

Fairbanks Noble Street Upgrade

Project No. STP-000S (413)/61725



Categorical Exclusion

December 2010

Prepared for:

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**CATEGORICAL EXCLUSION DOCUMENTATION FORM
FOR HIGHWAY PROJECTS**

Project Name: Fairbanks Noble Street Upgrade
Project Number (state/federal): 61725/STP-000S(413)
Date: October 27, 2010
CE Designation: 23 CFR 771.117(C)(D)
List of Attachments: Figures
4(f) De Minimis Impact Finding
Appendix A: Agency & Public Coordination
Appendix B: Hazardous Materials
Initial Site Assessment
Appendix C: Air Quality Analysis
Appendix D: Land Acquisition

I. Project Purpose and Need

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska (Figure 1).

Many organizations are combining efforts to revitalize the Fairbanks downtown area. The Fairbanks Noble Street Upgrade project has evolved out of the August 2001 Fairbanks Downtown Transportation Study's recommendations for Noble Street, which included bicycle, pedestrian, and streetscape improvements.

The purpose of this project is to provide functional and aesthetic improvements to Noble Street and update the storm drains. Replacement and relocation of utilities would take place in conjunction with the street work. Construction of the project would also improve accessibility and vehicle/pedestrian safety. Noble Street has the following deficiencies:

- Deteriorated pavement: The last major reconstruction project on the Noble Street corridor was completed in 1963, although projects centered around the courthouse, parking garage, and 3rd and 4th Avenues have upgraded small areas of Noble Street in the vicinity of these projects.
- Aging storm drain: Storm drain pipes are aging woodstave, prone to leaking.
- Inadequate sidewalks: Some areas do not have sidewalks, and in other locations existing sidewalks do not meet Americans with Disabilities Act (ADA) standards for slope and width.
- Poor aesthetic condition of the streetscape: Improvements are needed to match the other downtown areas experiencing revitalization.

II. Project Description

In order to address these deficiencies, DOT&PF proposes to make the following improvements to Noble Street:

- Reconstruct sections of pavement, curb, and gutters
- Reduce posted speed limit
- Provide ADA-compliant sidewalks throughout the corridor, widening sidewalks where possible, relocating power poles and streetlights to the back side of sidewalks, and relocating fire hydrants to the backside of the sidewalks
- Add curb extensions (bulb-outs) to selected intersections, add textured and colored pavement to selected curbs and intersections, and add landscaping elements and pedestrian furniture (such as benches, retaining walls, planting areas, replacement trees and shrubs) to the streetscape

- Replace buried utilities such as storm drain pipes, manholes, catch basins, and selected water and sewer lines
- Replace wire-hung traffic signals with mast arms
- Replace streetlights

Noble Street would be reconstructed from 1st Avenue to Gaffney Road (Figure 2). The lane configuration would remain a typical three-lane urban roadway with sidewalks on both sides (Figure 3), and the speed limit would be reduced to 25 mph along the entire corridor.

Sidewalks meeting ADA standards, with curb ramps at intersections, would be incorporated in the new construction. The project may also extend the sidewalks to building faces where appropriate, provided the landowners grant permission. Wherever possible, sidewalks would be widened to provide more room for pedestrians and bicyclists.

Curb extensions on side streets would be considered at intersections. Curb extensions are consistent with recent and planned downtown core area street improvements. They promote a safe, pedestrian-friendly environment by decreasing street crossing widths and providing more area for pedestrian refuge and streetscape opportunities. Aesthetic improvements at strategic locations along the corridor would include streetscape additions such as colored or textured concrete, benches, low decorative fences, stylized light poles, and landscaping. In addition, the project may replace the chain link fence at Myrtle Park, a 4(f) property, with a decorative fence and arched banner sign. Landscaping along the sidewalk within the park is also under consideration.

Golden Heart Utilities (GHU) may replace sections of their wood stave sanitary sewer pipe under the roadway from 1st to 3rd Avenues and from 4th to 12th Avenues. The sewer lines from 3rd to 4th Avenues and 12th Avenue to Gaffney Road have recently been U-lined and do not need to be replaced. Since the proposed project would not otherwise impact the sewer lines, GHU would pay for the work and handle any and all coordination. Environmental impacts would be addressed by GHU separately at a later date if they choose to pursue this betterment.

Reconstruction would also include replacement of the aging storm drain system, including pipes, manholes, and catch basins within and immediately adjacent to Noble Street.

Excavation from 1 to 4 feet deep is expected for road improvements, while replacement of storm drain components may require excavation down to 10 feet and a potential storm drain tie-in at 3rd Avenue may require as much as 14 feet of excavation.

The project would relocate some water lines between 2nd and 5th Avenues and between 8th Avenue and Gaffney Road. The 4 inch water line in these areas is in very poor condition, with thin (10 gauge) steel pipe walls that are heavily corroded. Since up to 4 feet of excavation is expected for road reconstruction, the water line, which is only about 5 feet deep on average, would not likely hold up to construction equipment working so closely above it. Relocating the line as proposed would create minimal additional impacts. No water lines currently exist from 1st to 2nd Avenues, and the water line from 5th to 8th Avenues has been replaced recently and is in good condition.

The existing wire-hung traffic signals along the corridor would be replaced with mast arms. Where power line geometry allows, the project would move some power and light poles to the back sides of sidewalks.

III. Environmental Consequences

Complete the following. For each yes, summarize the activity evaluated, the magnitude of the impact and the potential for significant impact based on context and intensity. An alternatives analysis (e.g. Avoidance and Minimization Checklist) is required for any consequence category with an asterisk (*). Attach analysis as appropriate.

A. Right-of-Way Impacts

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Permanent easements required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of parcels: <u>23</u>			
b. Full or partial property acquisition required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of full parcels: <u>0</u>			
Estimated number of partial parcels: <u>7</u>			
c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Business or residential relocations required. <i>If yes, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study.</i>	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
No. of relocations: _____			
Type of relocation: Residential: <input type="checkbox"/> Business: <input type="checkbox"/>			
Residential (Indicate number: _____)			
Business (Indicate number: _____)			
e. Last-resort housing required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project or activity adversely affect any low-income or minority populations as defined in E.O. 12898 (DOT Order 6640.23, December 1998).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project will require the use of land from the Alaska National Interest Lands Conservation Act (ANILCA). <i>If yes, the project is not assigned to the State per SAFETEA-LU Section 6004 and the CE must be sent to FHWA for approval.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Summarize the impacts.			
<p>Temporary construction easements would be needed along the corridor. An estimated 23 lots may require permanent easements for power and light pole relocation to provide ADA-compliant sidewalk widths. If permanent easements cannot be acquired for these relocations, DOT&PF may have to acquire some small areas of land (less than 10 square feet) in localized spots to provide pedestrian access meeting ADA standards. Some trees may need to be removed. Trees to be replaced would be replaced with the same species in a non-declining condition.</p> <p>Partial acquisition of an additional 7 parcels (a total of about 170 square feet) may be required to accommodate ADA-compliant sidewalks and ramps (Appendix D). Whether these acquisitions will be in fee or by permanent easements will be determined during the ROW process. Land acquisition is not expected to affect available parking or building access for any location within the project area. Many businesses have on-site parking, but parking is also available on most side streets. Business parking is accessed from either Noble Street or side streets. No residential or business relocations would be required.</p> <p>The project is in an area with a higher percentage of minority, elderly, disabled, and low income populations than the Fairbanks North Star Borough (FNSB) as a whole (see table below). No relocation will occur for any occupant. Since the project would improve conditions for these populations, no adverse effect is expected.</p>			

According to the U.S. Census Bureau's (website search May 2008) 2000 census data:

	Population (residents)	Minority (non-white)	Elderly (66+)	Disabled	Below Poverty Level
Project Area	1,732	35.1%	19.0%	31.1%	19.5%
FNSB	82,727	23.6%	5.9%	15.2%	9.1%

B. Social Impacts

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. The project will affect neighborhoods or community cohesion. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc. Include the direct and indirect impacts from the displacement of businesses in the analysis. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. The project will adversely affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. There are unresolved project issues or concerns of a local Indian tribe [as defined in 36 CFR 800.16(m)]. <i>If yes, the project is not assigned to the State per SAFETEA-LU Section 6004 and the CE must be sent to FHWA for approval.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Summarize impacts, if any. | | | |

The project does not propose any realignments or new roads that could affect community cohesion. However, pedestrian and bicyclist access and safety would improve with the reconstruction of Noble Street and its sidewalks. This would improve community cohesion by allowing people better access to their neighbors and to downtown meeting places, shopping, and dining. Access for pedestrians, the elderly, and disabled persons would improve. The project would add sidewalks and curb ramps where they are missing and bring the corridor into compliance with ADA standards.

The only recreational property in the project area is Myrtle Thomas Park, which is located at the southeast corner of Noble Street and 12th Avenue. Improvements on the park property that would complement the park and the proposed streetscape, such as new fencing, signs, or planters, are under consideration. Temporary access for construction would be needed. Maintenance and ownership of the improvements would be the responsibility of the FNSB after construction. The FNSB has expressed support for these plans for the park by signing a Temporary Non-Adverse Occupancy Agreement (see Appendix A, pages 109-110 and 4(f) discussion in Section Q).

C. Economic Impacts

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|--------------------------|
| 1. The project will have economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. The project will affect established businesses or business districts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Summarize impacts, if any. | | | |

According to the Fairbanks Downtown Transportation Study (August 2000), "The couplet (Lacey/Noble Streets) offers an excellent opportunity to improve circulation from hotels and residential areas to downtown shops and riverfront activities. Improvement of pedestrian amenities would facilitate movement along these corridors for residents and visitors and could entice more pedestrian travel."

C. Economic Impacts

N/A YES NO

A meeting was held with downtown organizations to discuss the needs for Noble Street on November 13, 2007. The group supported all of the urban design suggestions and felt they were good for downtown. They believe the improvements would direct growth to downtown and make it a place where people want to be and live. A summary of the meeting and comments is included in Appendix A.

Based on the Fairbanks Downtown Transportation Study and impressions received at the above mentioned meeting, the accessibility improvements of this project are likely to improve downtown economic conditions.

D. Local Land Use and Transportation Plans

N/A YES NO

- | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|
| 1. Project is consistent with local land use plan. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Project is consistent with local transportation plan. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Project would induce adverse indirect and cumulative effects. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Summarize any adverse effect on the local transportation and land use plan, including indirect and cumulative effects. | | | |

The area surrounding the project corridor is zoned general commercial and central business district. A variety of uses from residential to commercial are permitted within these zones, although residences on the ground floor are not permitted in the central business district. Griffin Park is located some 300 feet north of the project area, and Myrtle Thomas Park is located east of Noble Street at 12th Avenue.

The proposed project is included in the Statewide Transportation Improvement Plan (STIP) and listed as a FY2011-2015 construction project in the Fairbanks Metropolitan Area Transportation System (FMATS) Long-Range Transportation Plan (Appendix A, and phone conversation with Donna Gardino).

Additional planned local improvement projects are in the vicinity of the project and may contribute to the cumulative impacts on the downtown area. Further information can also be found in Appendix A - Agency Correspondence.

- Cushman Street Reconstruction – 10th Avenue to Gaffney Road (fire station traffic revisions completed at a later date): This project has been put on hold.
- Wendell Avenue ADA Improvements: This project is in construction. Utility work was finished in Fall 2010, and road work will start in Spring 2011.
- Wickersham Street Improvements: Authority to proceed to construction March, 2011.
- Gaffney Road Storm Drain Work: This project has been put on hold.
- FMATS LED Street Light Conversion: Authority to proceed to construction by September, 2012.
- City of Fairbanks Curb Corner Upgrades: Authority to proceed to construction April, 2011.
- FMATS Sign Replacement: As of November 2010, the project has bid; construction will begin soon.
- Illinois Street Reconstruction (2010-2012) – College Road to 1st Avenue:
 - o Barnette Bridge built in 2010
 - o Remainder of project scheduled for 2011-2012: utilities in 2011 and road work in 2012.
- Cushman Street Reconstruction – Gaffney Road to 17th Avenue: This project is on hold.
- Cushman, Barnette, and Gaffney Two-Way Conversion: This project has been put on hold.
- Wendell Street Bridge Rehabilitation/Replacement: This project is in pre-design.

Cumulative impacts may be experienced in economic, hazardous waste, and construction categories but are not expected to be individually or cumulatively substantial.

Economic impacts may be positive throughout the Fairbanks North Star Borough, as the projects would create temporary employment within construction and support industries such as freight, material supply, food, and lodging. The projects' cumulative improvements would bring better access to the downtown area and the businesses there.

Hazardous waste could be encountered during any of the projects. Over the years, the downtown area has had multiple uses involving gas stations, laundromats, and underground heating oil tanks. Cumulative hazardous waste impacts to consider would include costs to the State. On the other hand, removal and remediation of contaminated soils could provide work for local remediation companies and would result in an overall positive impact to the project areas and the environment as a whole.

The primary cumulative impact would be from construction activity. The potential for cumulative construction impacts is greatest at the tie-in areas where projects meet. These areas include the south end of the project, where Noble Street meets Gaffney Road, and the north end of the project, where Wendell Avenue is one block to the north. Residents of these areas could be impacted by multiple construction seasons. Careful coordination between the projects could reduce the cumulative impacts at the tie-in areas.

E. Impacts to Historic Properties

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. This project would have no potential to affect historic properties. <i>This project meets the criteria for no formal review under Section 106 of the National Historic Preservation Act [36 CFR 800.3(a)(1)] per the May 2, 2006 determination by the Alaska Division of FHWA. If yes, attach concurrence from the FHWA Area Engineer (non-assigned projects) or Statewide NEPA Manager for 6004 (assigned-projects) and proceed to next section.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is a National Register listed or eligible property in the Area of Potential Effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Date Consultation/Initiation Letters sent <u>May and June 2008</u> Attach copies to this form. If no letters sent explain why not. | | | |
| 4. Date "Finding of Effect" Letters sent <u>July 22, 2010</u> Attach copies to this form. | | | |
| 5. Date SHPO concurred with "Finding of Effect" <u>August 13, 2010</u> Attach letter or email from SHPO to this form. | | | |
| 6. Will there be an adverse effect on a historic property? If yes, attach correspondence and signed MOA. If yes, Programmatic Agreements (PCE) do not apply. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Summarize affects to historic properties. | | | |

CONSULTATION

Initial Consultation letters were sent to the following consulting parties in May and June 2008: State Historic Preservation Officer (SHPO), Doyon, Limited; Tanana Chiefs Conference (TCC); Denakkanaaga; the City of Fairbanks; the Fairbanks North Star Borough; the Fairbanks Historic Preservation Foundation; and the Tanana-Yukon Historical Society. (All letters and responses provided in Appendix A – Agency Correspondence). On July 18, 2008, Tanana Chiefs Conference responded that TCC has no direct tribal concerns arising from National Historic Preservation Act compliance actions for this project. On August 1, 2008, SHPO responded that that the Area of Potential Effect (APE) was too narrowly defined and DOT&PF should consider indirect effects to nearby properties to define the APE. SHPO also requested that properties under 45 years of age be evaluated in case any had achieved exceptional significance. DOT&PF expanded the APE to include properties of all ages that were adjacent to Noble Street from Wendell Street to Gaffney Road, and properties within the project’s viewshed.

IDENTIFICATION AND EVALUATION

Northern Land Use Research (NLUR) conducted a cultural resource survey of the project APE in 2008. NLUR identified 9 properties in the APE that are individually eligible for the National Register of Historic Places (NRHP): the Polaris Building (FAI-1871), Northward Building (FAI-1856), Port Authority (FAI-1872), Music Mart

E. Impacts to Historic Properties

N/A YES NO

(FAI-1860), Craft Market (FAI-0279), Wilton Adjustment Services (FAI-1864), Hackett Law Office (FAI-1865), Wilbur Brothers (FAI-1868), and the Foodland Building (FAI-1875). NLUR identified 2 eligible historic districts that overlap the APE, the Eastside Residential Historic District (FAI-1917) and the Downtown Commercial Historic District (FAI-1871). NLUR also identified 3 properties that are NRHP-eligible for contributing to these two districts: the Gronewald House and Garage (FAI-1861 and FAI-331) and the Wilton Adjustment Services building (FAI-1864) for contributing to the Eastside Residential Historic District and the Polaris Building (FAI-1871), for contributing to the Downtown Commercial Historic District. A project walkthrough was conducted on May 12 to familiarize the SHPO with the project area. Attendees included: Judith Bittner from SHPO; Kathy Price, Amy Russell, Bruce Campbell, Missy Jensen, and Nils Degerlund from DOT&PF; and Mike Storey from PDC Inc. Engineers.

EFFECTS

NLUR and DOT&PF analyzed potential effects of the project on these historic properties. Effects to integrity of setting were evaluated for the Gronewald House and Garage (FAI-1861 and FAI-331, the Hackett Law Office (FAI-1865), the Craft Market (FAI-0279), and by extension, the Eastside Residential Historic District (FAI-1917) due to introduction of sidewalk, retaining walls, bulb-outs, landscaping, backing curbs, new streetlamps and light fixtures, relocation of utilities, small ROW acquisitions, and/or removal of trees along reconstructed portions of Noble Street. Due to the very minimal impact these activities could have on any properties' integrity of setting, DOT&PF determined these activities would not adversely affect any historic properties.

One adverse effect to the Wilton Adjustment Services property (FAI-1864) was identified for avoidance. Removal of the property's peripheral hedge prior to construction would be necessary to prevent root damage during curb reconstruction. The hedge is considered important to the property's integrity of setting, and eliminating the hedge was identified as a potential adverse effect. DOT&PF plans to replant the hedge in-kind and in the same location once the curb has been reconstructed. Therefore the project would not adversely affect this property.

DOT&PF sent a finding of No Adverse Effect to Historic Properties to consulting parties on July 22, 2010. SHPO concurred with this determination on August 13, 2010 (Appendix A – Agency Correspondence, pg. 128). No other consulting parties submitted comments regarding this finding.

Although it was found that the project would not adversely affect or impair the features and attributes that contribute to the NRHP eligibility of any historic properties, small ROW easements or acquisition of portions of a number of the properties will constitute a 4(f) use. See Section Q and related 4(f) De Minimis Impact Finding documentation for additional detail about the project's 4(f) de minimis impacts.

F. <u>Wetland Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Project involves wetlands as defined by the U.S. Army Corps of Engineers (USACE). <i>If yes, document public and agency coordination required per E.O. 11990, Protection of Wetlands.</i>	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
2. Wetlands delineated in accordance with the “Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007”.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Estimated area of involvement (i.e. acres): <u>N/A</u>			
4. Estimated fill quantities (cubic yards): <u>N/A</u>			
5. Estimated dredge quantities (cubic yards): <u>N/A</u>			
6. USACE authorization anticipated? <i>If yes, type:</i> NWP <input type="checkbox"/> Individual <input type="checkbox"/> GP <input type="checkbox"/> Other <input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Summarize wetlands impacts and attach following supporting documentation as appropriate: <ul style="list-style-type: none"> • Avoidance and Minimization Checklist. • Wetlands Delineation. • Jurisdictional Determination. • Copies of public and resource agency letters received in response to the request for comments. 			
Wetlands impacts are as follows: The project area is in a highly developed urban setting with no documented wetlands (per National Wetland Inventory maps). The USACE was consulted during scoping and determined that the subject property does not contain waters of the U.S. under USACE jurisdiction. Therefore, no Department of the Army permit is required. (See Appendix A - Agency Correspondence.)			
8. Wetlands Finding: <ul style="list-style-type: none"> a. Are there practicable alternatives to the proposed construction in wetlands? <i>If yes, the project cannot be approved as proposed.</i> b. Does the project include all practicable measures to minimize harm to wetlands? <i>If no, the project cannot be approved as proposed. List any commitments and mitigative measures in Section VIII.</i> c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project’s impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. <i>If no, the project cannot be approved as proposed.</i> 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. <u>Fish and Wildlife</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Anadromous or resident fish habitat. <ul style="list-style-type: none"> a. Adverse effect on spawning habitat. b. Adverse effect on rearing habitat. c. Adverse effect on migration corridors. d. Adverse effect on subsistence species. 	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/> *	<input checked="" type="checkbox"/>
2. Essential Fish Habitat (EFH). <ul style="list-style-type: none"> a. EFH present in project area. b. Project proposes construction in EFH. <i>If yes describe EFH impacts in No. 5.</i> c. Project may adversely affect EFH. <i>If yes, attach EFH Assessment.</i> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/> *	<input type="checkbox"/>

- | | | | | |
|---|--|-------------------------------------|----------------------------|-------------------------------------|
| d. | Project includes conservation recommendations proposed by NOAA Fisheries. <i>If no, formal notification must be made to NOAA Fisheries. (Summarize the final conservation measures in No. 5 and list in Section VI).</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Wildlife Resources (game/subsistence species): | | | | |
| a. | Project is in area of high wildlife/vehicle accidents. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Project would bisect migration corridors. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Project would segment habitat. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Project would adversely affect species of concern to Alaska Department of Fish and Game (ADF&G). <i>If yes, attach appropriate documentation from ADF&G that demonstrates the project would not result in significant adverse impacts.</i> | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| 4. Bald and Golden Eagle Protection Act | | | | |
| a. | Project visible from an eagle nesting tree? <i>If yes, consult with USFWS National Bald Eagle Management Guidelines and attach documentation of consultation.</i> | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| b. | Project within 330 feet of an eagle nesting tree? <i>If yes, consult USFWS National Bald Eagle Management Guidelines and attach documentation of consultation.</i> | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| c. | Project within 660 feet of an eagle nesting tree? <i>If yes, consult with USFWS National Bald Eagle Management Guidelines and attach documentation of consultation.</i> | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
| d. | Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? <i>If yes, consult USFWS National Bald Eagle Management Guidelines and attach documentation of consultation.</i> | <input type="checkbox"/> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |

5. Summarize adverse fish and wildlife impacts.

The project area does not contain any waters that support resident or anadromous fish, nor does it contain areas of essential fish habitat (EFH). The nearest river that does support fish is the Chena River, which is over 500 feet northwest of the project area at the closest point. The storm drains that collect water along the Noble Street corridor currently outfall into the Chena River and would continue to do so (see Section O, Water Quality).

The downtown area is highly developed, with minimal wildlife beyond birds and an occasional transient moose. No wildlife/vehicle accidents were reported from 2002 to 2006. No known golden or bald eagle nests are in the project area. The U.S. Fish and Wildlife Service (USFWS) was included in the scoping effort and did not submit any comments.

H. Threatened and Endangered Species (T&E)

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Listed threatened or endangered species present. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Threatened or endangered species migrate through the project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Proposed species present in project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Candidate species present in project area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Project is likely to adversely affect a listed T&E species or critical habitat. <i>If yes, formal Section 7 consultation is required, and the project may not be assigned to the State per SAFETEA-LU Section 6004 and the CE must be sent to FHWA for approval.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

H. Threatened and Endangered Species (T&E)

N/A YES NO

- 6. Summarize the findings of the biological assessment and the biological opinion of the agency with jurisdiction. [X] [] []

A search of the USFWS Threatened and Endangered Species System (TESS) database on June 17, 2008, indicated that the project area is not within the identified range of any species currently listed as Threatened, Endangered, Candidate, or Proposed under the Endangered Species Act (ESA). According to the Alaska Department of Fish and Game (ADFG) website (accessed June 17, 2008), no State-listed endangered species are located in the project area. The project area lies within the range of six State-listed Species of Special Concern, but habitat for these species is not found in the project area. The tribal and local governments in the Fairbanks area have not designated any species of tribal or local importance. USFWS was included in the scoping effort and did not submit any comments.

I. Water Body Involvement

N/A YES NO

- 1. Project affects a water body. [] []* [X]
- 2. Project affects a navigable water body as defined by USCG, (i.e. Section 9). [] []* [X]
- 3. Project affects Waters of the U.S. as defined by the USACE, Section 404. [] []* [X]
- 4. Project affects Navigable Waters of the U.S. as defined by the USACE, Section 10. [] []* [X]
- 5. Project affects a resident fish stream (i.e. A.S. 16.14.841) [] [] [X]
- 6. Project affects a cataloged anadromous fish stream (i.e. A.S. 16.14.871). [] []* [X]
- 7. Project affects a designated Wild and Scenic River or land adjacent to a Wild and Scenic River. If yes, the Regional Environmental Manager should consult with the Statewide NEPA Manager for 6004 (assigned CEs) or FHWA Area Engineer (non-assigned CEs) to determine applicability of Section 4(f). [] [] [X]
- 8. Proposed river or stream involvement: Bridge [] Culvert [] Embankment Fill [] Relocation [] Diversion [] Temporary [] Permanent [] N/A [X]
- 9. Type of stream or river habitat impacted: Spawning [] Rearing [] Pool [] Riffle [] Undercut bank [] N/A [X]
- 10. Amount of fill below: OHW _____ MHW _____ HTL _____
- 11. Summarize impacts:

The project area does not contain navigable water bodies under the jurisdiction of the U.S. Army Corps of Engineers or the U.S. Coast Guard. The closest water body is the Chena River, over 500 feet northwest of the project area at its closest point. The Chena River is considered navigable by the USACE and USCG. The storm water system for the project area outfalls into the Chena River at Griffin Park, approximately 500 feet northwest of the project's boundary (also see Section O, Water Quality Impacts).

J. Alaska Coastal Management Program (ACMP)

N/A YES NO

- 1. Project is within the Alaska Coastal Management Program boundary. [] [] [X]
- 2. Project is within a local coastal management district. If yes, consult with the local coastal management official and attach correspondence. [] [] [X]
- 3. Project is consistent with local and state coastal management plans. If no, the project cannot be approved as proposed. [X] [] []

4. Finding:
The project area is not located within a coastal zone or coastal district boundary.

K. Hazardous Waste (HW)

N/A YES NO

- 1. There are known or potentially contaminated sites along the corridor. [] [X] []
- 2. The existing and/or proposed ROW is contaminated. [X] [] []
- 3. Extensive excavation is proposed adjacent to, or within, a known HW site. [] []* [X]

K. Hazardous Waste (HW)

N/A YES NO

- 4. Potential for encountering hazardous waste during construction is high.
- 5. Summarize impacts of any 'yes' marked in 1-4 and attach appropriate HW investigation report.

A review was conducted of a 2008 Environmental Data Resources Inc. DataMap™ report, the Alaska Department of Environmental Conservation (ADEC) CS and LUST Databases, and individual site files at the ADEC office. ADEC site managers were also consulted.

