dot.state.ak.us]
Sent: Thursday, April 15, 2004 12:18 PM
To: Jim Conner
Cc: Timothy J Woster; Julianne Hanson; Ron Goughnour
Subject: Re: Third Street Widening-Project No. 62541

Jim,

Thank you for your interest in the project. At the meeting we had two 24x36 inch display boards showing the proposed project overlain on an aerial photo of the project area. You are welcome to view the display boards at the Alaska Department of Transportation and Public Facilities Office at 2301 Peger Road. Tim Woster, Design Project Manager, and I would be happy to meet with you and discuss the proposed project.

Linda Heck
Environmental Analyst
907.451.5295

Jim Conner wrote:

Linda Heck,
I was not able to attend the meeting on the 13th for the Borough.
How may I view the plans for the widening so that I can advise our
Transportation Director?
Jim

Dr. James Conner
Air Quality Specialist
jconner@co.fairbanks.ak.us
459-1325

Julianne Hanson

From: Tim Woster [tim_woster@dot.state.ak.us]
Sent: Wednesday, April 21, 2004 2:51 PM
To: Linda Heck; Ron Goughnour; Julianne Hanson
Subject: [Fwd: DOT-PF Third Street Widening Project No. 6254]



DOT-PF Third
Street Widening P...

This isn't really a public comment to DOT, but it is the report from Jim Connor to his supervisor at the Borough after reviewing the public meeting displays with me.

Jim Connor is an Air Quality Specialist with Fairbanks North Star Borough. He came to my office at 1:30 this afternoon to view the displays that we had presented at the Agency and Public Scoping Meetings. We discussed the status of the project and the geometry of the preferred alternative.

Mr. Connor's main concern is the potential affect of the project on air quality, especially carbon monoxide levels. We discussed the geometry and traffic flow, but that was a secondary interest for him. His comment was that it appears the project will reduce congestion and therefore reduce carbon monoxide levels.

I told Mr. Connor that we will soon be conducting a new air quality analysis, and the results will be available to the public.

Tim

Julianne Hanson

From: Jim Conner [jconner@co.fairbanks.ak.us]
Sent: Wednesday, April 21, 2004 2:26 PM
To: Max Lyon
Cc: Glenn Miller; 'tim_woster@dot.state.ak.us'
Subject: DOT-PF Third Street Widening Project No. 6254

Max,

On March 30, 2004 DOT-PF sent you a letter inviting comment on the proposed Third Street Widening Project No. 6254.

I met with Tim Woster today, at the DOT, and looked at the preliminary plans. They are working on an EIS and not likely to begin work until the summer of 2007.

This proposed widening will put six lanes along third, between the Old Steese and Hamilton Avenue, and seven lanes along the New Steese between the Chena River and College Road.

This widening should reduce idling and increase the flow of vehicles through the area and therefore produce a reduction in CO accumulation.

Jim

Dr. James Conner
Air Quality Specialist
jconner@co.fairbanks.ak.us
459-1325

Julianne Hanson

From: Linda Heck [linda_heck@dot.state.ak.us]
Sent: Monday, April 12, 2004 1:03 PM
To: Timothy J Woster; Ron Goughnour; Julianne Hanson
Subject: [Fwd: Third Street/Steese Highway Upgrade]

----- Original Message -----

Subject: Third Street/Steese Highway Upgrade
Date: Mon, 12 Apr 2004 13:38:32 -0700
From: Everett, Christy A POA02 <Christy.A.Everett@poa02.usace.army.mil>
To: 'linda_heck@dot.state.ak.us' <linda_heck@dot.state.ak.us>

Linda,

Thank you for your invitation to the scoping meeting for the above project on April 13th, 2004. Unfortunately, no one for the Alaska District Corps of Engineers Regulatory Branch will be available to attend. However, based on the information provided, the portions of the project that seem to have the greatest potential to require authorization from our office would include any work below ordinary high water on the Chena River, either for stormwater drainage structures or for widening of the Steese Highway Bridge. This is a very preliminary assessment, and of course, more information would be necessary to complete a more thorough jurisdictional determination.

I look forward to working with you as the design progresses.

Christy Everett

Fairbanks Field Office Manager

74-2166

GARY WILKEN

SENATOR
Fairbanks



Interim:
1851 Fox Ave.
Fairbanks, Alaska 99701
Tel: 451-5501 (from Fbks)
Tel: (907) 465-3709 (outside Fbks)
Fax: (907) 465-4714

During Session:
State Capitol Building
Juneau, Alaska 99801-1182
Tel: 451-5501 (from Fbks)
Tel: (907) 465-3709 (outside Fbks)
Fax: (907) 465-4714
Website: www.garywilken.com
E-Mail: Senator.Gary.Wilken@legis.state.ak.us

April 8, 2004



Ms. Patricia Wightman
Environmental Coordinator
ADOT&PF
2301 Pegar Road
Fairbanks, AK 99709-5316

Dear Ms. Wightman,

Thank you for your letter notifying me of the agency scoping meeting you are having on April 13th about the Third Street upgrade. I appreciate knowing about it ahead of time, however I will not be able to attend since I will be back in Juneau.

Please keep me informed of the types of comments and information you get from this meeting, and on the project itself.

I look forward to hearing from you soon.

Sincerely,

Gary Wilken
Senator, Fairbanks

cc: Darwin Peterson

Appendix C

PUBLIC OPEN HOUSE



THIRD STREET WIDENING

Project No. F-M-670(1)/62541

Tuesday, April 13, 2004

From 5:00 to 8:00 p.m.

**With a presentation from 6:00 to 6:30 p.m.
at Fairbanks North Star Borough Chambers
on 809 Pioneer Road
in Fairbanks, Alaska**

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information to upgrade Third Street between Old Steese Highway and Hamilton Avenue and Steese Highway between the Chena River Bridge and College Road. A new Environmental Assessment (EA) will be prepared to re-evaluate the original environmental document and evaluate any new impacts not addressed in the original document.

Third Street sees a high volume of traffic and it reaches gridlock during peak hours. In the early 1990's, ADOT&PF began planning for widening the roadway. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995 and a Record of Decision for the project was approved and signed on June 6, 1997. In the EIS, ADOT&PF evaluated three alternatives—one widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The South Alternative was chosen as the preferred alternative.

We are seeking your input. Your participation will help ensure all possible factors are considered in the EA.

If you are unable to attend the meeting, you can submit your comments by **April 27, 2004** in writing, by fax, or by telephone to: Tim Woster, Design Engineering Manager at (907) 451-2288, fax (907) 451-5126, email tim_woster@dot.state.ak.us or Linda Heck, Environmental Analyst, (907) 451-5295, fax (907) 451-5103, email to linda_heck@dot.state.ak.us, or in writing to: 2301 Peger Road, Fairbanks, AK 99709. If you require special accommodations in order to participate in this meeting, please call so that arrangements can be made to assist you. To correspond by text telephone (TDD), please call (907) 451-2363.

Name	Name 2	Address	City, State, Zip
4TH AND LACEY LLC		P.O. BOX 202845	ANCHORAGE AK 99520-2845
A & W WHOLESALE CO.		2525 PHILLIPS FIELD ROAD	FAIRBANKS AK 99709-3942
ALASKA CENTER FOR THE ENVIRONMENT	ATTN: MR. CLIFF EAMES, ISSUES DIRECTOR	519 WEST 8TH AVENUE, #201	ANCHORAGE AK 99501
ALASKA MUNICIPAL EMPLOYEE CREDIT UNION		3400 LATOUCHE STREET	ANCHORAGE AK 99508-4208
ALASKA RESOURCE LIBRARY		701 C STREET	ANCHORAGE AK 99501
ALASKA TENT AND TARP INC		529 FRONT ST	FAIRBANKS AK 99701 3435
ALDRIDGE TERRY	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
ALMQUIST JOHN ROBERT		1039 5TH AVE	FAIRBANKS AK 99701 4326
ANDRE JOE		234 GLACIER	FAIRBANKS AK 99701
ARMSTRONG RAFAEL I		570 SLATER DR APT B	FAIRBANKS AK 99701 3443
AUTO WORLD		250 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
B & L LAUNDROMAT	ATTN: MR. BOB CAMPBELL, OWNER	418 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
BACHNER COMPANY, INC		PO BOX 82130	FAIRBANKS AK 99708-2130
BAKER LARRY		418 THIRD STREET	FAIRBANKS AK 99701
BALGER KEVIN L		931 3RD AVENUE	FAIRBANKS AK 99701-4356
BAR SHALOM RUTH DR ND		4458 TANGLEWOOD WAY.	NAPA CA 94558 1729
BARKER MICHAEL R		2589 HONEY BEE LN	NORTH POLE AK 99705 6425
BARTOS HANK	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
BECK TIM	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
BEGINNINGS TWO INC		100 CORNWELL WAY	FAIRBANKS AK 99709 2926
BETTISWORTH CHARLES B		PO BOX 73209	FAIRBANKS AK 99707 3209
BONNELL RAY		127 GLACIER AVENUE	FAIRBANKS AK 99701
BROOKS FANCIS EDWARD		703 FRONT ST	FAIRBANKS AK 997013439
BURNETT ROB		541 THIRD STREET	FAIRBANKS AK 99701
CAMPBELL CALVIN K		135 CHARLES ST	FAIRBANKS AK 99701-3064
CARLSON KARL R		316 FRONT ST	FAIRBANKS AK 99701 3146
CARPENTER DONALD F JR		543 FRONT ST	FAIRBANKS AK 99701 3435
CARROLL FREDRICK		PO BOX 72221	FAIRBANKS AK 99707 2221
CLAAR DAVID VIRGIL		67 PEPPERDINE DR	FAIRBANKS AK 99709 3031
CLARK WAYNE L		3180 DAVIS RD	FAIRBANKS AK 99709 5301
COLE RICHARD R	COLE BARBARA M	2901 DRAKE DR	ANCHORAGE AK 99508-4481
COLP JERRY		1034 WILLOW GROUSE ROAD	FAIRBANKS AK 99712
Cornelius Bryan	Kinko's, Inc.	13155 Noel Road, Suite 1600	DALLAS TX 75240
CUMMINGS EILEEN	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
DAHL ELLEN M		P.O. BOX 73718	FAIRBANKS AK 99707

DAVIDSON, INC		PO BOX 80335	FAIRBANKS AK 99708-0035
DENALI MECHANICAL		621 2ND ST	FAIRBANKS AK 99701 3404
DOYON LIMITED		1 DOYON PLACE, SUITE 200	FAIRBANKS AK 99701-2941
ETCHED IN GOLD, INC		P.O. BOX 55409	NORTH POLE AK 99705-0409
FAIRBANKS ATHLETIC CLUB PARTNERS LLC		5201 TUDOR RD	ANCHORAGE AK 99507 1292
FAIRBANKS DEVELOPMENT AUTHORITY		515 FIRST AVENUE	FAIRBANKS AK 99701
FAIRBANKS FAST FOTO	ATTN: OWNER/MANAGER	250 THIRD STREET	FAIRBANKS AK 99701
FAIRBANKS HAIR DESIGN	ATTN: DARLENE BUTTOPPH	250 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
FAIRBANKS INDUSTRIAL DEVELOPMENT CORPORATION		P.O. BOX 74446	FAIRBANKS AK 99707
FAIRBANKS NATIVE ASSOC, INC		STE 200 201 1ST AVE	FAIRBANKS AK 99701-4898
FERNANDEZ ANTONIO B		177 7TH AVE	FAIRBANKS AK 99701 5031
FIN-N-FUR SPORTING GOODS	ATTN: OWNER/MANAGER	250 THIRD AVENUE	FAIRBANKS AK 99701
FOX LAWRENCE E		PO BOX 75368	FAIRBANKS AK 99707 5368
FRANK RANDY	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
FRONTIER PLUMBING SUPPLY INC		2120 VAN HORN RD	FAIRBANKS AK 99701-7204
G & G ELECTRONICS	ATTN: MR. CHARNEY GARRETT	250 THIRD STREET - GAVORA MALL	FAIRBANKS AK 99701
GAVORA V PAUL ETAL		PO BOX 73838	FAIRBANKS AK 99707-3838
GAVORA VLADIMIR P		178 VIEW AVE	FAIRBANKS AK 99712-1845
GAVORA, INC		PO BOX 70021	FAIRBANKS AK 99707-0021
GHEMM COMPANY		P.O. BOX 70507	FAIRBANKS AK 99707-0507
GLOBAL FIN & INVSTMNT CO, INC		2623 2ND AVE	SEATTLE WA 98121-1211
GOLDEN HEART CONSTRUCTION INC		PO BOX 72728	FAIRBANKS AK 99708 2728
GOLDEN HEART UTILITIES INC		PO BOX 80370	FAIRBANKS AK 99708 0370
GOLDEN VALLEY ELECTRIC ASSOCIATION, INC	ATTN: MS. PEGGY BENNETT	P.O. BOX 1249	FAIRBANKS AK 99707
GRAEHL ASSEMBLY OF GOD		PO BOX 70505	FAIRBANKS AK 99707-0505
GRAEHL ASSEMBLY OF GOD CHURCH	ATTN: PASTOR	541 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
GREEN RUSS		310 ISLAND DRIVE EAST	FAIRBANKS AK 99701
HADDE DAVID G		518 FRONT ST	FAIRBANKS AK 99701 3434
HAGESTEAD ANN E		PO BOX 81276	FAIRBANKS AK 99708 1276
HAIGH JAN		280 E. BIRCH HILL ROAD	FAIRBANKS AK 99712
HAKALA MERRILL J		140 FRONT ST	FAIRBANKS AK 99701 3118
HEATH JAMES W		PO BOX 60593	FAIRBANKS AK 99706 0593
HEBER JEFFREY G		PO BOX 60836	FAIRBANKS AK 99706 0836
HELMBRECHT DENTAL CLINIC	ATTN: MS. ESTER HAYES, OFFICE MANAGER	421 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
HELMBRECHT MICHAEL J TRUST		421 3RD ST	FAIRBANKS AK 99701-3594
HENRY CYNTHIA	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
HILL CHARLES TRUST		PO BOX 75278	FAIRBANKS AK 99707 5278

HOLISTIC MEDICAL CLINIC	222 FRONT STREET	FAIRBANKS AK 99701	FAIRBANKS AK 99712
HOUGH JOAN		1062 STEELE CREEK	FAIRBANKS AK 99701 3628
HOYOS GILBERTO		312 FAREWELL AVE	FAIRBANKS AK 99701-4456
HUIZENGA CONNIE L		831 3RD AVENUE	FAIRBANKS AK 99707 1702
HUTCHISON GARRY	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707
JBL WORSHIP CENTER ASSEMBLY OF GOD		P.O. BOX 70505	FAIRBANKS AK 99701
JOHNSON DON & JEANNE		135 DUNBAR STREET	FAIRBANKS AK 99701-3509
JORGENSEN HOLGER	JORGENSEN ROSALIE	520 3RD ST	FT COLLINS CO 80524 1
JORGENSEN MARLEY N		400 HICKORY ST UNIT 192	FAIRBANKS AK 99701-3508
JUBILEE WORSHIP CENTER ASSEMBLY OF GOD		541 3RD STREET - GRAEHL	FAIRBANKS AK 99708 2325
KINCAID-VALARIE TRUST		PO BOX 82325	FAIRBANKS AK 99701
KINKO'S COPIES	ATTN: MR. KARL GREER, MANAGER	418 THIRD STREET - GRAEHL	FAIRBANKS AK 99701 3437
KITTREDGE VIRGINA F		605 FRONT ST	FAIRBANKS AK 99712-2852
KLEIN MARTIN A		684 TEKOA TRL	FAIRBANKS AK 99701-4326
KOKRINE EFFIE MARION ESTATE OF		1013 5TH AVE	FAIRBANKS AK 99712-2435
KRIER JEROME	KRIER DONNA	601 DITCH ST	DEWEY AZ 86327-4352
KRIZE HENRY TRUST		1220 E STATE RTE 69 LOT 393	FAIRBANKS AK 99701-3150
KYONGS LLC		103 THIRD ST	FAIRBANKS AK 99706
LARSON WAYNE		P.O. BOX 61201	FAIRBANKS AK 99707
LEAGUE OF WOMEN VOTERS		P.O. BOX 1974	FAIRBANKS AK 99701
LEVINA NOLL		604 SECOND STREET	FAIRBANKS AK 99701-4456
LITERACY COUNCIL OF ALASKA		823 3RD AVENUE	FAIRBANKS AK 99707
LUNDGREN CAROL		P.O. BOX 1051	FAIRBANKS AK 99707-1051
LUNDGREN DARIS		P.O. BOX 71051	NORTH POLE AK 99705 1602
M AND M DUCKS INC		PO BOX 56602	FAIRBANKS AK 99707-1905
MANSFIELD DENISE A		P.O. BOX 71905	FAIRBANKS AK 99708-2527
MAPCO EXPRESS		205 THIRD STREET - GRAEHL	FAIRBANKS AK 99701-4456
MAYNARD EDWARD A	MAYNARD MAUREEN S	PO BOX 82527	FAIRBANKS AK 99707-0019
MCGOWEN MICHAEL		839 3RD AVENUE	NENANA AK 99760 0098
MCLAUGHLIN GEORGE E		P.O. BOX 70019	FAIRBANKS AK 99707 0808
MCMORDIE FLORA JOHN		PO BOX 98	FAIRBANKS AK 99701 3404
MERDES MARLENE E		PO BOX 70808	FAIRBANKS AK 99707
MITCHELL STEPHEN W		615 2ND ST	FAIRBANKS AK 99707-3880
MOODY JIM		P.O. BOX 71932	FAIRBANKS AK 99707-1007
MT. MCKINLEY MUTUAL SAVINGS BANK		P.O. BOX 73880	FAIBANKS AK 99707
MURRAY KENNETH ESTATE OF		P.O. BOX 71007	FAIRBANKS AK 99708
NASH EVELYN		P.O. BOX 92	FAIRBANKS AK 99701-3464
NEUBAUER JON		P.O. BOX 80626	
NEUWOHNER EDWARD & LOIS		428 SLATER DRIVE	