Because of the relatively long history of commercial and public use of the Noble Street area, there are numerous records of environmental contamination within a mile of the proposed project boundaries, and several sites are adjacent to the project. Although there is a chance that contamination from leaking underground storage tanks (LUST) and contaminated sites (CS) directly adjacent to or near the proposed project may be encountered during construction, volumes are not expected to be beyond normal levels found at downtown construction sites or to make a substantial impact on the project.

Below is a list of nine contaminated sites that were identified during the records review. These sites are believed most likely to affect the proposed project. Detailed information on these sites can be found in Appendix B.

- Rabinowitz Courthouse
- Westmark Fairbanks Hotel
- Ron's Towing Service
- Federal Building Motor Pool Equipment Building
- Texaco- 1200 Noble Street, Former
- Carrs Foodland Heating Oil Tanks
- Tesoro Northstore # 105
- Wilbur Bros. Mechanical
- Gaffney Area-Wide Investigation

Although contamination might be present, it is anticipated to be a minor impact for the general pavement work proposed due to the shallow excavation depth.

As the design details are finalized, quantity estimates can be made. The construction documents should include provisions for field monitoring, laboratory testing, and soil handling and disposal. Depending upon the ROW interests based on the detailed design and relative to the location of known potential contaminated areas, a pre-acquisition subsurface investigation may be warranted.

L. Air Quality (Conformity)

N/A YES NO

- 1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10). *If yes, indicate CO or PM-10 and complete the remainder of this section. If no, continue to Section M.* Not PM-10, but PM-2.5
- 2. If applicable, the project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) (state dates of FHWA/FTA conformity determination). Date: Fiscal Year 2010
- 3. The project is exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). *If yes, continue to next section. If no, complete the remainder of this section. Note: A project-level air quality conformity analysis is required for CO nonattainment and maintenance areas and a qualitative project-level analysis is required for PM-10 nonattainment and maintenance areas.*

L. Air Quality (Conformity)

N/A YES NO

- 4. Have there been any significant changes in the design, concept, and/or scope as discussed in the most recent conforming TIP and LRTP? *If yes, describe changes in No. 7. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).*
- 5. If required, a CO project-level analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116(a) for all areas or 93.116(b) for nonattainment areas. *Attach a copy of the analysis.*
- 6. If required, a PM-10 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116(a). (The thresholds are different for PM-10 than they are for CO). *Attach a copy of the analysis.*

7. Summarize air quality impacts:

Due to topographical and meteorological factors, the Fairbanks area is subject to strong and persistent temperature inversions during the winter. These inversions create a stagnant air pool, resulting in an accumulation of high concentrations of pollutants for the duration of the inversion. Three pollutants are of primary importance: carbon monoxide (CO); particulate matter less than 2.5 micrometers in diameter (PM2.5); and water vapor.

The Fairbanks area is currently designated as an attainment area for all of the criteria pollutants for which the National Ambient Air Quality Standards (NAAQS) apply except PM 2.5 and CO. Fairbanks has a prior history of violations of the NAAQS for carbon monoxide (CO), but none have occurred since 1999. Fairbanks is designated as a maintenance area for CO. An air quality analysis was conducted by Sierra Research, Inc. in April 2006. The analysis indicates that the project would not result in any violations of the CO NAAQS (Appendix C).

Effective December 18, 2006, EPA strengthened the 24-hour ambient PM2.5 standard from 65 µg/m3 to 35 µg/m3 and indicated that area redesignations for the revised standards would be completed within two years of that effective date. Fairbanks has recorded 24-hour PM2.5 concentrations above the new standard. This led ADEC to recommend that Fairbanks be redesignated to non-attainment for PM2.5. Fairbanks was designated by the EPA as a non-attainment area for PM2.5 in December 2008. The effective date of this designation was December 2009. The Noble Street project is exempt from both regional and project level conformity analysis per 40 CFR 93.126 (Appendix A - Agency Correspondence, Donna Gardino, pg. 134).

Intersection congestion that could result in reduced air quality due to vehicle emissions is not anticipated. All intersections are expected to operate at Level of Service (LOS) C or better.

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

N/A YES NO

- 1. Project encroaches longitudinally into the 100-year floodplain (i.e. base floodplain in fresh or marine waters). *If yes, public comments on the action must be requested and comments received attached. Summarize the findings and attach the "Location Hydraulic Study" developed per 23 CFR 650.111.*
- 2. Project encroaches into a regulatory floodway. *If yes, attach the location hydraulic study.* *
- 3. The proposed action would increase the base flood elevation one-foot or greater. *If yes, attach the "Location Hydraulic Study".*
- 4. The encroachment is significant as defined by 23 CFR 650.105. *If yes, the project cannot be approved as proposed without a finding that the proposed action is the "Only Practicable Alternative" as defined in 23 CFR 650.113. Attach the finding for approval.*
- 5. Project conforms to local flood hazard ordinances.

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

N/A YES NO

6. Project is consistent with E.O. 11988 (Floodplain Protection). *If no, the project cannot be approved as proposed.*

7. Summarize risk and adverse floodplain impacts:

The Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (Community Panel No. 025009 0182G) indicates the project area lies within the 500-year floodplain, but outside of the 100-year floodplain. The project is not expected to make changes to the base flood elevation, since the road elevation may only change by a negligible amount to provide positive drainage in some areas. According to the FNSB, a flood permit would not be required for the project (Appendix A – Telephone Log).

N. Noise Impacts (23 CFR Part 772)

N/A YES NO

1. There are noise-sensitive receivers/land uses adjacent to the proposed project. *If yes, attach the noise analysis, if applicable (see 2). If no, go to section O.*

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

Category B: There are adjacent picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, hotels, motels, schools, churches, libraries, or hospitals.

Category C: There are adjacent developed lands, properties, or activities not included in categories A or B above. *This would include commercial properties.*

2. The project is located on new location and would result in substantial changes in vertical or horizontal alignment, or would increase the number of through lanes. *If yes, a noise analysis is required. If not, go to Section O.*

3. There is an existing noise impact.

4. The project would create a noise impact.

5. Noise analysis demonstrates potential noise impacts.

6. There are feasible and reasonable measures that can reduce noise impacts (attach analysis).

7. The noise abatement measures listed in 23 CFR 772.13(c)(1-5) have been considered for those receivers where a noise impact would occur.

8. Summarize noise impact and abatement measures considered, if applicable.

The proposed project does not meet the definition of a Type I project as described in 23 CFR 772.5(h); therefore, according to the DOT&PF Noise Abatement Policy, March 1996, no noise analysis is required.

The project is adjacent to residences, businesses, clinics, and a park. However, it would not result in a highway on a new location, and it would result in no substantial change in horizontal or vertical alignment. There would be no change of traffic mix, vehicle capacity, or the number of through traffic lanes. No change in traffic noise is expected as a result of the project.

O. Water Quality Impacts

N/A YES NO

1. Project would involve a public or private drinking source. *If yes, explain in no. 7.*

2. Project would result in a discharge of storm water to a Waters of the U.S.

3. Project would discharge storm water into or affect an ADEC designated impaired water body. *If yes, list in no. 4 and describe in no. 7.*

4. List name(s) and location(s).

Chena River – located approximately 500 feet northwest of the project (Figure 1).

5. Estimate the acreage of ground-disturbing activities that will result from the project?
4.8 acres
6. Is there a municipal separate storm sewer system (MS4) NPDES permit, or will runoff be mixed with discharges from an NPDES permitted industrial facility?
If yes, NPDES permit #: No. AKS-053406

7. Summarize the impacts of any "yes" marked in Section O.
Drinking water in the project area comes from piped water systems operated by Utility Services of Alaska, Inc., d/b/a Golden Heart Utilities.

The quality of storm water discharged to the Chena River would not change as a result of this project.

Currently, storm water is collected from Gaffney Road north into a storm drain system that discharges to the Chena River, which is an impaired river (see Figure 1). This project would include replacement of the aging storm mains and their components within Noble Street and for approximately half a block up the side streets. The proposed system would be placed in the same location and utilize the same outfall. The reconstructed storm drains would connect with the existing system at 3rd Avenue.

The proposed project may slightly increase the volume of storm water discharged from the project area due to more efficient collection and transport of the storm water across new, uncracked pavement and through positive drainage, new inlets, manholes, and piping. In addition, the storm drain system in Noble Street may be enlarged to provide increased capacity to accommodate the City's long-term drainage plans.

The nearest impaired water body is the Chena River, which is listed as a Category 2 water body in Alaska's Final 2010 Integrated Water Quality Monitoring and Assessment Report (ADEC, 2010). The Chena River was Section 303(d) listed in 1990 for turbidity; petroleum hydrocarbons, oils and grease, and sediment. The identified pollutant source is urban runoff. DEC conducted sampling in 2005, 2007, and 2009 for hydrocarbons and sediment. Data have shown that the Chena River met water quality standards for the petroleum hydrocarbon standard and remains impaired for sediment. Data is currently being reviewed for the sediment standard. The Total Maximum Daily Load (TMDL) has not yet been determined for the Chena River, but this is scheduled for completion in 2010 (ADEC website, November 10, 2010).

The EPA's Storm Water Phase II Final Rule extended coverage of the National Pollutant Discharge Elimination System (NPDES) program to cover certain small municipal separate storm sewer systems (MS4s) in urbanized areas. The EPA issued a Storm Water Management NPDES Permit No. AKS-053406, which is held collectively by the City of Fairbanks, City of North Pole, UAF, and the DOT&PF Northern Region.

The storm drain system is and would remain owned and maintained by the City of Fairbanks. For post-construction (permanent) storm water controls, a letter of non objection is required and in accordance with 18 AAC 72.600, the drainage plans (stamped by a Professional Engineer) is required to be submitted to ADEC for an Engineering Plans review. For this project there are no storm water submittals required by the city.

Existing and proposed post-construction storm water measures would include both structural and non-structural BMPs to reduce the discharge of pollutants from the storm drain system to the Chena River, protect water quality, and satisfy water quality requirements of the Clean Water Act, as follows (see Appendix A – Agency Correspondence, City of Fairbanks, pp. 86-88, 132, and 136-138):

- All catch basins and manholes would utilize sumps, which are designed to retain sediment and other debris from discharging to piping laterals.
- All storm drain inlets would be factory embossed and/or stenciled with an emblem of a fish and the words "Dump No Waste, Drains to River" to educate the public about where the storm drain system outfalls and discourage illicit discharges.
- The City of Fairbanks, who will continue to operate and maintain the storm drain system, will also implement good housekeeping practices year-round, as required by their MS4 NPDES Permit. Within the right-of-way, the City is responsible for snow removal during the winter and street sweeping and storm drain cleaning operations during the summer. The City aggressively performs street sweeping

operations during spring break-up on all arterials, collectors, and local streets to remove aggregate. The City also cleans and maintains the storm drain system using a vacuum truck to flush and pump accumulated sediment and debris from catch basins, lateral lines, manholes, and other sediment collection devices. All snow removal, street sweeping, and storm drain cleaning operations are tracked by date of operation, equipment number, area and subarea, street location, number of loads or tonnage hauled, and storage/disposal site used.

For construction-related water quality impacts, see Section P.

P. Construction Impacts

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. There will be temporary degradation of water quality.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. There will be temporary stream diversion.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. There will be temporary degradation of air quality.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. There will be temporary delays and detours of traffic.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. There will be temporary impact on businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. There will be other construction impacts, including noise.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Summarize construction impacts associated with any "yes".			

Impacts associated with normal construction activities (e.g., storm water runoff, dust, noise, traffic detours, and socio-economic impacts related to the influx of economic stimulation) are generally short in duration, but can be of high intensity and can result in substantial impacts if mitigation measures are not taken. Appropriate practices to mitigate construction impacts would be incorporated into the construction specifications.

Pursuant to the requirements of the EPA-issued Storm Water Management NPDES Permit No. AKS 053406, in July 2007 the City of Fairbanks adopted a Construction Site Storm Water Runoff Ordinance (No. 07-5702), which was amended in May 2008 (No. 08-5751) to clarify that it only applies to ground disturbances on private property funded by the private sector within the Urbanized Area of Fairbanks. Since the Fairbanks Noble Street Upgrade project would disturb ground on public property and is funded by the public sector, the project does not fall within the purview of the Construction Site Storm Water Runoff Ordinance.

The Contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and file a Notice of Intent to Discharge (NOI) to apply for coverage under the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP). Pursuant to Section 5.13.4.3 of the CGP a copy of the SWPPP must also be submitted to Alaska Department of Environmental Conservation (ADEC) for review before commencing construction activities. Owners or operators of publically-funded projects disturbing one or more acres of land shall submit a copy of the SWPPP to ADEC for review (ADEC website November 10, 2010).

The Contractor will develop and obtain DOT&PF approval of a Traffic Control Plan (TCP) to address detours and altered traffic controls and maintain access to businesses. The TCP would include public notices. The Contractor would be required to keep his equipment's sound control devices in good condition and comply with the City of Fairbanks Code of Ordinance, Article II Offenses Against Public Peace and Order, Sec. 46-42, Disturbing the Peace.

The project would provide temporary employment opportunities during construction and possibly some temporary business opportunities to support the construction workers.

Q. Section 4(f)/6(f) - (23 CFR 774)

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Section 4(f) properties would be affected by the proposed action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. There would be a "use" of land from these 4(f) properties.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. The project will require an Individual Section 4(f) Evaluation. <i>If yes, the project is excluded from State assignment and the CE and Section 4(f) Evaluation must be approved by FHWA.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | Q. Section 4(f)/6(f) - (23 CFR 774) | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| 4. The project would affect Section 6(f) properties. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Funds from the Land and Water Conservation Fund Act (LWCFA) were used for improvement to the 4(f) property. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Is the use of the property receiving LWCFA funds a "conversion of use" per Section 6(f) of the LWCFA? <i>Attach the correspondence received from the ADNR 6(f) Grants Administrator.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Project is adjacent to a Section 4(f) resource. <i>If yes, consult with the Statewide NEPA Manager for 6004 (assigned CEs) or FHWA Environmental Program Manager (non-assigned CEs) to determine applicability of "constructive use".</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. Summarize the type of involvement. Coordinate with the land manager and attach appropriate documentation (i.e. Section 4(f) or Section 6(f) Evaluation). | | | |

DOT&PF's NEPA Manager determined that minor easements or ROW acquisitions along five historic properties constituted a 4(f) impact and a 4(f) Assessment was completed. See 4(f) De Minimis Impact Finding report for information on the five properties.

A temporary non-adverse occupancy agreement was reached with the Fairbanks North Star Borough, land manager of Myrtle Park, for improvements to the park. See Appendix A, pages 109-110.

No Section 6(f) properties are located within the project area (National Park Service website, June 2008).

IV. Permits and Authorizations

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. USACE, Section 404/10 (includes APP, NWP & GP) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Coast Guard, Section 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Department of Fish and Game (ADF&G) Fish Habitat Permit (T16.871 and 16.841) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Flood Hazard | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Department of Environmental Conservation (ADEC) Non-domestic Wastewater Plan Approval. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. ADEC 401 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. DNR, ACMP consistency | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Other. <i>If yes, list.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> • APDES General Permit for discharges from large and small construction activities review may be needed. | | | |

V. Comments and Coordination

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Public/agency involvement for project (<i>required if protected resources are involved</i>). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Public Meetings. Date: <u>April 29, 2008</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Newspaper ads
Name of newspaper: <u>Fairbanks Daily News Miner</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Agency scoping letters. Date sent: <u>January 4, 2008</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Agency scoping meeting. Date of meeting: _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Field review | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. <i>Attach correspondence that demonstrates coordination and that there are no unresolved issues.</i> | | | |

Agency e-scoping letters were sent out and a project website was available for agencies to get information and submit comments. An agency meeting was offered in the email, but no requests were received (Appendix A).

A meeting to discuss the aesthetic improvements was held with the agencies and associations involved with the downtown revitalization. Improvements to the street and sidewalks were discussed and aesthetic options were provided for consideration. A summary of the meeting is included in Appendix A (also see Section III.C).

Landscaping opportunities were identified on five lots. Project staff met with the landowners to discuss the project to see if they were interested in participating (Appendix A). Additional discussion regarding the City's lot was conducted in a telephone call between DOT&PF and the City of Fairbanks. Three of the landowners approved of improvements on their lots, one was not interested, and the other was undecided but was not opposed to having the property shown with landscaping during the public process. An additional landscaping opportunity was identified during the public open house, and further coordination with this landowner would take place during the detailed design.

Two newsletters have been sent to the public. The first (June 2005) was issued when the project included improvements to Lacey and Noble Streets. The second (April 2008) reflected the current scope of proposed improvements and announced a public meeting which was also advertised in the Fairbanks Daily News Miner. The public meeting was held on April 29, 2008. A summary is included in Appendix A.

Summaries of the agency and public comments are included in Appendix A along with copies of the correspondence. No substantial comment was received.

VI. Environmental Commitments and Mitigation Measures

List the environmental commitments or mitigation measures included in the project.

Hazardous Materials Mitigation Measures:

- During geotechnical investigation, DOT&PF would test extracted soil for contamination.

Other Mitigation Measures:

- Trees to be replaced would be replaced with the same species in a non-declining condition, causing no effect to NHRP-eligible properties or districts (Appendix A page 118).
- Retaining wall replacement on the Hackett Law Office property would be of the same size and configuration as the current wall, which already has concrete components (Appendix A page 117).
- Hedge on Wilton Adjustment Services property would be replaced. Refer to Section E for details (Section E, Historic Properties).

VII. Environmental Documentation Approval

YES NO

- | | | |
|---|--|--|
| <p>1. The project meets the criteria of a Department or FHWA programmatic agreement. <i>If yes, the CE may be approved by the Regional Environmental Manager but needs a QA/QC check (see shaded block).</i></p> | <p><input type="checkbox"/>*</p> | <p><input checked="" type="checkbox"/></p> |
| <p>2. The State has determined that the project has no significant impacts on the environment and that the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and the MOU dated September 22, 2009 executed between the FHWA and the State. <i>If yes, the CE may be approved by a Statewide NEPA Manager for 6004. If no, the CE must be approved by FHWA.</i></p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> |

VII. Environmental Documentation Approval

YES NO

Prepared by: Melissa J Jensen
Environmental Impact Analyst

Date: 2-10-11

Reviewed by: [Signature]
Engineering Manager

Date: 2/10/2011

Approved by: [Signature]
Regional Environmental Manager

Date: 2-10-11

If Assigned CE

Approved by: Benjamin M. White
[Print] DOT&PF Statewide NEPA Manager for 6004

Date: 2-15-11

[Signature]
[Signature] DOT&PF Statewide NEPA Manager for 6004

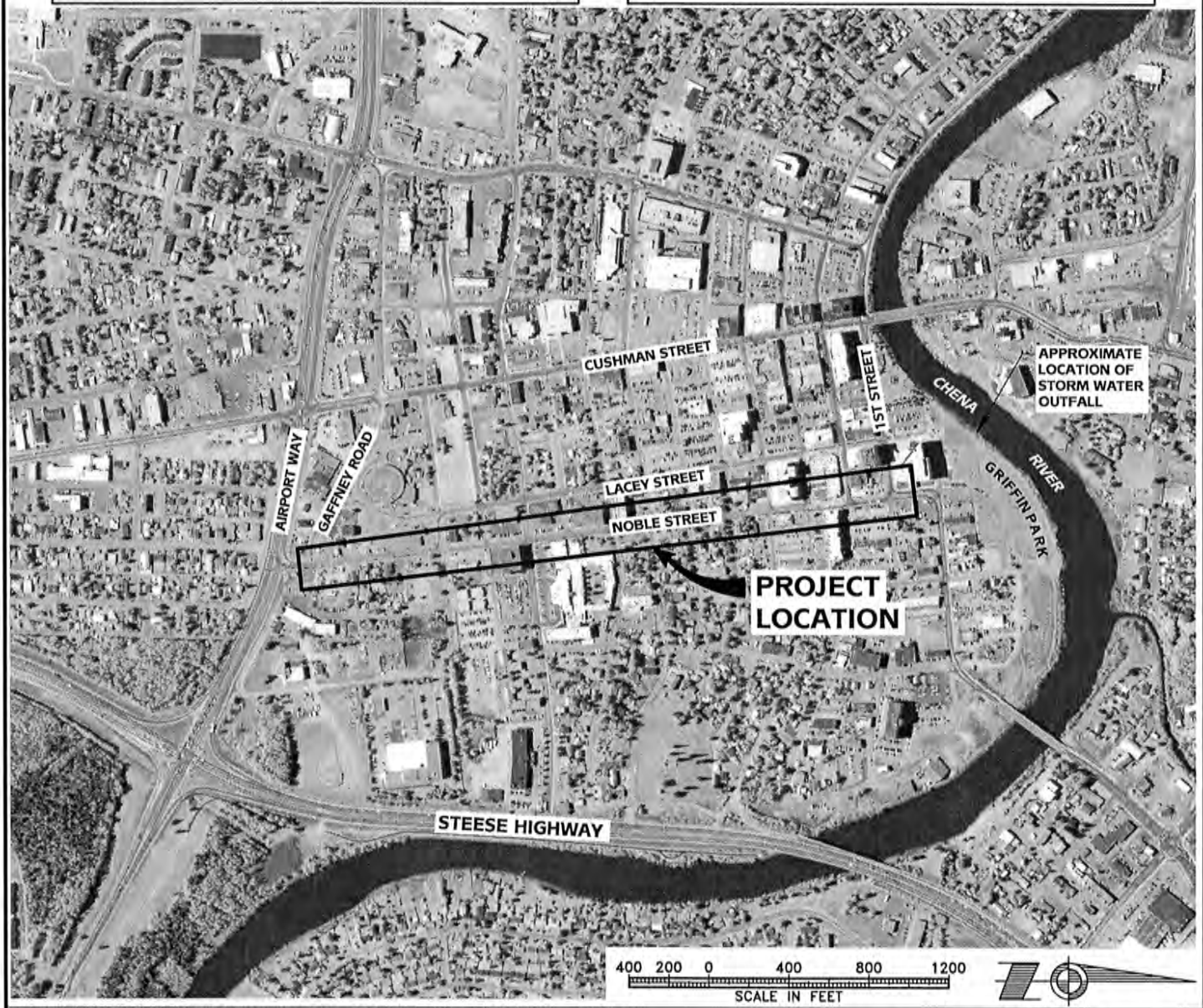
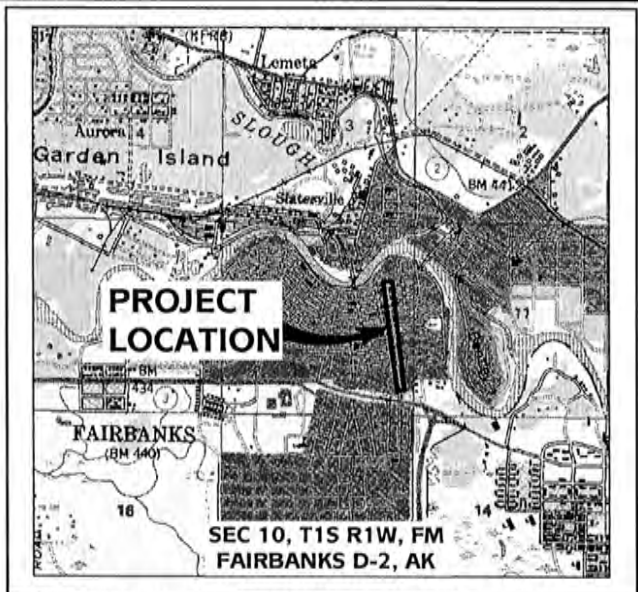
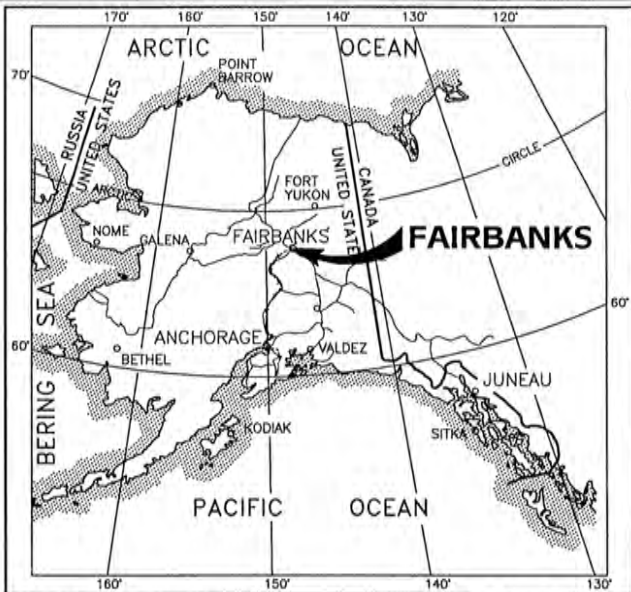
If Non-Assigned CE

Approved by: _____
FHWA Area Engineer

Date: _____

* If the CE meets the conditions of either the Internal Programmatic Agreement (DOT&PF Statewide NEPA Manager for 6004 verifies) or one of the Programmatic Agreements with FHWA (FHWA Area Engineer verifies) then:
Concurrence by: _____ Date: _____
DOT&PF Statewide NEPA Manager or FHWA Area Engineer

FIGURES



P:\2004\F04089\N\L0100shF04089: Fig01-PDC Port (2) 6/16/2008 10:52 AM

PLANS DEVELOPED BY:
PDC, INC.

**FAIRBANKS NOBLE STREET UPGRADE
LOCATION AND VICINITY MAPS**

FAIRBANKS, ALASKA

DESIGN: SRL
DRAWN: RJP
CHECK: MTS
JUNE 2008

PROJ. No. **61725**
FIGURE
1

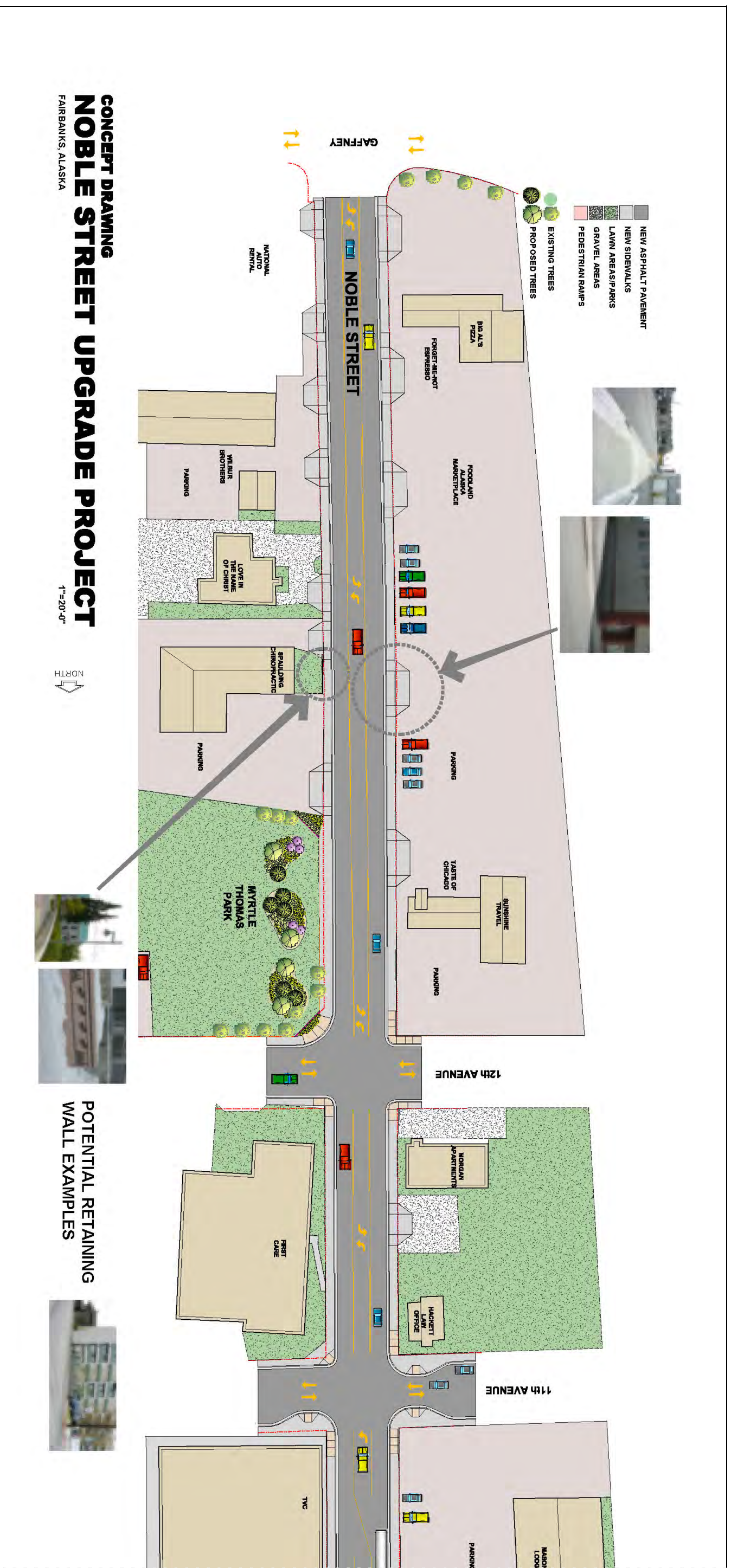
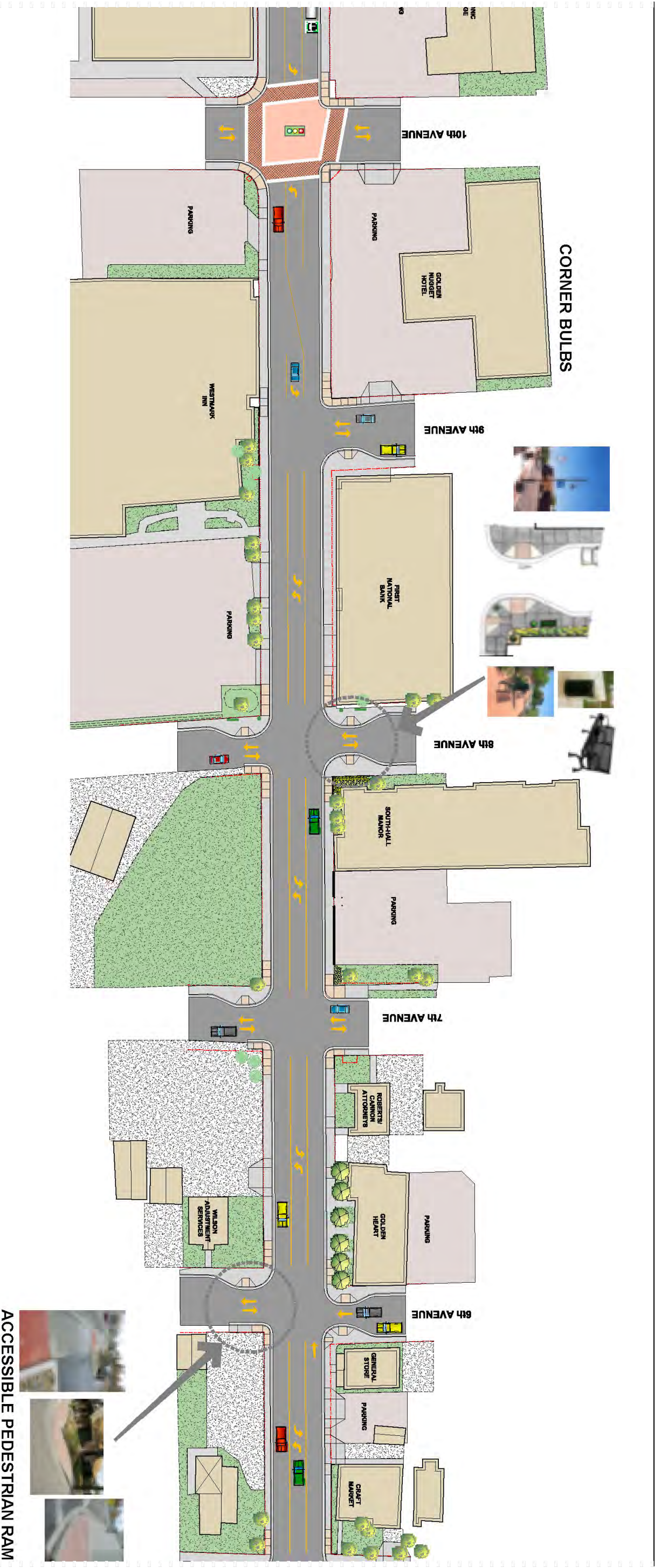


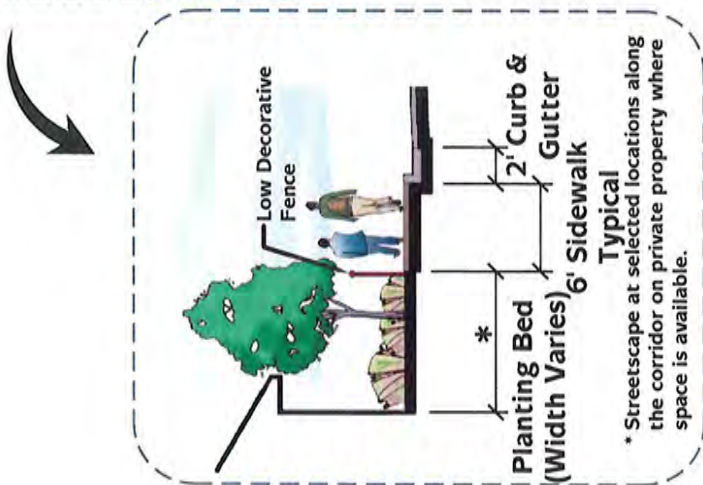
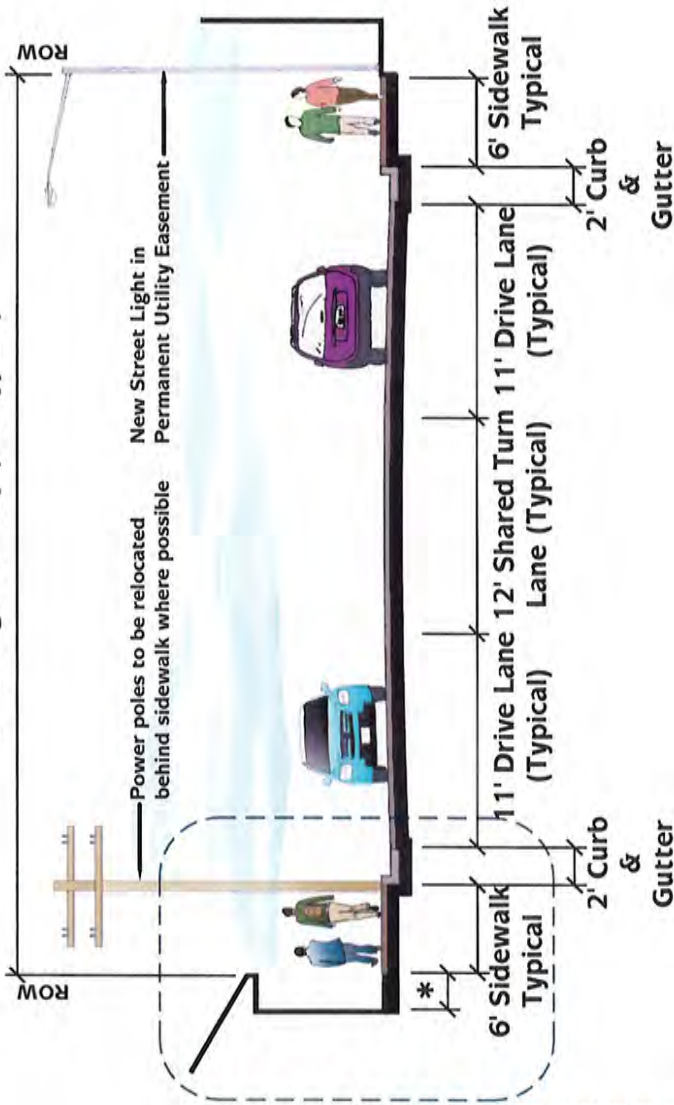
FIGURE
2A



ACCESSIBLE PEDESTRIAN RAM

FIGURE
2B

43'-60' Right of Way (50' Typical)



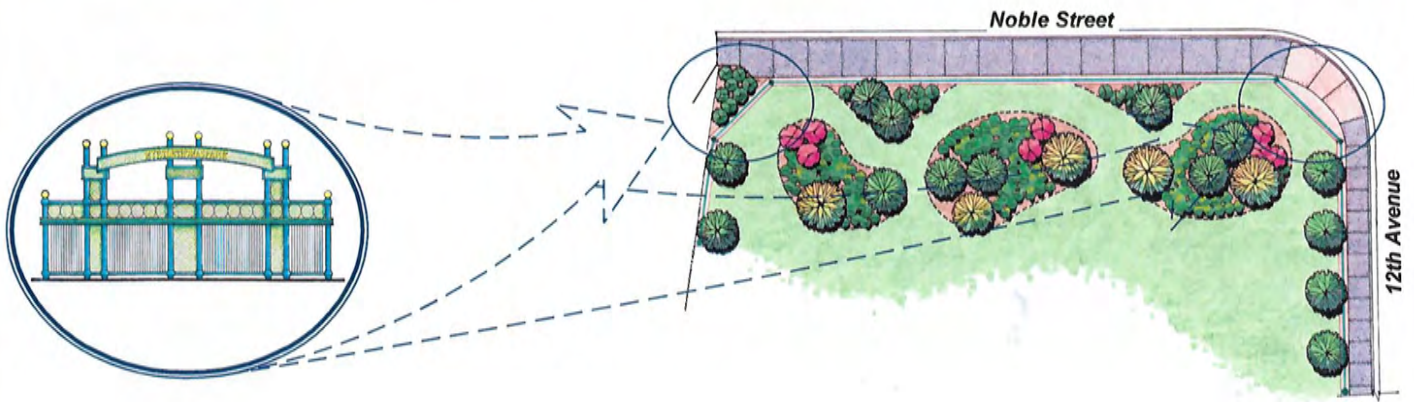
FAIRBANKS NOBLE STREET UPGRADE
TYPICAL SECTION

FAIRBANKS, ALASKA

DESIGN:	SRL
DRAWN:	RJP
CHECK:	MTS

JUNE 2008
PROJ. No.
61725
FIGURE

3



P:\2004\F04089\N\N0100pubiF04089: Myrtle Thomas (4) Jun 16, 2008 10:53 AM



**FAIRBANKS NOBLE STREET UPGRADE
MYRTLE THOMAS PARK LOCATION & FENCE DETAILS
FAIRBANKS, ALASKA**

DESIGN: SRL
DRAWN: RJP
CHECK: MTS
JUNE 2008

PROJ. No. 61725
FIGURE 4

APPENDIX A

AGENCY AND PUBLIC COORDINATION

Agency Coordination

Public Involvement

Telephone Log

Agency Coordination

**Fairbanks Noble Street Upgrade
Agency Coordination Log**

Correspondence to Agencies	Subject	Date	Pages
City of Fairbanks – T. Strle	Section 106 Initiation of Consultation	6/24/08	92-93
Denakkanaaga – J. Maguire	Section 106 Initiation of Consultation	6/24/08	94-95
Doyon, Ltd. – J. Mery	Section 106 Initiation of Consultation	5/20/08	79-82
Fairbanks Historic Preservation Foundation – R. Hasty	Section 106 Initiation of Consultation	6/24/08	98-99
Fairbanks North Star Borough – C. Naske	Section 106 Initiation of Consultation	6/24/08	96-97
FNSB Parks and Recreation Dept.	Myrtle Thomas Park Meeting Minutes	1/29/08	70-73
FNSB Parks and Recreation Dept. – D. Chagnon	Response to comment re: Myrtle Thomas Park	1/25/08	67
FNSB Parks and Recreation Dept. – D. Chagnon	Response to comment re: Myrtle Thomas Park	3/5/08	77-78
FNSB Parks and Recreation Dept. – J. Haas	Myrtle Thomas Park	6/3/09	104-108
State Historic Preservation Office – J. Bittner	Section 106 Initiation of Consultation	6/16/08	89-91
State Historic Preservation Office – J. Bittner	Finding of No Adverse Effect	7/22/10	111-127
Tanana Chiefs Conference – T. Gillispie	Section 106 Initiation of Consultation	5/20/08	83-85
Tanana-Yukon Historical Society – R. Blahuta	Section 106 Initiation of Consultation	6/24/08	100-101
USACE Fairbanks Field Office	Response to request for Figure 3 of scoping letter	1/10/08	62
Various Agencies	Aesthetic Meeting Minutes	11/13/07	1-14
Various Agencies	E-scoping letter with mailing list and web pages	1/4/08	15-40
Various Agencies	Finding of No Adverse Effect	7/22/10	127
Agency / Person Replying	Subject	Date	Pages
All commenting agencies	Agency Comments Summary Table	various	41-44
AT&T Alascom – J. Wickes	Utility conflicts and access	1/14/08	64-65
City of Fairbanks Environmental Dept. – J. Fox	Multiple topics	1/25/08	68-69
City of Fairbanks Environmental Dept. – J. Fox	MS4 Permit, City Ordinance, and BMP text	6/13/08	86-88
City of Fairbanks Environmental Dept. – J. Fox	Ordinance text	11/9/10	132
City of Fairbanks Environmental Dept. – J. Fox	Ordinance text	11/15/10	136-138
City of Fairbanks – FMATS – D. Gardino	Air Quality	11/10/10	133-134
DOT&PF Construction Section – J. Allen	Multiple topics	1/10/08	45-58
DOT&PF – M. Jensen	Nearby construction project status	10/26/10	129-131
FMATS	Excerpt from 2010-2013 TIP	11/11/10	135
FNSB – R. Pristash	Storm drain system and cumulative effects	1/21/08	66
FNSB Fire Dept. – W. Cummings	Traffic Control Signal	1/10/08	59-60
FNSB Land Management Dept. – P. Costello	Myrtle Thomas Park	2/2/08	74
FNSB Parks and Recreation Dept. – D. Chagnon	Myrtle Thomas Park	1/10/08	61
FNSB Parks and Recreation Dept. – J. Haas	Myrtle Thomas Park – Temporary non-adverse occupancy agreement	6/30/09	109-110
FNSB Transportation Dept. – D. Leone	Bus Signs	1/14/08	63
State Historic Preservation Office – J. Bittner	Section 106	8/1/08	102
State Historic Preservation Office – J. Bittner	Finding of No Adverse Effect	8/13/10	128
Tanana Chiefs Conference – T. Gillispie	Section 106	7/18/08	103
USACE Fairbanks Field Office – H. Moncrief	Request for Figure 3 of scoping letter	1/10/08	62
USACE Fairbanks Field Office – H. Moncrief	Wetlands	2/19/08	75-76



MEETING SUMMARY

Location:	PDC Conference Room	Meeting Date:	November 13, 2007
Attendees:	Steve Henry, DOT&PF Valerie Baxter, DOT&PF Matt Stone, PDC Shawna Laderach, PDC Anne Ervice, PDC Ron Gebhart, PDC Dwayne Adams, LDN Lisa Gambardella, City of Fairbanks Landscape Review and Beautification Commission Nadine Winters, Fairbanks Downtown Association and Vision Fairbanks Bernardo Hernandez, Fairbanks Historic Preservation Foundation Todd Boyce, Fairbanks North Star Borough Michelle Roberts, Festival Fairbanks	PDC #	F04089
		Client #	61725
		Name:	Fairbanks Noble Street Upgrade
		Summary Prepared:	Shawna Laderach, Anne Ervice November 14, 2007
Subject:	Noble Street Aesthetics		

Introductions

Steve Henry, DOT&PF Project Manager, introduced himself and asked the group to introduce themselves around the table. Steve explained that DOT&PF had contracted PDC for the project design (LDN is the landscape architect subconsultant) and that the City will be reviewing the process and the storm drain design. The project has been in progress for many years and has been recently re-scoped.

Background

The project used to include Lacey and Noble Streets, but because of budget constraints, the project was cut it back to just Noble Street from 1st Street to Gaffney Street. Construction is expected in 2011. The project includes pedestrian facilities, repaving the road and sidewalks, storm drain redesign, and landscaping.

Geometry of Project

Matt explained that the design is being developed to a preliminary level in support of the environmental document. There is a limited budget (approximately \$9.6 million) for 12 blocks of street and sidewalk reconstruction and utilities. Utility upgrades will include the redesign of the storm drain only; the rest of the utilities will not be changed unless there are conflicts that necessitate relocation. Power poles are prevalent on the west side of the street throughout the project limits. These poles are typically located in the sidewalk directly behind the curb. It is cost prohibitive to move the lines. We will leave them in place and work around them. Slivers of land may be acquired to provide Americans with Disabilities Act (ADA) access around the poles. Streetlights will be replaced behind sidewalks where possible. The design will upgrade the sidewalks to make them ADA compliant. The preliminary design includes three

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lanes throughout: two traffic lanes and a center turn lane. The reconstructed street geometry will look similar to the way Noble does now.

ROW Constraints

In order to keep the project within budget, right of way (ROW) acquisitions must be limited to only where absolutely necessary to meet design criteria. The Noble Street ROW corridor is on average 50 feet wide. The typical section is also 50 feet wide (5-foot sidewalks and 12-foot lanes). Between 4th and 6th Avenues the ROW is reduced to 43 feet. The preliminary design proposes to reduce sidewalks to 4 feet and lanes to 11 feet to avoid taking ROW in this area. It is not possible to avoid ROW takes completely. Small ROW acquisitions will be needed to provide ADA access around the power poles at the south end of the project.

Urban Design Opportunities

Dwayne was involved in the *Fairbanks Downtown Transportation Study* prepared by Kittleson & Associates in 2001, which emphasized the importance of improvements to aesthetics along the Noble Street corridor. The Westmark Hotel provides a large supply of pedestrians to downtown. The narrow ROW limits what urban design improvements can be utilized along the road.

Dwayne's meeting notes are attached.

Discussions

Number of Lanes and Width of Sidewalks

There was discussion about the fact that the design includes three lanes for traffic and narrower sidewalks than is ideal. Two lanes would leave room for more pedestrian facilities, but could also result in traffic congestion, especially during the winter when snow berms accumulate on the side of the road. There was discussion about the balance between accommodating vehicle traffic and pedestrians and which was most important to support growth in downtown. Several people thought that the design was adequate since the majority of the corridor will have 5-foot sidewalks and having sidewalks on both sides of the street will be a big improvement over the current road.

Several suggestions were made to help pedestrians with crossing streets, including "bulbing" the sidewalk at intersections.

ROW

There was discussion about the taking of property for ROW, why it is important to avoid, and its potential to impact a project. Acquiring ROW reduces the construction budget and creates delays. No ROW will be taken from properties determined to be historic sites because it could add years to the project. This project will not take any buildings.

Speed Limit

The group wanted to know the purpose of lowering the speed limit from 30 mph to 25 mph. The lower speed limit helps with maneuvering corners and increases safety. Ideally, the design would have 12-foot lanes and a 14-foot center turn lane; since there is not room for this, reducing the speed helps make the facility safer.

Utilities

There was a suggestion to move the power lines underground to improve aesthetics and remove the hazard of maneuvering equipment around power poles in the sidewalk. This is not under consideration because it would raise the cost of the project and leave less money in the budget for other improvements.

Winter Considerations

There is some concern that changing the color and texture of pavement at crosswalks will not be useful during the winter and that the textured pavement might be slippery. Fencing may hinder or be damaged by plowing.

Maintenance

There was some discussion about maintenance, who is responsible for it, and where it is lacking. Most agreed there is no place to put snow removed from the sidewalks. There is concern about the 4-foot sidewalk and 11-foot lanes because snow is pushed onto streets from the sidewalk leaving two traffic lanes during much of the winter. The Borough has received complaints about maintenance also.

Streetscape Suggestions (also see attached meeting notes from LDN)

- Lights will need to point downward so as not to contribute to light pollution
- Street lights need to be protected from being knocked over by cars and snow removal activity
- Light poles should not be too close to the road
- No jersey barriers
- Amenities should be consistent with other projects completed or planned in downtown
- Accommodations for flowers are needed. The fixtures need to work with and without baskets. Flowerpots should be high enough that they cannot be stolen or hung on, yet are accessible for maintenance (watering).
- Downtown needs to be softened such as by adding green space (more trees)
- Drops for electrical are needed for LED lighting
- Hose bibs are needed for watering landscapes

Overall Comments

The group supports all of the urban design suggestions and felt they were good. The improvements would direct growth to downtown and make it a place where people want to be and live. They would like to see lighting changes and something done to spruce up the parking lot on 1st Avenue.

The group was encouraged to take handouts back with them and send comments to the project team.



441 West 5th Avenue, Suite 200
Anchorage, AK 99501
Ph: (907) 276-5885, Fax: (907) 276-5887
E-Mail: wdadams@landdesignnorth.com

Memorandum

Date: November 13, 2007
To: File
From: Dwayne Adams
Subject: Stakeholder Meeting, November 12, 2007

Following are key points that surfaced regarding amenities for the Noble Street project. Text includes an overview of items discussed at the subject meeting and recommendations made by stakeholders.

Introduction

A number of approaches are possible to address aesthetic concerns for the improvement of Noble Street given the project's intent to provide for increased pedestrian accommodation and safety, given limited right-of-way.

In determining a preferred approach, it is appropriate to consider the issue of user safety and preferences. There is a direct correlation between user safety and aesthetics, with the provision of a safe pedestrian environment translating to comfort on the part of pedestrians and an "enhanced" pedestrian experience.

This same "aesthetic" appreciation is true for motorists as well. When the motorist can discern traffic movements and there is predictability in traffic flow, the motorist has a much improved driving experience.

A more "pedestrian-friendly" environment is typically achieved by widening sidewalks. However, the three-lane design section and the limited right-of-way constrains sidewalks to five-foot width for most of the project area, and possibly four feet for portions of the project area. Thus other methods of achieving an appropriate setting must be considered.

Defining the Edge

One way of providing a more protected pedestrian area is to provide a better defined edge at the private property side of the sidewalk. Currently, there are numerous driveways, parking areas, as well as short block distances along Noble Street. Thus it is somewhat confusing with respect to where vehicles enter onto and exit from Noble Street. Many of the parking lots have undefined edges, thus the cars sometimes intrude into the sidewalk space, pushing pedestrians closer to the curb. Further, it is often difficult at parking lots for pedestrians and vehicle drivers to determine which cars are parked or which may be pulling out from driveways onto Noble Street. This is exacerbated when vehicles are idling for long periods of time, appearing to be ready to pull into traffic, something that occurs more frequently with remote-starts.

The definition of the travel way for vehicles and pedestrians can be achieved by using walls or fencing that provides a clean edge. The edge then defines where openings to the street actually occur, better alerting drivers and pedestrians where the turning traffic may actually exist. Also, the fence or wall restrains vehicles in parking lots from intruding into the sidewalk area. The wall or fencing could provide patterns similar to that used along the Chena River Trail in order to provide a tie to existing landscape improvements within the city core.

Wayfinding

A second concern for pedestrians is that of “wayfinding” or mechanisms for the recognition of preferred routes for pedestrian travel. Noble Street serves as the key pedestrian route between hotels to the south end of Noble Street and the downtown city core. Thus, key identifying mechanisms must be used so that pedestrians are directed from the hotels and surrounding neighborhoods to the city core on the most appropriate and safest pedestrian route.

The previously mentioned fences or walls are one way of achieving this desired result. A second is the use of identifying landscape elements that can be identified with the route. This can be achieved through the use of pedestrian lighting, landscape plantings, street furniture, or site sculpture.

Wayfinding provides an opportunity to go beyond simply providing identifying elements. Wayfinding is enhanced by providing both “gateways” and structural elements in the landscape along the roadway. The constructed work can mark the entrance to corridors such as that of Noble Street and highlight key pedestrian nodes.

Lighting

Lighting provides an opportunity to inject light, color, and movement into the landscape. This is particularly important for Fairbanks with its prolonged periods of darkness.

Street lighting will be replaced along the corridor and street light poles can be selected that will provide a more “urban” feel than currently exists along Noble Street. The selection of a style can copy that of the existing light poles in the city core, or those along the Chena River Trail.

Pedestrian lighting (12'-15' luminaire poles) helps provide for wayfinding and also provide light that emphasizes the pedestrian walkways. As with the street lighting, a style that has been used in other urban Fairbanks locations may be appropriate. Associated with the poles can be banner arms or hanging basket arms for floral baskets in the summer or lighting displays in the winter.

Another possibility is to provide accent lighting using Light Emitting Diodes (LED). This lighting product operates well in the winter, is easy to maintain, and provides opportunities for different colors and even movement. This lighting could be incorporated into the light fixtures or on key wayfinding elements.