NOEL WIEN LIBRARY	1215 COWLES STREET	FAIRBANKS AK 99701
NOLAN PAMELA	4783 DRAKE STREET	FAIRBANKS AK 99709-3009
NOLL JAY	604 2ND ST	FAIRBANKS AK 99701 3405
NORTH GATE SQUARE DEVELOPERS	105 ADAK AVENUE	FAIRBANKS AK 99701-3205
NORTHERN ALASKA ENVIRONMENTAL CENTER	218 DRIVEWAY STREET	FAIRBANKS AK 99701
NUTTER MOIRA	686 SLATER DRIVE	FAIRBANKS AK 99701
OLEARY GEORGE W	PO BOX 70635	FAIRBANKS AK 99707-0635
OLSEN QUINTIS F	222 2ND ST	FAIRBANKS AK 99701 3102
PAUL LONNIE MARVIN	302 SLOUGH ST APT 1	FAIRBANKS AK 99701 2945
PERRY DONNA M	PO BOX 70109	FAIRBANKS AK 99707 0109
PERRY JAMES E	PO BOX 70109	FAIRBANKS AK 99707 0109
PHILIP B. EVANS	P.O. BOX 85103	ANCHORAGE AK 99708-5103
PIERCE JOHN J	430 4TH ST	FAIRBANKS AK 99701 35
PLAY N LEARN CENTER INC	374 OLD CHENA PUMP RD	FAIRBANKS AK 99709 2970
PLUMBERS & STEAMFITTERS	3568 GERAGHTY AVE	FAIRBANKS AK 99709-4793
PRO MUSIC	300 FRONT STREET	FAIRBANKS AK 99701
RATHBUN DEBORAH K	P.O. BOX 71028	FAIRBANKS AK 99707-1028
RESTAURANTS NORTHWEST INC	3841 W DIMOND BLVD	ANCHORAGE AK 99515-1212
REX CHARLIE	PO BOX 71702	FAIRBANKS AK 99707 1702
RICCI MIKE	301 C ST	FAIRBANKS AK 99701-3615
RICHARD FRED D	PO BOX 75186	FAIRBANKS AK 99807 5186
RICHARD LYLE T	PO BOX 70711	FAIRBANKS 99707 0711
RICK & DONNA TESTU	P.O. BOX 80693	FAIRBANKS AK 99708
ROBERTS CHAD H	PO BOX 71819	FAIRBANKS AK 99707 1819
ROBERTS JOHN W	965 AURORA DR	FAIRBANKS AK 99709 5506
ROBERTS TOM	P.O. BOX 71819	FAIRBANKS AK 99707
ROMANS EARL	PO BOX 71702	FAIRBANKS AK 99707 1702
ROSENCRANS TRUST	331 3RD ST	FAIRBANKS AK 99701-3106
RUSSELL MADE MARTHA A	518 FRONT ST	FAIRBANKS AK 99701 3434
SADCO ENTERPRISES	P.O. BOX 2578	FAIRBANKS AK 99707-2578
SADLER J W	390 HAMILTON AVE	FAIRBANKS AK 99701-3537
SATTLE GUY	PO BOX 71702	FAIRBANKS AK 99707 1702
SEBESTA KENNETH L	PO BOX 72549	FAIRBANKS AK 99707 2549
SENTRY HARDWARE	250 THIRD STREET - GAVORA MALL	FAIRBANKS AK 99701
SIERER RAMONA LEE	639 SLATER DR	FAIRBANKS AK 99701 3446
SIMS PATRICIA	3201 W FLOWERING CACTUS CT	TUCSON AZ 85765 5033
ST. JOHN LAYNE	281 HENDERSON ROAD	FAIRBANKS AK 99709
STEEL ROBERT L	BOX 83	MAHASKA KS 66955 0038
SUTHERLAND BOB	2500 AUBDES LANE	FAIRBANKS AK 99709

THE HONORABLE WAYNE NELSON	MAYOR - CITY OF FAIRBANKS	410 CUSHMAN STREET	FAIRBANKS AK 99701
THE SCREEN PRINTERS	ATTN: MR. KEN BORN, MANAGER	433 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
THILGTEN LEONARD H		2268 BRIDGEWATER DR	FAIRBANKS AK 99709 4106
THOMPSON DAVID L	THOMPSON DANIELE	P.O. BOX 71743	FAIRBANKS AK 99707-1743
THOMPSON INVESTMENT COMPANY		STE 244 954 COWLES ST	FAIRBANKS AK 99701-4368
TIERCE E LEROY		PO BOX 60072	FAIRBANKS AK 99706 0072
TIMMONS GERALD D		PO BOX 74520	FAIRBANKS AK 99707 4520
TOPPERS OIL CORPORATION INC		PO BOX 35527	TULSA OK 74153-0527
TOWNSEND STEPHEN L		PO BOX 71862	FAIRBANKS AK 99707 1862
TRAVIS/PETERSON ENVIRONMENTAL CONSULTING INC		329 2ND ST	FAIRBANKS AK 99701 3103
UHLER MARCIA		523 2ND AVENUE	FAIRBANKS AK 99701-4728
UOTILA CHARLES		473 SLATER DRIVE	FAIRBANKS AK 99701
GOUGHNOUR RON	USKH	2515 A-STREET	ANCHORAGE AK 99503
VANASSE DEBRA LYNN		322 RAMBLING ROAD	FAIRBANKS AK 99712-1502
VETERANS OF FOREIGN WARS		324 2ND ST	FAIRBANKS AK 99701-3104
VIVLAMORE MICHAEL M	POST 3629 GOLDEN HEART POST	981 VAN HORN ROAD	FAIRBANKS AK 99701-7547
WENDY'S		209 THIRD STREET - GRAEHL	FAIRBANKS AK 99701
WILLIAMS BONNIE	C/O MUNICIPAL CLERK	PO BOX 71702	FAIRBANKS AK 99707 1702
WILLIAMS ORIE G		390 HAMILTON AVE	FAIRBANKS AK 99701 3537
WOODKE DON C		210 FAREWELL AVE	FAIRBANKS AK 99701 3626
WOODKE SAM		229 IDITAROD	FAIRBANKS AK 99701
XANADU		250 THIRD STREET	FAIRBANKS AK 99701
ZARNKE RANDY		219 SLATER DRIVE	FAIRBANKS AK 99701
ZAVERL ROSE		619 2ND ST	FAIRBANKS AK 99701 3404

Name	Name 2	Address	City, State Zip
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES - RIGHT OF WAY	JOHN F BENNETT	2720 PICKETT PLACE	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES - ENVIRONMENTAL	LINDA HECK	2720 PICKETT PLACE	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES - ENVIRONMENTAL	ENVIRONMENTAL COORDINATOR	2720 PICKETT PLACE	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	TIM WOSTER, P.E., ENGINEERING MANAGER	2720 PICKETT PLACE	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	ANDREW J. NIEMIEC, P.E., REGIONAL DIRECTOR	3700 AIRPORT WAY	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	SHANNON MCCARTHY, INFORMATION OFFICER	3700 AIRPORT WAY	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	JEFF ROACH	3700 AIRPORT WAY	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	HOWARD THIES, M&O DIRECTOR	3700 AIRPORT WAY	FAIRBANKS AK 99701
ALASKA STATE OF TRANSPORTATION AND PUBLIC FACILITIES	RON REITANO, FAIRBANKS AREA M&O MANAGER	3700 AIRPORT WAY	FAIRBANKS AK 99701
CITY OF FAIRBANKS	ATTN: CITY MANAGER	410 CUSHMAN STREET	FAIRBANKS AK 99701
CITY OF FAIRBANKS	ATTN: CITY CLERK	410 CUSHMAN STREET	FAIRBANKS AK 99701
CITY OF FAIRBANKS	ATTN: CITY ENGINEER	410 CUSHMAN STREET	FAIRBANKS AK 99701
FAIRBANKS CHAMBER OF COMMERCE	ATTN: PRESIDENT	P.O. BOX 74446	FAIRBANKS AK 99707
FAIRBANKS CITY OF	800 CUSHMAN ST		FAIRBANKS AK 99701 4615
FAIRBANKS MUNICIPAL UTILITIES SYSTEM	ATTN: MR. CHRIS HAMSLEY	P.O. BOX 2215	FAIRBANKS AK 99707
FAIRBANKS NORTH STAR BOROUGH	TRANSPORTATION PLANNING DEPARTMENT		
FAIRBANKS NORTH STAR BOROUGH	ATTN: TRANSPORTATION PLANNING MANAGER	P.O. BOX 71267	FAIRBANKS AK 99707
FAIRBANKS NORTH STAR BOROUGH	ATTN: TODD BOYCE, PLANNING DEPARTMENT	P.O. BOX 1267	FAIBANKS AK 99707
FAIRBANKS NORTH STAR BOROUGH	BOROUGH CLERK		
FAIRBANKS NORTH STAR BOROUGH	809 PIONEER ROAD	P.O. BOX 71267	FAIRBANKS AK 99707-1267
FAIRBANKS NORTH STAR BOROUGH	DEPUTY MUNICIPAL BOROUGH CLERK		
FAIRBANKS NORTH STAR BOROUGH	809 PIONEER ROAD	P.O. BOX 71267	FAIRBANKS AK 99707-1267
FAIRBANKS NORTH STAR BOROUGH	OFFICE OF THE MAYOR	P.O. BOX 71267	FAIRBANKS AK 99707-1267
LEGISLATIVE AFFAIRS AGENCY	ATTN: INFORMATION OFFICER	119 NORTH CUSHMAN STREET, SUITE 101	FAIRBANKS AK 99701
STATE OF ALASKA	DEPARTMENT OF ENVIRONMENTAL CONSERVATION		
	NORTHERN REGIONAL OFFICES		
	DIVISION OF ENVIRONMENTAL QUALITY	1001 NOBLE STREET, SUITE 350	FAIRBANKS AK 99701

STATE OF ALASKA	DEPARTMENT OF ENVIRONMENTAL CONSERVATION AIR QUALITY MANAGEMENT ATTN: CHIEF	610 UNIVERSITY AVE.	FAIRBANKS AK 99709
STATE OF ALASKA	ADNR OFFICE OF HABITAT AND MANAGEMENT & PERMITTING	1300 COLLEGE ROAD	FAIRBANKS AK 99709
STATE OF ALASKA	DEPARTMENT OF NATURAL RESOURCES DIVISION OF PARKS AND OUTDOOR RECREATION		
STATE OF ALASKA	OFFICE OF HISTORY AND ARCHAEOLOGY	P.O. BOX 107001	ANCHORAGE AK 99510-7001
STATE OF ALASKA	DEPARTMENT OF NATURAL RESOURCES DIVISION OF LAND AND WATER MANAGEMENT	3700 AIRPORT WAY	FAIRBANKS AK 99709
STATE OF ALASKA	OFFICE OF MANAGEMENT AND BUDGET DIVISION OF GOVERNMENTAL COORDINATION NORTHERN REGION OFFICE	675 SEVENTH AVENUE, STATION H	FAIRBANKS AK 99701
STATE OF ALASKA	DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS	1001 NOBLE STREET, SUITE 430	FAIRBANKS AK 99701
STATE OF ALASKA	OFFICE OF THE GOVERNOR LEGISLATIVE INFORMATION OFFICE	119 NORTH CUSHMAN STREET, SUITE 101	FAIRBANKS AK 99701
STATE OF ALASKA	DEPARTMENT OF EDUCATION	LIBRARY, P.O. BOX G	JUNEAU AK 99811-0500
U.S. ARMY CORPS OF ENGINEERS	ALASKA DISTRICT	P.O. BOX 898	ANCHORAGE AK 99506-0898
U.S. DEPARTMENT OF INTERIOR	ENVIRONMENTAL REVIEW PROGRAM		WASHINGTON D.C. 20240
U.S. DEPARTMENT OF THE INTERIOR	GEOLOGICAL SURVEY	4200 UNIVERSITY DRIVE	ANCHORAGE AK 99508-4667
U.S. ENVIRONMENTAL PROTECTION AGENCY	ENVIRONMENTAL EVALUATION BRANCH	1200 SIXTH AVENUE	SEATTLE WA 988101
U.S. ENVIRONMENTAL PROTECTION AGENCY	FEDERAL BUILDING, ROOM 537	222 WEST 7TH AVENUE, NO. 19 ROOM 232, FEDERAL BUILDING, BOX 20	ANCHORAGE AK 99513-7588
U.S. FISH AND WILDLIFE SERVICE	NORTHERN ALASKA ECOLOGICAL SERVICES	101 12TH AVENUE	FAIRBANKS AK 99701

Third Street Widening

Public Meeting Attendance Sheet

April 13, 2004

NAME	MAILING ADDRESS	PHONE NUMBER
Erica K East (Kinko's)	418 Third St., FBKS, AK 99704	456-7348
Rudny Gajora	Box 70021 FBKS AK 99707	452-6422
Catherine Williams	NLUR P.O. Box 83990 99708	474-9684
Linda Hick	ADOTPF Environmental 2301 Pease Rd 99709	451-5295
Billie Blanchard	PO Box 55025 Ft Wallwright AK 99703	456 -7224
David Lean	3377 Leasure St 99701	456-7704
Lois Ed Newohner	428 Slater Dr. FbW 99701	474-0877
Randy Zarube	219 Slater Dr. FbW 99701	452-6857
Ed Maynard	P.O. Box 82527 99708	456-3213
Todd Boyce	FVSB	459-1266
Linda Jayler	433 3 rd Street 99701	456-3777
Janeen Macom	433 Third Street 99701	456-3777
GARY TYNDAL	2301 Pease 99709	451-2271
John Lohrey	PO Box 21648 Juneau, AK 99802	586-7428
Ed DeCleva	PO Box 21648 Juneau AK 99802	586-7544
LEONARD THILTGEN	540 4th St 99701	452-4050
Donna Satt	16 Eclair Ave, #17 FbW 99701	452-8351 x3189

Third Street Widening

Public Meeting Attendance Sheet

April 13, 2004

[illegible]

Third Street Widening

Public Meeting Attendance Sheet

April 13, 2004

NAME _____

MAILING ADDRESS

PHONE NUMBER

[illegible]

Appendix D

FAX TRANSMISSION

RIEHL SEWN VAC, INC.

601 W 36TH AVE, STE 18

ANCHORAGE, AK 99503

907-563-2909

FAX: 907-563-1076

To: TIM WOSTER, ADOT&PF

Date: April 12, 2004

Fax #: 907-451-5126

Pages: ONE, including this cover sheet.

From: E. A. HAMM JR.

Subject: PROJECT F-M-670(1)/62541

COMMENTS:

AS THIS PROJECT AFFECTS OUR LEASED PREMISES AT 300 OLD STEESE HWY, OUR FIRM WISHES TO CONFIRM THAT "SOUTH ALTERNATIVE" IS A PREFERRED ROUTING FOR THIS NEEDED IMPROVEMENT.

YOURS TRULY, E A HAMM JR, FOR RIEHL SEWN VAC, INC

4/13/04

11:25 AM

Called Mr. Hamm to discuss project.

Mr. Hamm was interested in an update of the project. His business is in the Plaza in the N.W. corner of Old Steese/3rd Street intersection.

He mentioned that he felt the South Alternative made the most sense.

T Woster

4/13/04



Merrill J. Hakala
 140 Front St
 Fairbanks, AK 99701

Ph # 456 5498 Fax # 456 5499

April 2, 2004

Tim Woster
 Design Engineering Manager
 2301 Peger Rd
 Fairbanks, AK 99709

Post-Net Fax Note		7671
To	R. J. Cooper	
Card Dept	USKH	
Phone #	(907) 276-4245	
Fax #	(907) 258-4653	
From	Tim Woster	
On	4/2	08:53
Phone #	456-2288	
Fax #	456-5126	

Mr. Woster,

This message is concerning the Third St in Graehl widening project no. F-M-670(1)62541.

There is no real good reason for it. What should be done to improve the flow of traffic to and from the Steese Expressway is to use 3rd St and 7th St. These Streets were a part of the original design of the Steese Expressway. The only reason that was not done was because Harold Gilliam, who at that time was the Mayor of Fairbanks opposed it because his home was in the area.

The traffic flow to and from the Steese Expressway will really improve if what I suggest is truly considered and done. If the 3rd St in Graehl project is done, we will still have vehicles who want to use the Steese Expressway backed up all the way to the Old Steese Highway at 3rd and Minnie St and even

around the corner. It will be this way at noon and in the afternoon from 4:30 thru 6:30 P.M..

The project that was done 2/3 years ago on the Old Steese, north of the Wendall St Bridge which was suppose to improve the traffic flow did not improve at all. At the pre-construction hearings, I suggested what I have stated above but my thoughts were completely ignored. That project was a complete waste of money. I do hope that my suggestions will be considered seriously.

Sincerely

Merrill J. Hakala
Merrill J. Hakala

Julianne Hanson

From: Ron Goughnour
Sent: Thursday, April 01, 2004 11:57 AM
To: Julianne Hanson
Subject: FW: 3d Street Comment

FYI

-----Original Message-----

From: Tim Woster [mailto:tim_woster@dot.state.ak.us]
Sent: Thursday, April 01, 2004 11:56 AM
To: Heck, Linda; Ron Goughnour
Subject: 3d Street Comment

Ron/Linda,

I received a call commenting on 3rd Street Widening.

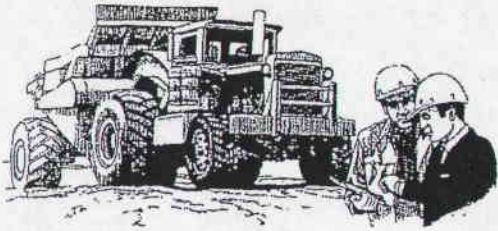
The call was from Kasey Stanley, Manager of the House of Tabs on 3rd Street. She wasn't sure whether she would be able to attend the public meeting, but had received notice and would like to comment.

She said that from watching traffic in front of her business, she believes that a big part of the traffic problem results from the timing of the traffic signal at Steese Highway and 3rd Street. She believes the duration of the green phase for east-bound traffic on 3rd Street should be longer. Often, she thinks that the east-bound green phase will only let about 4 cars through the intersection before changing phases. She said that she often sees traffic backed up from the Steese Highway to the Old Steese Highway.

She said that she has been operating her business in it's current location for about 2 years.

I encouraged her to try to attend the meeting if possible. However, please include this comment with any other comments that we may receive at the meeting, in case she can't attend.

Tim



Third Street Widening

Old Steese Highway to Hamilton Avenue &
Steese Expressway between the College Road and
Chena River Bridge

Fairbanks North Star Borough Chambers
April 13, 2004
Comments Are Welcome

We would like to stay in touch with you throughout the planning process to learn about your concerns and hear your suggestions. Please take a moment to fill out this comment sheet so that we can respond to any comments you may have. If you don't finish the comment sheet today, please mail to Linda Heck, Environmental Coordinator, ADOT&PF Northern Region, 2301 Peger Road, Fairbanks, Alaska 99709; fax to (907) 451-5126; or e-mail linda_heck@dot.state.ak.us. Thank You!

Name:

Doug Isaacson

Address:

334 OLD STEESE HWY 99701

Telephone:

451-7375

Please add comments that you think may be helpful during the design development process. Are there any specific elements of the planned improvements that you feel may cause a particular problem?

BECAUSE WIDENING OF THE ROAD IS GOING TO TAKE
A LOT OF PROPERTY FROM BUSINESSES (AND PHIL EVANS/NORTHGATE
SQUARE DID NOT GET ADEQUATE COMPENSATION ON THE OLD STEESE
IMPROVEMENTS) AND BECAUSE DOT PROPOSED ROUNDABOUTS
FOR NORTH POLE AS ALTERNATIVES THAT WOULD BOTH USE
EXISTING ROADBED AND EXPEDITE TRAFFIC FLOW, WHY (THEN) DON'T
YOU CONSIDER A SERIES OF ROUNDABOUTS?
SLOW SPEEDS DOWN ON OLD STEESE ~~AS WELL~~

Third Street Widening Public Meeting Questionnaire

Please answer the following questions. Your answers will help us understand your concerns and ideas regarding this project.

1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☒ Business Owner ☐ Public official
☐ Property Owner ☐ Interested citizen
☐ Travel route to/from work
☐ Travel route for other trips
☐ Work in the project area
☐ Live in the project area

2. Do you regularly drive in the project area?

- ☒ Yes ☐ No

If yes, how often do you drive in the project area?

- ☐ Once a week
☐ Once a day
☒ One to five times a day
☐ More than five times daily
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?