Pedestrian Furniture

Pedestrian furniture includes seating, trash receptacles, ash urns, bicycle racks, or planting containers. These have been incorporated into other Fairbanks projects such as the Chena River Trail, Rabinowitz Courthouse, and 3rd Avenue Improvements. In particular, the planting containers have been well-received within the community as they protect other public facilities such as light poles and provide spots of color within the city in the summer.

Furniture is appropriate at intersections and other key nodes where pedestrians may gather. The opportunities for furniture are currently quite limited due to the available right of way but opportunities can be provided at some corners, particularly if the corners could be expanded through the use of “curb bulbs, such as exists at 6th Avenue and Noble Street.

Planting Opportunities

There are limited planting opportunities along the corridor. In order to increase the opportunities, project personnel have coordinated with landowners and have identified opportunities on private land to obtain landscape easements that would allow planting on adjacent properties. Those properties that have been identified include the property on the southwest corner of the 6th Avenue and Noble Street intersection and the two properties (one City-owned) between 1st and 2nd Avenues.

Plantings can include trees and shrubs, depending on the location. The plant palette should include plants appropriate to the particular location, recognizing sight distance issues and the adjoining landscape of the particular properties being considered.

Transit

Transit uses Noble Street, and has a stop located between 1st and 2nd Avenues going north, and at 7th Avenue and 10th/11th Avenues going south. These may be opportunities for providing furniture including seating, a shelter, and special paving. Limited right of way is currently available at these locations to provide for many improvements.

Paving Patterns

Richness in the paving surface can be provided through imprinted and colored concrete at pedestrian crossings. Patterns can be achieved through concrete stamping systems that provide a strong defined pattern into the concrete that helps define the stopping bar for vehicles. It should be recognized that this is more effective in the summer months and less effective in the winter since snow and ice may cover the paving such that patterns aren't easily discerned. It is also more effective where travel speeds are slower. For this project, colored and textured concrete might be considered for the numbered street crossings where speeds are slow and traffic stops instead of Noble Street.

With respect to pedestrian pavement, particular attention should be paid to ensuring that surface is generally slip resistant. Exposed aggregate with generally small aggregate (3/4" or 3/8" coarse aggregate with two fractured faces) provides good tooth. A coarse broom finish is also a good finish, though it wears smoother with time.

Public Input

In a meeting held with key stakeholders on November 13, 2007, the following direction was provided. This was based on handouts provided to the stakeholders at the meeting.

- There was some discussion with respect to whether the street section should be two or three lanes. While a two lane street section would be preferable from the standpoint of the ability to accommodate pedestrians, it compromises traffic flow. The discussion is one of community values and needs further discussion before the street section would be changed from the current alternative.
- Replacing the street lights with more urban-type fixtures and the provision of pedestrian fixtures is a high priority. When provided, fixtures should be semi-cutoff/full cutoff fixtures to reduce light into the air.
- Several individuals felt that the undergrounding of overhead utilities should be a priority, though it was recognized that the undergrounding would be very expensive and is not in the current budget.
- Concrete planters have been well-received in the city core and their use should be continued.
- Fences could be employed in limited areas but there is concern with respect to whether they would stand up to snow plowing operations and would increase maintenance needs. Where used, they should use details from the Chena River Trail project.
- Gateway and identifying landscape/sculptural elements should be considered in limited locations. Thought should be given to incorporating electrical receptacles and hanging baskets into the preferred design solution. The basket hangers should be designed so that watering of the baskets is easy. Lighting, particularly LED lighting, should also be considered for the elements.
- Tree planting opportunities should be considered, particularly for those locations between 1st and 2nd Avenues. Opportunities should also be considered in the area where the Golden Towers is located.
- Concrete might be considered for the pedestrian crosswalks for the numbered streets but it is less important than other treatments.
- It may be appropriate to consider the more extensive use of curb bulbs to shorten pedestrian crossings of the numbered streets. This also may be the most effective means to create streetscape opportunities, given the limited right of way. If used, the bulbs should be designed so as not to compromise vehicle turning movements.
- Transit shelters and pedestrian furniture may be appropriate at transit stops, particularly at the 1st/2nd Avenue parking area and at the Masonic Lodge, between 10th and 11th Avenues.

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME FAIRBANKS NOBLE STREET UPGRADE DATE November 13, 2007

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DWAYNE ADKINS	wadams@landdesignnorth.com	2765885		
Steve Henry	Steve.Henry@alaska.gov	451-2283		
Bernardo Hernandez	bhernandez@co.fairbanks.ak.us	4594260		
TODD BOYCE	Hooyce@co.fairbanks.ak.us	4591266		
Valerie Baxter	valerie.baxter@alaska.gov	451-5289	F	W
Michelle Roberts	f festhxseptialaska.net	456-1984	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME FAIRBANKS NOBLE STREET UPGRADE DATE November 13, 2007

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Nadine Winters	Nadine @ dsd.alaska.net	452-8671		
Lisa Gambardella	1334 Overhill Dr. 99709	388-3672	F	W
add also to contact list: David Hayden (LG4)	also on City of F&K Landscape + Beautifific Comish. 0064	474-		
Matt Stone	mattstone@pdceug.us	452-1414	M	W
Shawna Laderach	shawnaladerach@pdceug.us	452-1414		
Anne Ervice				
Ron Gubhart	PDC	452-1414	M	W

AGENDA

Fairbanks Noble Street Upgrade

November 13, 2007



Steve Henry, Project Manager
Alaska Dept. of Transportation & Public Facilities

- Introduce Project Team
- Introduce Project
 - History
 - Objective
 - Budget Constraints

Matt Stone, Project Engineer
PDC Inc. Engineers

- Geometry of Project
- ROW Constraints
- Existing Conditions

Dwayne Adams, Project Landscape Architect
Land Design North (LDN)

- Urban Design Opportunities
 - Streetscape
 - Landscape



Fairbanks Noble Street Upgrade

The *Fairbanks Downtown Transportation Study* established the framework for the Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), to construct improvements on Noble Street from 1st Avenue to Gaffney Road.

Project Description

- Reconstruct pavement section, curbs, and gutters
- Reduce posted speed limit
- Replace wood stave storm drain system
- Provide ADA-compliant sidewalks
- Replace wire-hung traffic signals with mast arms
- Add streetscape improvements
- Update street lighting if necessary

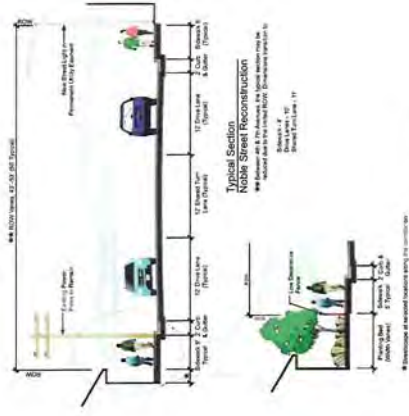
To the extent possible, **aesthetic improvements** at strategic areas along the corridor will include streetscape additions such as colored or textured concrete, benches, low decorative fences, stylized light poles, and landscaping. Opportunities for project improvements will be **limited by budget and right-of-way**. Given these challenges, we need your help to ensure we develop the best possible solution.

We welcome your comments! To incorporate your comments into the next phase of the project, we need to receive them by **December 11, 2007**. Please send them to:

Steve Henry at DOT&PF
2301 Peger Road
Fairbanks, AK 99709
steve.henry@alaska.gov
(907) 451-2283

or
Matt Stone at PDC
1028 Aurora Drive
Fairbanks, AK 99709
mattstone@pdceng.us
(907) 452-1414

POTENTIAL URBAN DESIGN OPPORTUNITIES FOR NOBLE STREET ENHANCEMENT PROJECT



From: Shawna Laderach

Sent: Friday, January 04, 2008 9:20 AM

To: 'eileen.kozevnikoff@alaska.gov'; 'alice.edwards@alaska.gov'; 'joan.hardesty@alaska.gov'; 'steve.bainbridge@alaska.gov'; 'bill.smyth@alaska.gov'; 'chris.milles@alaska.gov'; 'anna.plager@alaska.gov'; 'mac.mclean@alaska.gov'; 'ed.fogels@alaska.gov'; 'smthompson@ci.fairbanks.ak.us'; 'jjhovenden@ci.fairbanks.ak.us'; 'mjschmetzer@ci.fairbanks.ak.us'; 'wcummings@ci.fairbanks.ak.us'; 'dphoffman@ci.fairbanks.ak.us'; 'mjschmetzer@ci.fairbanks.ak.us'; 'dnakanga@gci.net'; 'lands@doyon.com'; 'monalisa@co.fairbanks.ak.us'; 'planning@co.fairbanks.ak.us'; 'bjennings@co.fairbanks.ak.us'; 'parks@co.fairbanks.ak.us'; 'transportation@co.fairbanks.ak.us'; 'property@co.fairbanks.ak.us'; 'SCJohnson@co.fairbanks.ak.us'; 'mayor@co.fairbanks.ak.us'; 'lsather@northstar.k12.ak.us'; 'rep_jay_ramras@legis.state.ak.us'; 'Senator_Gary_Wilken@legis.state.ak.us'; 'steven_garrett@dps.state.ak.us'; 'combes.marcia@epamail.epa.gov'; 'curtis.jennifer@epa.gov'; 'vakoc.misha@epa.gov'; 'larry_bright@fws.gov'; 'ted_swem@fws.gov'; 'Christy.A.Everett@poa02.usace.army.mil'; 'richard.alford@acsalaska.com'; 'rkitchens@att.com'; 'jwickes@att.com'; 'rufus@usibelli.com'; 'bernie@akwater.com'; 'mwilley@fngas.com'; 'dsmith2@gci.com'; 'gewyman@gvea.com'; 'trdevries@gvea.com'; 'matt@akwater.com'

Cc: 'steve.henry@alaska.gov'; 'valerie.baxter@alaska.gov'; 'shannon.mccarthy@alaska.gov'; 'steve.titus@alaska.gov'; 'bruce.campbell@alaska.gov'; 'johnf.bennett@alaska.gov'; 'howard.thies@alaska.gov'; 'dave.bloom@alaska.gov'; 'ethan.birkholz@alaska.gov'; Royce Conlon; Ron Gebhart; Matt Stone

Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

Follow Up Flag: Follow up

Flag Status: Green

Categories: Duplicate

Attachments: Agency Scoping Letter_Noble Street Improvements.pdf

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached electronic scoping letter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413). This project proposes to make functional and aesthetic improvements to Noble Street and update its storm drain components. This letter, its attachments, and agency specific questions can be accessed at <http://pdcprojects.info/> - Go To > **Noble Street** where you will also find a link to submit comments electronically.

If you would prefer to mail in your comments, please address them to:

State of Alaska, Department of Transportation and Public Facilities (DOT&PF)
Attn: Noble Street Upgrades, Valerie Baxter, Environmental Impact Analyst
2301 Peger Road
Fairbanks, AK 99709

Additional questions or comments can be directed to Ms. Baxter at (907) 451-5289 or by e-mail to valerie.baxter@alaska.gov.

Please provide all comments by February 4th, 2008.

An agency scoping meeting has not been scheduled. If you feel a meeting is necessary or would like to meet individually with the project team to discuss potential effects of the project, you may request one. Please advise as soon as possible if you would like to request a meeting so that we can make the arrangements.

From: Shawna Laderach
Sent: Tuesday, January 08, 2008 9:21 AM
To: 'lmwilley@fngas.com'; 'burke.barrick@alaska.gov';
'superintendent@northstar.k12.ak.us'; 'denakkci@gmail.com';
'brooks.ludwig@alaska.gov'
Cc: 'steve.henry@alaska.gov'; 'valerie.baxter@alaska.gov';
'teresa.larabee@alaska.gov'; 'steve.titus@alaska.gov';
'bruce.campbell@alaska.gov'; 'johnf.bennett@alaska.gov';
'howard.thies@alaska.gov'; 'dave.bloom@alaska.gov';
'ethan.birkholz@alaska.gov'; Matt Stone; Royce Conlon
Subject: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) -
E-scoping letter

Follow Up Flag: Follow up
Flag Status: Green

Attachments: Agency Scoping Letter_Noble Street Improvements.pdf

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached electronic scoping letter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413). This project proposes to make functional and aesthetic improvements to Noble Street and update its storm drain components. This letter, its attachments, and agency specific questions can be accessed at <http://pdctransportation.info/> - Go To > [Noble Street](#) where you will also find a link to submit comments electronically.

If you would prefer to mail in your comments, please address them to:

State of Alaska, Department of Transportation and Public Facilities (DOT&PF)

Attn: Noble Street Upgrades, Valerie Baxter, Environmental Impact Analyst

2301 Peger Road

Fairbanks, AK 99709

Additional questions or comments can be directed to Ms. Baxter at (907) 451-5289 or by e-mail to valerie.baxter@alaska.gov.

Please provide all comments by February 4th, 2008.

An agency scoping meeting has not been scheduled. If you feel a meeting is necessary or would like to meet individually with the project team to discuss potential effects of the project, you may request one. Please advise as soon as possible if you would like to request a meeting so that we can make the arrangements.



Agency Scoping
_etter_Noble St...



Transforming Challenges into Solutions

Anchorage
Fairbanks

PDC INC. ENGINEERS

TRANSMITTAL LETTER

To: Title:	Warren Cummings Fire Chief	PDC # Name:	F04089 Fairbanks Noble Street Upgrade
Firm:	City of Fairbanks - Fire Department 1101 Cushman St. Fairbanks, AK 99701	Date:	January 8, 2008
RE:	Agency Scoping		

We are sending you the following via: USPS

Quantity	Description
1	Scoping letter including figures and attachment

REMARKS:

Per your request we are sending you a hard copy of the scoping letter that was sent out electronically last Friday, January 4th. We apologize that you were unable to download the figures. Please let us know if there is anything else you need to determine potential impact of the project to the fire department.

SIGNED:

Shawna Laderach

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

Shawna Laderach

From: Shawna Laderach
Sent: Wednesday, January 09, 2008 2:52 PM
To: jake.allen@alaska.gov
Cc: steve.henry@alaska.gov; Matt Stone; Royce Conlon
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter
Follow Up Flag: Follow up
Flag Status: Yellow
Categories: Duplicate
Attachments: Agency Scoping Letter_Noble Street Improvements.pdf

From: Shawna Laderach
Sent: Friday, January 04, 2008 9:20 AM
To: 'eileen.kozevnikoff@alaska.gov'; 'alice.edwards@alaska.gov'; 'joan.hardesty@alaska.gov'; 'steve.bainbridge@alaska.gov'; 'bill.smyth@alaska.gov'; 'chris.milles@alaska.gov'; 'anna.plager@alaska.gov'; 'mac.mclean@alaska.gov'; 'ed.fogels@alaska.gov'; 'smthompson@ci.fairbanks.ak.us'; 'jjhovenden@ci.fairbanks.ak.us'; 'mjschmetzer@ci.fairbanks.ak.us'; 'wcummings@ci.fairbanks.ak.us'; 'dphoffman@ci.fairbanks.ak.us'; 'mjschmetzer@ci.fairbanks.ak.us'; 'dnakanga@gci.net'; 'lands@doyon.com'; 'monalisa@co.fairbanks.ak.us'; 'planning@co.fairbanks.ak.us'; 'bjennings@co.fairbanks.ak.us'; 'parks@co.fairbanks.ak.us'; 'transportation@co.fairbanks.ak.us'; 'property@co.fairbanks.ak.us'; 'SCJohnson@co.fairbanks.ak.us'; 'mayor@co.fairbanks.ak.us'; 'lsather@northstar.k12.ak.us'; 'rep_jay_ramras@legis.state.ak.us'; 'Senator_Gary_Wilken@legis.state.ak.us'; 'steven_garrett@dps.state.ak.us'; 'combes.marcia@epaemail.epa.gov'; 'curtis.jennifer@epa.gov'; 'vakoc.misha@epa.gov'; 'larry_bright@fws.gov'; 'ted_swem@fws.gov'; 'Christy.A.Everett@poa02.usace.army.mil'; 'richard.alford@acsalaska.com'; 'rkitchens@att.com'; 'jwicks@att.com'; 'rufus@usibelli.com'; 'bernie@akwater.com'; 'mwilley@fngas.com'; 'dsmith2@gci.com'; 'gewyman@gvea.com'; 'trdevries@gvea.com'; 'matt@akwater.com'
Cc: 'steve.henry@alaska.gov'; 'valerie.baxter@alaska.gov'; 'shannon.mccarthy@alaska.gov'; 'steve.titus@alaska.gov'; 'bruce.campbell@alaska.gov'; 'johnf.bennett@alaska.gov'; 'howard.thies@alaska.gov'; 'dave.bloom@alaska.gov'; 'ethan.birkholz@alaska.gov'; Royce Conlon; Ron Gebhart; Matt Stone
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached electronic scoping letter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413). This project proposes to make functional and aesthetic improvements to Noble Street and update its storm drain components. This letter, its attachments, and agency specific questions can be accessed at <http://pdcprojects.info/> - Go To > **Noble Street** where you will also find a link to submit comments electronically.

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 2301 Peger Road
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Agencies	Dept. and Div.	Title	FirstName	LastName	Job Title	Address	City	State	ZIP	Phone1	EmailAddress
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Stephen	Henry	Engineering Manager	2301 Peger Rd.	Fairbanks	AK	99709	451-2283	steve.henry@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Jake	Allen	Construction / Quality Control	2301 Peger Rd.	Fairbanks	AK	99709	451-5485	jake.allen@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Ms.	Valerie	Baxter	Environmental Analyst	2301 Peger Rd.	Fairbanks	AK	99709	451-5289	valerie.baxter@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region Director's Office	Ms.	Teresa	Larabee	Public Information Officer	2301 Peger Road	Fairbanks	AK	99709	451-2240	teresa.larabee@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Steve	Titus	Director	2301 Peger Road	Fairbanks	AK	99709	451-2210	steve.titus@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Bruce	Campbell	Environmental Manager	2301 Peger Road	Fairbanks	AK	99709	451-2238	bruce.campbell@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	John	Bennett	Right of Way Chief	2301 Peger Road	Fairbanks	AK	99709	451-5423	john.bennett@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Howard	Thies	Regional Maintenance Director	2301 Peger Road	Fairbanks	AK	99709	451-2926	howard.thies@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	David	Bloom	Reconstruction Engineer	2301 Peger Road	Fairbanks	AK	99709	451-2274	dave.bloom@alaska.gov
Alaska Department of Transportation & Public Facilities	Northern Region	Mr.	Ethan	Birkholz	Transportation Planner	2301 Peger Road	Fairbanks	AK	99709	451-2381	ethan.birkholz@alaska.gov
Alaska Dept. of Commerce, Community, & Economic Development	Division of Community and Regional Affairs	Ms.	Eileen	Kozevnikoff	Local Government Specialist	211 Cushman Street	Fairbanks	AK	99701-4639	451-2744	eileen.kozevnikoff@alaska.gov
Alaska Dept. of Environmental Conservation	Div. of Air Quality - Air Non-Point and Mobile Sources Program	Ms.	Alice	Edwards	Manager	410 Willoughby Ave, Suite 303	Juneau	AK	99811-1800	465-8100	alice.edwards@alaska.gov
Alaska Dept. of Environmental Conservation	Div. of Air Quality	Ms.	Joan	Hardisty	Environmental Program Specialist	610 University Ave.	Fairbanks	AK	99709	451-2167	joan.hardisty@alaska.gov
Alaska Dept. of Environmental Conservation	Div. of Spill Prevention & Response - Contaminated Sites	Mr.	Steve	Bainbridge	Environmental Manager	610 University Ave.	Fairbanks	AK	99709-3643	451-2182	steve.bainbridge@alaska.gov
Alaska Dept. of Environmental Conservation	Div. of Water	Mr.	Bill	Smyth	Environmental Conservation Manager	610 University Ave.	Fairbanks	AK	99709-3643	451-2177	bill.smyth@alaska.gov
Alaska Dept. of Natural Resources	Div. of Mining, Land, & Water	Mr.	Chris	Milles	Acting Regional Manager	3700 Airport Way	Fairbanks	AK	99709-4609	451-2740	chris.milles@alaska.gov
Alaska Dept. of Natural Resources	Div. of Parks & Outdoor Recreation	Mr.	Brooks	Ludwig	Regional Superintendent	3700 Airport Way	Fairbanks	AK	99709-4609	451-2698	brooks.ludwig@alaska.gov
Alaska Dept. of Natural Resources	Office of Habitat Management & Permitting	Mr.	Mac	McLean	Area Manager	1300 College Rd.	Fairbanks	AK	99701-1551	459-7289	mac.mclean@alaska.gov
Alaska Dept. of Natural Resources	Office of Project Management & Permitting	Mr.	Ed	Fogels	Acting Director	550 W. 7th Ave Suite 705	Anchorage	AK	99501-3559	26-8431	ed.fogels@alaska.gov
City of Fairbanks	Mayor's Office	The Honorable	Steve	Thompson	Mayor	800 Cushman St.	Fairbanks	AK	99701	459-6793	smithompson@ci.fairbanks.ak.us
City of Fairbanks	Clerks Office	Ms.	Janey	Howenden	Civ. Clerk	800 Cushman St.	Fairbanks	AK	99701	459-6774	jhowenden@ci.fairbanks.ak.us
City of Fairbanks	Engineering	Mr.	Mike	Schmetzer	Civ. Engineer Public Works Director	800 Cushman St.	Fairbanks	AK	99701	459-6740	mschmetzer@ci.fairbanks.ak.us
City of Fairbanks	Fire Department	Mr.	Warren	Cummings	Fire Chief	1101 Cushman Street	Fairbanks	AK	99701	459-6804	wcummings@ci.fairbanks.ak.us
City of Fairbanks	Police Department	Mr.	Dan	Hoffman	Chief of Police	911 Cushman St.	Fairbanks	AK	99701	459-6513	dhoffman@ci.fairbanks.ak.us
City of Fairbanks	Fairbanks Stormwater Advisory Committee	Mr.	Mike	Schmetzer	Committee Member, City of Fairbanks	800 Cushman	Fairbanks	AK	99709	459-6740	mschmetzer@ci.fairbanks.ak.us
Denaknaaga, Inc.		Ms.	Kathy	Ipalook	Executive Director	201 First Ave	Fairbanks	AK	99701	452-8251 X5011	denakci@gmail.com
Doyon, Ltd.	Lands and Natural Resources	Mr.	Ore	Williams	President/CEO	One Doyon Place, Suite 300	Fairbanks	AK	99701-2941	459-2030	lands@doyon.com
Fairbanks North Star Borough	Borough Clerk	Ms.	Mona Lisa	Drexler	Borough Municipal Clerk	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1401	monalisa@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Community Planning	Mr.	Bernardo	Hernandez	Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1260	planning@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Emergency Operations	Mr.	Bary	Jennings	Emergency Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1481	bjennings@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Parks and Recreation	Mr.	Karl	Kassel	Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1070	banks@co.fairbanks.ak.us

Organization	Dept. and Div.	Title	FirstName	LastName	JobTitle	Address	City	State	ZIP	Phone1	EmailAddress
Fairbanks North Star Borough	Dept. of Transportation/MACS and Van Tran	Mr.	Glenn	Miller	Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1005	transportation@co.fairbanks.ak.us
Fairbanks North Star Borough	Land Management	Mr.	Paul	Costello	Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1241	property@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Public Works	Mr.	Scott	Johnson	Director	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1355	SCJohnson@co.fairbanks.ak.us
Fairbanks North Star Borough	Mayor Office	The Honorable	Jim	Whitaker	Mayor	P.O. Box 71267	Fairbanks	AK	99707-1267	459-1300	mayor@co.fairbanks.ak.us
Fairbanks North Star Borough School District	Public and Community Relations				Superintendent	520 5th Avenue	Fairbanks	AK	99701	452-2000 x 403	superintendent@northstar.k12.ak.us
State of Alaska	House 10	The Honorable	Jay	Ramras	Representative	State Capitol, Room 118	Juneau	AK	99801-1182	465-3004	rep_jay_ramras@legis.state.ak.us
State of Alaska	Senate E	The Honorable	Gary	Wilken	Senator	State Capitol, Room 518	Juneau	AK	99801-1182	907-451-5501 - Fairbanks area	Senator_Gary_Wilken@legis.state.ak.us
State of Alaska - Dept. of Public Safety	Div. of Alaska State Troopers	Captain	Burke	Barrick	Commander	1979 Peger Rd.	Fairbanks	AK	99709	451-5700	burke.barrick@alaska.gov
U.S. Environmental Protection Agency - Region 10	Alaska Operations Office	Ms.	Marcia	Combes	Director	222 W. 7th Ave., #19	Anchorage	AK	99513-7588	271-5083	combes.marcia@epanmail.epa.gov
U.S. Environmental Protection Agency - Region 10	NEPA review	Ms.	Jennifer	Curtis	NEPA reviewer	222 W. 7th Ave., #19	Anchorage	AK	99513-7588	271-6324	curtis.jennifer@epa.gov
U.S. Environmental Protection Agency - Region 10	EPA - Unit of Water	Ms.	Misha	Vakoc	NPDES Storm Water Coordinator	1200 Sixth Avenue, Suite 900	Seattle	WA	98101	206-563-6650	vakoc.misha@epa.gov
U.S. Fish & Wildlife Service	Environmental Review	Mr.	Larry	Bright	Branch Chief	101 12th Ave., Room 110	Fairbanks	AK	99701	456-0324	larry_bright@fws.gov
U.S. Fish & Wildlife Service	Endangered Species	Mr.	Ted	Swem	Branch Chief	101 12th Ave., Room 110	Fairbanks	AK	99701	456-0411	ted_swem@fws.gov
U.S. Army Corps of Engineer District, Alaska	Fairbanks Regulatory Field Office / CEPOA-CO-R-NF	Ms.	Christy	Everett	Manager	3437 Airport Way, Suite 206	Fairbanks	AK	99709-4777	9074742166	Christy.A.Everett@post02.usace.army.mil

Organization	Dept. or Div.	Title	First Name	Last Name	Job Title	Address1	Address2	City	State	ZIP	Phone1	Phone2	Fax	EmailAddress
Alaska Communication Systems (ACS)		Mr.	Rick	Alford	Outside Plant Engineer IV	1101 Well St.		Fairbanks	AK	99701-2834	459-6449		459-6460	richard.alford@acsalaska.com
AT&T/Alascom		Ms.	Rhonda	Kitchens	Site Supervisor	200 Galfmey Rd.		Fairbanks	AK	99701	458-4675	322-1573		rkitchens@att.com
Aurora Energy Services, LLC		Mr.	Jim	Wickes	Real Estate	200 Galfmey Rd.		Fairbanks	AK	99701	458-4675	322-1573		jwicks@att.com
College Utilities Corporation, LLC		Mr.	Rufus	Bunch	Power Plant Superintendent	100 Cushman St, Suite 210		Fairbanks	AK	99701	451-6331	460-7135	451-4410	rufus@usibelli.com
Fairbanks Natural Gas LLC		Mr.	Bernie	Stack	Superintendent	P.O. BOX 80370		Fairbanks	AK	99708-0370	(907)479-3118		474-0619	bernie@akwater.com
GCI		Mr.	Mace	Willey	Operations Engineer	3408 International Way		Fairbanks	AK	99701	452-7111		457-8111	jmwilley@ingas.com
Golden Valley Electric Association (GVEA)		Mr.	Don	Smith	Manager of Construction Services	1300 VanHom Rd.		Fairbanks	AK	99701	978-2262	374-4361	452-7996	dsmith2@gci.com
Golden Valley Electric Association (GVEA)		Mr.	Greg	Wyman PLS	Manager of Engineering Services	P.O. BOX 71249		Fairbanks	AK	99707	451-5629	460-6267	458-6371	gewyman@gvea.com
Utility Services of Alaska - Golden Heart Utilities (GHU)		Mr.	Tim	DeVries	Manager of Engineering Services	P.O. BOX 71249		Fairbanks	AK	99717				trdevries@gvea.com
		Mr.	Matt	Burdick	Engineer	P.O. Box 80370		Fairbanks	AK	99708	455-0145		474-0619	matt@akwater.com



Noble Street Introduction

PDC Projects Home

Agency Scoping Letter:

- [Figure 1](#)
- [Figure 2](#)
- [Figure 3](#)
- [Appendix A](#)

[Agency Specific Questions](#)

[▶ Submit Comments](#)

AGENCY SCOPING LETTER

[Signed, Printable, PDF Version, Scoping Letter](#)

- [Project Background](#)
- [Purpose and Need](#)
- [Proposed Project Description](#)
- [Preliminary Research Results](#)
- [Attachments](#)

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is seeking comments on a proposal to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks ([Figure 1](#)). The level of the environmental document expected is a Categorical Exclusion (CE) under National Environmental Policy Act (NEPA) guidance.