- ☒ Yes ☐ No

4. Is there another route you could use to get to your destination?

- ☒ Yes ☐ No

If yes, describe the route

10th to 3rd OLD STREET OR FROM FRED MEYER

5. Do you, or any family members ride your bike on Third Street?

- ☒ Yes ☐ No

If yes, is it primarily:

- ☒ Recreational ☐ Commute

6. Do you, or any family members walk along Third Street?

- ☒ Yes ☐ No

7. What problems apply to your driving on Third Street?

Check all that apply:

- ☒ Delay at signals
☒ Waiting more than one signal cycle
☒ Lack of right turning lanes ONTO STREET
☐ Access into driveways
☐ Access from driveways
☐ Bike/pedestrian movements
☒ Congestion
☐ Other

8. Do you even intentionally avoid traveling on Third Street?

- ☒ Yes ☐ No
 OCCASIONALLY

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

- ☒ Yes ☐ No ☐ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

ROUNDABOUTS

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction ABILITY FOR CLIENTS
 TO FIND US OR GET COURAGE TO
 COME.

After construction NOT MUCH

12. In your opinion, what are the benefits you see to upgrading Third Street?

EASE CONGESTION

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

Pedestrian and bicycle facilities

Air quality

Traffic noise

Hazardous materials

Right of Way acquisition

Business impacts

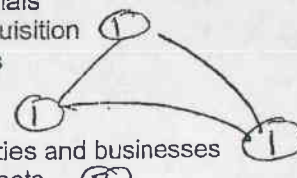
Access control

Parking spaces

Access to properties and businesses

Construction impacts

Project costs



Please use the backside of this questionnaire for additional comments you may have. →

Third Street Widening Public Meeting Questionnaire

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1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☒ Business Owner ☐ Public official
☐ Property Owner ☒ Interested citizen
☒ Travel route to/from work
☐ Travel route for other trips
☐ Work in the project area
☐ Live in the project area

2. Do you regularly drive in the project area?

- ☒ Yes ☐ No

If yes, how often do you drive in the project area?

- ☐ Once a week
☐ Once a day
☒ One to five times a day
☒ More than five times daily
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?

- ☒ Yes ☐ No

4. Is there another route you could use to get to your destination?

- ☒ Yes ☐ No

If yes, describe the route

College Rd, Trainer Gate Rd.

5. Do you, or any family members ride your bike on Third Street?

- ☒ Yes ☐ No

If yes, is it primarily:

- ☐ Recreational ☒ Commute

6. Do you, or any family members walk along Third Street?

- ☒ Yes ☐ No

7. What problems apply to your driving on Third Street?

Check all that apply:

- ☐ Delay at signals
☒ Waiting more than one signal cycle
☐ Lack of right turning lanes
☐ Access into driveways
☐ Access from driveways
☐ Bike/pedestrian movements
☐ Congestion
☒ Other access from Eagle Ave.

8. Do you even intentionally avoid traveling on Third Street?

- ☒ Yes ☐ No

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

- ☒ Yes ☐ No ☐ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

4 lanes from Noyes Slough bridge to Hamilton Ave., stoplight @ Eagle Ave

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction Congestion w/ alternate access

After construction

12. In your opinion, what are the benefits you see to upgrading Third Street?

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

Pedestrian and bicycle facilities

Air quality

Traffic noise

Hazardous materials

Right of Way acquisition

Business impacts

Access control

Parking spaces

Access to properties and businesses

Construction impacts

Project costs

Please use the backside of this questionnaire for additional comments you may have. →

Julianne Hanson

From: mike milke [m.dmilke@acsalaska.net]
Sent: Monday, April 19, 2004 7:52 PM
To: tim_woster@dot.state.ak.us
Subject: Third Street Widening - Comments

Thank you for inviting public input.

The Old Steese was just redone 2 years ago—I'm surprised that the planning wasn't long range enough to be in service for more years. Please don't make the mistake again of contributing to the concrete mecca! I was pleased when the Old Steese was redone and sidewalks were put in, but disappointed that not a blade of grass, much less a bush or tree were left in sight for blocks.

The new stairway leading from the Wendell Street Bridge down to Graehl Park is nice if you're on foot, but impassable by bicycles. There is heavy pedestrian and bicycle traffic from Riverside Park in Island Homes, through Graehl Landing, over Wendell Street Bridge to downtown; any of these individuals on bikes have to go down another block to access the Old Steese sidewalk that leads across the Wendell Street Bridge.

When cars park in Fred's lot near the retaining wall along the Old Steese, the view of drivers taking the side exit out of Fred's lot onto the Old Steese is blocked due to the angle of the street.

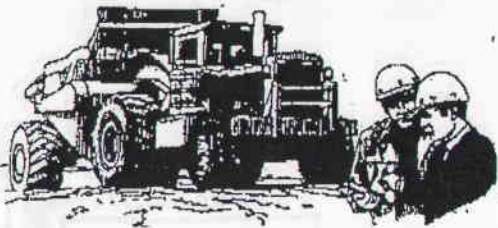
The intersection of Third and Old Steese is horrible during peak times. Inconsiderate drivers try to squeeze through the light and end up sitting in a line of traffic; once the light changes, they're stuck in line and blocking traffic in the other direction from moving, causing frustrating gridlock.

When redoing Third Street, please take into account the fact that if and when Gavora Mall is fully occupied the traffic will increase; when Dimensions Salon builds in the residential area behind their current location and along the Steese Expressway, traffic will increase; when the lot cleared last summer near Front and Eagle streets is occupied (I assume it will be commercial), traffic will increase. It's already difficult to exit from Eagle onto Third, or out of the Eagle Plaza mall onto Third, due to the volume of traffic. There is only one access in and out of the mall, which isn't sufficient due to the volume of traffic on Third Street. The borough has allowed businesses to build in what have traditionally been residential neighborhoods—they aren't equipped to handle the traffic. I don't see how Third can be widened without some buildings coming out. I vote for taking out the building China 1 Buffett is in. It's been vacant most of the past 10 years; when it is occupied it raises the level of traffic in and out of the mall above levels that the roads are equipped to handle. If, however, you take out a strip of Gavors's lot to widen the road, if the mall is ever fully occupied it won't have adequate parking.

Cars fighting for parking spaces at Chowder House sometimes don't turn at the intersection, but instead into its lot off of Third. This is a traffic hazard due to the heavy traffic coming from the Steese intersection and the proximity to the Eagle and Third intersection. Chowder House's sign that rests on their lot near the sidewalk is too close to the street and sometimes blocks drivers' views.

I cringe to think what traffic on Old Steese and College is going to be like once Walmart, the new Fred's, and the new restaurants are all open. There are too many streets in the area that deadend, i.e. College, Trainer Gate, the access road that runs behind Sam's and the Bentley Mall, Minnie, 10th Avenue, Phillips Field, etc.

Thanks for listening!



Third Street Widening

Old Steese Highway to Hamilton Avenue &
Steese Expressway between the College Road and
Chena River Bridge

Fairbanks North Star Borough Chambers

April 13, 2004

Comments Are Welcome

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Name: _____

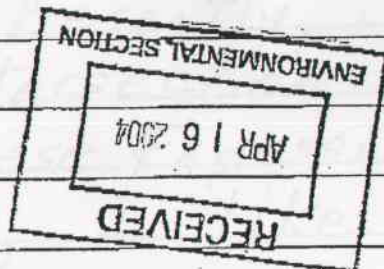
Address: _____

Telephone: _____

Please add comments that you think may be helpful during the design process. Please specify the specific elements of the planned improvements that you feel may cause a particular problem.



WEAVER BROS., INC.
ANCHORAGE • KENAI • FAIRBANKS
T 456-7704
F 456-6479
C 590-3850
E davidl@wbialaska.com
David Lean Terminal Mgr.
3377 Leisure St.
Fairbanks, AK 99701





RECEIVED

APR 20 2004

ENVIRONMENTAL SECTION

Third Street Widening

Old Steese Highway to Hamilton Avenue &
Steese Expressway between the College Road and
Chena River Bridge

Fairbanks North Star Borough Chambers

April 13, 2004

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Name:

David Mongold

Address:

230 Old Steese Hwy.
Fairbanks, 99701

Telephone:

457-4260

Please add comments that you think may be helpful during the design development process. Are there any specific elements of the planned improvements that you feel may cause a particular problem?

After the last project was completed @ 3rd & Old Steese
the Southbound Old Steese Rd - Became a race
track from the Old Steese Minute Intersection to
the Bridge. A race to see who would get to
the lane change at the Bridge first. Hopefully,
won't get any worse and hope it doesn't
get that way on the Expressway, But I
think the Expressway will flow better. Great
Northwest did a great job with det control But
putting down a temp road surface and taking
it back up. Equipment parking was also a
problem during the construction.

APR. 21. 2004 7:50AM

DOT&PF ENVIRONMENTAL

NO. 021 P. 12

Place
Stamp
Here

Alaska Department of Transportation & Public Facilities
Attn: Linda Heck
2301 Peger Road
Fairbanks, AK 99709

Public Meeting Questionnaire

Please answer the following questions. Your answers will help us understand your concerns and ideas regarding this project.

1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☒ Business Owner ☐ Public official
☒ Property Owner ☐ Interested citizen
☒ Travel route to/from work
☐ Travel route for other trips
☐ Work in the project area
☐ Live in the project area

2. Do you regularly drive in the project area?

- ☒ Yes ☐ No

If yes, how often do you drive in the project area?

- ☐ Once a week
☐ Once a day
☒ One to five times a day
☐ More than five times daily
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?

- ☐ Yes ☒ No

4. Is there another route you could use to get to your destination?

- ☒ Yes ☐ No

If yes, describe the route

Old Steese (partially) Mimie St.?

5. Do you, or any family members ride your bike on Third Street?

- ☐ Yes ☒ No

If yes, is it primarily:

- ☐ Recreational ☐ Commute

6. Do you, or any family members walk along Third Street?

- ☒ Yes ☐ No Sometimes

7. What problems apply to your driving on Third Street? Check all that apply:

- ☒ Delay at signals
☒ Waiting more than one signal cycle
☒ Lack of right turning lanes
☐ Access into driveways
☐ Access from driveways
☐ Bike/pedestrian movements
☒ Congestion
☒ Other Waiting to enter Traffic

From a side road or parking lot

8. Do you even intentionally avoid traveling on Third Street?

- ☒ Yes ☐ No When Possible

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

- ☐ Yes ☐ No ☒ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

widening, turn lanes longer,
Signal @ East Ave. Better
travel @ Steese & Third

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction Business Access,
Dust, congestion

After construction Increased speed, people
racine to beat the other car to
the lane change

12. In your opinion, what are the benefits you see to upgrading Third Street?

Better Access, Better Flow,
less time & lights, less
Accidents

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

Pedestrian and bicycle facilities

Air quality

Traffic noise

Hazardous materials

Right of Way acquisition

Business impacts

Access control

Parking spaces

Access to properties and businesses

Construction impacts

Project costs

Please use the backside of this questionnaire for additional comments you may have. →

APR. 21. 2004 7:51AM

DOT&PF ENVIRONMENTAL

NO. 021 P. 14



**Third Street Widening
Public Meeting Questionnaire**

Please answer the following questions. Your answers will help us understand your concerns and ideas regarding this project.

1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☐ Business Owner ☐ Public official
☐ Property Owner ☐ Interested citizen
☐ Travel route to/from work
☒ Travel route for other trips
☐ Work in the project area
☐ Live in the project area

2. Do you regularly drive in the project area?

- ☒ Yes ☐ No

If yes, how often do you drive in the project area?

- ☐ Once a week
☐ Once a day
☒ One to five times a day
☐ More than five times daily
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?

- ☒ Yes ☐ No

4. Is there another route you could use to get to your destination?

- ☒ Yes ☐ No

If yes, describe the route

Slater → Hamilton

5. Do you, or any family members ride your bike on Third Street?

- ☒ Yes ☐ No

If yes, is it primarily:

- ☒ Recreational ☐ Commute

6. Do you, or any family members walk along Third Street?

- ☒ Yes ☐ No

7. What problems apply to your driving on Third Street? Check all that apply:

- ☒ Delay at signals
☒ Waiting more than one signal cycle
☒ Lack of right turning lanes
☒ Access into driveways
☐ Access from driveways
☐ Bike/pedestrian movements
☐ Congestion
☐ Other _____

8. Do you even intentionally avoid traveling on Third Street?

- ☐ Yes ☒ No

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

- ☒ Yes ☐ No ☐ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

Your plan seems fine. I would prefer a lane dedicated to right turn on Third coming from east & turning North on Steese

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction Having to use another route both departing from home & returning to home

After construction _____

12. In your opinion, what are the benefits you see to upgrading Third Street?

Improved traffic flow; moving utility poles back from edge of roadway; removing potholes

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

- Pedestrian and bicycle facilities
 Air quality
 Traffic noise
 Hazardous materials
 Right of Way acquisition
 Business impacts
☒ Access control
 Parking spaces
 Access to properties and businesses
☒ Construction impacts
☒ Project costs

Please use the backside of this questionnaire for additional comments you may have. →

This project has been delayed for a long time (approx 10 years).
Third St is the worst section of road in town. Don't allow
any more delays.



Please answer the following questions. Your answers will help us understand your concerns and ideas regarding this project.

1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☐ Business Owner ☐ Public official
☐ Property Owner ☐ Interested citizen
☒ Travel route to/from work
☒ Travel route for other trips
☐ Work in the project area
☐ Live in the project area

2. Do you regularly drive in the project area?
☒ Yes ☐ No

If yes, how often do you drive in the project area?
☐ Once a week
☐ Once a day
☐ One to five times a day
☒ More than five times daily 40
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?
☐ Yes ☒ No

4. Is there another route you could use to get to your destination?
☐ Yes ☐ No

If yes, describe the route

5. Do you, or any family members ride your bike on Third Street?
☐ Yes ☒ No

If yes, is it primarily:

☐ Recreational ☐ Commute

6. Do you, or any family members walk along Third Street?

☐ Yes ☒ No

7. What problems apply to your driving on Third Street? Check all that apply:

- ☒ Delay at signals
☒ Waiting more than one signal cycle
☒ Lack of right turning lanes
☐ Access into driveways
☒ Access from driveways
☐ Bike/pedestrian movements
☐ Congestion
☐ Other

8. Do you even intentionally avoid traveling on Third Street?

☒ Yes ☐ No

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

☒ Yes ☐ No ☐ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

Dedicated Turning lanes - all 4 quadrant

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction congestion - do it anyway

After construction None

12. In your opinion, what are the benefits you see to upgrading Third Street?

Safety
access improvement

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

Pedestrian and bicycle facilities

- ☒ Air quality
☐ Traffic noise
☐ Hazardous materials
☐ Right of Way acquisition
☐ Business impacts
☒ Access control
☐ Parking spaces
☐ Access to properties and businesses
☐ Construction impacts
☒ Project costs

Please use the backside of this questionnaire for additional comments you may have. →

Thx

APR. 21. 2004 7:48AM

DOT&PF ENVIRONMENTAL

NO. 021 P. 6

RECEIVED

APR 16 2004

ENVIRONMENTAL SECTION



Third Street Widening

Old Steese Highway to Hamilton Avenue &
Steese Expressway between the College Road and
Chena River Bridge

Fairbanks North Star Borough Chambers

April 13, 2004

Comments Are Welcome

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FNSB P&Z Commissioner

Name:

luke Hopkins

LUKE HOPKINS

Address:

PO Box 81622 Fbks 99708

Telephone:

347-0006 cell

Please add comments that you think may be helpful during the design development process. Are there any specific elements of the planned improvements that you feel may cause a particular problem?

= medium landscaping or
corner radius landscaping.

= Hamilton Ave sidewalks on North
of Third to connect to new
Nordale school site improvements

= Appears west feeder, Minnie St., is
receiving more thru traffic. See rezoning of
lot for Apocalypse Design light industrial w/
limitation. Expect further type retail
changes on Minnie.

Third Street Widening Public Meeting Questionnaire

Please answer the following questions. Your answers will help us understand your concerns and ideas regarding this project.

1. Which of the following describes your interest in the project corridor. Mark all that apply:

- ☐ Business Owner
☐ Property Owner
☐ Travel route to/from work
☐ Travel route for other trips
☐ Work in the project area
☐ Live in the project area
- ☒ Public official
☐ Interested citizen

2. Do you regularly drive in the project area?

☒ Yes ☐ No

If yes, how often do you drive in the project area?

- ☒ Once a week
☐ Once a day
☐ One to five times a day
☐ More than five times daily
☐ Rarely

3. Do you ever use Third Street to access the downtown business area?

☒ Yes ☐ No

4. Is there another route you could use to get to your destination?

☒ Yes ☐ No

If yes, describe the route

college to old Steese

5. Do you, or any family members ride your bike on Third Street?

☐ Yes ☒ No

If yes, is it primarily:

☐ Recreational ☐ Commute

6. Do you, or any family members walk along Third Street?

☐ Yes ☒ No

7. What problems apply to your driving on Third Street?

Check all that apply:

- ☐ Delay at signals
☒ Waiting more than one signal cycle
☐ Lack of right turning lanes
☐ Access into driveways
☐ Access from driveways
☐ Bike/pedestrian movements
☐ Congestion
☐ Other access from side roads east of New Steese

8. Do you even intentionally avoid traveling on Third Street?

☒ Yes ☐ No at rush hour periods

9. As traffic volumes increase in the future causing more congestion on Third Street, would you still use the corridor?

☐ Yes ☐ No ☒ Maybe

10. What improvements would you like to see on Third Street? What needs to be done?

Connect sidewalk improvements at east end of project with New Nordale sidewalk improv - don't leave a section unimproved

11. In your opinion, what would be the negative effects, if any, of upgrading Third Street?

During construction _____

After construction access from mall that is currently largely empty but will be occupied in near future

12. In your opinion, what are the benefits you see to upgrading Third Street?

reducing stacking that extends beyond traffic lights at old Steese & stops at Eagle

Listed below are potential issues often associated with urban transportation improvement projects. We are interested in what you think are the highest priorities for Third Street. Please circle the three most important issues.

Pedestrian and bicycle facilities

☐ Air quality
☐ Traffic noise
☐ Hazardous materials
☐ Right of Way acquisition
☐ Business impacts

☒ Access control

☒ Parking spaces

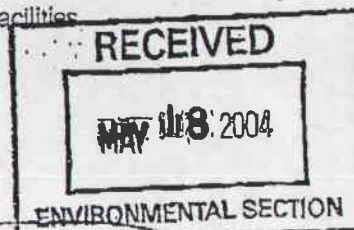
☒ Access to properties and businesses

☐ Construction impacts

☐ Project costs



Please use the backside of this questionnaire for additional comments you may have.

add more clustered planting like Washington St,



Appendix E

608700

  **FAIRBANKS**

**DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES NORTHERN REGION**

**PUBLIC OPEN HOUSE AND NOTICE OF
INTENT TO BEGIN ENGINEERING AND
ENVIRONMENTAL STUDIES**

Notice of Floodplain Involvement E.O. 11988
Notice of Possible Historic Properties Involvement

THIRD STREET WIDENING
Project No. F-M-670(1)/62541

Tuesday, April 13, 2004, from 5:00 to 8:00 p.m.
With a presentation from 6:00 to 6:30 p.m. at Fairbanks North Star
Borough Chambers on 809 Pioneer Road in Fairbanks, Alaska

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information to upgrade Third Street between Old Steese Highway and Hamilton Avenue and Steese Highway between the Chena River Bridge and College Road. A new Environmental Assessment (EA) will be prepared to re-evaluate the original environmental document and evaluate any new impacts not addressed in the original document.

Third Street sees a high volume of traffic and it reaches gridlock during peak hours. In the early 1990's, ADOT&PF began planning for widening the roadway. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995 and a Record of Decision for the project was approved and signed on June 6, 1997. In the EIS, ADOT&PF evaluated three alternatives: one widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The South Alternative was chosen as the preferred alternative.

We are seeking your input. Your participation will help ensure all possible factors are considered in the EA.

If you are unable to attend the meeting, you can submit your comments by April 27, 2004 in writing, by fax, or by telephone to: Tim Woster, Design Engineering Manager at (907) 451-2288, fax (907) 451-5126, email tim_woster@dot.state.ak.us or Linda Heck, Environmental Analyst, (907) 451-5295, fax (907) 451-5103, email to linda_heck@dot.state.ak.us or in writing to: 2301 Peger Road, Fairbanks, AK 99709. If you require special accommodations in order to participate in this meeting, please call so that arrangements can be made to assist you. To correspond by text telephone (TDD), please call (907) 451-2363.

AO 2524 ENV-020

*Fairbanks News Mining
March 31, 2004*

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ORDER**

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FAIRBANKS DAILY NEWS-MINER
P. O. BOX 70710
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AGENCY CONTACT

DEBORAH TODD

PHONE

(907) 451-2237

DATE OF A.O.

MARCH 30, 2004

FAX: (907) 451-5103

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MARCH 31, APRIL 11, AND APRIL 13, 2004

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THIRD STREET
WIDENING #62541

REQUISITIONED BY:

Deborah Todd

DIVISION APPROVAL

[Signature]

**PUBLIC OPEN HOUSE
AND
NOTICE OF INTENT
TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES**

**Notice of Floodplain Involvement E.O. 11988
Notice of Possible Historic Properties Involvement**

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Project No. F-M-670(1)/62541**

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From 5:00 to 8:00 p.m.
With a presentation from 6:00 to 6:30 p.m.
at Fairbanks North Star Borough Chambers
on 809 Pioneer Road
in Fairbanks, Alaska**

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information to upgrade Third Street between Old Steese Highway and Hamilton Avenue and Steese Highway between the Chena River Bridge and College Road. A new Environmental Assessment (EA) will be prepared to re-evaluate the original environmental document and evaluate any new impacts not addressed in the original document.

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

3/31/2004

ST OF AK/DEPT TRANS

12 i

110

~~AD 2524 ENV-020~~

10448

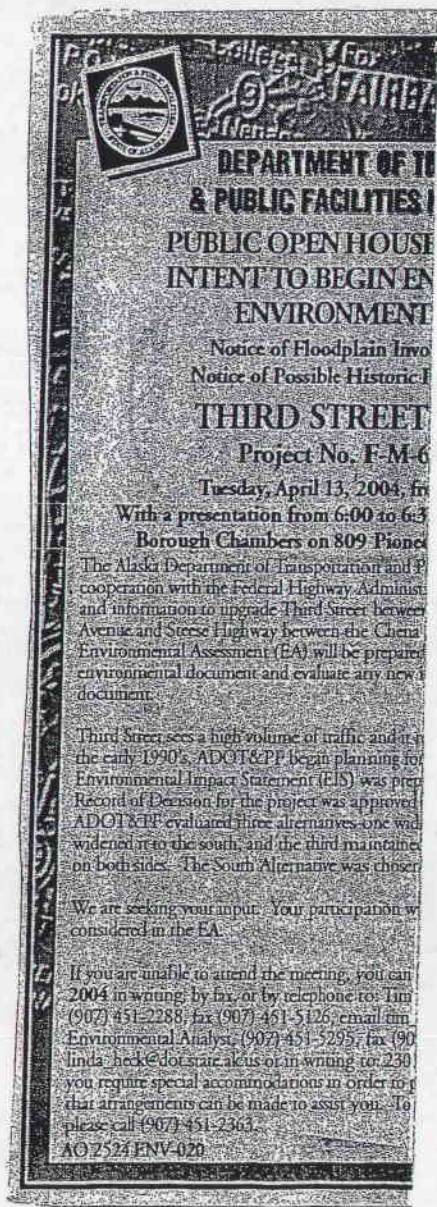
14269317

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

Shane Zache

Subscribed and sworn to before me on this 31 day
MARCH 2004
of _____, 20____

Notary Public in and for the State Alaska.

My commission expires 12/31/2005

Appendix F

[Home](#)

[Go Back](#)

Online Public Notice

State of Alaska

Public Notices Public Open House & Notice of Intent to Begin Engineering & Environmental Studies: Third Street Widening/62541

Submitted by: Pamela Lord/NR/DOTPF

Date Submitted: 03/30/2004 08:57 AM

Date Modified:

Ak Admin Journal: [not printed]

Attachments: No files attached

Public Open House & Notice of Intent to Begin Engineering & Environmental Studies: Third Street Widening/62541

Category: Public Notices
Publish Date: 03/30/2004

Department: Transportation & Public Facilities
Location: Fairbanks
Coastal District: N/A

Body of Notice:

Notice of Floodplain Involvement E.O. 11988
Notice of Possible Historic Properties Involvement

Tuesday, April 13, 2004

from 5:00 to 8:00 p.m.

With a presentation from 6:00 to 6:30 p.m.

Fairbanks North Star Borough Chambers

09 Pioneer Road

Fairbanks, Alaska

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(907)451-5295, fax (907)451-5103, email to linda_heck@dot.state.ak.us, or in writing to: 2301 Peger Road, Fairbanks, AK 99709.

If you require special accommodations in order to participate in this meeting, please call so that arrangements can be made to assist you. To correspond by text telephone (TDD), please call (907)451-2363.

Revision History:

03/30/2004 08:57:31 AM by Pamela Lord/NR/DOTPF/State/Alaska/US

abClient [Anon]



FACSIMILE TRANSMITTAL

TO: KAKQ, KIAK (AM/FM), The Edge 104.7 DATE: April 5, 2004

CO: PROJ.: Third Street Widening

DEPT: SUBJ.: PSA

FAX#: 1-907-457-2128 W.O.#: 608900

NO. OF PAGES (Including this transmittal): 2

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☐ Regular Mail

☐ Courier

☐ Overnight Service

MESSAGE:

Please run the attached Public Service Announcement through April 13 at 5:00 p.m.

FAXED
4-5-04

SIGNED Julianne Hanson

Department Juneau

☐ 2515 A Street, Anchorage, AK 99503
PHONE: (907) 276-4245
FAX: (907) 258-4653

☒ 3017 Clinton Drive, Suite 201, Juneau, AK 99801
PHONE: (907) 790-2901
FAX: (907) 790-3901

☐ 1830 Second Avenue, Fairbanks, AK 99701
PHONE: (907) 452-2128
FAX: (907) 452-4225

☐ 809 S. Chugach Street, Suite 1, Palmer, AK 99645
PHONE: (907) 746-7815
FAX: (907) 746-7819



FACSIMILE TRANSMITTAL

TO: KCBF, KFAR, KUWL, KWLF,
KXLR

DATE: April 5, 2004

CO:

PROJ.: Third Street Widening

DEPT:

SUBJ.: PSA

FAX#: 1-907-451-5999

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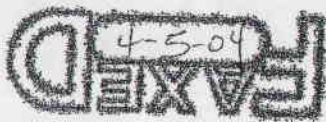
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FACSIMILE TRANSMITTAL

TO: KUAC Public Radio DATE: April 5, 2004
CO: PROJ.: Third Street Widening
DEPT: SUBJ.: PSA
FAX#: 1-907-474-5064 W.O.#: 608900

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MESSAGE:

Please run the attached Public Service Announcement through April 13 at 5:00 p.m.

FAXED
4-5-04

SIGNED Julianne Hanson

Department Juneau

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☐ 1830 Second Avenue, Fairbanks, AK 99701
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☐ 809 S. Chugach Street, Suite 1, Palmer, AK 99645
PHONE: (907) 746-7815
FAX: (907) 746-7819



FACSIMILE TRANSMITTAL

TO: KSUA-FM

DATE: April 5, 2004

CO:

PROJ.: Third Street Widening

DEPT:

SUBJ.: PSA

FAX#: 1-907-474-6314

W.O.#: 608900

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4-5-04

SIGNED

Julianne Hanson

Department

Juneau

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PUBLIC SERVICE ANNOUNCEMENT

PUBLIC OPEN HOUSE

THIRD STREET WIDENING

The Alaska Department of Transportation and Public Facilities will be holding an Open House Meeting to solicit comments and information for the upgrade of Third Street between Old Steese Highway and Hamilton Avenue and Steese Highway between the Chena River Bridge and College Road. The Open house will be held on Monday, April 13th at the Fairbanks North Star Borough Chambers, 809 Pioneer Road from 5 PM to 8 PM.

Your participation will help ensure all possible factors are considered in this project.

If you require special accommodations in order to participate in this meeting, please call Tim Woster at 451-2288 so that arrangements can be made to assist you. To correspond by text telephone (TDD), please call (907) 451-2363.

APPENDIX B

AGENCY CORRESPONDENCE

<u>Date</u>	<u>Title</u>	<u>Content</u>
6/8/05	DOT&PF Letter to ADEC	Petroleum and PCE Soil Handling Work Plan
4/27/05	DOT&PF Parking Appeal to FNSB	Gavora Parking Lot Appeal
4/13/05	Email from Christy Everett, USACE	Jurisdictional Determination
4/12/05	Record of Conversation (ROC): ADEC	Gaffney Road Contamination
4/4/05	ROC: ADEC	Gaffney Road Contamination
4/4/05	ROC: Jubilee Worship Center	Public Facility Operations
3/29/05	Email from/to Wayne Elson	Hot Spot Analysis Conformity
3/23/05	ROC: ADEC, Solid Waste	Contaminated Material Disposal
3/18/05	Email from Amy Ash, ADEC	TMDL's
3/17/05	ROC: Kim DeRuyter, ADEC	PCE Contamination
3/8/05	Email from Doug Simms, FNSB	Floodplain Determination
2/11/05	ROC: Don Young, ADF&G	Project Area Wildlife
1/31/05	Email from Alice Edwards, ADEC	Air Quality Maintenance Area
11/16/04	Email from Tim Woster	Dale Lewis/Hot Spot Analysis
11/16/04	Email from Tim Woster	FTA Conformity Review
11/1/04	Letter from SHPO	Finding of No Adverse Effect
10/25/04	Email from Jeff Roach	Air Quality (AQ) Conformity
10/08/04	DOT&PF Letter to FHWA	Request for AQ Conformity
10/08/04	DOT&PF Letter to EPA	Request for AQ Conformity
10/08/04	DOT&PF Letter to FHWA	Request for AQ Conformity
10/08/04	DOT&PF Letter to FNSB	Request for AQ Conformity
10/08/04	DOT&PF Letter to ADEC	Request for AQ Conformity
8/2/04	FHWA Letter to SHPO	Consultation Request
8/2/04	FHWA Letter to Tanana Chiefs Conference	Consultation Request
8/2/04	FHWA Letter to Denakkanaaga, Inc	Consultation Request
8/2/04	FHWA Letter to Fairbanks Native Association	Consultation Request
4/21/04	Email to Max Lyon, FNSB	AQ
4/21/04	Email from Tim Woster	FNSB AQ Concerns

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
TDD: (907) 451-2363
FAX: (907) 451-5103
EMAIL: linda_heck@dot.state.ak.us

June 8, 2005

Re: 3rd Street Widening
Project F-M-670(1)/62541
Petroleum & PCE Soil Handling Work Plan

Mr. Doug Bauer
Contaminated Sites Program
Division of Spill Prevention & Response
State of Alaska Department of Environmental Conservation
610 University Avenue
Fairbanks, AK 99709-3643

Dear Mr. Bauer:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to widen 3rd Street in Fairbanks, Alaska. ADOT&PF, through environmental studies performed by Golder Associates, discovered PCE and petroleum soil contamination within the project area. PCE soil contamination was discovered at 229 3rd Street (formerly The Flower Shop Downtown). Petroleum soil contamination was discovered at 400 3rd Street (Eagle Plaza Mall Southwest). A copy of the Golder Associates report, Phase II Environmental Site Assessment 3rd Street Widening, Fairbanks, Alaska, dated May 2005 is enclosed. For your convenience, I've enclosed copies of the figures from the report illustrating sampling points at the Flower Shop Downtown (Figure 3) and Eagle Plaza Mall (Figure 4). The enclosed Tables 1 through 4 summarize the sampling results. ADOT&PF respectfully requests your review and, if appropriate, concurrence with the soil handling procedures outlined below.

ADOT&PF proposes the following soil handling standards for project work in the above referenced areas. Based on discussions with your office, we don't expect to encounter soils contaminated with hazardous levels of petroleum or PCE during this project. Contaminated soils encountered will be handled in accordance with Alaska Department of Environmental Conservation (ADEC) and U.S. Environmental Protection Agency (EPA) regulations. We do not anticipate excavating to the depth of ground water during our excavation activities.

Petroleum and PCE Contaminated Soils:

For petroleum and PCE contaminated soils encountered during project construction, the following special provisions will be included in the contract documents for Third Street Widening Project in Fairbanks, Alaska.

These special provisions will, at a minimum, require the contractor to:

- Assure ADOT&PF that all personnel handling PCE contaminated material have the appropriate OSHA training per Title 29CFR1910.120.

"Providing for the movement of people and goods, and the delivery of State services."

- Provide an ADEC and ADOT&PF approved work plan for handling petroleum and/or PCE contaminated soils prior to commencement of construction activities. This work plan will include, at a minimum, the following requirements.
 - Provide an ADEC qualified person on site during excavation activities at suspected contaminated sites to perform field screening, in accordance with standard ADEC testing procedures, using an organic vapor analyzer (OVA), or equivalent, equipped with a photoionizing detector (PID), or other ADEC approved field screening instrument.
 - Provide a sampling and analysis plan identifying the sampling frequency and describing the sampling and analysis methods. Analytical samples will be submitted to an ADEC approved independent laboratory to determine petroleum and/or PCE contaminant concentrations.
 - Provide an ADEC and ADOT&PF approved designated contaminated soils stockpile area, design and operational plan prior to commencement of construction activities. Petroleum contaminated soils will be stockpiled separately from PCE contaminated soils.
 - Provide detailed contaminated soil handling methods. Loaded truck boxes shall be covered during transport to stockpile and/or to the approved soil remediation center.

If soil with minimal contamination is encountered, ADOT&PF may consider re-using this material within the project. If this situation occurs, ADOT&PF will seek ADEC approval for this activity.

Thank you for your assistance. Please contact Linda Heck, Environmental Analyst, at (907) 451-5295, or by e-mail to linda_heck@dot.state.ak.us with any questions or comments.

Sincerely,



Tim Woster, P.E.
Engineering Manager

LH/dt

Enclosures: Golder Associates, Phase II Environmental Site Assessment 3rd Street Widening,
Fairbanks, Alaska, May 2005
Vicinity map
Tables 1-4—Summary of Chemical Analysis
Figures 3 & 4—Push Probe Locations: Flower Shop Downtown & Eagle
Plaza

cc: Ron Goughnor, USKH, 2515 A St., Anchorage, AK 99503
Linda Heck, Environmental Analyst, ADOT&PF Northern Region
Tim Woster, P.E., Engineering, ADOT&PF, Northern Region

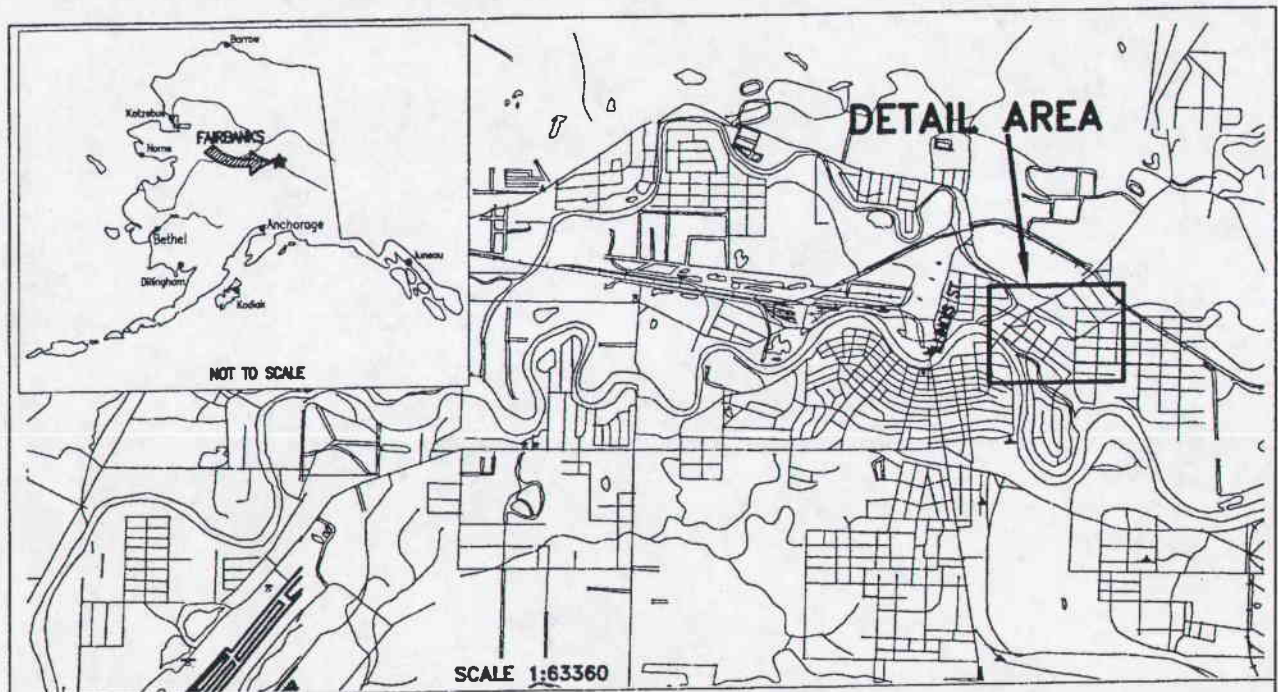


Figure 1

VICINITY MAP

USKH / 3RD ST WIDENING ESA / AK

TABLE 1
Summary of Soil Chemical Analysis
3rd Street Phase II ESA, Fairbanks, AK

COMPOUND & METHOD	STANDARD ⁽¹⁾	SAMPLE IDENTIFICATION AND SAMPLE DATE			
		Downtown Flower Shop (229 Third Street)			
		G04-01 4-6' 11/11/04	G04-01 14-16' 11/12/04	G04-02 14-16' 11/11/04	G04-03 8-10' 11/11/04
<i>Volatile Organic Compounds by 8021B</i>	(µg/Kg)	(µg/Kg)	(µg/Kg)	(µg/Kg)	(µg/Kg)
Methylene chloride		65.1 J	ND (28.9)	ND (40.9)	ND (41)
Tetrachloroethene	30	ND (11)	ND (7.26)	ND (10.3)	ND (10.3)
Toluene	5.5	28 J	ND (14)	ND (19.8)	ND (19.9)
Trichlorofluoromethane		51	ND (7.26)	ND (10.3)	ND (10.3)

Notes:

µg/Kg = concentration in micrograms per kilogram

ND (10) = Not detected at concentrations above Method Detection Limit (MDL) shown in parenthesis

J = Indicates an estimated value that falls below Practical Quantitation Limit (PQL), but is greater than the MDL

⁽¹⁾ Table B1 and B2 of "18AAC75, Articles 3 and 9, Oil and Other Hazardous Substances Pollution Control"