Project Background

The Fairbanks downtown area is experiencing revitalization. The City of Fairbanks, wishing to enhance and continue this revitalization, requested DOT&PF's assistance in developing a transportation plan. As a result, in August 2001 the *Fairbanks Downtown Transportation Study* was completed and approved by DOT&PF and the City of Fairbanks. This study presents a plan to improve traffic and pedestrian circulation, parking, and the general appearance of the downtown streets. Specific recommendations for Noble Street were to convert from one-way to two-way traffic (already completed) and to make bicycle, pedestrian, and streetscape improvements. The Noble Street Reconstruction project has evolved from these recommendations.

Purpose and Need

The purpose of this project is to provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street. The facility has the following deficiencies:

- Deteriorated pavement
- Aging storm drain components
- Lack of sidewalks in some areas, and existing sidewalks that do not meet Americans with Disabilities Act (ADA) standards
- Poor aesthetic condition of the streetscape

Proposed Project Description

1. Reconstruct pavement section, curbs, and gutters

2. Reduce posted speed limit
3. Replace wood stave storm drain components
4. Provide ADA-compliant sidewalks
5. Add curb extensions to selected intersections
6. Replace wire-hung traffic signals with mast arms
7. Add streetscape improvements
8. Update street lighting if necessary

Due to its deteriorated state, Noble Street is to be reconstructed from 1st Avenue to Gaffney Road ([Figure 2](#)). The lane configurations would continue to be a typical three-lane urban roadway with sidewalks on both sides ([Figure 3](#)), and the speed limit would be reduced to 25 mph along the entire corridor. Reconstruction would also include the replacement of the aging storm drain components within Noble Street and for approximately half a block up the side streets.

Sidewalks meeting ADA standards with curb ramps at intersections would be incorporated in the new construction. The project may also extend the sidewalks to building faces, where appropriate and agreed to by the landowner. Curb extensions on side streets would be considered at intersections. Curb extensions are consistent with recent and planned downtown core area street improvements. They promote a safe, pedestrian-friendly environment due to decreased street crossing widths and provide more area for pedestrian refuge and streetscape opportunities.

Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the back side of sidewalks. Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

Aesthetic improvements at strategic areas along the corridor would include streetscape additions such as colored or textured concrete, benches, low decorative fences, stylized light poles, and landscaping. In addition, the project may replace the chain link fence at Myrtle Park, a 4(f) property, with a decorative fence and arched pedestrian gateway.





Preliminary Research Results [▲ TO TOP](#)

Preliminary research results on environmental resources in the project area are described in Appendix A. A project website has been set up at www.pdcprojects.info to provide project information and allow you to comment.

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the links on the project website request agency-specific information. The website will take you to a list of questions specific to your agency's purview and allow you to provide comments via email.

Your comments will assist us in evaluating possible impacts related to the project. To ensure that all factors are considered in the Categorical Exclusion, your comments are requested by February 4, 2008. If you have questions regarding the project, you may contact Valerie Baxter, Environmental Impact Analyst, by telephone at 907-451-5289 or send email to valerie.baxter@alaska.gov.

Attachments: [▲ TO TOP](#)

- [Figure 1- Location and Vicinity Map](#)  PDF File
- [Figure 2 - Project Area](#)  PDF File (Large file)
- [Figure 3 - Typical Section](#)  PDF File
- [Appendix A](#)  PDF File
- [Agency Specific Questions](#)



Fairbanks Office
1028 Aurora Drive, Fairbanks, Alaska 99709
Phone: 907.452.1414, Fax: 907.456.2707 [EMAIL](#)
[US](#)



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2243
TDD: (907) 451-2363
FAX: (907) 451-5103

January 4, 2008

RE: Fairbanks Noble Street Upgrade
Project No. 61725/STP-0005(413)
Agency Scoping Letter

To Whom It May Concern:

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January 4, 2007
Page 3

Thank you for your assistance with this project.

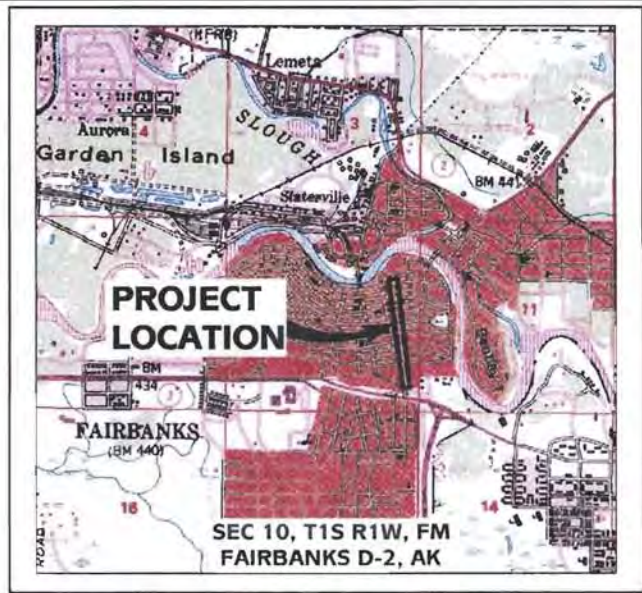
Sincerely,

A handwritten signature in black ink, appearing to read 'B. Campbell', written in a cursive style.

Bruce Campbell
Northern Region Environmental Coordinator

Attachments: Figure 1 – Location and Vicinity Map
Figure 2 – Project Area
Figure 3 – Typical Section
Appendix A

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PLANS DEVELOPED BY:
 PDC, INC.

**NOBLE STREET RECONSTRUCTION
 LOCATION AND VICINITY MAPS**

FAIRBANKS, ALASKA

DESIGN: MTS
 DRAWN: GDS
 CHECK: MTS
 OCT 2007

PROJ. No. **61725**
 FIGURE

1



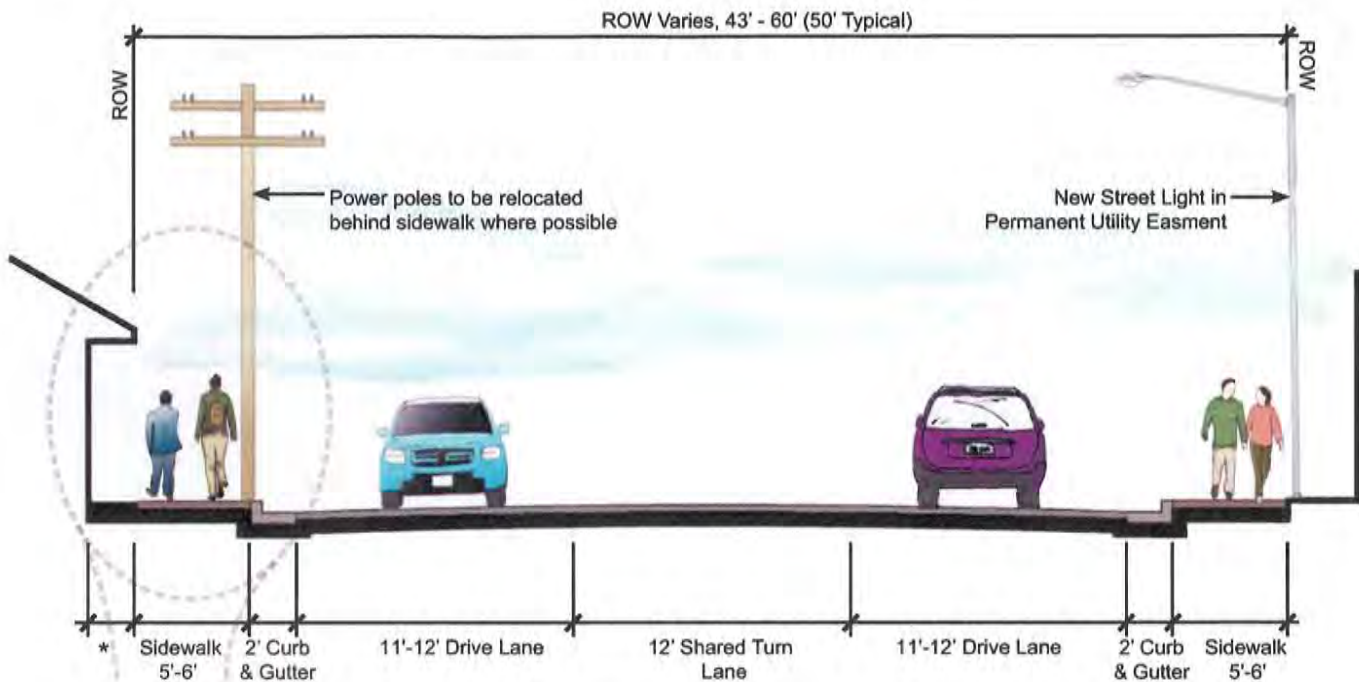
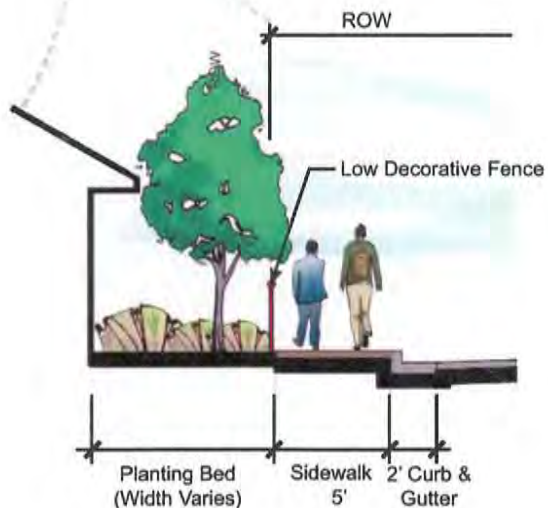


FIGURE 3: Typical Section
Noble Street Reconstruction

NOTES:
 1. Between 4th & 7th Avenues, the typical section may be reduced due to the limited ROW. Minimum dimensions:

- Sidewalk - 4'
- Drive Lanes - 10'
- Shared Turn Lane - 11'

2. Sidewalk widths of up to 11' possible in selected areas between 1st and 4th Avenues.



* Streetscape at selected locations along the corridor on private property where space is available.

Noble Street Reconstruction

Agency Scoping Attachment A

Socioeconomic/Right-of-Way

The project does not propose any realignments or new roads that could affect community cohesion. Pedestrian and bicyclist safety would improve with the reconstruction of Noble Street and its sidewalks.

Existing destinations accessed by Noble Street include government offices, hotels, two health care centers/clinics, and numerous businesses and residences. According to the 2000 Census, the Fairbanks Downtown area has a population of 1,540 residents, of whom approximately 17 percent are Native, 23 percent are elderly, and 19.5 percent are below the poverty level.

Access for pedestrians and disabled persons would improve. The project would add sidewalks and curb ramps where they are missing and bring the corridor into compliance with the Americans with Disabilities Act (ADA) standards.

According to the Fairbanks Downtown Transportation Study (August 2000), "The couplet (Lacey/Noble Streets) offers an excellent opportunity to improve circulation from hotels and residential areas to downtown shops and riverfront activities. Improvement of pedestrian amenities would facilitate movement along these corridors for residents and visitors and could entice more pedestrian travel." The accessibility improvements of this project are likely to improve the economics of downtown.

Land acquisition is not expected to affect available parking or building access for any location within the project area. Many businesses have on-site parking, but parking is also available on most side streets. Business parking is accessed either from Noble Street or side streets. No residential or business relocations would be required. Temporary construction easements would be needed; permanent easements may be needed for power pole relocation; and DOT&PF may also have to acquire some small areas of land in localized spots to provide pedestrian access meeting ADA standards.

Local Land Uses and Transportation Plan

The area surrounding the project corridor is zoned general commercial and central business district. A variety of uses from residential to commercial are permitted within these zones, although residences on the ground floor are not permitted in the central business district. Griffin Park is located to the north of the project area, and Myrtle Thomas Park is located east of Noble Street at 12th Avenue.

The proposed project is included in the Statewide Transportation Improvement Plan (STIP) and listed as a FY2011 construction project in the Fairbanks Metropolitan Area Transportation System Long-Range Transportation Plan.

Historic Properties

The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRIS) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but is not considered to have historic significance in its own right at this time.

Northern Land Use Research (NLUR) has been retained to survey the historical and archeological potential of the project area. As part of Phase I of this research, NLUR has identified two sites within the project area that are listed in the AHRIS database and twelve other sites that were constructed over 45 years ago. During the Phase II investigation, NLUR will review these structures, as well as a potential historic district that overlaps the study area, in more detail.

Wetlands

The project area is in a highly developed urban setting with no known wetlands.

Fish & Wildlife

The downtown area is highly developed, with minimal wildlife beyond birds and an occasional moose passing through. There are no known golden or bald eagle nests in the project area.

The project area does not contain any waters that support resident or anadromous fish, nor does it contain areas of essential fish habitat (EFH). The nearest river that does support fish is the Chena River, which is directly north of the project area.

Threatened and Endangered Species (T&E)

ESA-Listed Species

A search of the USFWS Threatened and Endangered Species System (TESS) database on August 28, 2007, indicates that the project area is not within the identified range of any species currently listed as Threatened, Endangered, Candidate, or Proposed under the Endangered Species Act (ESA).

State-Listed Endangered Species and Species of Special Concern

According to the Alaska Department of Fish and Game website on August 29, 2007, there are no State-listed endangered species located in the project area. The project area is within the range of six State-listed Species of Special Concern, but habitat for these species is not found in the project area.

Designated Species of Tribal or Local Importance

The Tribal and local governments in the Fairbanks area have not designated any species of Tribal or local importance.

Water Body Involvement

The project area does not contain navigable water bodies under the jurisdiction of the U.S. Army Corps of Engineers or the U.S. Coast Guard. The closest water body is the Chena River about 450 feet north of the project area.

Alaska Coastal Management Program (ACMP)

The project area is not located within a coastal zone or coastal district boundary.

Hazardous Materials

Because of the relatively long history of commercial and public use of the Noble Street area, there are numerous records of environmental contamination within the proposed project boundaries.

The following table shows Leaking Underground Storage Tanks (LUST) and Contaminated Sites (CS) that are directly adjacent to or within the proposed project area and may be encountered during construction and affect construction cost. This information comes from a 2005 Environmental Data Resources Inc. DataMap™ report and from the Alaska Department of Environmental Conservation (ADEC) CS and LUST Databases. During the preparation of the environmental document, an updated EDR report will be acquired and ADEC site files will be reviewed to identify possible changes.

Site Name	Location
Ron's Service and Towing (Reckey #1991310013602)	101 Noble Street
Rabinowitz Courthouse (Reckey #1993310121601)	416 1 st Avenue
Rabinowitz Courthouse (Former Gold Exchange PIC Bldg.) (Reckey #1998310028901)	500 1 st Avenue
City of Fairbanks Garage, Block 39 (Reckey #2001310118101)	Between Noble and Lacey Streets and between 2 nd and 3 rd Avenues
Westmark Fairbanks Hotel (Reckey #1991310121301)	813 Noble Street
Sunshine Travel (Former Texaco Station) (Reckey #1994310029901)	1200 Noble Street
Wilbur Bros. Mechanical (Reckey #1999310029401)	1241 Noble Street
Tesoro – Northstore #105 (Big Al's Pizza) (Reckey #1989310029203)	1246 Noble Street
Carr's Foodland Heating Oil Tanks (Reckey #1991310126001)	513 12 th Avenue
Gaffney Road Area-Wide (Reckey #1997310931001)	Gaffney Road between Noble and Turner Streets

Air Quality (Conformity)

Due to topographical and meteorological factors, the Fairbanks area is subject to strong and persistent temperature inversions during the winter. This inversion creates a stagnant air pool, resulting in an accumulation of high concentrations of pollutants for the duration of the inversion. Three pollutants are of primary importance: carbon monoxide (CO), particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), and water vapor.

The Fairbanks area is currently designated as an attainment area for all the criteria pollutants for which the National Ambient Air Quality Standards (NAAQS) apply. Although Fairbanks has a prior history of violations of the NAAQS for carbon monoxide (CO), none have occurred since 1999. Monitoring of PM_{2.5} concentrations is a current priority.

An air quality analysis of the project area, conducted by Sierra Research, Inc. in April 2006, indicates that the project would not result in any violations of the NAAQS and therefore conforms to Clean Air Act requirements for transportation projects.

All intersections are expected to operate at Level of Service (LOS) C or better.

Floodplains (23 CFR Part 650m, Subpart A)

The Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (Community-Panel No. 025009 0182G) indicates the project area is within the 500-year floodplain, but outside of the 100-year floodplain.

Noise (23 CFR Part 772)

The FHWA criteria for noise abatement are a function of land use (23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, April 2007). The two land use categories present within the project area are Categories B and C. Category B includes lands such as picnic areas, playgrounds, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Category C lands are developed lands, properties, or activities not included in Category B. The project area is generally considered commercially developed, but a few sensitive receptors such as residences and two parks are nearby; therefore, FHWA land use Category B applies. The hourly equivalent sound level allowed for Category B lands is 67 decibels (dBA). For Category C lands, the allowed noise level is 72 dBA.

The existing traffic conditions include a 30 mph posted speed limit; traffic composed mostly of passenger vehicles and 2 percent large 2- and 3-axle trucks; and average daily traffic (ADT) volume of 7,100 on Noble Street (2004). As part of the proposed project, the speed limit would be reduced to 25 mph. This lowered traffic speed is expected to result in minor or no lowering of tire noise.

No change of traffic mix or vehicle capacity or increase in the number of through traffic lanes is anticipated. The project would not result in a highway on a new location or in significant changes in horizontal or vertical alignment.

Water Quality

Drinking Water Sources

Drinking water in the project area comes from piped water systems operated by Utility Services of Alaska, Inc.

Impaired Water Bodies

There are no impaired water bodies within the project area. The nearest impaired water body is the Chena River, approximately 450 feet north of the project area, which is listed as a Category 5 water body in *Alaska's Final 2006 Integrated Water Quality Monitoring and Assessment Report* (ADEC, 2006). The Total Maximum Daily Load (TMDL) has not yet been determined for the Chena River, but this is scheduled for completion in 2007 (ADEC website, September 6, 2007). Storm drains in the project area currently discharge to the Chena River.

NPDES and MS4

The EPA's Storm Water Phase II Final Rule extended coverage of the National Pollutant Discharge Elimination System (NPDES) program to cover certain small municipal separate storm sewer systems (MS4s) located in urbanized areas. The EPA issued Storm Water Management NPDES Permit No. AKS-053406 to the City of Fairbanks in conjunction with the City of North Pole, the University of Alaska Fairbanks, and DOT&PF Northern Region for the Fairbanks urbanized area, which includes the project area. The storm drain system is and will continue to be owned and maintained by the City. As a co-permittee on the MS4 permit, the City will likely provide specific design requirements to assure compliance with the associated plans and ordinances.

The proposed project may increase the volume of storm water collected within the project area due to more efficient collection and transportation of the storm water. In addition, the storm drain system in Noble Street may be sized to allow increased volume capacity to accommodate the City's long term drainage area plans.

Permits and Authorizations

- ADEC Storm Water Plan Review
- City of Fairbanks construction permits such as excavation, sidewalk, driveway, and utility Right of Way (ROW) permits
- NPDES General Permit for construction activities

Construction

The proposed project is scheduled for construction in 2011. Impacts associated with normal construction activities (e.g., storm water runoff, dust, noise, traffic detours) are generally short in duration, but can be of high intensity and can result in substantial impacts if mitigation measures are not taken. Appropriate practices to mitigate construction impacts will be incorporated into the contract specifications. The contractor would comply with the City of Fairbanks Code of Ordinance, Article II Offenses Against Public Peace and Order, Sec. 46-42 Disturbing the Peace. Additionally, the contractor would be required to comply with the EPA NPDES General Permit for Construction Activity, including developing and implementing a SWPPP.

Section 4(f) / 6(f)

The only Section 4(f) property in the project area is Myrtle Thomas Park at the southeast corner of Noble Street and 12th Avenue. No take is anticipated with this property, though there may be some limited construction at the intersection. Improvements that complement the proposed streetscape and park, such as new fencing, signs, or planters, may be considered on the park property.

No Section 6(f) properties are located within the project area.



Noble Street Agency Questions

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[Figure 3](#)

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[Submit Comments](#)

ADEC

[Alaska Department of Environmental Conservation](#)

ADNR-POR

[ADNR, Division of Parks & Outdoor Recreation](#)

ADNR-RAD

[Division of Mining, Land and Water, Resource Assessment and Development Unit](#)

ADNR-NRO

[Division of Mining, Land and Water, Northern Region Office](#)

ADNR-OHMP

[Alaska Department of Natural Resources Office of Habitat Management and Permitting](#)

City or Borough

[City of Fairbanks](#)

USACE

[United States Army Corps of Engineers](#)

USEPA

[United States Environmental Protection Agency](#)

USFWS

[United States Fish and Wildlife Service](#)

Utilities

[Utilities](#)



Fairbanks Office
1028 Aurora Drive, Fairbanks, Alaska 99709
Phone: 907.452.1414, Fax: 907.456.2707 [EMAIL](#)
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Noble Street Agency Questions

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ADEC Alaska Department of Environmental Conservation

Hazardous Materials - We have researched the ADEC Contaminated Sites, Spills, and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above-ground fuel storage tanks that may affect or be affected by the proposed project, please provide that information.

Water Quality / Storm water - Please identify any water quality concerns your agency might have with the proposed project.

Drinking Water – Please provide information on existing drinking water supplies in the project area.

Air Quality - Are you aware of any air quality concerns for the project area?

[Email Response](#)

ADNR-POR ADNR, Division of Parks & Outdoor Recreation

State Parks - We have researched the ADNR DPOR *Catalog of the Alaska State Park System* for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed State Parks in the vicinity of the project, and can identify any Park objectives or activities that may conflict with the proposed project, please provide that information.

[Email Response](#)

ADNR-RAD ADNR, Division of Mining, Land and Water, Resource Assessment & Development Unit

Land Use Plans - We have researched the ADNR Land Use Plan for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that may conflict with the proposed project, please provide that information.

[Email Response](#)

ADNR-NRO

ADNR, Division of Mining, Land and Water, Northern Region Office

Land Use - Are there any state lands in the project area, and if so, have any authorizations such as Land Use Permits, Leases, Rights-of-Way, or ILMA's been issued which would conflict with the project?

Permits – Please identify any permits or clearances to be obtained from your agency for the proposed project.

 [Email Response](#)

ADNR-OHMP Alaska Department of Natural Resources Office of Habitat Management and Permitting

Anadromous or Resident Fishes - We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information about anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors, please provide us that information.

Subsistence Fishes – Please identify any fish species within the project boundaries that may be used for subsistence.

Special Areas - We have researched the ADF&G State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries, and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?

Permits – What permits or clearances from your agency will the proposed project need?

 [Email Response](#)

City or Borough

Zoning and Land Use - Please identify any existing or proposed zoning requirements and land use controls in the project area.

Permits – We have described the potential permits in Appendix A. Please identify which ones will apply to this project.

Storm Drain System – Please identify any permits or clearance needed to replace the storm drain system.

Cumulative Effects – Are there any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future?

 [Email Response](#)

USACE

U.S. Army Corps of Engineers

Water Quality – Please identify any water quality or other concerns your agency may have in relation to potential impacts to jurisdictional waters of the U.S.

 [Email Response](#)

USEPA

U.S. Environmental Protection Agency

Water Quality / Storm Water – Please identify any water quality concerns your agency might have with the proposed project.

Hazardous Materials - We have researched the Alaska Department of Environmental Conservation Contaminated Sites, Spills, and LUST program databases, and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project, please provide that information.

Permits – What permits or clearances from your agency will the proposed project need?

 [Email Response](#)

USFWS

U.S. Fish and Wildlife Service

T&E Species - We have researched the USFWS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.

Eagle Nests – Please provide information on known active or inactive eagle nests in the project area.

Permits – What permits or clearances from your agency will the proposed project need?

 [Email Response](#)

UTILITIES

Please notify DOT&PF if you have any plans to make utility changes in the project area.

 [Email Response](#)

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Agency Scoping Comments Summary

Date (Method)	Agency Commenter	Topic	Comment	Response
1/8/2008 (Telephone)	Cathi Ipalook, Denakkanaaga, Inc.	<i>Historic Properties</i>	No concerns	N/A
1/10/2008 (Email)	Dan Chagnon, Parks Superintendent	4(f)	Access to the park should remain on 12 th Ave. with no direct access to Noble St. Retain as many of the mature trees on the boundary as possible. Supports the project.	The Borough and DOT are working out an agreement for improvements based on a meeting on 1/29/08. See meeting notes.
1/10/2008 (Email)	Jake Allen, DOT&PF Construction Department	ROW	How do sidewalks interact with ROW? Will we place sidewalk out of ROW or possibly not even in ROW if owner objects?	Temporary construction permits and/or easements may need to be acquired to reconstruct existing sidewalks outside of the ROW to match the roadway and other sidewalk improvements. If temporary permits or easements cannot be obtained, DOT&PF would acquire additional ROW.
		<i>Environmental Document</i>	Can we do a Cat Ex when we have an adjacent park (Myrtle Thomas)?	A Categorical Exclusion is the appropriate environmental document. The proposed improvements are supported by the park owner (FNSB) and FHWA does not consider the improvements a take of the property.
		<i>Typical Section</i>	<p>(1) My preference is 11' lanes and 6' sidewalks. A 12' lane for v=25 mph is overkill, better to provide pedestrian facilities.</p> <p>(2) Planting Bed out of ROW?</p> <p>(3) Sidewalk out of ROW?</p> <p>(4) Will FHWA participate?</p> <p>(5) Acquire ROW?</p>	<p>(1) Depending on available ROW, the lanes will vary from 10'-11' and the sidewalks will vary from 4'-6'.</p> <p>(2) Landscaping is proposed for private property on a voluntary basis. Meetings have been held with landowners that have suitable space for landscaping that fronts Noble Street to determine if they are interested.</p> <p>(3) Temporary construction permits and/or easements may need to be acquired to reconstruct existing sidewalks outside of the ROW to match the roadway and other sidewalk improvements. If temporary permits or easements cannot be obtained, DOT&PF would acquire additional ROW.</p> <p>(4) Coordination with FHWA concluded that landscaping outside the ROW with federal funds is acceptable.</p> <p>(5) Permanent easements or minor ROW acquisition may be necessary at select locations to accommodate utilities.</p>

Agency Scoping Comments Summary

Fairbanks Noble Street Upgrade
February 2008

Date (Method)	Agency Commenter	Topic	Comment	Response
1/10/2008 (Email)	Warren B. Cummings, Fire Chief, Fairbanks Fire Department	<i>Construction</i> <i>Traffic Signal</i>	Normal practice, we can do this for runoff, dust & detours. What will construction be required to do to mitigate temporary noise impacts? Include a traffic control signal at 12 th and Noble to assist with Emergency Vehicle response from the Fire Station at 1101 Cushman Street. All intersections with traffic control signals need to include opticom and request all poles be set back from the street intersection as much as possible.	The contractor will be required to mitigate temporary noise impacts according to the commitments developed in the environmental document. Traffic signal warrants at 12th and Noble will be evaluated as it pertains to the Noble Street corridor. Area wide traffic studies (outside the scope of this project) are needed to assess the requirements for traffic control and circulation patterns in the city core area as they pertain to emergency vehicle routes.
1/14/2008 (Email)	David N. Leone, Transportation Manager, Fairbanks North Star Borough	<i>Bus Stop Signs</i>	Request that square tube posts mounted into a square tube anchor be placed at the following locations to allow FNSB to mount bus stop signs: *Noble Street between 1st and 2nd Avenue on the east side *Noble Street between 9th and 10th Avenue on the east side *Noble Street between 10th and 11th Avenue on the west side *Noble Street before Gaffney on the west side.	Designers will coordinate closely with FNSB transit during detailed design to provide bus stop signs where requested.
1/14/2008 (Email)	Jim Wickes, Real Estate Administrator, AT&T Corporate Real Estate/AT&T Alascom	<i>Access</i>	AT&T Alascom has some concerns about continued access to its site at 200 Gaffney Rd in the event of Noble Street closures, especially at 12th Avenue.	No streets or intersections will be permanently closed by the project.
1/21/2008 (Email)	Robert Pristash, City of Fairbanks	<i>Utility Conflicts</i> <i>Storm Drain</i> <i>System Review</i> <i>Cumulative</i> <i>Effects</i>	AT&T Alascom has no facilities that would be directly affected by the Noble Street Upgrade Project. ACS Communications has a cable that may be affected by the Noble Street Project. We will review the preliminary storm system design for approval as soon as it is made available to us. Provided information on local improvement projects are either under construction or proposed in the vicinity of the project.	Information will be provided and work coordinated as design details progress. Information will be provided when available. Included in environmental document
1/25/2008 (Letter)	Jackson C. Fox, City of Fairbanks Environmental Manager	<i>Cumulative</i> <i>Effects</i>	Provided list of local improvement projects are either under construction or proposed in the vicinity of the project.	Included in environmental document

Agency Scoping Comments Summary

Date (Method)	Agency Commenter	Topic	Comment	Response
		<i>Impaired Water Bodies</i>	Please update source information for the Chena River Total Maximum Daily load, when available from the Alaska Department of Environmental Conservation.	Was not available at time of preparation of the environmental document.
		<i>Other</i>	The City Fire Department requests the project include a traffic control signal at 12 th Avenue and Noble Street. All intersections with traffic control signals need to include an Opticom™ Priority Control System. In addition, we request all poles be set back from the street intersection as far as possible. Please consider signal warrants under emergency vehicle traffic control criteria.	Traffic signal warrants at 12th and Noble will be evaluated as it pertains to the Noble Street corridor. Area wide traffic studies (outside the scope of this project) are needed to assess the requirements for traffic control and circulation patterns in the city core area as they pertain to emergency vehicle routes.
		<i>Permits</i>	The DOT&PF will not be required to obtain individual permits from the City for this project. In place of permits, the City will review the design parameters, utility relocation agreements, environmental document, design study report, and plans and specifications for this project. The City also anticipates future negotiation of an appropriate Construction MOA between the DOT&PF and City for construction inspection activities to be performed by the City.	Information will need to be coordinated with the City as it becomes available through the project development process.
		<i>Section 4(f) / 6(f) Properties</i>	Please consult with the Fairbanks North Star Borough for the fence replacement component at Myrtle Thomas Park.	The Borough and DOT are working out an agreement for improvements based on a meeting on 1/29/08. See meeting notes.
		<i>Socioeconomic / Right-of-Way</i>	Permanent easements may be needed for both utility pole and fire hydrant relocations.	Once utility relocation impacts are more defined, the issue of permanent easements vs. ROW acquisition for above ground utilities will be determined.
		<i>Storm Water</i>	The City also requests a courtesy copy of the Storm Water Pollution Prevention Plan for this project, when available.	Information will be provided when available.
2/2/2008 (Email)	Paul Costello, Director, FNSB Land Management Department	4(f)	Can you send me details of the project impact on Myrtle Thomas park, a borough owned facility?	Details of the enhancements to Myrtle Thomas Park will be provided during detailed design. See 1/29/08 meeting notes.
2/19/2008 (Letter)	Heather Moncrief, Regulatory Specialist (SCEP), US Army Corps of Engineers	<i>Wetlands</i>	Subject property does not contain waters of the US under Corps jurisdiction and no DA permit is required.	N/A

Shawna Laderach

From: Henry, Stephen D (DOT) [steve.henry@alaska.gov]
Sent: Thursday, January 10, 2008 10:02 AM
To: Baxter, Valerie A (DOT); Matt Stone; Shawna Laderach
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter
Follow Up Flag: Follow up
Flag Status: Yellow
Attachments: Noble Street 61725 Scoping Letter Comments - Construction.PDF

Stephen Henry, P.E.
Design Engineering Manager
DOT&PF
phone: 451-2283

From: Henry, Stephen D (DOT)
Sent: Thursday, January 10, 2008 9:52 AM
To: Shawna Laderach
Cc: 'Matt Stone'; Baxter, Valerie A (DOT); Allen, Jake
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

Shawna
Attached are comments on the Scoping letter and attachments from our Construction Section.
Steve

Stephen Henry, P.E.
Design Engineering Manager
DOT&PF
phone: 451-2283

From: Allen, Jake (DOT)
Sent: Wednesday, January 09, 2008 2:56 PM
To: Henry, Stephen D (DOT)
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

As requested, do you want me to send a copy to PDC as well or will you take care of that?

From: Allen, Jake (DOT)
Sent: Wednesday, January 09, 2008 1:58 PM
To: Bloom, David T (DOT)
Cc: Krol, Longin (DOT)
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

Hej Dave,

Attached are Construction's comments on the Noble Street Scoping Letter. Thanks for the opportunity.

2/26/2008

Jake

From: Krol, Longin (DOT)
Sent: Monday, January 07, 2008 8:58 AM
To: Allen, Jake (DOT)
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

From: Bloom, David T (DOT)
Sent: Friday, January 04, 2008 11:05 AM
To: Krol, Longin (DOT)
Subject: FW: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

For your info and comments too.
 dtbloom

From: Shawna Laderach [mailto:ShawnaLaderach@PDCENG.US]
Sent: Friday, January 04, 2008 9:20 AM
To: Kozevnikoff, Eileen W (CED); Edwards, Alice L S (DEC); Hardesty, Joan E (DEC); Bainbridge, Steven T (DEC); Smyth, William J (DEC); Milles, Chris C (DNR); anna.plager@alaska.gov; McLean, Robert F (DNR); Fogels, Edmund J (DNR); smthompson@ci.fairbanks.ak.us; jjhovenden@ci.fairbanks.ak.us; mjschmetzer@ci.fairbanks.ak.us; wcummings@ci.fairbanks.ak.us; dphoffman@ci.fairbanks.ak.us; mjschmetzer@ci.fairbanks.ak.us; dnakanga@gci.net; lands@doyon.com; monalisa@co.fairbanks.ak.us; planning@co.fairbanks.ak.us; bjennings@co.fairbanks.ak.us; parks@co.fairbanks.ak.us; transportation@co.fairbanks.ak.us; property@co.fairbanks.ak.us; SCJohnson@co.fairbanks.ak.us; mayor@co.fairbanks.ak.us; lsather@northstar.k12.ak.us; rep_jay_ramras@legis.state.ak.us; Wilken, Gary R (LAA); steven_garrett@dps.state.ak.us; combes.marcia@epamail.epa.gov; curtis.jennifer@epa.gov; vakoc.misha@epa.gov; larry_bright@fws.gov; Ted_Swem@fws.gov; Christy.A.Everett@poa02.usace.army.mil; richard.alford@acsalaska.com; rkitchens@att.com; jwicks@att.com; rufus@usibelli.com; bernie@akwater.com; mwilley@fngas.com; dsmith2@gci.com; gewyman@gvea.com; trdevries@gvea.com; matt@akwater.com
Cc: Henry, Stephen D (DOT); Baxter, Valerie A (DOT); shannon.mccarthy@alaska.gov; Titus, James Stephen (DOT); Campbell, Bruce W (DOT); Bennett, John F (DOT); Thies, Howard (DOT); Bloom, David T (DOT); Birkholz, Ethan N (DOT); Royce Conlon; Ron Gebhart; Matt Stone
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached electronic scoping letter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413). This project proposes to make functional and aesthetic improvements to Noble Street and update its storm drain components. This letter, its attachments, and agency specific questions can be accessed at <http://pdcprojects.info/> - Go To > **Noble Street** where you will also find a link to submit comments electronically.

If you would prefer to mail in your comments, please address them to:

State of Alaska, Department of Transportation and Public Facilities (DOT&PF)
 Attn: Noble Street Upgrades, Valerie Baxter, Environmental Impact Analyst
 2301 Peger Road
 Fairbanks, AK 99709

Additional questions or comments can be directed to Ms. Baxter at (907) 451-5289 or by e-mail to valerie.baxter@alaska.gov.

Please provide all comments by February 4th, 2008.

An agency scoping meeting has not been scheduled. If you feel a meeting is necessary or would like to meet individually with the project team to discuss potential effects of the project, you may request one. Please advise as soon as possible if you would like to request a meeting so that we can make the arrangements.

2/26/2008

STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2243
TDD: (907) 451-2363
FAX: (907) 451-5103

January 4, 2008

RE: Fairbanks Noble Street Upgrade
Project No. 61725/STP-0005(413)
Agency Scoping Letter

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is seeking comments on a proposal to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks (Figure 1). The level of the environmental document expected is a Categorical Exclusion (CE) under National Environmental Policy Act (NEPA) guidance.

Project Background

The Fairbanks downtown area is experiencing revitalization. The City of Fairbanks, wishing to enhance and continue this revitalization, requested DOT&PF's assistance in developing a transportation plan. As a result, in August 2001 the *Fairbanks Downtown Transportation Study* was completed and approved by DOT&PF and the City of Fairbanks. This study presents a plan to improve traffic and pedestrian circulation, parking, and the general appearance of the downtown streets. Specific recommendations for Noble Street were to convert from one-way to two-way traffic (already completed) and to make bicycle, pedestrian, and streetscape improvements. The Noble Street Reconstruction project has evolved from these recommendations.

Purpose and Need

The purpose of this project is to provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street. The facility has the following deficiencies:

- 1) Deteriorated pavement
- 2) Aging storm drain components
- 3) Lack of sidewalks in some areas, and existing sidewalks that do not meet Americans with Disabilities Act (ADA) standards
- 4) Poor aesthetic condition of the streetscape

Proposed Project Description

- 1) Reconstruct pavement section, curbs, and gutters
- 2) Reduce posted speed limit
- 3) Replace wood stave storm drain components
- 4) Provide ADA-compliant sidewalks
- 5) Add curb extensions to selected intersections
- 6) Replace wire-hung traffic signals with mast arms
- 7) Add streetscape improvements
- 8) Update street lighting if necessary

Should MSH be mentioned?

How does this interact with ROW?
Will we place sidewalk out of ROW or possibly not even in ROW if owner objects?

Due to its deteriorated state, Noble Street is to be reconstructed from 1st Avenue to Gaffney Road (Figure 2). The lane configurations would continue to be a typical three-lane urban roadway with sidewalks on both sides (Figure 3), and the speed limit would be reduced to 25 mph along the entire corridor. Reconstruction would also include the replacement of the aging storm drain components within Noble Street and for approximately half a block up the side streets.

Sidewalks meeting ADA standards with curb ramps at intersections would be incorporated in the new construction. The project may also extend the sidewalks to building faces, where appropriate and agreed to by the landowner. Curb extensions on side streets would be considered at intersections. Curb extensions are consistent with recent and planned downtown core area street improvements. They promote a safe, pedestrian-friendly environment due to decreased street crossing widths and provide more area for pedestrian refuge and streetscape opportunities.

Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the back side of sidewalks. Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

Any MS4 requirements that should be mentioned?

Aesthetic improvements at strategic areas along the corridor would include streetscape additions such as colored or textured concrete, benches, low decorative fences, stylized light poles, and landscaping. In addition, the project may replace the chain link fence at Myrtle Park, a 4(f) property, with a decorative fence and arched pedestrian gateway.

} Good

Preliminary Research Results

Preliminary research results on environmental resources in the project area are described in Appendix A. A project website has been set up at www.pdcprojects.info to provide project information and allow you to comment.

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the links on the project website request agency-specific information. The website will take you to a list of questions specific to your agency's purview and allow you to provide comments via email.

Your comments will assist us in evaluating possible impacts related to the project. To ensure that all factors are considered in the Categorical Exclusion, your comments are requested by February 4, 2008. If you have questions regarding the project, you may contact Valerie Baxter, Environmental Impact Analyst, by telephone at 907-451-5289 or send email to valerie.baxter@alaska.gov.

can we do a Cat Ex when we have an adjacent park (Myrtle Thomas)?

Fairbanks Noble Street Upgrade
Agency Scoping Letter
January 4, 2007
Page 3

Thank you for your assistance with this project.

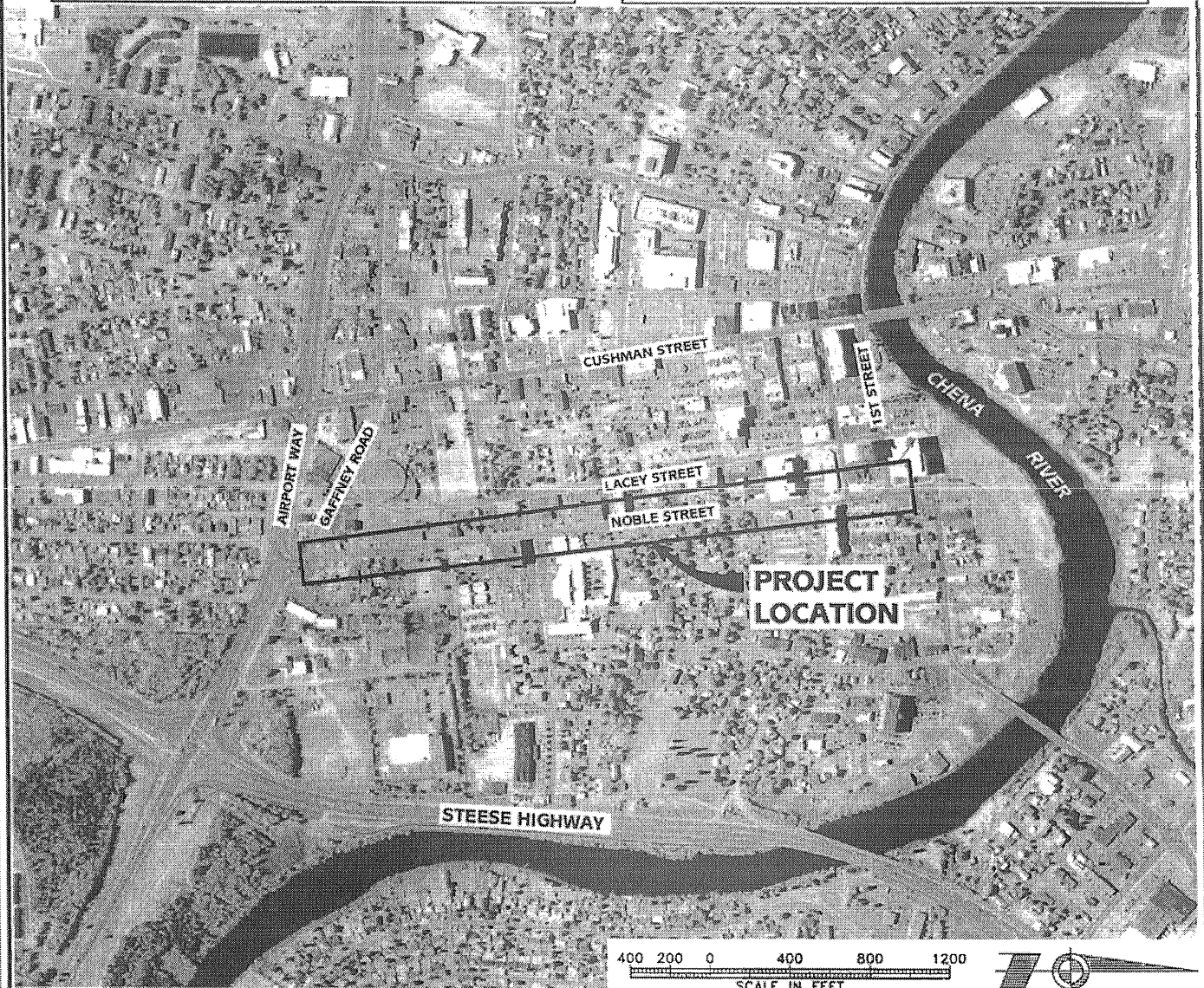
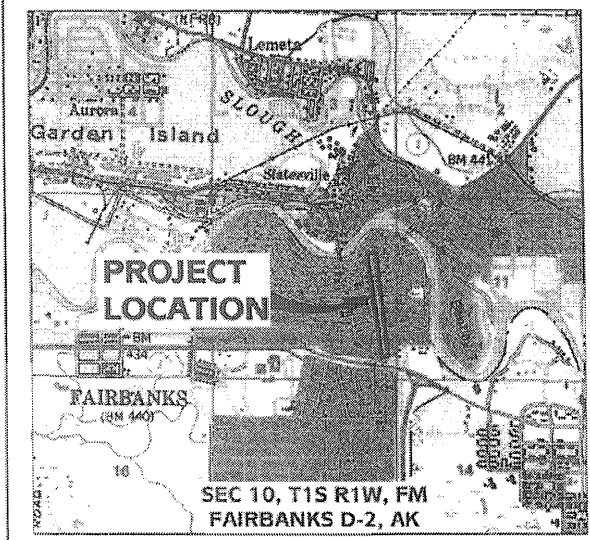
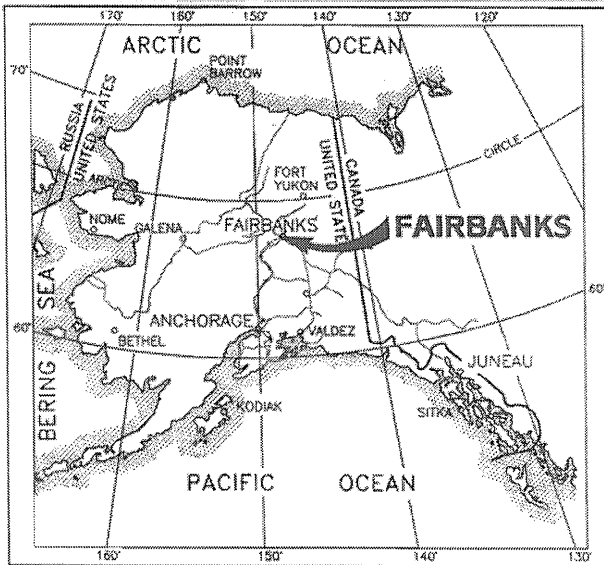
Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Campbell". The signature is fluid and cursive, with the first name "Bruce" and last name "Campbell" clearly distinguishable.

Bruce Campbell
Northern Region Environmental Coordinator

Attachments: Figure 1 – Location and Vicinity Map
Figure 2 – Project Area
Figure 3 – Typical Section
Appendix A

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\\pdc\sv03\Projects\2004\F04089\N\L0100sh\F04089: Fig01-PDC Part 10/16/2007 9:10 AM

PLANS DEVELOPED BY:
PDC, INC.

**NOBLE STREET RECONSTRUCTION
LOCATION AND VICINITY MAPS
FAIRBANKS, ALASKA**

DESIGN: MTS
DRAWN: GDS
CHECK: MTS
OCT 2007

PROJ. No. **61725**
FIGURE
1

FIG 3

My preference is 11' lanes and 6' sidewalks. A 12' lane for $V = 25$ mph is overkill, better to provide pedestrian facilities.

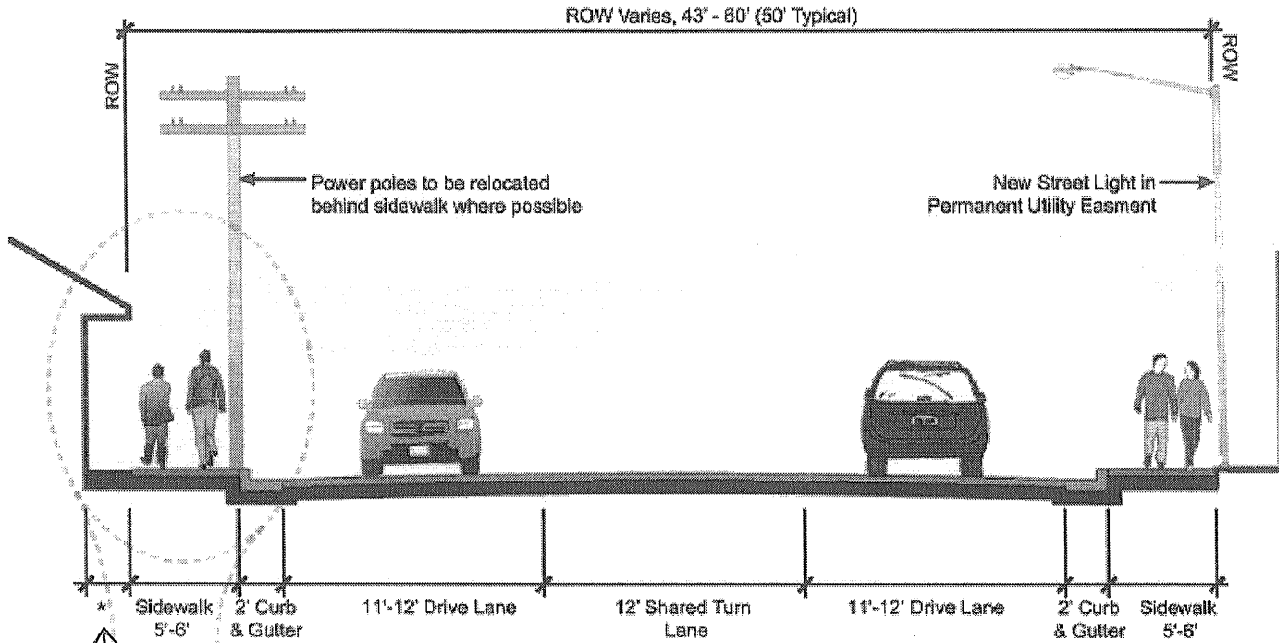


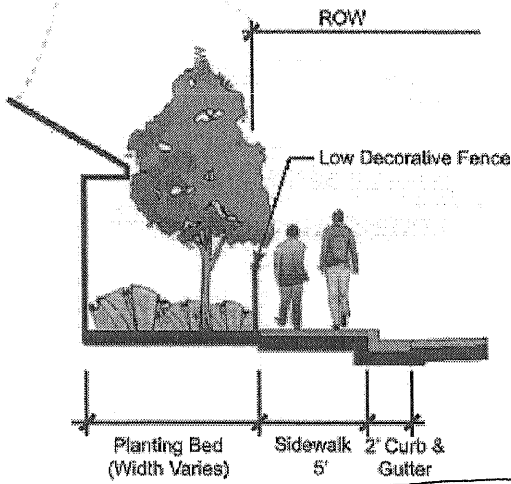
FIGURE 3: Typical Section
Noble Street Reconstruction

NOTES:

1. Between 4th & 7th Avenues, the typical section may be reduced due to the limited ROW. Minimum dimensions:

- Sidewalk - 4'
- Drive Lanes - 10'
- Shared Turn Lane - 11'

2. Sidewalk widths of up to 11' possible in selected areas between 1st and 4th Avenues.



* Streetscape at selected locations along the corridor on private property where space is available.