Regulations as amended through May 26, 2004. "Migration to Groundwater" - Under 40 inch Zone"

Exceeds current standard

TABLE 2
Summary of Groundwater Chemical Analysis
3rd Street Phase II ESA, Fairbanks, AK

COMPOUND & METHOD	STANDARD ⁽¹⁾	SAMPLE IDENTIFICATION AND SAMPLE DATE			
		The Flower Shop Downtown	Eagle Plaza Southeast	Eagle Plaza Southeast	Eagle Plaza Southwest
		G04-01	G04-04	Dup	G04-07
		11/11/04	11/12/04	11/12/04	11/12/04
<i>Petroleum Hydrocarbons</i>					
	mg/L	mg/L	mg/L	mg/L	mg/L
Gasoline Range Organics by AK101	1.3	—	0.0177 J	0.014 J	0.01 J
Diesel Range Organics by AK 102	1.5	—	0.101 J	0.0839 J	0.0638 J
Residual Range Organics by AK 103	1.1	—	0.138 J	0.122 J	0.0638 J
<i>Volatile Organic Compounds by 8021B</i>					
	(µg/L)	(µg/L)	(µg/L)	(µg/L)	(µg/L)
P & M -Xylene		ND (0.62)	ND (0.62)	1.17 J	ND (0.62)
Trichlorofluoromethane		1.64	6.5	6.75	2.91

Notes:

mg/L = concentration in milligrams per liter

$\mu\text{g/L}$ = concentration in micrograms per liter

ND (10) = Not detected at concentrations above Method Detection Limit (MDL) shown in parenthesis

J = Indicates an estimated value that falls below Practical Quantitation Limit (PQL), but is greater than the MDL

(1) Table C of "18AAC75, Articles 3 and 9, Oil and Other Hazardous Substances Pollution Control"

January 2005

TABLE 3
Summary of Soil Chemical Analysis - Eagle Plaza Southeast
3rd Street Phase II ESA, Fairbanks, AK

043-5668

COMPOUND & METHOD	STANDARD ⁽¹⁾	SAMPLE IDENTIFICATION AND SAMPLE DATE			
		Eagle Plaza Southeast			
		G04-04 14-16' 11/11/04	G04-05 12-14' 11/12/04	Dup G04-05 11/12/04	G04-06 14-16' 11/12/04
<i>Petroleum Hydrocarbons</i>	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg
Residual Range Organics by AK 103	11000	6.65 J	3.18 J	ND (2.33)	2.76 J

Notes:

mg/Kg = concentration in milligrams per kilogram

ND (10) = Not detected at concentrations above Method Detection Limit (MDL) shown in parenthesis

J = Indicates an estimated value that falls below Practical Quantitation Limit (PQL), but is greater than the MDL

⁽¹⁾ Table B1 and B2 of "18AAC75, Articles 3 and 9, Oil and Other Hazardous Substances Pollution Control"

Regulations as amended through May 26, 2004. "Migration to Groundwater" - Under 40 inch Zone"

Exceeds current standard

TABLE 4

Summary of Soil Chemical Analysis
3rd Street Phase II ESA

043-5668

COMPOUND & METHOD	STANDARD ⁽¹⁾	SAMPLE IDENTIFICATION AND SAMPLE DATE			
		Eagle Plaza Southwest			
		G04-07 14-16 11/12/04	G04-08 10-12' 11/12/04	G04-08 14-16' 11/12/04	G04-09 3-5' 11/12/04
<i>Petroleum Hydrocarbons</i>					
Gasoline Range Organics by AK101	mg/Kg 300	mg/Kg ND (0.456)	mg/Kg 0.889 J	mg/Kg ND (0.523)	mg/Kg 0.661
Diesel Range Organics by AK 102	250	ND (2.12)	ND (1.94)	ND (2.19)	2.75 J
Residual Range Organics by AK 103	11000	2.6 J	ND (1.94)	10.1 J	ND (27.3)
<i>Volatile Organic Compounds by 8021B</i>					
1,2,4-Trimethylbenzene	(µg/Kg) 95200	(µg/Kg) ND (7.11)	(µg/Kg) ND (13)	(µg/Kg) ND (8.15)	(µg/Kg) ND (10.3)
1,2-Dichlorobenzene	7000	ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
1,3,5-Trimethylbenzene	25000	ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
1,4-Dichlorobenzene	800	ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
4-Isopropyltoluene		ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
Benzene	0.02	ND (3.56)	ND (6.51)	ND (4.08)	ND (5.16)
Ethylbenzene	5.5	ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
Isopropylbenzene (Cumene)	227000	ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
Naphthalene	21000	ND (13.7)	ND (25)	ND (15.7)	ND (19.8)
n-Butylbenzene		ND (7.11)	ND (13)	ND (8.15)	ND (10.3)
n-Propylbenzene		ND (7.11)	ND (13)	ND (8.15)	ND (10.3)

TABLE 4
Summary of Soil Chemical Analysis
3rd Street Phase II ESA

o-Xylene	78	ND (7.11)	ND (13)	ND (8.15)	774	ND (10.3)
P & M -Xylene	78	ND (13.7)	ND (25)	ND (15.7)	2610	ND (19.8)
sec-Butylbenzene		ND (7.11)	ND (13)	ND (8.15)	326	ND (10.3)
tert-Butylbenzene		ND (7.11)	ND (13)	ND (8.15)	327	ND (10.3)

Notes:

mg/Kg = concentration in milligrams per kilogram

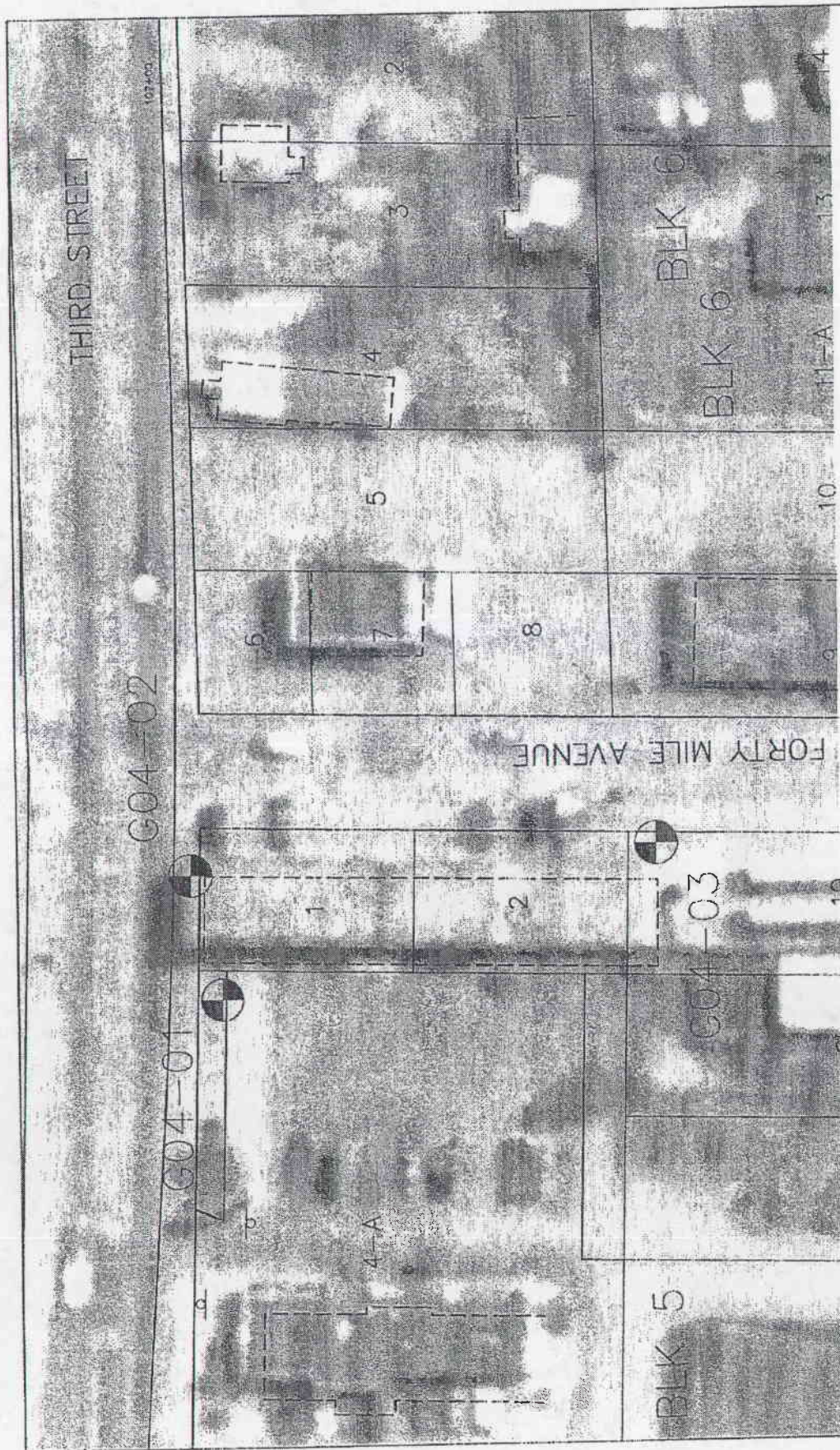
ND (10) = Not detected at concentrations above Method Detection Limit (MDL) shown in parenthesis

J = Indicates an estimated value that falls below Practical Quantitation Limit (PQL), but is greater than the MDL

(1) Table B1 and B2 of "18AAC75, Articles 3 and 9, Oil and Other Hazardous Substances Pollution Control"

Regulations as amended through May 26, 2004. "Migration to Groundwater" - Under 40 inch Zone"

Exceeds current standard



LEGEND

G04-07 GOLDER 2004 PUSH PROBE LOCATIONS



REFERENCES

- 1.) BASEMAP PROVIDED BY USKH, DATED 10/12/2004.
- 2.) AERIAL PHOTOGRAPHY TAKEN BY AEROMAP U.S. INC. ON MAY 18, 2002

PROJECT NO:043-5668 FILE: STEPLN.PH2 DATE:12/15/04 DRAWN: CAV

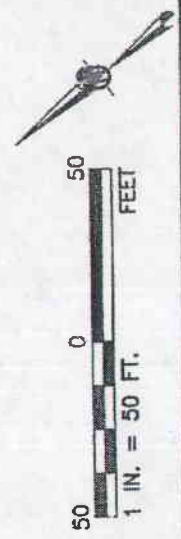


Figure 3
PUSH PROBE LOCATIONS
FLOWER SHOP DOWNTOWN
 USKH / 3RD ST WIDENING ESA / AK

Golder Associates



LEGEND

G04-07 GOLDER 2004 PUSH PROBE LOCATIONS



REFERENCES

- 1.) BASEMAP PROVIDED BY USKH, DATED 10/12/2004.
- 2.) AERIAL PHOTOGRAPHY TAKEN BY AEROMAP U.S. INC. ON MAY 18, 2002

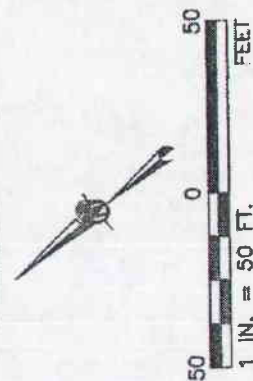


Figure 4
PUSH PROBE LOCATIONS
EAGLE PLAZA
 USKH / 3RD ST WIDENING ESA / AK

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI,
GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5407
TDD: (907) 451-2363
FAX: (907) 451-5411
1-800-475-2464

COPY

April 27, 2005

Fairbanks North Star Borough
Borough Clerk
P. O. Box 71267
Fairbanks, AK 99707

Dear Ms. Drexler:

The Department of Transportation and Public Facilities appeals the Planning Commission's denial of parking variance V012-2005 for Tract G1, Graehl Townsite at a hearing held April 19, 2005. The Notice of Appeal and Field Warrant No. 70432818 in the amount of \$275.00 is enclosed. Please call me at 451-5414 if you have any questions.

Sincerely,



Kathleen Dickinson
Negotiations Supervisor
Northern Region Right of Way

Enclosures as stated

cc: Gavora, Inc.
PO Box 70021
Fairbanks, AK 99707

Post-it® Fax Note	7671	Date	5/03/05	# of pages	5
to	Ron Goughner	From	Tim Woster		
Co./Dept	USAH	Co.	DOT-FA		
Phone #	257-7500	Phone #	451-2288		
Fax #	258-0340	Fax #	451-5726		

NOTICE OF APPEAL

State of Alaska, Department of Transportation & Public Facilities, ROW
Print Name

2301 Peger Rd. MS 2553

Mailing Address

Residence Address

Fairbanks, AK 99709

City, State, Zip Code

FNSB Code 18.54.070 (C)(1) states that the Appeal must contain detailed and specific allegations of error. Please present those allegations. If you need you may enclose additional sheets.

SEE ATTACHED

Signature

worddocs/boa/nolapp.doc

NOTICE OF APPEAL

The State of Alaska, Department of Transportation and Public Facilities, 2301 Peger Road, Fairbanks, AK 99709 appeals the denial of V012-2005 (parking variance for Tract G1 Graehl - Gavora Mall) by the Fairbanks North Star Borough Planning Commission on April 19, 2005.

Pursuant to FNSB Code 18.54.070 (C)(1) the specific allegations of error are that the Commission's Findings and Conclusions were unsupported by evidence.

1. The Department of Transportation and Public Facilities presented a variance request which conforms to the intent and purpose of Title 18, to other ordinances and Alaska Statutes.
2. The Department of Transportation and Public Facilities presented a Parking Study which conforms to the intent and purpose of Title 18.
3. The Planning Commission can not support its Findings of Fact that approval of the variance will jeopardize public health, safety or welfare.

Julianne Hanson

From: Everett, Christy A POA [Christy.A.Everett@poa02.usace.army.mil]
Sent: Wednesday, April 13, 2005 10:03 AM
To: Julianne Hanson
Subject: RE: [Fwd: Third Street/Steese Highway Upgrade]

Ms. Hanson:

Thank you for the additional information on this project provided by your email and subsequent telephone conversation. Since there is no work proposed below ordinary high water of the Chena River or Noyes Slough, or in other waters of the US, it does not appear at this time that the project would require authorization from the Corps of Engineers. If you would like a formal written determination, you may submit a map and brief description of the project to our office with the attached form.

Thanks again,

Christy Everett

-----Original Message-----

From: Julianne Hanson [mailto:JHanson@uskh.com]
Sent: Thursday, March 31, 2005 8:19 AM
To: Everett, Christy A POA
Cc: tim_woster@dot.state.ak.us; linda_heck@dot.state.ak.us; Ron Goughnour; Jeffrey Raun
Subject: FW: [Fwd: Third Street/Steese Highway Upgrade]

Ms Everett:

The purpose of this email is to:

- Obtain your concurrence that none of the work proposed by the DOT&PF will require U.S. Army Corps of Engineers authorization
- Inform you of the status of the 3rd Street Widening project in Fairbanks, Alaska

Since we last corresponded almost a year ago, alternatives to address the capacity and safety deficiencies of 3rd street have been further refined. Currently two alternatives are under consideration. One would widen 3rd Street to the north and the other would widen it to the south. Neither alternative requires work below ordinary high water on the Chena River, either for drainage structures or for widening the Chena River Bridge.

First, existing outfall locations into Noyes Slough on the west end of the project corridor and the Chena River on the South end of the corridor would be maintained. DOT&PF will use mechanical separators (storm ceptors) to treat stormwater before discharge into Noyes Slough and the Chena River. Second, the project does not include work on the Chena River Bridge.

The DOT&PF is planning on advertising the availability of the draft Environmental Assessment (EA) in May for both public and agency comment. DOT&PF also intends to hold a public meeting for the project in mid May.

I look forward to hearing back from you to obtain your concurrence that none of the work proposed by the DOT&PF will require U.S. Army Corps of Engineers authorization. If you have any questions or need more information please don't hesitate to give me a call.

Julianne Hanson
USKH, Inc.
p. (907) 790-2901

-----Original Message-----

From: Linda Heck [mailto:linda_heck@dot.state.ak.us]
Sent: Monday, April 12, 2004 1:03 PM
To: Timothy J Woster; Ron Goughnour; Julianne Hanson

Subject: [Fwd: Third Street/Steese Highway Upgrade]

----- Original Message -----

Subject: Third Street/Steese Highway Upgrade

Date: Mon, 12 Apr 2004 13:38:32 -0700

From: Everett, Christy A POA02 <Christy.A.Everett@poa02.usace.army.mil>

To: linda_heck@dot.state.ak.us <linda_heck@dot.state.ak.us>

Linda,

Thank you for your invitation to the scoping meeting for the above project on April 13th, 2004. Unfortunately, no one for the Alaska District Corps of Engineers Regulatory Branch will be available to attend. However, based on the information provided, the portions of the project that seem to have the greatest potential to require authorization from our office would include any work below ordinary high water on the Chena River, either for stormwater drainage structures or for widening of the Steese Highway Bridge. This is a very preliminary assessment, and of course, more information would be necessary to complete a more thorough jurisdictional determination.

I look forward to working with you as the design progresses.

Christy Everett

Fairbanks Field Office Manager

474-2166

This electronic communication (including all attachments) is intended only for the named addressee(s) and may contain confidential information. It has not passed through our standard review process. Design data and recommendations included herein are provided as a matter of convenience and should not be used for final design. RELY ONLY ON THE FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL. If you are not the named addressee(s), any use, dissemination, distribution, or copying of this communication is prohibited. If you have received this communication in error, please notify the sender by return e-mail and delete the original communication from your system. (JNU)



WO#: 608900

Project: 3rd Street Widening

Date: 4/12/05

Time: 10:45 am

Phone #: 907-451-5175

Talked To: Larry Johnson, DEC Project Manager

By: Jeff Raun

SUBJECT: Gaffney/3rd Street Comparison

Larry Johnson left a voicemail message answering additional questions I asked via e-mail last week:

There is no simple comparison between contamination at Gaffney and 3rd Street. There are at least two dry cleaners in the Gaffney area that are likely contributors, but any number of other point sources (i.e. service stations) may have contributed to contamination. The Gaffney file is open for review as public record in Fairbanks.

ACTION REQUIRED:

Type text here.



WO#: 608900

Project: 3rd Street

Date: 4/4/05

Time: 4:10 pm

Phone #: 907-451-5175

Talked To: Larry Johnson, ADEC Fairbanks

By: Jeff Raun

SUBJECT: Gaffney Road Area-Wide GW Investigation

Gaffney contamination carried into GW. GW contamination from PCE is unknown at Flower Shop. Some comparisons may be made. Flower Shop is a historic spill, like Gaffney, with fewer potential contamination point sources in business for less time, so lower contamination levels are expected. Gaffney GW contamination at the head of the plume is approximately 1.85 mg/L.

ACTION REQUIRED:

Type text here.



WO#: 608900

Project: 3rd Street Widening

Date: 4/4/05

Time: 12:35 pm

Phone #: 907-452-7031

Talked To: Rochelle Markle, Jubilee Worship Center

By: Jeff Raun

SUBJECT: Public Facility Component of Worship Center

Jubilee Worship Center stopped allowing outside groups to use church facilities a little over one year ago because of associated clean-up costs.

ACTION REQUIRED:

Type text here.

Julianne Hanson

From: Ron Goughnour
Sent: Wednesday, March 30, 2005 8:19 AM
To: Julianne Hanson; Jeffrey Raun
Subject: FW: [Fwd: Draft Conformity Document, 3rd Street Widening, Fairbanks, Alaska]

FYI

-----Original Message-----

From: Elson.Wayne@epamail.epa.gov [mailto:Elson.Wayne@epamail.epa.gov]
Sent: Tuesday, March 29, 2005 11:05 PM
To: tim_woster@dot.state.ak.us
Subject: Re: [Fwd: Draft Conformity Document, 3rd Street Widening, Fairbanks, Alaska]

I have reviewed the revisions to the hot spot analysis and find it acceptable. -Wayne Elson, EPA

-----Tim Woster <tim_woster@dot.state.ak.us> wrote: -----

To: Wayne Elson/R10/USEPA/US@EPA
From: Tim Woster <tim_woster@dot.state.ak.us>
Date: 03/29/2005 03:48PM
Subject: [Fwd: Draft Conformity Document, 3rd Street Widening, Fairbanks, Alaska]

Mr. Elson,

Have you had time to review the attached document for the 3rd Street Widening project in Fairbanks, Alaska? This document was originally sent to you on 3/22/05.

Please let me know if the original analysis and this additional document are adequate to document conformity with air quality requirements for this project. If you need additional information or documentation, please let me know.

Tim Woster
Design Manager
Alaska DOT&PF
(907) 451-2288

----- Message from Tim Woster <tim_woster@dot.state.ak.us> on Tue, 22 Mar 2005 16:04:26 -0900 -----

To: Elson.Wayne@epamail.epa.gov

cc: Linda Heck <linda_heck@dot.state.ak.us>

Subject: Draft Conformity Document, 3rd Street Widening, Fairbanks, Alaska

Mr. Elson,
The attached file is a draft of a conformity document that our consultant has prepared to address air quality conformity for our 3rd Street Widening project in Fairbanks. Their intention is to attach this document to the front of the analysis that we submitted previously. The document includes a table that shows the change in CO concentrations that results from revising the background concentration as you suggested.

Please review this document and let me know if you think it is adequate to meet conformity requirements for this project. If you need any additional information or documentation, please let me know.

Jim Woster
Design Manager
Alaska DOT&PF



WO#: 608900

Project: 3rd Street Widening

Date: 3/23/05

Time: 8:45 am

Phone #: 907-451-2360

Talked To: Doug Buteyn, DEC Solid Waste Dept. in FBX

By: Jeff Raun

SUBJECT: Asbestos Handling Measures

1. Building Survey
2. Abate Building
3. Borough Landfill o.k. for disposal if material does not test out as hazardous
4. See DEC pamphlet "How to Dispose of Wastes from Building Demolition, Renovation and Construction Projects" (DEC Website).

ACTION REQUIRED:

Type text here.

Jeffrey Raun

From: Ash, Amy [Amy_Ash@dec.state.ak.us]
Sent: Friday, March 18, 2005 12:02 PM
To: Jeffrey Raun
Subject: RE: Chena River/Noyes Slough TMDL's

Jeff, these TMDL's have not even been initiated yet, and will not likely be completed this year, or, even next. We need to do some verification sampling to see if what the Chena is listed for is actually the problems, and if more parameters need to be added or deleted. Right now, it is listed for sediments, hydrocarbons, petroleum, oil and grease products. Data supporting any of that is over 15 years old. Effectively, there is no TMDL in place. BMP's under SWPP's, or other guidance, should be sufficient at this time for projects.
Hope this helps! Amy

-----Original Message-----

From: Jeffrey Raun
To: Ash, Amy
Sent: 3/18/05 10:52 AM
Subject: Chena River/Noyes Slough TMDL's

Amy:

I spoke with you about a week ago regarding the MS4 status for Fairbanks. Thank you for your assistance with that issue. If you don't mind, I have another question! My research indicates that TMDL work for the Chena and Noyes Slough is supposed to be completed in 2005. Has this work been completed yet, and if so what are the TMDL's?

Thanks and best wishes,
Jeff Raun
Environmental Intern
USKH, Inc.
907-257-7517
jraun@uskh.com



W.O.#: 608900

Project: 3rd Street Widening

Date:	3/17/05	10:00AM	Phone #:	451-2752
Talked To:	Kim DeRuyter @ DEC			
By:	Julianne Hanson			

SUBJECT:

DEC has records of PCE hits west of the Downtown Floral Shop. DEC wants to find out where it is coming from.

Normally, DEC just requires the contaminated material to be excavated, trucked to OIT in North Pole and burned.

Doug Bauer or Bower will likely be the PM for DEC on this job.

DEC wants to see our Phase II report. DEC understands that DOT&PF is evaluating alternatives right now and may want to avoid this property. DEC needs to open a file and assign a PM anyway.

PCE contamination has help up construction projects in the past as DEC tries to locate the "Responsible Party" and make them pay for clean-up.

ACTION REQUIRED:

Type text here.

Julianne Hanson

From: Jeffrey Raun
Sent: Tuesday, March 08, 2005 11:28 AM
To: Julianne Hanson
Subject: FW: 3rd Street and Bridge



#2005-2
Bridges.doc

FYI

-----Original Message-----

From: Doug Sims [mailto:dsims@co.fairbanks.ak.us]
Sent: Tuesday, March 08, 2005 11:29 AM
To: Jeffrey Raun
Subject: 3rd Street and Bridge

Jeff....There is no impact on the 100 year floodplain as a result of the ADOT 3rd Street Widening Project. A resolution adopted yesterday by the Riverfront Commission regarding the Barnette Street bridge should be attached.

If I can be of further assistance, please call at 907.459.1260

Regards, Doug

<<#2005-2 Bridges.doc>>



WO#: 608900

Project: 3rd Street Improvement Project

Date: 2/11/05

Time: 2:00 pm

Phone #: 907-459-7233

Talked To: Don Young, regional biologist

By: Jeff Raun

SUBJECT: Wildlife Resources

Don Young confirmed there are no wildlife resources of concern within the project area. Mr. Young explained the normal process for obtaining comments from ADF&G regarding wildlife impacts.

ACTION REQUIRED:

Type text here.

Jeffrey Raun

From: Edwards, Alice [Alice_Edwards@dec.state.ak.us]
Sent: Monday, January 31, 2005 10:47 AM
To: Jeffrey Raun
Cc: Edwards, Alice
Subject: RE: Fairbanks CO Non-Attainment Area

EPA reclassified Fairbanks to a CO maintenance area last September. Let me know if you need any details.

Alice Edwards
Section Manager

Alaska Department of Environmental Conservation
Air NonPoint & Mobile Source Program
410 Willoughby Ave, Suite 303
Juneau, AK 99801-1795

phone: (907) 465-5109
fax: (907) 465-5129
email: alice_edwards@dec.state.ak.us

-----Original Message-----

From: Jeffrey Raun [<mailto:jraun@uskh.com>]
Sent: Thursday, January 27, 2005 2:46 PM
To: Edwards, Alice
Subject: Fairbanks CO Non-Attainment Area

Hi Alice,

I am working on an environmental assessment for a road project within the Fairbanks CO Non-Attainment area (3rd Street between Old Steese and Hamilton Avenue). It is my understanding that the state has submitted a maintenance plan to EPA for approval, but approval has not been granted, and the area remains a CO Serious Nonattainment area. Is my understanding correct?

Thanks for your assistance,
Jeff Raun
Environmental Intern
USKH, INC.
907-257-7517

Julianne Hanson

From: Ron Goughnour
Sent: Tuesday, November 16, 2004 2:30 PM
To: Julianne Hanson; Linda Smith
Subject: FW: FHWA Review of Air Quality Analysis

FYI

-----Original Message-----

From: Tim Woster [mailto:tim_woster@dot.state.ak.us]
Sent: Monday, November 15, 2004 3:09 PM
To: Ron Goughnour
Cc: Linda Heck
Subject: FHWA Review of Air Quality Analysis

Ron,

I am going to fax to you a copy of a telephone log of a conversation I had with Dale Lewis of FHWA.

Dale has recently been assigned the responsibility of reviewing Hot Spot Analyses for Air Quality. We did not send Dale a copy of the report when we began coordinating the review for Air Quality Conformity.

I spoke with Dale today, and asked him if he would like us to send him a copy of the report for his review and comment. Dale said that he was aware of our analysis and that we had been coordinating with Edrie Vincent and with Jeff Houk in Denver. He was also aware that Edrie had sent us an email saying that FHWA would have no comment on the report.

Dale said that he had seen the copy of the report that we had sent to Edrie, and he would have no comment beyond the email that Edrie sent us.

I will fax a copy of the telephone log to you this afternoon.

Tim

Julianne Hanson

From: Ron Goughnour
Sent: Tuesday, November 16, 2004 2:30 PM
To: Julianne Hanson; Linda Smith
Subject: FW: FTA Conformity Review

FYI

-----Original Message-----

From: Tim Woster [mailto:tim_woster@dot.state.ak.us]
Sent: Tuesday, November 16, 2004 2:30 PM
To: Ron Goughnour; Linda Heck
Subject: FTA Conformity Review

Linda and Ron,

Jennifer Bowman from FTA returned my call, regarding FTA participation in Conformity Review for Air Quality. I told her that Barbara Shepard (DEC) had suggested that FTA is involved in developing a Finding of Conformity for air quality.

Jennifer told me that FTA is routinely involved in Conformity Review at the Planning and TIP level. They are not normally involved at the project level unless there is a Transit link or if FTA funds are involved in the project. She said that for 3rd Street Widening, FTA would have nothing to contribute that is not provided by FHWA and EPA review. She suggested that it is a good idea to contact FTA to ask about their involvement, but for many projects, including 3rd Street Widening, FTA would decline to participate. In that case, she said that a phone log of the telephone conversation would be adequate documentation of coordination.

I've prepared a telephone log of the conversation and sent copies to each of you.

Tim

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

FRANK H. MURKOWSKI, GOVERNOR

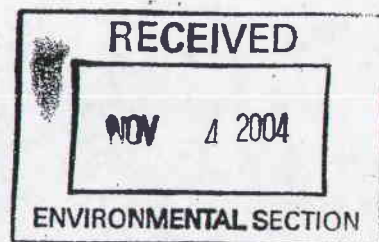
550 W. 7th Ave., SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

November 1, 2004

File No.: 3130-1R FHWA
3130-2R DOT
3330-6N FAI-1594 through FAI-1601

SUBJECT: Third Street Widening, Fairbanks, Alaska

Edrie Vinson
Environmental Project Manager
Federal Highway Administration
Alaska Division
P. O. Box 21648
Juneau, AK 99802



Dear Ms. Vinson,

The Alaska State Historic Preservation Office has reviewed your letter and attached report *3rd Street Widening Fairbanks, Alaska, Project No. F-M-0670(1)/62541: Historic Resources Evaluation Phase III/Final Report* (received September 27, 2004) for potential conflicts with cultural resources under Section 106 of the National Historic Preservation Act. We concur with your determination that the following properties are not eligible for the National Register of Historic Places:

- Award Makers (FAI-1594)
- House of Tabs (FAI-1595)
- Dog Daze Grooming (FAI-1596)
- Gavora Mall (FAI-1597)
- Trademark on Third (FAI-1598)
- Assembly of God (FAI-1599)
- Recollections Antique Shop (FAI-1600)
- Jorgensen Residence (FAI-1601)

We also concur that no historic properties will be affected by this project. Please contact Stefanie Ludwig at 269-8720 if you have any questions or if we can be of further assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Judith E. Bittner".

Deputy Judith E. Bittner
State Historic Preservation Officer

JEB:sll

Cc: Bruce Campbell, Environmental Analyst, DOT & PF, Northern Region

[Fwd: 3rd Street Widening AQ Conformity]

Subject: [Fwd: 3rd Street Widening AQ Conformity]

From: Joe Keeney <joe_keeney@dot.state.ak.us>

Date: Fri, 29 Oct 2004 08:48:59 -0800

To: Linda Heck <linda_heck@dot.state.ak.us>

Linda,

FYI

JK

Subject: 3rd Street Widening AQ Conformity

From: Jeff Roach <jeff_roach@dot.state.ak.us>

Date: Mon, 25 Oct 2004 15:26:26 -0800

To: Joseph H Keeney JR <joe_keeney@dot.state.ak.us>

CC: Ethan N Birkholz <ethan_birkholz@dot.state.ak.us>

Joe,

Upon reviewing the Air Quality Analysis for the 3rd Street Widening project the document is acceptable. I recommend a change on the second page of the introduction under Existing Air Quality indicating that the Fairbanks AQ maintenance plan was approved on 27 September, 2004.

Jeff
x2382

*will Note in EA & Not Review.
Per Discussion w/ Tim Vloet
RDH 11/9/04*

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
IDD: (907) 451-2363
FAX: (907) 451-5103
Email: linda_heck@dot.state.ak.us

October 8, 2004

Re: 3rd Street Widening
Project No. F-M-670(1)/62541
**Air Quality Conformity
Consultation and
Request for Finding of Conformity**

Mr. Peter Serrano
Air Quality Division
Federal Highway Administration
P. O. Box 21648
Juneau, AK 99802-1648

Dear Mr. Serrano:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highways Administration (FHWA), is proposing to widen 3rd Street between Old Steese Highway and Hamilton Avenue, in Fairbanks, Alaska, to increase capacity and improve safety. This project is located near Fairbanks' city center as shown on the enclosed Location and Vicinity Map (Figure 1).

Pursuant to 18 AAC 50.700 – 50.735 and 40 CFR Part 51, Subpart T, and Part 93, Subpart A, State and Federal air quality conformity regulations, we request a Finding of Conformity based on the enclosed quantitative analysis.

We would like to advertise the analysis for public comment by October 25, 2004. Please inform us prior to October 25, 2004, if you feel this document is not appropriate for public review and comment.

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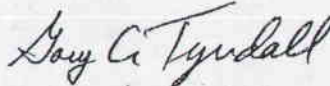
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October 8, 2004

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Sincerely,


for David T. Bloom, P.E.
Preconstruction Engineer

LH/dt

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Joan Hardesty, Air Quality, ADEC, 610 University Ave., Fbks., AK 99709
Jeff Houk, Resource Center, FHWA, 12300 W. Dakota Ave., Ste. 175, Lakewood CO
Max Lyon, Transportation Director, FNSB, 3175 Peger Rd., Fbks., AK 99709
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Peter Serrano, Air Quality, FHWA, P.O. Box 21648, Juneau, AK 99802-1648
Barbara Shepherd, Air Quality, ADEC, 410 Willoughby Ave., Suite 303, Juneau, AK 99801

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Edrie Vinson, Environmental Project Manager, FHWA, P.O. Box 21648, Juneau, AK 99802-1648
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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
IDD: (907) 451-2363
FAX: (907) 451-5103
EMail: linda_heck@dot.state.ak.us

October 8, 2004

Re: 3rd Street Widening
Project No. F-M-670(1)/62541
**Air Quality Conformity
Consultation and
Request for Finding of Conformity**

Mr. Wayne Elson
U.S. EPA-Region 10
1200 Sixth Avenue
Seattle, WA 98101

Dear Mr. Elson:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highways Administration (FHWA), is proposing to widen 3rd Street between Old Steese Highway and Hamilton Avenue, in Fairbanks, Alaska, to increase capacity and improve safety. This project is located near Fairbanks' city center as shown on the enclosed Location and Vicinity Map (Figure 1).

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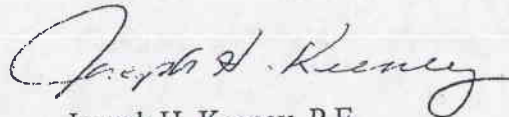
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October 8, 2004

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Sincerely,



Joseph H. Keeney, P.E.
Preliminary Design & Environmental Chief

LH/dt

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
TDD: (907) 451-2363
FAX: (907) 451-5103
Email: linda_heck@dot.state.ak.us

October 8, 2004

Re: 3rd Street Widening
Project No. F-M-670(1)/62541
**Air Quality Conformity
Consultation and
Request for Finding of Conformity**

Mr. Jeff Houk
Resource Center
Federal Highway Administration
12300 W. Dakota Avenue, Suite 175
Lakewood, CO 80228

Dear Mr. Houk:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highways Administration (FHWA), is proposing to widen 3rd Street between Old Steese Highway and Hamilton Avenue, in Fairbanks, Alaska, to increase capacity and improve safety. This project is located near Fairbanks' city center as shown on the enclosed Location and Vicinity Map (Figure 1).

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October 8, 2004

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Sincerely,


for David T. Bloom, P.E.
Preconstruction Engineer

LH/dt

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

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TELEPHONE: (907) 451-5295

TDD: (907) 451-2363

FAX: (907) 451-5103

EMail: linda_heck@dot.state.ak.us

October 8, 2004

Re: 3rd Street Widening
Project No. F-M-670(1)/62541
**Air Quality Conformity
Consultation and
Request for Finding of Conformity**

Mr. Max Lyon
Transportation Director
Fbks. North Star Borough
3175 Peger Road
Fairbanks, AK 99709

Dear Mr. Lyon:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Alaska Division of the Federal Highways Administration (FHWA), is proposing to widen 3rd Street between Old Steese Highway and Hamilton Avenue, in Fairbanks, Alaska, to increase capacity and improve safety. This project is located near Fairbanks' city center as shown on the enclosed Location and Vicinity Map (Figure 1).

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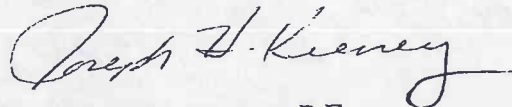
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Sincerely,



Joseph H. Keeney, P.E.
Preliminary Design & Environmental Chief

LH/dt

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STATE OF ALASKA

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NORTHERN REGION, PRECONSTRUCTION

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October 8, 2004

Re: 3rd Street Widening
Project No. F-M-670(1)/62541
**Air Quality Conformity
Consultation and
Request for Finding of Conformity**

Ms. Barbara Shepherd
Air Quality Division
State of AK DEC
410 Willoughby Ave., Suite 303
Juneau, AK 99801

Dear Ms. Shepherd:

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Joseph H. Keeney, P.E.
Preliminary Design & Environmental Chief

LH/dt

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

August 2, 2004

REFER TO
HDA-AK

File #: MGL-M-0670(1)/62541

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

SUBJECT: Fairbanks: 3rd Street Widening Project,
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to upgrade 3rd Street in Fairbanks, Alaska. The improvement would widen 3rd Street between Old Steese Highway and Hamilton Avenue. In addition, the project would add a secured left-turn lane on the Steese Highway at the 3rd Street and Steese Expressway intersection. This intersection improvement would result in widening of the Steese Expressway between the Chena River Bridge and College Road to accommodate lane-tapering requirements. The project is located north of the Chena River in downtown Fairbanks. The city of Fairbanks is located in Section 10, Township 1S, Range 1W, Fairbanks Meridian. Please reference the enclosed figure to see an aerial of the project area.

The AKDOT&PF began planning to widen 3rd Street in the early 1990's. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995 and a Record of Decision (ROD) for the project was approved and signed on June 6, 1997. In the EIS, the AKDOT&PF evaluated three alternatives. One alternative widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The preferred alternative was the South Alternative.

The AKDOT&PF in cooperation with FHWA is currently preparing an EA to serve as a written evaluation of the Final Environmental Impact Statement (FEIS). The purpose of the EA is to determine if the original conclusion of the FEIS is still valid. Additionally, the EA will evaluate the impacts of dual left turn lanes at the 3rd Street and Steese Expressway intersection not considered in the original document.