Planting Bed out of ROW?
 Sidewalk out of ROW?
 Will FHWA participate?
 Who will maintain?
 Acquire ROW?
 (see Scoping letter text)

Noble Street Reconstruction Agency Scoping Attachment A

Socioeconomic/Right-of-Way

The project does not propose any realignments or new roads that could affect community cohesion. Pedestrian and bicyclist safety would improve with the reconstruction of Noble Street and its sidewalks.

Existing destinations accessed by Noble Street include government offices, hotels, two health care centers/clinics, and numerous businesses and residences. According to the 2000 Census, the Fairbanks Downtown area has a population of 1,540 residents, of whom approximately 17 percent are Native, 23 percent are elderly, and 19.5 percent are below the poverty level.

Access for pedestrians and disabled persons would improve. The project would add sidewalks and curb ramps where they are missing and bring the corridor into compliance with the Americans with Disabilities Act (ADA) standards.

According to the Fairbanks Downtown Transportation Study (August 2000), "The couplet (Lacey/Noble Streets) offers an excellent opportunity to improve circulation from hotels and residential areas to downtown shops and riverfront activities. Improvement of pedestrian amenities would facilitate movement along these corridors for residents and visitors and could entice more pedestrian travel." The accessibility improvements of this project are likely to improve the economics of downtown.

Land acquisition is not expected to affect available parking or building access for any location within the project area. Many businesses have on-site parking, but parking is also available on most side streets. Business parking is accessed either from Noble Street or side streets. No residential or business relocations would be required. Temporary construction easements would be needed; permanent easements may be needed for power pole relocation; and DOT&PF may also have to acquire some small areas of land in localized spots to provide pedestrian access meeting ADA standards.

Local Land Uses and Transportation Plan

The area surrounding the project corridor is zoned general commercial and central business district. A variety of uses from residential to commercial are permitted within these zones, although residences on the ground floor are not permitted in the central business district. Griffin Park is located to the north of the project area, and Myrtle Thomas Park is located east of Noble Street at 12th Avenue.

The proposed project is included in the Statewide Transportation Improvement Plan (STIP) and listed as a FY2011 construction project in the Fairbanks Metropolitan Area Transportation System Long-Range Transportation Plan.

Historic Properties

The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRS) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but is not considered to have historic significance in its own right at this time.

Northern Land Use Research (NLUR) has been retained to survey the historical and archeological potential of the project area. As part of Phase I of this research, NLUR has identified two sites within the project area that are listed in the AHRS database and twelve other sites that were constructed over 45 years ago. During the Phase II investigation, NLUR will review these structures, as well as a potential historic district that overlaps the study area, in more detail.

Wetlands

The project area is in a highly developed urban setting with no known wetlands.

Fish & Wildlife

The downtown area is highly developed, with minimal wildlife beyond birds and an occasional moose passing through. There are no known golden or bald eagle nests in the project area.

The project area does not contain any waters that support resident or anadromous fish, nor does it contain areas of essential fish habitat (EFH). The nearest river that does support fish is the Chena River, which is directly north of the project area.

Threatened and Endangered Species (T&E)

ESA-Listed Species

A search of the USFWS Threatened and Endangered Species System (TESS) database on August 28, 2007, indicates that the project area is not within the identified range of any species currently listed as Threatened, Endangered, Candidate, or Proposed under the Endangered Species Act (ESA).

State-Listed Endangered Species and Species of Special Concern

According to the Alaska Department of Fish and Game website on August 29, 2007, there are no State-listed endangered species located in the project area. The project area is within the range of six State-listed Species of Special Concern, but habitat for these species is not found in the project area.

Designated Species of Tribal or Local Importance

The Tribal and local governments in the Fairbanks area have not designated any species of Tribal or local importance.

Water Body Involvement

The project area does not contain navigable water bodies under the jurisdiction of the U.S. Army Corps of Engineers or the U.S. Coast Guard. The closest water body is the Chena River about 450 feet north of the project area.

Alaska Coastal Management Program (ACMP)

The project area is not located within a coastal zone or coastal district boundary.

Hazardous Materials

Because of the relatively long history of commercial and public use of the Noble Street area, there are numerous records of environmental contamination within the proposed project boundaries.

The following table shows Leaking Underground Storage Tanks (LUST) and Contaminated Sites (CS) that are directly adjacent to or within the proposed project area and may be encountered during construction and affect construction cost. This information comes from a 2005 Environmental Data Resources Inc. DataMap™ report and from the Alaska Department of Environmental Conservation (ADEC) CS and LUST Databases. During the preparation of the environmental document, an updated EDR report will be acquired and ADEC site files will be reviewed to identify possible changes.

Site Name	Location
Ron's Service and Towing (Reckey #1991310013602)	101 Noble Street
Rabinowitz Courthouse (Reckey #1993310121601)	416 1 st Avenue
Rabinowitz Courthouse (Former Gold Exchange PIC Bldg.) (Reckey #1998310028901)	500 1 st Avenue
City of Fairbanks Garage, Block 39 (Reckey #2001310118101)	Between Noble and Lacey Streets and between 2 nd and 3 rd Avenues
Westmark Fairbanks Hotel (Reckey #1991310121301)	813 Noble Street
Sunshine Travel (Former Texaco Station) (Reckey #1994310029901)	1200 Noble Street
Wilbur Bros. Mechanical (Reckey #1999310029401)	1241 Noble Street
Tesoro – Northstore #105 (Big Al's Pizza) (Reckey #1989310029203)	1246 Noble Street
Carr's Foodland Heating Oil Tanks (Reckey #1991310126001)	513 12 th Avenue
Gaffney Road Area-Wide (Reckey #1997310931001)	Gaffney Road between Noble and Turner Streets

Air Quality (Conformity)

Due to topographical and meteorological factors, the Fairbanks area is subject to strong and persistent temperature inversions during the winter. This inversion creates a stagnant air pool, resulting in an accumulation of high concentrations of pollutants for the duration of the inversion. Three pollutants are of primary importance: carbon monoxide (CO), particulate matter less than 2.5 micrometers in diameter (PM_{2.5}), and water vapor.

The Fairbanks area is currently designated as an attainment area for all the criteria pollutants for which the National Ambient Air Quality Standards (NAAQS) apply. Although Fairbanks has a prior history of violations of the NAAQS for carbon monoxide (CO), none have occurred since 1999. Monitoring of PM_{2.5} concentrations is a current priority.

An air quality analysis of the project area, conducted by Sierra Research, Inc. in April 2006, indicates that the project would not result in any violations of the NAAQS and therefore conforms to Clean Air Act requirements for transportation projects.

All intersections are expected to operate at Level of Service (LOS) C or better.

Floodplains (23 CFR Part 650m, Subpart A)

The Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (Community-Panel No. 025009 0182G) indicates the project area is within the 500-year floodplain, but outside of the 100-year floodplain.

Noise (23 CFR Part 772)

The FHWA criteria for noise abatement are a function of land use (23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, April 2007). The two land use categories present within the project area are Categories B and C. Category B includes lands such as picnic areas, playgrounds, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Category C lands are developed lands, properties, or activities not included in Category B. The project area is generally considered commercially developed, but a few sensitive receptors such as residences and two parks are nearby; therefore, FHWA land use Category B applies. The hourly equivalent sound level allowed for Category B lands is 67 decibels (dBA). For Category C lands, the allowed noise level is 72 dBA.

The existing traffic conditions include a 30 mph posted speed limit; traffic composed mostly of passenger vehicles and 2 percent large 2- and 3-axle trucks; and average daily traffic (ADT) volume of 7,100 on Noble Street (2004). As part of the proposed project, the speed limit would be reduced to 25 mph. This lowered traffic speed is expected to result in minor or no lowering of tire noise.

No change of traffic mix or vehicle capacity or increase in the number of through traffic lanes is anticipated. The project would not result in a highway on a new location or in significant changes in horizontal or vertical alignment.

Water Quality

Drinking Water Sources

Drinking water in the project area comes from piped water systems operated by Utility Services of Alaska, Inc.

Impaired Water Bodies

There are no impaired water bodies within the project area. The nearest impaired water body is the Chena River, approximately 450 feet north of the project area, which is listed as a Category 5 water body in *Alaska's Final 2006 Integrated Water Quality Monitoring and Assessment Report* (ADEC, 2006). The Total Maximum Daily Load (TMDL) has not yet been determined for the Chena River, but this is scheduled for completion in 2007 (ADEC website, September 6, 2007). Storm drains in the project area currently discharge to the Chena River.

NPDES and MS4

The EPA's Storm Water Phase II Final Rule extended coverage of the National Pollutant Discharge Elimination System (NPDES) program to cover certain small municipal separate storm sewer systems (MS4s) located in urbanized areas. The EPA issued Storm Water Management NPDES Permit No. AKS-053406 to the City of Fairbanks in conjunction with the City of North Pole, the University of Alaska Fairbanks, and DOT&PF Northern Region for the Fairbanks urbanized area, which includes the project area. The storm drain system is and will continue to be owned and maintained by the City. As a co-permittee on the MS4 permit, the City will likely provide specific design requirements to assure compliance with the associated plans and ordinances.

The proposed project may increase the volume of storm water collected within the project area due to more efficient collection and transportation of the storm water. In addition, the storm drain system in Noble Street may be sized to allow increased volume capacity to accommodate the City's long term drainage area plans.

Permits and Authorizations

- ADEC Storm Water Plan Review
- City of Fairbanks construction permits such as excavation, sidewalk, driveway, and utility Right of Way (ROW) permits
- NPDES General Permit for construction activities

Construction

The proposed project is scheduled for construction in 2011. Impacts associated with normal construction activities (e.g., storm water runoff, dust, noise, traffic detours) are generally short in duration, but can be of high intensity and can result in substantial impacts if mitigation measures are not taken. Appropriate practices to mitigate construction impacts will be incorporated into the contract specifications. The contractor would comply with the City of Fairbanks Code of Ordinance, Article II Offenses Against Public Peace and Order, Sec. 46-42 Disturbing the Peace. Additionally, the contractor would be required to comply with the EPA NPDES General Permit for Construction Activity, including developing and implementing a SWPPP.

Normal practice, we can do this for runoff, dust & detours. What will construction be required to do to mitigate temp noise impacts?

Section 4(f) / 6(f)

The only Section 4(f) property in the project area is Myrtle Thomas Park at the southeast corner of Noble Street and 12th Avenue. No take is anticipated with this property, though there may be some limited construction at the intersection. Improvements that complement the proposed streetscape and park, such as new fencing, signs, or planters, may be considered on the park property.

No Section 6(f) properties are located within the project area.

From: Warren B. Cummings [wbcummings@ci.fairbanks.ak.us]
Sent: Thursday, January 10, 2008 1:25 PM
To: Shawna Laderach; eileen.kozevnikoff@alaska.gov; alice.edwards@alaska.gov; joan.hardesty@alaska.gov; steve.bainbridge@alaska.gov; bill.smyth@alaska.gov; chris.milles@alaska.gov; anna.plager@alaska.gov; mac.mclean@alaska.gov; ed.fogels@alaska.gov; Steve M. Thompson; Janey J. Hovenden; Michael J. Schmetzer; Dan Hoffman; Michael J. Schmetzer; dnakanga@gci.net; lands@doyon.com; monalisa@co.fairbanks.ak.us; planning@co.fairbanks.ak.us; bjennings@co.fairbanks.ak.us; parks@co.fairbanks.ak.us; transportation@co.fairbanks.ak.us; property@co.fairbanks.ak.us; SCJohnson@co.fairbanks.ak.us; mayor@co.fairbanks.ak.us; lsather@northstar.k12.ak.us; rep_jay_ramras@legis.state.ak.us; Senator_Gary_Wilken@legis.state.ak.us; steven_garrett@dps.state.ak.us; combes.marcia@epa.gov; curtis.jennifer@epa.gov; vakoc.misha@epa.gov; larry_bright@fws.gov; ted_swem@fws.gov; Christy.A.Everett@poa02.usace.army.mil; richard.alford@acsalaska.com; rkitchens@att.com; jwicks@att.com; rufus@usibelli.com; bernie@akwater.com; mwilley@fngas.com; dsmith2@gci.com; gewyman@gvea.com; trdevries@gvea.com; matt@akwater.com
Cc: steve.henry@alaska.gov; valerie.baxter@alaska.gov; shannon.mccarthy@alaska.gov; steve.titus@alaska.gov; bruce.campbell@alaska.gov; johnf.bennett@alaska.gov; howard.thies@alaska.gov; dave.bloom@alaska.gov; ethan.birkholz@alaska.gov; Royce Conlon; Ron Gebhart; Matt Stone
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter [SCANNED]
Follow Up Flag: Follow up
Flag Status: Yellow

The Fairbanks Fire Department requests that the Fairbanks Noble Street Upgrade include a traffic control signal at 12th and Noble to assist with Emergency Vehicle response from the Fire Station at 1101 Cushman Street. 12th Avenue is our main response route east. All intersections with traffic control signals need to include opticom and request that all poles be set back from the street intersection as much as possible to assist for ease in turning emergency vehicles.

Warren B. Cummings, Fire Chief
Fairbanks Fire Department
1101 Cushman Street
Fairbanks, AK 99701
907-450-6604
907-450-6666 (fax)
wbcummings@ci.fairbanks.ak.us

From: Shawna Laderach [mailto:ShawnaLaderach@PDCENG.US]
Sent: Friday, January 04, 2008 9:20 AM
To: eileen.kozevnikoff@alaska.gov; alice.edwards@alaska.gov; joan.hardesty@alaska.gov; steve.bainbridge@alaska.gov; bill.smyth@alaska.gov; chris.milles@alaska.gov; anna.plager@alaska.gov; mac.mclean@alaska.gov; ed.fogels@alaska.gov; Steve M. Thompson; Janey J. Hovenden; Michael J. Schmetzer; Warren B. Cummings; Dan Hoffman; Michael J. Schmetzer; dnakanga@gci.net; lands@doyon.com; monalisa@co.fairbanks.ak.us; planning@co.fairbanks.ak.us; bjennings@co.fairbanks.ak.us; parks@co.fairbanks.ak.us; transportation@co.fairbanks.ak.us; property@co.fairbanks.ak.us; SCJohnson@co.fairbanks.ak.us; mayor@co.fairbanks.ak.us; lsather@northstar.k12.ak.us; rep_jay_ramras@legis.state.ak.us; Senator_Gary_Wilken@legis.state.ak.us; steven_garrett@dps.state.ak.us; combes.marcia@epa.gov; curtis.jennifer@epa.gov; vakoc.misha@epa.gov; larry_bright@fws.gov; ted_swem@fws.gov; Christy.A.Everett@poa02.usace.army.mil; richard.alford@acsalaska.com; rkitchens@att.com; jwicks@att.com; rufus@usibelli.com; bernie@akwater.com; mwilley@fngas.com; dsmith2@gci.com; gewyman@gvea.com; trdevries@gvea.com; matt@akwater.com
Cc: steve.henry@alaska.gov; valerie.baxter@alaska.gov; shannon.mccarthy@alaska.gov; steve.titus@alaska.gov; bruce.campbell@alaska.gov; johnf.bennett@alaska.gov; howard.thies@alaska.gov; dave.bloom@alaska.gov; ethan.birkholz@alaska.gov; Royce Conlon; Ron Gebhart; Matt Stone
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter [SCANNED]

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2/26/2008

specific questions can be accessed at <http://pdcprojects.info/> - Go To > **Noble Street** where you will also find a link to submit comments electronically.

If you would prefer to mail in your comments, please address them to:

State of Alaska, Department of Transportation and Public Facilities (DOT&PF)
Attn: Noble Street Upgrades, Valerie Baxter, Environmental Impact Analyst
2301 Peger Road
Fairbanks, AK 99709

Additional questions or comments can be directed to Ms. Baxter at (907) 451-5289 or by e-mail to valerie.baxter@alaska.gov.

Please provide all comments by February 4th, 2008.

An agency scoping meeting has not been scheduled. If you feel a meeting is necessary or would like to meet individually with the project team to discuss potential effects of the project, you may request one. Please advise as soon as possible if you would like to request a meeting so that we can make the arrangements.

--- This electronic message transmission contains information belonging to the City of Fairbanks, or the City of North Pole, that is solely for the recipient named above and which may be confidential or privileged. THE CITY OF FAIRBANKS AND THE CITY OF NORTH POLE EXPRESSLY PRESERVES AND ASSERTS ALL PRIVILEGES AND IMMUNITIES APPLICABLE TO THIS TRANSMISSION. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this communication is STRICTLY PROHIBITED. If you have received this electronic transmission by error, please notify us by telephone (907) 459-6756 or by electronic mail, jwbowne@ci.fairbanks.ak.us immediately. Thank you.

2/26/2008

From: Dan Chagnon [dchagnon@co.fairbanks.ak.us]
Sent: Thursday, January 10, 2008 2:39 PM
To: valerie.baxter@alaska.gov; Matt Stone; Shawna Laderach
Cc: Karl Kassel
Subject: Noble Street Project

Follow Up Flag: Follow up
Flag Status: Yellow

Improvements to transportation corridors in downtown Fairbanks would be a welcome change and Noble Street is an excellent start. As the representative for the Fairbanks North Star Borough Parks and Recreation Department, I'm excited about preliminary plans to address 4 (f) issues regarding Myrtle Thomas Park on 12th Avenue. I would assume this department would be included in any plans for changes or improvements to the park grounds. A decorative fence with an entrance arch sounds wonderful, but access to the park should remain on 12th Ave. with no direct access to Noble St. The park is patronized by many young children and the high traffic volume on that street could be problematic. I would also encourage retaining as many of the mature trees on the boundary as possible. I look forward to working on further design concepts and hearing from you with any changes affecting the park. Good luck with this project.

Dan Chagnon
Parks Superintendent
P.O. Box 71267
Fairbanks, AK 99707
(907) 459-1070, FAX (907) 459-1072
email: dchagnon@co.fairbanks.ak.us

From: Shawna Laderach
Sent: Thursday, January 10, 2008 2:40 PM
To: Moncrief, Heather H
Subject: RE: Noble Street Upgrage

Follow Up Flag: Follow up
Flag Status: Yellow

Attachments: Figure 3 scanned.pdf

Heather-

I apologize for any inconvenience. Thank you for helping us troubleshoot the problem. Let me know if there is anything else we can do to ease your review.

- Shawna Laderach
PDC Inc. Engineers
452-1414

From: Moncrief, Heather H [mailto:heather.h.moncrief@usace.army.mil]
Sent: Thursday, January 10, 2008 2:28 PM
To: Shawna Laderach
Subject: Noble Street Upgrage

Shawna –

Hello, my name is Heather Moncrief (USACE, Regulatory Division). I am currently collecting data/info for your Noble Street Upgrade project. Upon visiting your project website, I was unable to view the attachments (Figures 1-3). I was hoping you would be able to either e-mail them or snail-mail them to me? It would be greatly appreciated.

Thank you for your time –
Heather Moncrief, SCEP

Shawna Laderach

From: David Leone [dleone@co.fairbanks.ak.us]
Sent: Monday, January 14, 2008 2:20 PM
To: valerie.baxter@alaska.gov; Matt Stone; Shawna Laderach
Cc: Philippe Clerc
Subject: Noble Street Project Comments
Follow Up Flag: Follow up
Flag Status: Green

The Fairbanks North Star Borough Transportation Department has a couple of requests to add to the Noble Street project. Since there will be sidewalk work done as part of this project, we request that square tube posts mounted into a square tube anchor be placed at the following locations to allow us to mount bus stop signs:

Noble Street between 1st and 2nd Avenue on the east side
Noble Street between 9th and 10th Avenue on the east side
Noble Street between 10th and 11th Avenue on the west side
Noble Street before Gaffney on the west side.

Please let me know if you have any questions concerning our request. Thank you.

David N. Leone
Transportation Manager
Fairbanks North Star Borough
3175 Peger Road
Fairbanks, AK 99709

(907) 459-1196 (wk)
(907) 459-1004 (fax)

Shawna Laderach

From: Wickes, James [JWickes@alasc.com.att.com]
Sent: Monday, January 14, 2008 4:54 PM
To: Shawna Laderach
Cc: Kitchens, Rhonda; Trump, Lake; Witt, Kay
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter
Follow Up Flag: Follow up
Flag Status: Green

Shawna:

AT&T Alascom has no facilities that would be directly affected by the Noble Street Upgrade Project. However, ACS Communications has a cable (T-203) running from its Globe wire center to AT&T Alascom's facility at 200 Gaffney Rd, and this particular cable may be affected by the Noble Street Project. Please contact ACS Communications for more information about this particular cable.

AT&T Alascom has some concerns about continued access to its site at 200 Gaffney Rd in the event of Noble Street closures. AT&T Alascom's primary and legal access is via the Gaffney service road. Alternative access is possible from the north via 12th Ave and the parking lot to the federal building which abuts Alascom property. If 12th Ave is closed at Noble, it is possible that the only access to the federal building and some residences would be through Alascom's property from Gaffney. AT&T Alascom has concerns about its property becoming a public thorough fare, but Alascom is willing to work with the Project if this alternative is the only option and if impacts can be minimized.

Please feel free to contact me if you have questions.

Jim Wickes
 Real Estate Administrator
 AT&T Corporate Real Estate/AT&T Alascom
 Voice: 907-264-7343; Fax: 907-777-2462
 505 E Bluff Drive MP292
 Anchorage AK 99501-1100
jw3462@att.com

From: Shawna Laderach [mailto:ShawnaLaderach@PDCENG.US]
Sent: Friday, January 04, 2008 9:20 AM
To: eileen.kozevnikoff@alaska.gov; alice.edwards@alaska.gov; joan.hardesty@alaska.gov; steve.bainbridge@alaska.gov; bill.smyth@alaska.gov; chris.milles@alaska.gov; anna.plager@alaska.gov; mac.mclean@alaska.gov; ed.fogels@alaska.gov; smthompson@ci.fairbanks.ak.us; jjhovenden@ci.fairbanks.ak.us; mjschmetzer@ci.fairbanks.ak.us; wcummings@ci.fairbanks.ak.us; dphoffman@ci.fairbanks.ak.us; mjschmetzer@ci.fairbanks.ak.us; dnakanga@gci.net; lands@doyon.com; monalisa@co.fairbanks.ak.us; planning@co.fairbanks.ak.us; bjennings@co.fairbanks.ak.us; parks@co.fairbanks.ak.us; transportation@co.fairbanks.ak.us; property@co.fairbanks.ak.us; SCJohnson@co.fairbanks.ak.us; mayor@co.fairbanks.ak.us; Isather@northstar.k12.ak.us; rep_jay_ramras@legis.state.ak.us; Senator_Gary_Wilken@legis.state.ak.us; steven_garrett@dps.state.ak.us; combes.marcia@epamail.epa.gov; curtis.jennifer@epa.gov; vakoc.misha@epa.gov; larry_bright@fws.gov; ted_swem@fws.gov; Christy.A.Everett@poa02.usace.army.mil; richard.alford@acsalaska.com; Kitchens,

Rhonda; Wickes, James; rufus@usibelli.com; bernie@akwater.com; mwilley@fngas.com; dsmith2@gci.com; gwyman@gvea.com; trdevries@gvea.com; matt@akwater.com
Cc: steve.henry@alaska.gov; valerie.baxter@alaska.gov; shannon.mccarthy@alaska.gov; steve.titus@alaska.gov; bruce.campbell@alaska.gov; johnf.bennett@alaska.gov; howard.thies@alaska.gov; dave.bloom@alaska.gov; ethan.birkholz@alaska.gov; Royce Conlon; Ron Gebhart; Matt Stone
Subject: RE: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-scoping letter

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached electronic scoping letter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413). This project proposes to make functional and aesthetic improvements to Noble Street and update its storm drain components. This letter, its attachments, and agency specific questions can be accessed at <http://pdcprojects.info/> - Go To > **Noble Street** where you will also find a link to submit comments electronically.

If you would prefer to mail in your comments, please address them to:

State of Alaska, Department of Transportation and Public Facilities (DOT&PF)
Attn: Noble Street Upgrades, Valerie Baxter, Environmental Impact Analyst
2301 Peger Road
Fairbanks, AK 99709

Additional questions or comments can be directed to Ms. Baxter at (907) 451-5289 or by e-mail to valerie.baxter@alaska.gov.

Please provide all comments by February 4th, 2008.

An agency scoping meeting has not been scheduled. If you feel a meeting is necessary or would like to meet individually with the project team to discuss potential effects of the project, you may request one. Please advise as soon as possible if you would like to request a meeting so that we can make the arrangements.

Shawna Laderach

From: Robert H. Pristash [rhpristash@ci.fairbanks.ak.us]
Sent: Monday, January 21, 2008 10:43 AM
To: valerie.baxter@alaska.gov; Matt Stone; Shawna Laderach
Cc: Jackson C. Fox; steve_henry@dot.state.ak.us; Michael J. Schmetzer
Subject: Noble Street Project
Follow Up Flag: Follow up
Flag Status: Green

Valerie,

Please see additional comments from Jackson Fox, City's Environmental Manager.

Steve/Matt- Storm Drain System – We will review the preliminary storm system design for approval at as soon as it is made available to us. Please coordinate transmittals to us through ADOT Design Manager.

Cumulative Effects- The Morris Thompson Center- on going, Wendell ADA Improvements project and HUD Sidewalk improvements project are proposed for construction summer 2008. Bob

--- This electronic message transmission contains information belonging to the City of Fairbanks, or the City of North Pole, that is solely for the recipient named above and which may be confidential or privileged. **THE CITY OF FAIRBANKS AND THE CITY OF NORTH POLE EXPRESSLY PRESERVES AND ASSERTS ALL PRIVILEGES AND IMMUNITIES APPLICABLE TO THIS TRANSMISSION.** If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this communication is **STRICTLY PROHIBITED**. If you have received this electronic transmission by error, please notify us by telephone (907) 459-6756 or by electronic mail, jwbowne@ci.fairbanks.ak.us immediately. Thank you.

Shawna Laderach

From: Matt Stone
Sent: Friday, January 25, 2008 1:11 PM
To: 'Dan Chagnon'
Cc: 'Karl Kassel'; 'valerie.baxter@alaska.gov'; Shawna Laderach; Royce Conlon; 'steve.henry@alaska.gov'
Subject: RE: Noble Street Project - Myrtle Thomas Park
Follow Up Flag: Follow up
Flag Status: Green
Categories: Duplicate

Dan,

Thank you for your comments on the Noble Street project. I would like to schedule a meeting to discuss our ideas around Myrtle Thomas Park and get some more specific input from the Parks and Rec Department. We would be glad to stop by your office...are you available sometime next week?