For purpose of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

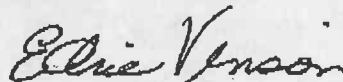
The AKDOT&PF contracted with Northern Land Use Research (NLUR) to examine possible impacts on cultural and historic resources in the project area. The NLUR defined the Area of Potential Effect (APE) for the project to consist of all structures impacted by the North, Middle, or South Alternatives. The NLUR compiled a list of all buildings within the APE for all three alternative footprints, and listed the construction dates for the building. They then searched for existing historic evaluations of buildings in the project area. They searched the National Register of Historic Places (NRHP) and did not find any listings. The NLUR then determined whether an evaluation of eligibility to the NRHP was warranted by the structure's age, character, and physical condition. Finally, they prepared draft historic evaluations of eligibility for eight properties for consideration by FHWA, as FHWA determines eligibility and impacts.

If you have questions or comments related to this proposed project; I can be reached at the address above, by telephone at 907-586-7464, or by e-mail at Edrie.Vinson@fhwa.dot.gov. However, I encourage you to include the AKDOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Joseph Keeney, Acting Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
907-451-2776
joe.keeney@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Edrie Vinson
Environmental Project Manager

Enclosures:

Aerial of project area with construction limits.

cc w/o enclosures:

Tim Woster, P.E., AKDOT&PF Northern Region, Project Manager
Joseph Keeney, AKDOT&PF, Northern Region, Acting Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

August 2, 2004

REFER TO
HDA-AK

File #: MGL-M-0670(1)/62541

Mr. Buddy Brown, President
Tanana Chiefs Conference
122 First Avenue, Suite 600
Fairbanks, Alaska 99701

ATTN: Mr. Tom Gillispie, Realty Archeologist

SUBJECT: Fairbanks: Third Street Widening Project,
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Mr. Gillispie:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to upgrade 3rd Street in Fairbanks, Alaska. The improvement would widen 3rd Street between Old Steese Highway and Hamilton Avenue. In addition, the project would add a secured left-turn lane on the Steese Highway at the 3rd Street and Steese Expressway intersection. This intersection improvement would result in widening of the Steese Expressway between the Chena River Bridge and College Road to accommodate lane-tapering requirements. The project is located north of the Chena River in downtown Fairbanks. The city of Fairbanks is located in Section 10, Township 1S, Range 1W, Fairbanks Meridian. Please reference the enclosed figure to see an aerial of the project area.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying properties that may be of traditional religious and cultural importance to your organization.

The AKDOT&PF began planning to widen 3rd Street in the early 1990's. A draft Environmental Impact Statement (EIS) was prepared in 1992, re-evaluated in 1995 and a Record of Decision (ROD) for the project was approved and signed on June 6, 1997. In the EIS, AKDOT&PF evaluated three alternatives. One alternative widened the roadway to the north, one widened it to the south, and the third maintained the existing centerline and widened it on both sides. The preferred alternative was the South Alternative.

The AKDOT&PF, in cooperation with FHWA, is preparing an Environmental Assessment (EA) to serve as a written evaluation of the Final Environmental Impact Statement (FEIS). The

Additionally, the EA will evaluate the impacts of dual left turn lanes at the 3rd Street and Steese Expressway intersection not considered in the original document.

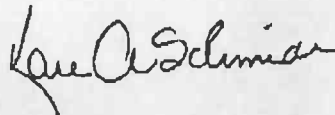
The AKDOT&PF contracted with Northern Land Use Research (NLUR) to examine possible impacts on cultural and historic resources in the project area. The NLUR defined the Area of Potential Effect (APE) for the project to consist of all structures impacted by the North, Middle, or South Alternatives. We are not aware of any traditional religious or cultural properties that we may be impacting with this project.

If you have questions or comments related to this proposed project, Ms. Edrie Vinson can be reached at the address above, by telephone at 907-586-7464, or by e-mail at edrie.vinson@fhwa.dot.gov. However, I encourage you to include the AKDOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Joseph Keeney, Acting Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
907-451-2776
joe.keeney@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Project graphic

cc w/o enclosures:

Tim Woster, P.E., AKDOT&PF Northern Region, Project Manager
Joseph Keeney, AKDOT&PF Northern Region, Acting Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



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ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

August 2, 2004

REFER TO
HDA-AK
File #: MGL-M-0670(1)/62541

Ms. Cathi Ipalook, Executive Director
Denakkanaaga, Inc.
299 First Avenue
Fairbanks, Alaska 99701

SUBJECT: Fairbanks: Third Street Widening Project,
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Ms. Ipalook:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to upgrade 3rd Street in Fairbanks, Alaska. The improvement would widen 3rd Street between Old Steese Highway and Hamilton Avenue. In addition, the project would add a secured left-turn lane on the Steese Highway at the 3rd Street and Steese Expressway intersection. This intersection improvement would result in widening of the Steese Expressway between the Chena River Bridge and College Road to accommodate lane-tapering requirements. The project is located north of the Chena River in downtown Fairbanks. The city of Fairbanks is located in Section 10, Township 1S, Range 1W, Fairbanks Meridian. Please reference the enclosed figure to see an aerial of the project area.

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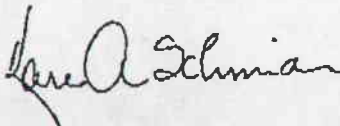
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Mr. Joseph Keeney, Acting Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
907-451-2776
joe.keeney@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Project graphic

cc w/o enclosures:

Tim Woster, P.E., AKDOT&PF Northern Region, Project Manager
Joseph Keeney, AKDOT&PF Northern Region, Acting Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

August 2, 2004

REFER TO
HDA-AK
File #: MGL-M-0670(1)/62541

Mr. Steve Kakaruk
President Board of Directors
Fairbanks Native Association
201 First Avenue
Fairbanks, Alaska 99701

SUBJECT: Fairbanks: Third Street Widening Project,
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Mr. Kakaruk:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to upgrade 3rd Street in Fairbanks, Alaska. The improvement would widen 3rd Street between Old Steese Highway and Hamilton Avenue. In addition, the project would add a secured left-turn lane on the Steese Highway at the 3rd Street and Steese Expressway intersection. This intersection improvement would result in widening of the Steese Expressway between the Chena River Bridge and College Road to accommodate lane-tapering requirements. The project is located north of the Chena River in downtown Fairbanks. The city of Fairbanks is located in Section 10, Township 1S, Range 1W, Fairbanks Meridian. Please reference the enclosed figure to see an aerial of the project area.

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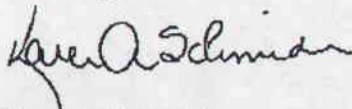
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Mr. Joseph Keeney, Acting Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
907-451-2776
joe.keeney@dot.state.ak.us

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Sincerely,



Karen A. Schmidt
Assistant Division Administrator

Enclosures:

Project graphic

cc w/o enclosures:

Tim Woster, P.E., AKDOT&PF Northern Region, Project Manager
Joseph Keeney, AKDOT&PF Northern Region, Acting Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager

Julianne Hanson

From: Jim Conner [jconner@co.fairbanks.ak.us]
Sent: Wednesday, April 21, 2004 2:26 PM
To: Max Lyon
Cc: Glenn Miller; 'tim_woster@dot.state.ak.us'
Subject: DOT-PF Third Street Widening Project No. 6254

Max,

On March 30, 2004 DOT-PF sent you a letter inviting comment on the proposed Third Street Widening Project No. 6254.

I met with Tim Woster today, at the DOT, and looked at the preliminary plans. They are working on an EIS and not likely to begin work until the summer of 2007.

This proposed widening will put six lanes along third, between the Old Steese and Hamilton Avenue, and seven lanes along the New Steese between the Chena River and College Road.

This widening should reduce idling and increase the flow of vehicles through the area and therefore produce a reduction in CO accumulation.

Jim

Dr. James Conner
Air Quality Specialist
jconner@co.fairbanks.ak.us
459-1325

Julianne Hanson

From: Tim Woster [tim_woster@dot.state.ak.us]
Sent: Wednesday, April 21, 2004 2:51 PM
To: Linda Heck; Ron Goughnour; Julianne Hanson
Subject: [Fwd: DOT-PF Third Street Widening Project No. 6254]



DOT-PF Third
Street Widening P...

This isn't really a public comment to DOT, but it is the report from Jim Connor to his supervisor at the Borough after reviewing the public meeting displays with me.

Jim Connor is an Air Quality Specialist with Fairbanks North Star Borough. He came to my office at 1:30 this afternoon to view the displays that we had presented at the Agency and Public Scoping Meetings. We discussed the status of the project and the geometry of the preferred alternative.

Mr. Connor's main concern is the potential affect of the project on air quality, especially carbon monoxide levels. We discussed the geometry and traffic flow, but that was a secondary interest for him. His comment was that it appears the project will reduce congestion and therefore reduce carbon monoxide levels.

I told Mr. Connor that we will soon be conducting a new air quality analysis, and the results will be available to the public.

Tim

APPENDIX C

COMMENTS AND COORDINATION

<u>Date</u>	<u>Title</u>	<u>Content</u>
4/28/05	DOT&PF Letter to Rudy Gavora	Parking Appeal
4/5/05	Tim Woster ROC: Premier Realty	Premier Realty Comments
4/5/05	Tim Woster ROC: Helmbrecht Dental	Helmbrecht Comments
4/1/01	Faxed Public Comment	3 rd Street Visual Character
3/22/05	Tim Woster ROC: Frontier Realty	Frontier Realty Comments
1/21/05	Email to/from Randy Zarnke	Project Delay
10/27/04	Daily-News Miner Public Meeting Notice	AQ Conformity
	Public Notice	AQ Conformity
8/11/04	DOT&PF Letter to Zin Kittredge	Public Comment Response
8/11/04	Tim Woster ROC: Helmbrecht Dental	Business Acquisition
8/9/04	Public Comment From Zin Kittredge	3 rd Street Visual Character
6/25/04	Email to/from Randy Zarnke	Response to 6/15 Newsletter
6/15/04	DOT&PF Newsletter	Project Update
5/17/04	DOT&PF Letter to Doug Isaacson	Public Comment Response

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI,
GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5407
TDD: (907) 451-2363
FAX: (907) 451-5411
1-800-475-2464

April 28, 2005

Mr. Rudy Gavora
P. O. Box 70021
Fairbanks, AK 99707

COPY

Dear Mr. Gavora:

I understand that your consultant, Mr. Degerlund, has been in contact with our project Manager, Tim Woster, regarding a parking lot design that you feel will better suit your needs than the one we have prepared. I appreciate your effort in working towards a solution and I hope that a parking plan can be developed that is acceptable to you, the State and the FNSB Planning Commission. However, in the event we are not able to find such a solution, we feel compelled to appeal the April 19th denial of our request for a parking variance for the Gavora Mall that the department has prepared for the 3rd Street Widening Project.

I am enclosing a copy of our appeal and will keep you informed of our progress. I hope that we can continue to work towards a solution that will be suitable to all. Thank you.

Sincerely,



Kathleen Dickinson
Negotiations Supervisor
Northern Region Right of Way

Enclosure as stated

Variance appeal process:

Due dates	Actual dates	Party	Process
April 19		FNSB	PC issues findings of fact and denies variance request
15 days = May 3	April 28	DOT	File appeal with fees of \$275
?		FNSB	Appeal accepted
1 day		FNSB	Request tapes of meeting
10 working days		Heartland Reporter	Transcribe tapes
30 days = May 28		DOT	Submit transcript of 4/5/05 and 4/19/05 PC meeting re V012-2005 to Clerk
None		FNSB	Clerk will notify DOT of cost of preparing for appeal, if costs exceed bond, DOT must send them a check within 7 days; Clerk sends copies of transcripts to DOT and Gavora
15 days = June 16 ?		DOT	File brief of points and authorities in support of those allegations of error specified in our appeal
30 days = July 1 ?		Gavora	File appellee brief (has 30 days from when transcript mailed to him from FNSB)
10 days = July 11 ?		DOT	Reply brief
None		FNSB	Sets date for hearing

DOT/PF

Nar

Post-it® Fax Note	7671	Date	4/15/05	# of pages	2
To	Ron Coughner	From	Tim Woster		
Co./Dept	USKH	Co.	DOT/PF		
Phone #	257-7500	Phone #	451-2288		
Fax #	258-0340	Fax #	451-5126		

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

Jocile Jordan

Tim Woster

REPRESENTING

Premier Realty

DOT/PF

Date: 4/15/05

Time: 11:45 am

Project No./Name

31 V. Street

W. V. Street

TOPICS: I gave Jocile Jordan a draft showing showing the approximate location from her property associated with the south alternative. She said she was interested in knowing how much of her lot would remain. She said she was there to protect lots fronting 1st Street beginning with the lot where the Premier Realty building is located. She said she wanted to move the Realty Building and the Pickle Tots building into the remaining piece of the lot that remains after acquisition. She said she believed those two buildings, plus the other three buildings on her lot were all that remained of the Stateville and she wanted to preserve them. She said the drawing made it look like the remaining lot would be large enough to provide room for all the buildings. I told her that any negotiations for acquisition and/or building relocation would be conducted by our ROW section once we had authorization from FHWA.

I asked her what she was using the building behind the Realty office for - the building on the southwest corner of the lot. She said that it is currently empty. She plans to redevelop it this summer - The upstairs will become office space while the

ACTION ITEMS: downstairs would become an antique shop or boutique.

Copies To:

Signature:

T. Woster

DOT/PF**Name/Section****TELEPHONE/CONFERENCE DATA****PEOPLE INVOLVED**

Mike De La Rocha

Tim Wosler

REPRESENTING

Herman Gault, Sheriff's Office

DOT: P 12

Date: 4/25/05

Time: 11:00 AM

Project No./Name

7.1.1.1

TOPICS: I showed Mike the sketch of a draft showing that shows the proposed approximate configuration from his property, situated with the street alternative. Mike expressed concern that the street would be so close to his building - he was concerned about safety.

In addition, he asked if the project would result in the alley behind his office (between 3rd & 2nd streets) being reopened. He thought his access would be better if he could reach his property through the alley to Eagle Avenue rather than driving up onto 3rd Street.

I told Mike that reopening the alley would have to precede having the reconfiguration phase of the project. It was conceivable that reopening the alley would result, but it would depend on the current status of the alley and on the results of negotiations with property owners of property located between his property and Eagle Avenue.

I asked Mike what the other buildings on his property were used for. Mike said that one building was used as a garage. The other building was mostly being used as a lab.

He said the lab was actually a residential building - if he were to lose his current tenancy he may well rent it

ACTION ITEMS: as a residence.

Copies To:

Signature:

T. Wosler

neighbor
210

DOT/PF

Post-It® Fax Note 7671

Date	3/23/05	# of pages	2
To	Ron Goughner		
From	Tim Inoster		
Co/Dept.	USRA		
Co.	AL DOT&P		
Phone #	257-7500	Phone #	451-2288
Fax #	258-0340	Fax #	451-5126

1/2

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

REPRESENTING

Date: 3/22/04

Time: ~ 3:00 PM

Project No./Name

3rd St. W. Widening

Tim Inoster

Frontier Realty

DOT&P

TOPICS: I received a call from the owner of Frontier Realty. She didn't clearly give her name. She said she had received a notice of a public hearing for the 3rd Street Widening project, and would like an update of the project status.

I told her that we are preparing an EA to re-evaluate the 1997 EIS.

She asked why we were widening to the South, and importing numerous small businesses, rather than widening to the north and importing the Grove property.

I told her that the 1997 selected the south alternative, largely because that alternative was estimated to be lowest cost. Most of the costs and impacts were related to ROW acquisition and business relocations. I told her that the purpose of the new EA is to evaluate current conditions and new information to decide whether the original conclusion was still valid.

I told her that the south alternative would still require property from the Grove parking lot, and as a result was a variance from FMSB parking requirements was necessary. The purpose of the public hearing that is currently scheduled is to consider the request for a parking variance.

ACTION ITEMS:

Copies To:

Signature:

T. W. Inoster

DOT/PF

Name/Section _____

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED _____

REPRESENTING _____

Date: 3/22/05

Time: _____

Project No./Name _____

3rd Street

(continued)

TOPICS: She told me that she owns the Frontier Realty building, located in the southwest corner of 3rd & Steese. I told her that the south alternative would acquire property into her building. She told me that she had purchased the adjacent 2 lots next to the Frontier Realty building, hoping that she would move her building onto the ~~remaining~~ remaining parcel that remains from these lots after acquisition. She asked whether the south alternative would leave a large enough parcel to meet that goal.

I told her that the south alternative would not acquire those parcels in total, that a portion would remain. I invited her to stop by my office and I could show her drawings that illustrate our latest estimate of ROW requirements. She said she would try to stop by my office in the next day or two.

I told her that if she had a hard time finding time to come to my office, she should let me know, and I would try to bring the information to her office.

ACTION ITEMS: _____

Copies To: _____

Signature: _____

Twister

Julianne Hanson

From: Randy Zarnke [itrap2@acsalaska.net]

Sent: Friday, January 21, 2005 4:13 PM

To: tim_woster@dot.state.ak.us

Subject: RE: 3rd Street upgrade

I just wanted to check with you to be sure that the project has not run into any more delays. I read in the News-Miner that the FBX area has not received much state & federal money for road projects. I would not want a funding shortfall to postpone this project any longer.

-----Original Message-----

From: Tim Woster [mailto:tim_woster@dot.state.ak.us]

Sent: Wednesday, January 19, 2005 1:46 PM

To: Randy Zarnke

Subject: Re: 3rd Street upgrade

We are currently reevaluating the Environmental Impact Statement that was prepared for this project in 1997. We hope to complete the reevaluation this summer and begin detailed design. If you have specific questions or would like to discuss the project, please call me at 451-2288.

Tim Woster

Randy Zarnke wrote:

Please advise regarding the current status of the 3rd Street project.

Fairbanks Daily News-Miner, Wednesday, October 27, 2004

more win!" after the final out. Meanwhile, this sign curiously was posted on a side scoreboard at Busch Stadium: "Thanks for a great 2004 season."

Pitching a day after his 33rd birthday, Martinez threw seven innings of shutout ball, holding the limp Cardinals to three hits and retiring his last 14 batters.

"He has a history of being pretty good," Red Sox manager Terry Francona said.

Ramirez put Martinez ahead with a first-inning homer and the three-time Cy Young Award win-

in left field.

But Ramirez's arm hurt Louis even more in the bottom half.

A pair of walks wrapped around a slow-rolling single Albert Pujols loaded the bases with one out, and the ballplayers hoped for something big. With the crowd standing and the stadium organ pumping, catcher Jason Varitek made his second trip to the mound to visit Martinez.

Edmonds lofted a fly ball shallow left and Walker decid-

CARDS: Need league's be

Continued from Page D1

"Anything can happen in baseball," Sanders said. "Anything can turn around. That's what we're believing in."

St. Louis is in a tight spot mostly due to a combination of lousy starting pitching and poor clutch hitting.

The Cardinals are the first team since the 1989 San Francisco Giants to go the first three games without a starter lasting long enough to qualify for a victory—five innings.

Suppan held hitters to a .154 average in the playoffs before getting knocked out in the fifth inning Tuesday night, following the shaky leads of Woody Williams and Matt Morris in the first two games. The three combined to go 42-27 in the regular season, but together have lasted 11 2-3 innings and given up 15

"Why are we talking about pitching?" pitching coach Dana Duncan said. "We gave up four runs to a tremendously potent offensive club."

St. Louis' most dominant pitcher, Chris Carpenter, isn't the roster after sustaining nerve damage to his right biceps September 18. That could've changed the complexion of the series.

Instead, the Cardinals have been playing catchup from the first inning of each game. The Red Sox scored four runs in the first off Williams in Game 1, two off Morris in Game 2 and got home run from Manny Ramirez in Game 3 off Suppan.

Jason Marquis will get the ball to try to salvage the season. He's been a disappointment thus far in the postseason, allowing six runs in 7 1-3 innings in his two starts but he's coming off a career-best 15-win season.

low profile

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

OPEN HOUSE PUBLIC MEETING

THIRD STREET WIDENING
AIR QUALITY CONFORMITY
 Project No. STP-MGL-M-0670(1)/62541

The Alaska Division Office of the Federal Highway Administration and the Alaska Department of Transportation and Public Facilities will be holding an Open House Public Meeting to discuss the Air Quality Conformity analysis document for the 3rd Street Widening project.

This meeting will be held **November 10, 2004, from noon - 2 p.m.** in the Alaska Department of Transportation and Public Facilities, Main Conference Room, 2301 Peger Road, Fairbanks, Alaska.

For further information regarding the meeting or the project, if you are unable to attend or to submit comments, you can contact Tim Woster, P.E., Design Engineering Manager, at (907) 451-2288, e-mail tim_woster@dot.state.ak.us. You can also fax your comments to (907) 451-5126. Comments may be submitted until November 29, 2004.

If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you. To correspond by text telephone (TDD), call (907) 451-2363.

WINTERIZATION SPECIALS

WINTERIZATION \$299⁹⁹

For those new to Fairbanks, we'll install an oil pan, block & battery heater, change your oil & oil filter, replenish your wiper fluid, rotate your tires, and set your anti-freeze.

RE-WINTERIZATION \$99⁹⁹

For veterans of a Fairbanks winter, we'll perform a...



OPEN HOUSE PUBLIC MEETING

THIRD STREET WIDENING AIR QUALITY CONFORMITY Project No. STP-MGL-M-0670(1)/62541

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5295
TDD: (907) 451-2363
FAX: (907) 451-5103
Email: linda_heck@dot.state.ak.us

RECEIVED

August 11, 2004

AUG 13 2004

USKH Juneau

Re: 3rd Street Widening
Project STP-MGL-M-0670(1)/62541

Zin Kittredge
605 Front Street
Fairbanks, AK 99701

Dear Ms. Kittredge

Thank you for your comments on the proposed 3rd Street Widening project. We will develop design alternatives using your input as well as information gathered on traffic, safety, right of way, air quality, noise, and many other issues. Your letter will become part of the environmental document we are preparing for approval by the Federal Highway Administration.

Your comments are greatly appreciated. Please feel free to contact me at (907) 451-2288 if you have any further questions or concerns.

Sincerely,



Timothy J. Woster, P.E.
Project Manager

LH/dt

cc: Timothy Woster, P.E., Engineering Manager, DOT&PF, Northern Region

DOT/PF

Na

Post-it® Fax Note 7871		Date 8/11/04	# of pages 1
To Ron Gough	From Tim Laoster		
Co./Dept. USH	Co. DOT 5th		
Phone # 276-4245	Phone # 451-2288		
Fax # 258-4653	Fax # 451-5126		

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

M. Tee Helmbrecht

REPRESENTING

Dentist

Date: 8/11/04

Time: 4:30 PM

Project No./Name

3rd St. Widening

TOPICS: Mr. Helmbrecht operates the dentist office in the S.E. corner of 3rd & E Steese. The south alternative will require acquisition from his property, affecting his parking and his landscaping.

In addition, the median to be installed on 3rd St. in front of his office will restrict his driveway access to "right-in, right-out" only.

In addition, acquisition along the Steese for the new left-turn lane will come close to his building. He has an emergency egress on the west side of the building. He thinks he already has a special permit for the door, because when opened, the door encroached into State ROW.

Mr. Helmbrecht requested that the ~~state~~ project re-open an alley that used to extend east of Eagle Street, between 2nd and 3rd Streets. The alley would allow his business to enter 3rd Street via Eagle.

ACTION ITEMS: ① Explore possibility of re-opening the alley between 2nd & 3rd Streets.

② Investigate whether there have been any formal permits obtained to allow the dentist office to have a door on the west side of the building.

0:

Signature:

T. W. [Signature]

Post-it® Fax Note	7671	Date	8/09/04	# of pages	1
To	Ron Compagno	From	Tim Woster		
Co./Dept	USA G	Co.	DOT & PC		
	76-4245	Phone #	451-2288		
	58-4653	Fax #	451-5126		

goday DOT -
 i would like to protest the widening of 3rd street by demolishing the old buildings on the south side -
 fairbanks has so little, really no respect for her past - a great mistake - feel - why not take some of garages parking lot rather than the old houses - there is parking to the side and back of garages - parking lots are replaceable,

aug 5/04

11/608900 Ron Woster Community 608 EA PSH CR013
 these old houses are not - 1988

i live in an old house on front street - the house has so much character - our past should be preserved, surely a parking lot has less style and virtue than an old house - especially a place like trademark the old weaver bros building - the Royal Fork has nothing going for it - demolish it instead - thank you

or believe me
 old fbs

Tim Kiltredge
 605 Front St
 FBKS, 99701

Julianne Hanson

From: Ron Goughnour
Sent: Friday, June 25, 2004 12:14 PM
To: Julianne Hanson
Subject: FW: 3rd Street widening newsletter

-----Original Message-----

From: Randy Zarnke [mailto:itrap2@acsalaska.net]
Sent: Friday, June 25, 2004 11:41 AM
To: tim_woster@dot.state.ak.us
Subject: RE: 3rd Street widening newsletter

Thanks for your reply. It is comforting to know that comments are given consideration.

Yes, you can ignore my first e-mail message. The subsequent arrival of the newsletter in the mail provided the update that I was seeking.

-----Original Message-----

From: Tim Woster [mailto:tim_woster@dot.state.ak.us]
Sent: Friday, June 25, 2004 11:20 AM
To: Randy Zarnke
Cc: Ron Goughnour; Linda Heck
Subject: Re: 3rd Street widening newsletter

Mr. Zarnke,

Thank you for your comments. I've forwarded these comments to the project designer for consideration. We will give additional attention to the parking at this location.

I received an additional email from you, dated a couple of days before this one, asking for an update on the project. Did our newsletter give you the information that you wanted at this time? You are welcome to either email or call me if you have additional questions or would like to discuss our schedule.

**Tim Woster
Design Manager
Alaska DOT&PF**

Randy Zarnke wrote:

I received your recent newsletter. As I recall, you were hoping to begin construction in 2007. I now see that the date has been pushed back again to 2008. That is disappointing.

The last question in the Q&A section of the newsletter addresses access to the Chowder House restaurant. The answer implies to me that your group may not be aware of the full complement of access & parking problems related to this business.

- (a) The access off of Third Street is very awkward. The driveway is narrow & requires a driver to slow almost to a stop in order to enter the parking lot off of Third Street. Most drivers are not expecting the car in front of them to slow at that point or to that degree. Thus, there are many 'close calls' of rear-end collisions. Access to the lot off of Third Street should be eliminated.
- (b) The parking lot is so small that vehicles try to squeeze in wherever they can. Vehicles are always on the area which should be the sidewalk. The owner makes no attempt to keep the sidewalk area free of cars. Cars occasionally park right on the very corner of the lot. This blocks sight lines for any drivers coming out of Eagle Avenue onto Third Street. DOT should mandate that the owner develop & maintain a realistic parking plan for his business.
- (c) The Chowder House leases a parking area across Eagle Avenue from the restaurant. Drivers often drive over the sidewalk & curb as they are leaving this alternate parking lot. Dirt & rocks are dragged from the lot onto the sidewalk & street. This is unsightly & somewhat hazardous for walkers & bikers. I approached the owner & asked him to develop a plan for either preventing the mess or cleaning it up periodically. His attitude is that the lot belongs to the church & therefore it is not his problem (although his customers cause the problem).

In short, the parking & access for the Chowder House is a major inconvenience for drivers and residents of the area. These problems could be rectified by the owner if he was motivated (perhaps by DOT) to become a better 'corporate citizen.'

This newsletter discusses the current status of the 3rd Street Widening Project, the preferred alternative, and comments and questions from the April public meeting.

What's happening with the 3rd Street widening project?

The Department of Transportation and Public Facilities (DOT&PF) is currently preparing a new Environmental Assessment (EA) for the project. The EA will look at what conditions have changed since the draft Environmental Impact Statement (EIS) was written in 1992. The EA will determine if there are any new impacts from the project that were not addressed in the EIS and test the assumption that the South Alternative is still the preferred alternative.

We anticipate having the EA approved by next spring, and then we will jump into the detailed design. Right of way acquisitions will begin once the design is far enough along to determine the exact right of way needs. We plan to start construction in 2008.

What will the new 3rd Street look like?

The preferred alternative is the south alternative. This alternative maintains the north curb line and widens the street by building to the south.

To determine how many lanes and what the intersection configurations should be, DOT&PF estimated future traffic volumes along the corridor for the year 2025. The projections assumed continued growth in Fairbanks, and the Gavora Mall fully utilized. Based on these projected volumes, computer simulations were run to determine the required number of through lanes throughout the project, the number of turning lanes required, and the length of the turning lanes. Based on the analyses, the preferred alternative recommends:

- ▶ Four lanes plus protected left turn lanes from Old Steese Expressway to east of Eagle Avenue.
- ▶ Two lanes plus a center two-way left turn lane from Eagle Avenue to Hamilton Avenue.
- ▶ North and south bound dual left turn lanes from the Steese Expressway onto 3rd Street.
- ▶ Westbound dual left turn lanes and a dedicated eastbound right turn lane from 3rd Street onto



3rd Street looking west

- ▶ Dedicated left turn lanes at Eagle Avenue and Forty Mile Avenue.

Did we consider a signal at 3rd Street and Eagle Avenue?

Yes, we considered adding a signal at Eagle Avenue. We evaluated the need for a traffic signal at this intersection by comparing traffic conditions at the intersection with established thresholds that indicate a need for a signal. The thresholds were compared with both current traffic conditions and with the projected traffic growth that can be expected. Our analysis considered traffic volumes, turning movements, accident history, numbers of pedestrians and traffic volumes at rush hour. None of these conditions approached the thresholds that indicate a need for a signal. In addition, the Eagle Avenue intersection is too close to the Steese Expressway intersection for the two signal systems to be coordinated efficiently. Poorly coordinated signal systems disrupt traffic flow, and slow the movement of traffic through the system. We recognize that Eagle Avenue is the primary access to and from the Island Homes subdivision. An alternative signalized access is available via Hamilton Avenue.

This project includes adding turning lanes for left turning vehicles at this intersection. These turning lanes, with the other improvements being made to 3rd Street and Eagle Avenue, will reduce the wait to make a left turn. We expect the delay for vehicles leaving the Eagle Plaza Mall will be reduced by approximately 30%.

More questions and answers

On April 13th, we held a public scoping meeting at the Fairbanks North Star Borough Assembly Chamber. We received good feedback from those attending, and we want to share with you the comments and our responses to some of the remarks we heard that evening.

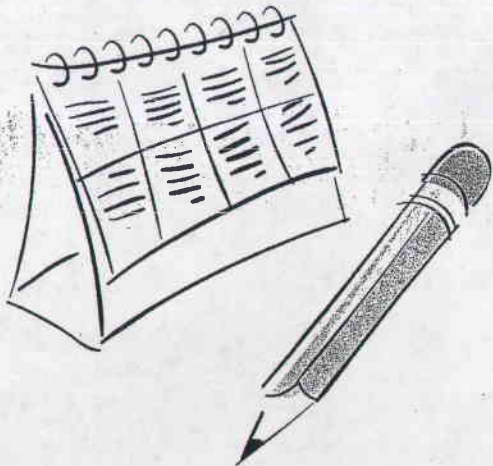
- Q** *Why not use 3rd and 7th Avenues to improve the flow of traffic to and from the Steese Expressway as proposed in an earlier project which was not constructed?*
- A** Both 3rd and 7th Avenues end short of the Steese Expressway within a residential area of the Fairbanks Townsite adjacent to the downtown business area. If connected, the Steese Expressway would introduce high volumes of traffic into the residential areas. Right of way acquisition could significantly impact homes and yards. One of our project goals is to minimize the negative impacts that result from the project. Therefore we will avoid introducing new streams of traffic into residential neighborhoods and minimize right of way acquisition as much as possible.
- Q** *Won't improving 3rd Street cause the traffic turning onto the Steese Expressway to back up even worse than it is now?*
- A** The proposed improvements will increase the flow of traffic along 3rd Street from Old Steese Highway to Hamilton Avenue and improve the circulation through the Steese Expressway intersection by adding dual left turn lanes and dedicated right turn lanes. These improvements are expected to eliminate vehicles from blocking other intersections.
- Q** *Can't the problems at Steese Expressway be solved by simply increasing the length of the green light for traffic on 3rd Street?*
- A** Not entirely since increasing the green time for 3rd Street means decreasing the green time for Steese Expressway, which would cause that traffic to back-up. To best solve the problem, we are proposing increasing the number of lanes on 3rd Street and optimizing the signal timing.
- Q** *Why not construct a roundabout at the intersection of the Steese Expressway and 3rd Street?*
- A** Federal Highway Administration (FHWA) guidelines for the selection and design of roundabouts indicate that a roundabout is not an appropriate type of intersection for this project. Traffic entering the intersection of 3rd Street with the Steese Expressway is projected to reach 4,500 vehicles per hour. According to FHWA guidelines, the capacity of a two-lane roundabout is barely adequate for this traffic volume, and the traffic flow at peak hours would be poor. In addition, the performance of roundabouts is not well understood as traffic volumes approach maximum capacity. Finally, a roundabout would be an inconsistent intersection type within the traffic corridor. Generally, roundabouts perform better if they are used consistently within a corridor. Because this project intersects the Steese Expressway, the consistency issue applies to the Steese Expressway corridor as well as the 3rd Street corridor. At current traffic levels, traffic at the intersection of the Steese Expressway with College Road occasionally backs up through the 3rd Street intersection. This condition could cause failure of a roundabout at this intersection, resulting in gridlock.
- Q** *Will the vacant China 1 Buffet building be removed for this project?*
- A** The preferred alternative does not impact the China 1 Buffet building.
- Q** *Won't this project impact the amount of parking at the Gavora Mall?*
- A** We are currently looking at how this project will impact the amount of parking at the Gavora Mall. The preferred alternative minimizes impacts to the Gavora Mall parking lot to the extent possible. The Fairbanks North Star Borough zoning ordinance dictates how much parking is required for particular uses, and we are considering how the preferred alternative affects the potential uses of the mall.
- Q** *Can you improve the safety of traffic turning into the Chowder House from 3rd Street? Also, their sign sometimes block driver's views.*
- A** We will look at access to determine if there is a safety hazard and make recommendations for

Property acquisition

Land acquisitions will be required to accommodate the widening of the roadway; however, the full impact to individual properties will not be known until the detailed design work begins. Once it has been determined that there is a need to acquire property, the property owner will be contacted and an appraisal will be done to determine the fair market value of the property.

If only a portion of the property is needed, compensation will be made for only that area. In addition, a separate amount will be offered to compensate for any damages to the remaining property. If DOT&PF determines that the remaining portion is of little or no use, they will consider purchasing the entire property.

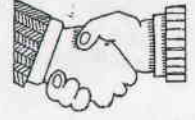
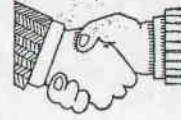
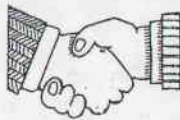
After the DOT&PF has established the amount of compensation to be offered, the property owner will be contacted. The property owner will be given a reasonable amount of time to consider the offer and ask further questions. Once an agreement is reached, the paperwork begins and payments will be made. Some of the land acquisitions may require relocation of businesses or residences. All persons occupying these properties will receive written notice at least 90 days in advance of the required time to move. The DOT&PF ROW section will work closely with all affected property owners and tenants to explain the process and answer questions along the way.



Project schedule

We intend to develop this project as quickly as possible

- ★ Now Until Spring 2005 - Complete the EA
- ★ Spring 2005 - EA Approval from the Federal Highway Administration
- ★ Spring 2005 - Winter 2006, Detailed Design Takes Place
- ★ Spring 2008 - Construction Begins



Construction impacts

Construction dust and traffic disruptions cannot be entirely avoided.

The DOT&PF will work with the business and property owners during the development of the construction plans in order to minimize those impacts. Once construction has started, the DOT&PF will facilitate communications between the Contractor and the businesses to be responsive to problems that may develop and to keep everyone informed of the contractor's schedule.

MR. RON GOUGHNOUR
USKH, INC.
2515 A ST
ANCHORAGE AK 99503-2709



FIRST CLASS



State of Alaska
Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, AK 99709



3RD STREET WIDENING

For more information about the project, contact Tim Woster, the
DOT&PF Project Manager:



Tim Woster
State of Alaska
Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

Phone: (907) 451-2288
Fax: (907) 451-5126

E-mail: tim_woster@dot.state.ak.us

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
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TDD: (907) 451-2363
FAX: (907) 451-5126

May 17, 2004

Re: 3rd Street Widening
Project No. STP-MGL-0670(1)

Doug Isaacson
334 Old Steese Highway
Fairbanks, Alaska 99701

Dear Mr. Isaacson:

Thank you for your attendance and comments at our public meeting that was held for the 3rd Street Widening project on April 13, 2004. The purpose of this letter is to respond to your comment that we consider a roundabout or series of roundabouts as an alternative.

Roundabouts have many positive characteristics. However, Federal Highway Administration (FHWA) guidelines for the selection and design of roundabouts indicate that a roundabout is not an appropriate type of intersection for this project. To obtain the potential benefits of a roundabout, the characteristics of the roundabout must match traffic conditions at the site.

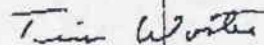
As you noted in your comments, the Department of Transportation and Public Facilities (DOT & PF) is considering roundabouts to address traffic congestion on Santa Claus Lane in North Pole. The traffic conditions on Santa Claus Lane are consistent with FHWA guidelines for the use of roundabouts. The volume of traffic on Santa Claus Lane is projected to reach 1,740 vehicles per hour, which is within the range that can be served by a one-lane roundabout. In addition, the North Pole project will construct a series of roundabouts, resulting in a system with consistent intersections through the business section of North Pole.

In contrast, traffic entering the intersection of 3rd Street with the Steese Expressway is projected to reach 4,500 vehicles per hour. According to FHWA guidelines, the capacity of a two-lane roundabout is barely adequate for this traffic volume, and the traffic flow at peak hours would be poor. In addition, the performance of roundabouts is not well understood as traffic volumes approach maximum capacity. As a result, construction of a roundabout increases the risk of future congestion at this intersection.

Finally, a roundabout constructed for this project would be an inconsistent intersection type within the traffic corridor. Generally, roundabouts perform better if they are used consistently within the corridor. Because this project intersects the Steese Expressway, the consistency issue applies to the Steese Expressway corridor as well as the 3rd Street corridor. At current traffic levels, traffic at the intersection of the Steese Highway with College Road occasionally backs up through the 3rd Street intersection. This condition could cause failure of a roundabout at this intersection, resulting in gridlock.

If you have further comments on this project, please contact me at 451-2288.

Sincerely,



Tim Woster
Design Manager
Alaska DOT&PF