Thanks,
Matt Stone

Matt Stone, P.E.
PDC, Inc. Engineers
 1028 Aurora Drive
 Fairbanks, AK 99709
 907.452.1414 ext 265
 907.456.2707 FAX
Transforming Challenges Into Solutions

From: Dan Chagnon [mailto:dchagnon@co.fairbanks.ak.us]
Sent: Thursday, January 10, 2008 2:39 PM
To: valerie.baxter@alaska.gov; Matt Stone; Shawna Laderach
Cc: Karl Kassel
Subject: Noble Street Project

Improvements to transportation corridors in downtown Fairbanks would be a welcome change and Noble Street is an excellent start. As the representative for the Fairbanks North Star Borough Parks and Recreation Department, I'm excited about preliminary plans to address 4 (f) issues regarding Myrtle Thomas Park on 12th Avenue. I would assume this department would be included in any plans for changes or improvements to the park grounds. A decorative fence with an entrance arch sounds wonderful, but access to the park should remain on 12th Ave. with no direct access to Noble St. The park is patronized by many young children and the high traffic volume on that street could be problematic. I would also encourage retaining as many of the mature trees on the boundary as possible. I look forward to working on further design concepts and hearing from you with any changes affecting the park. Good luck with this project.

Dan Chagnon
 Parks Superintendent
 P.O. Box 71267
 Fairbanks, AK 99707
 (907) 459-1070, FAX (907) 459-1072
 email: dchagnon@co.fairbanks.ak.us



CITY OF

FAIRBANKS

January 25, 2008

Ms. Valerie Baxter, Environmental Impact Analyst
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: Noble Street Upgrade, Project No. 61725/STP-005(413)
Request for Agency Scoping Comments

Dear Ms. Baxter,

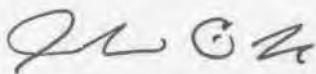
The City of Fairbanks (City) has reviewed the January 4, 2008, agency scoping letter and preliminary research results for the Alaska Department of Transportation & Public Facilities (DOT&PF) Noble Street Upgrade project in Fairbanks, Alaska. We would like to provide the following comments for your consideration:

1. *Proposed Project Description* – Please add the following items to the project description:
 - Widen sidewalks where possible
 - Relocate conflicting utilities
2. *Proposed Project Description* – In the statement “Reconstruction would also include the replacement of the aging storm drain components within Noble Street and for approximately half a block up the side streets.” please delete the phrase “...for approximately half a block up the side streets.”
3. *Typical Section* – Please revise the typical section to show 11-foot driving lanes and 6-foot sidewalks (i.e., do not offer a width range). We understand the typical section may be reduced between 4th Avenue and 7th Avenue due to the limited Right-of-Way.
4. *Socioeconomic/Right-of-Way* – Permanent easements may be needed for both utility pole and fire hydrant relocations.
5. *Impaired Water Bodies* – Please update source information for the Chena River Total Maximum Daily Load, when available from the Alaska Department of Environmental Conservation.
6. *Section 4(f) / 6(f) Properties* – Please consult with the Fairbanks North Star Borough for the fence replacement component at Myrtle Thomas Park.
7. *Permits* – The DOT&PF will not be required to obtain individual permits (i.e. excavation, sidewalk, driveway, and right-of-way permits) from the City for this project. In place of permits, the City will review the design parameters, utility relocation agreements, environmental document, design study report, and plans and specifications for this project under the Design Memorandum of Agreement (MOA) No. 025-8-1-006 between the DOT&PF and City. The City also anticipates future negotiation of an appropriate Construction MOA between the DOT&PF and City for construction inspection activities to be performed by the City.

8. *Storm Drain System* – The City will review the preliminary storm drain system design for approval when available (see previous comment). Please coordinate transmittal to the City through the DOT&PF Design Engineer. The City also requests a courtesy copy of the Storm Water Pollution Prevention Plan for this project, when available.
9. *Cumulative Effects* – The following local improvement projects are either under construction or proposed in the vicinity of the project:
 - Morris Thompson Cultural & Visitors Center (ongoing)
 - Wendell Avenue ADA Improvements (2008)
 - 2nd Avenue & Dunkel Street Sidewalk Improvements (2008)
 - Cushman Street Reconstruction (2008) – 10th Avenue to Gaffney Road
 - Wickersham Street Improvements (2009)
 - Cushman Street Reconstruction (2009/2010) – 1st Avenue to 10th Avenue
 - Gaffney Road Reconstruction (2009/2010)
 - Illinois Street Reconstruction (2011) – College Road to 1st Avenue
 - Barnette Street Reconstruction (2012) – 1st Avenue to Gaffney Road
 - Cushman Street Reconstruction (2012 or beyond) – Gaffney Road to 17th Avenue
10. *Other* – The City Fire Department requests the project include a traffic control signal at 12th Avenue and Noble Street to assist with emergency vehicle response from the City Fire Station, located at 1101 Cushman Street. 12th Avenue is the City Fire Department's main response route to the east. If a signal at 12th Avenue and Noble Street is not warranted under standard traffic control signal criteria, please consider if the signal would be warranted under emergency-vehicle traffic control signal criteria. All intersections with traffic control signals need to include an Opticom™ Priority Control System. In addition, we request all poles be set back from the street intersection as far as possible to assist in the ease of turning emergency vehicles.

Thank you for the opportunity to comment on the Noble Street Upgrade project. Please contact me at (907) 459-6758 or email jcfox@ci.fairbanks.ak.us if you have any questions or if we can be of further assistance.

CITY OF FAIRBANKS



Jackson C. Fox
Environmental Manager

Cc: Michael Schmetzer, P.E., Public Works Director & City Engineer
Robert Pristash, P.E., Engineer IV
Gerald Colp, P.E., Engineer III
Kathleen Vincent, P.E., Traffic Engineer



Location:	FNSB Parks and Recreation Conference Room at Big Dipper	Meeting Date:	01/29/08
Attendees:	Dan Chagnon, Parks Superintendent, FNSB Parks and Recreation Steve Henry, DOT&PF Valerie Baxter, DOT&PF Matt Stone, PDC Engineers Shawna Laderach, PDC Engineers	PDC #	F04089
		Client #	61725
		Name:	Fairbanks Noble Street Upgrade
		Minutes Prepared:	Shawna Laderach 02/28/08
Subject:	Proposed improvements to Myrtle Thomas Park		

The purpose of this meeting was to discuss the potential landscape opportunities at the Myrtle Thomas Park, Lots 1-5 of Block 127, Townsite Subdivision, along the east side of Noble Street and south of 12th Avenue. The property is protected under 4(f).

Dan provided an aerial photo of the park for the discussion and pointed out the park’s activities, features, and attributes. These include a playground area with equipment, flower beds, basketball courts, and picnic areas with shade. The park is patronized by many young children.

There are mature trees on the park’s boundary, which it will be important to protect; however, according to Dan (also a registered arborist) some of the trees are at the end of their life and could be removed.

The Borough supports the improvements. Their priorities are 1) features that help to minimize maintenance and 2) wider sidewalks along Noble Street frontage. Other Borough requirements, preferences, and requests include the following:

Requirements:

- A continuous fence along Noble Street so parents only have to supervise in one direction as they sit in the picnic area. The banners are acceptable as long as the fence continues under them. Borders need to be well defined.
- A minimum space of 6 feet between the fence and the tree bed
- A durable fence that meets CPSC and the latest ASTM-1487 guidelines for preschool children (3 to 7 years old)

Preferences:

- A wider sidewalk along their Noble Street frontage. The Borough is willing to have part of the sidewalk on the park’s property in order to achieve a more pedestrian-friendly corridor.

Requests:

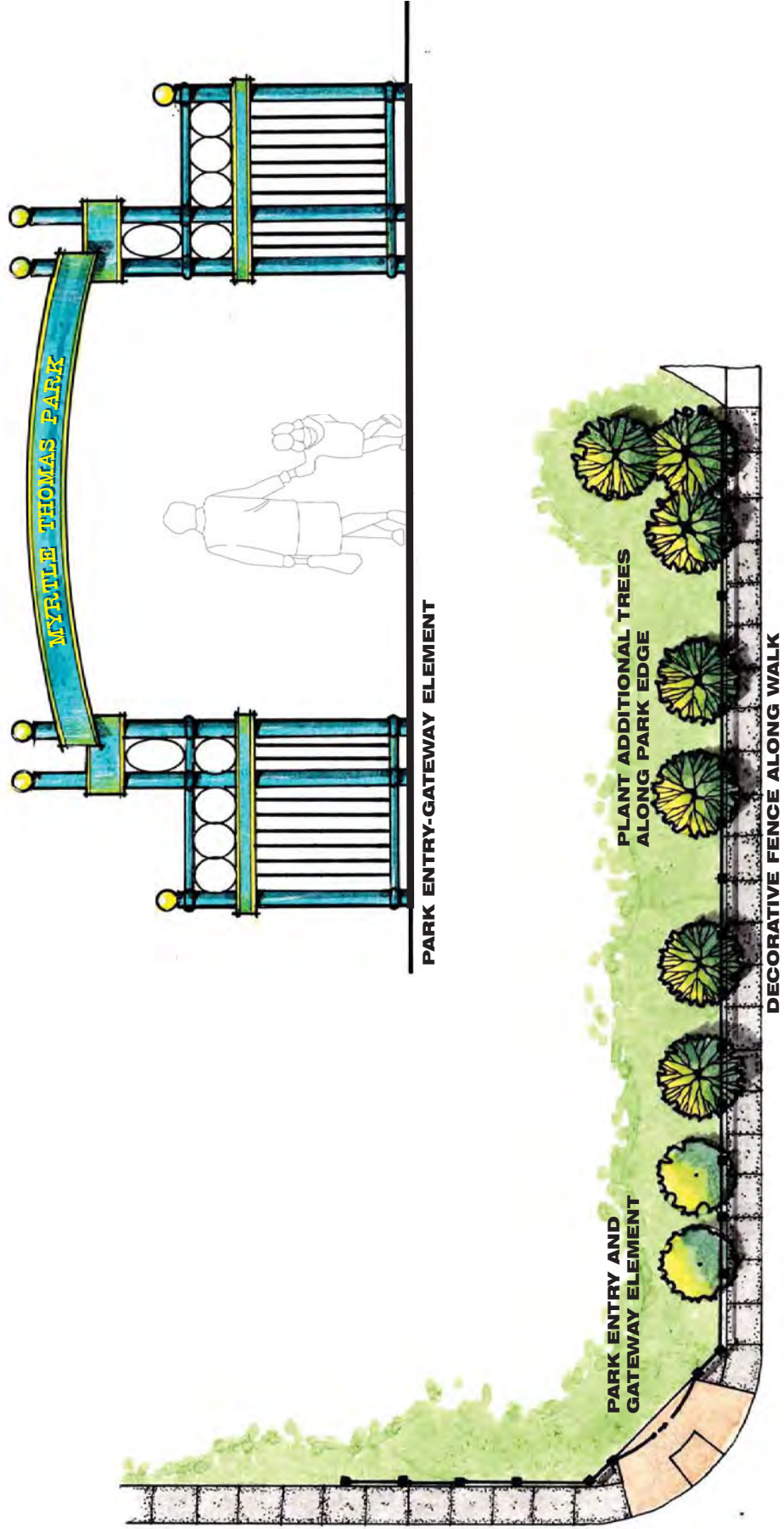
- Groups of trees planted in tree beds (in a non-linear fashion) with plastic edging and native plants, with mulch instead of landscape fabric
- A sample letter to assist them in drafting a letter to express their support for the project

The Borough has no preference or objection to lighting and no color preferences or emblems to incorporate.

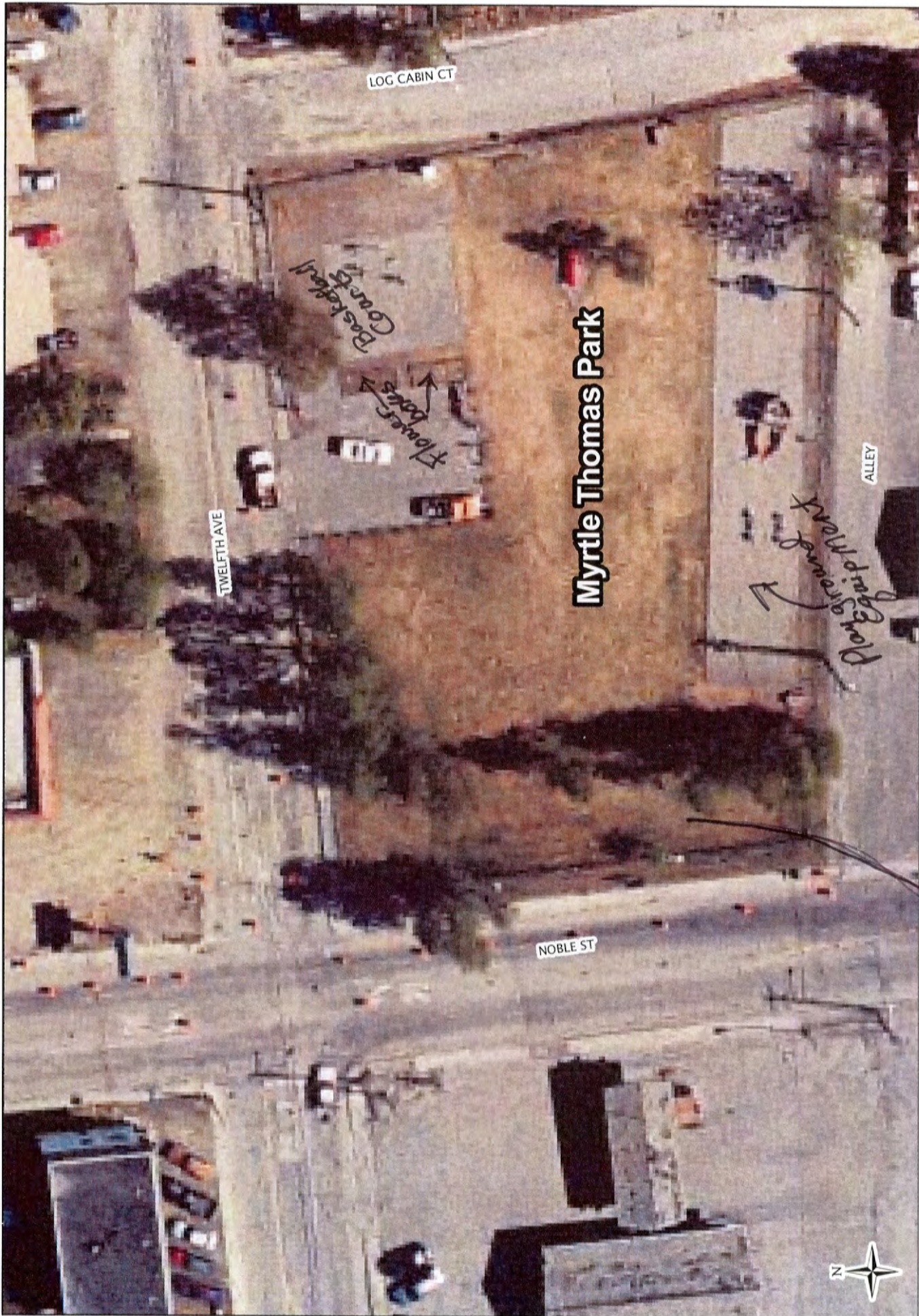
1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

It would likely not be difficult to continue the fence under the banners; Matt will discuss it with the landscape designer, LDN. The banners would still look nice and set the park off. The wider sidewalk would require a permanent easement because some of the sidewalk would be on the park's lot. The portion outside of the park would need to still meet the minimum standards in case the park ever decided to remove the portion on their property. Other landscaping suggestions/requests will be passed on to LDN.

DOT&PF and PDC will continue with the 4(f) de minimis recommendation to present to FHWA.



Myrtle Thomas Park
Noble Street Improvements
Fairbanks, Alaska
4 December 2007



LOG CABIN CT

TWELFTH AVE

NOBLE ST

ALLEY

Myrtle Thomas Park



*Notes added
at meeting*

Myrtle Thomas Park

0 10 20 40 Feet



Flower Beds

Shawna Laderach

From: Paul Costello [paulc@co.fairbanks.ak.us]
Sent: Saturday, February 02, 2008 11:43 AM
To: valerie.baxter@alaska.gov; Matt Stone; Shawna Laderach
Subject: Noble Street Upgrades - Agency comment
Follow Up Flag: Follow up
Flag Status: Green

Valerie, Can you send me details of the project impact on Myrtle Thomas park, a borough owned facility?

Thanks
Paul Costello,
Director, Land management Department



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
REGULATORY DIVISION
WESTSIDE BUSINESS PLAZA
2175 UNIVERSITY AVENUE, SUITE 201E
FAIRBANKS, ALASKA 99709-4910

February 19, 2008

Regulatory Division
POA-2008-0146-8

PDC, Inc.
Ms. Shawna Laderach
1028 Aurora Drive
Fairbanks, Alaska 99709

Dear Ms. Laderach:

This letter responds to your January 4, 2008, request for a Department of the Army (DA) jurisdictional determination for your proposed upgrade of Noble Street. The project site is located within Section 10, T. 1 S., R. 1 W., Fairbanks Meridian; USGS Quad Map Fairbanks D-2; Latitude 64.8411° N., Longitude -147.7148° W.; Noble Street, from 1st Avenue to Gaffney Road, in Fairbanks, Alaska. It has been assigned number POA-2008-0146-8, Chena River, which should be referred to in all correspondence with us.

Based on our review of the information you provided, we have determined the subject property does not contain waters of the United States (U.S.) under Corps jurisdiction. Therefore, a DA permit is not required. Please contact us if you decide to alter the method, scope, or location of your proposed activity.

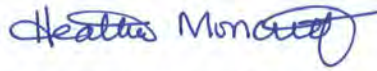
Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

You may contact me by mail at the address above, via email heather.h.moncrief@usace.army.mil, or by phone (907) 474-2166, if you have questions. For additional information about our Regulatory Program visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

A handwritten signature in blue ink that reads "Heather Moncrief". The signature is written in a cursive style with a large, sweeping flourish at the end.

Heather Moncrief
Regulatory Specialist (SCEP)

From: Matt Stone
Sent: Wednesday, March 05, 2008 8:50 AM
To: Dan Chagnon
Cc: Shawna Laderach; Henry, Stephen D (DOT)
Subject: Noble Street Reconstruction Project - Myrtle Thomas Park

Categories: Duplicate
Attachments: Myrtle Park.pdf

Hi Dan,

Attached is a simple, very conceptual sketch that I would like to forward on to our Landscape Architect to develop a plan for the park. I believe this represents the concept of what we discussed at the meeting (I'll also forward on our meeting minute notes to them as well for the specifics). Please let me know if the extent of the fence and width of sidewalk are o.k. The 9 foot sidewalk along Noble Street will allow an 8' pedestrian corridor and 1 foot behind the fence as a mowing strip.

Thanks,
Matt



Myrtle Park.pdf
(893 KB)

Matt Stone, P.E.
PDC, Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709
907.452.1414 ext 265
907.456.2707 FAX

Transforming Challenges Into Solutions

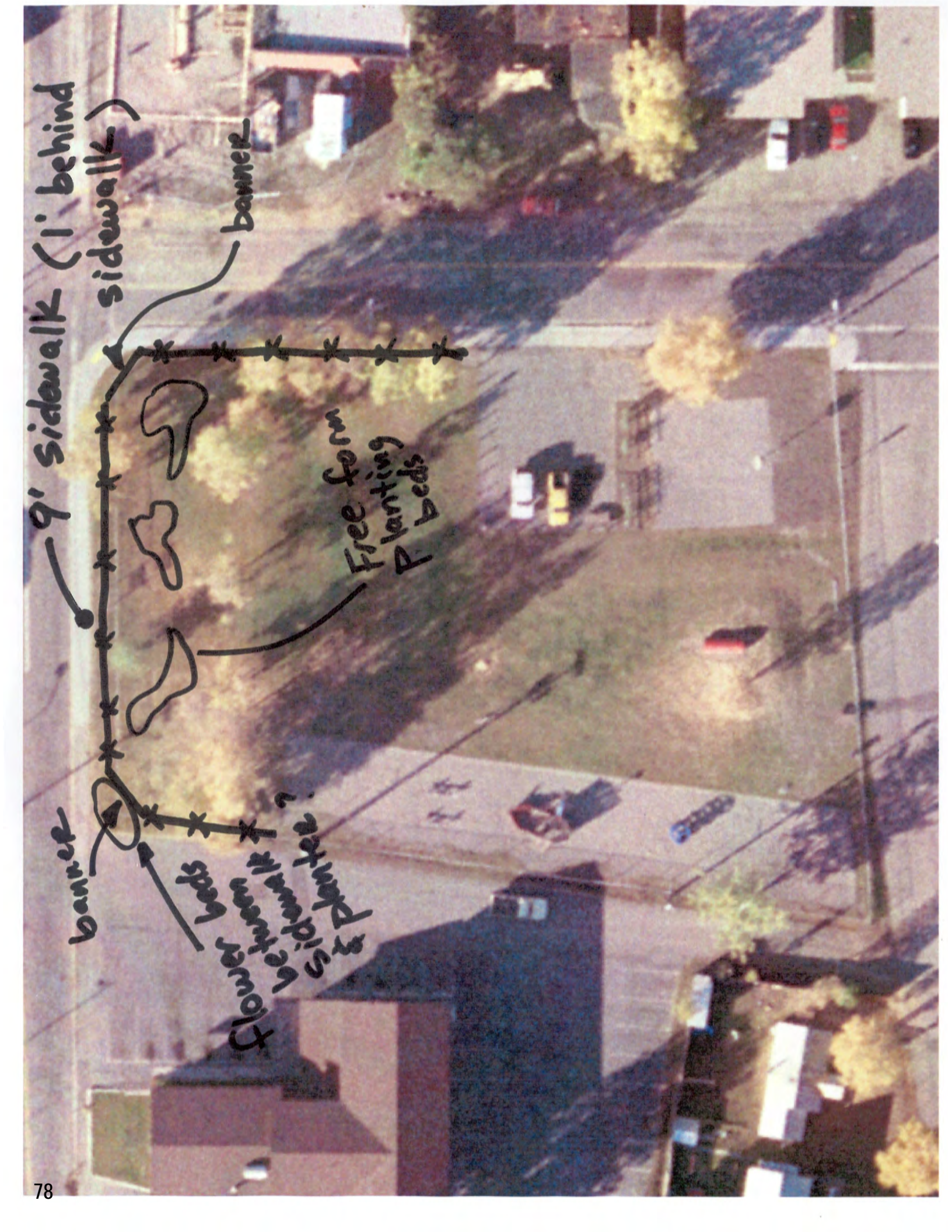
9' sidewalk (1' behind sidewalk)

banner

Free form Planting Beds

banner

Flower beds
sidewalk
planter





U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

May 20, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Mr. James Mery, Interim President and CEO
Doyon, Limited Corporation
One Doyson Place, Suite 300
Fairbanks, Alaska 99701-2941

In Reply Refer To:
STP-000S(413)/61725

Dear Mr. Mery:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

The proposed improvements to Noble Street would be to:

- Reconstruct pavement section, curbs, and gutters
- Reduce posted speed limit
- Replace wood stave storm drain components
- Provide ADA-compliant sidewalks
- Widen sidewalks where possible
- Add curb extensions to selected intersections
- Replace wire-hung traffic signals with mast arms
- Add streetscape improvements
- Update street lighting if necessary

**MOVING THE
AMERICAN
ECONOMY**

Figure 3 shows the cross-sectional view of proposed upgrades. Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the back side of sidewalks. Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

The Preliminary Area of Potential Effect (Pre-APE) extends along Noble Street from 1st Avenue to Gaffney Road and includes properties bordering the street reconstruction (Figure 2) and properties having the roadway within their view shed. The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRS) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but the monument not considered to have historic significance in its own right.

Northern Land Use Research (NLUR) has been retained to survey the historical and archeological potential of the project area. As part of Phase I of this research, NLUR has identified two sites within the project area that are listed in the AHRS database, FAI-00331 and FAI-00279, and twelve other sites that were constructed over 45 years ago. FAI-00331 is a residence built in 1940 and FAI-00279 is a craft market/gift shop, the assessors' records consulted show the year of construction as "1910/1973". During the Phase II investigation, NLUR will review these structures, as well as a potential historic district that overlaps the Pre-APE, in more detail.

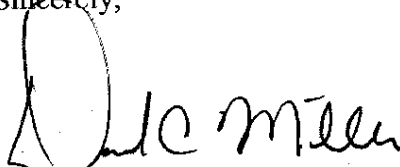
If you wish to provide comments related to this proposed project, please contact Peter Forsling, Northern Region Liaison Engineer, at the address above, at 907-586-7427, or by e-mail at peter.forsling@fhwa.dot.gov; or please feel free to contact me directly.

In addition, I encourage you to include the DOT&PF in your response so that your comments and concerns may be immediately directed to project development. The DOT&PF point of contact for this project is:

Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Pegler Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,

A handwritten signature in black ink that reads "David C. Miller". The signature is written in a cursive style with a large, looped initial "D".

David C. Miller
Division Administrator

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades
- Project Consultation Options form

cc w/o enclosures:

Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager

Project Consultation Options

Doyon, Limited

Project Name: Noble Street Upgrades
Federal/State Project Numbers: STP-000S(413)/61725

Please check the appropriate response(s) from the list below and use the back of this form or additional sheets if you wish to make comments:

- There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.
- There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.
- Doyon, Limited will continue consultations for this proposed project directly with Bruce Campbell, Environmental Coordinator, DOT&PF Northern Region, and with the understanding that Doyon, Limited may at its discretion resume consultations with the Federal Highway Administration.
- Doyon, Limited has no interest associated with this proposed project and further consultation is not required.

If you have chosen to do so, please indicate the manner in which you wish to continue consultation:

Mail:

Phone:

Fax:

E-mail:

Other: (please describe)

Name of Doyon, Limited designated contact for this proposed project:

_____ Phone: _____
Please print

Signed: _____ Date: _____
Jim Mery, Interim President/CEO

Please mail to: Mr. David C. Miller, Alaska Division Administrator, Federal Highway Administration, P.O. Box 21648, Juneau, AK 99802

Or, fax to: Mr. David C. Miller, 907-586-7420



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

May 20, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Mr. Tom Gillispie
Tanana Chiefs Conference, Inc.
Realty Department
122 1st Ave, Suite 600
Fairbanks, Alaska 99701-4871

In Reply Refer To:
STP-000S(413)/61725

Dear Mr. Gillispie:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

The proposed improvements to Noble Street would be to:

- Reconstruct pavement section, curbs, and gutters
- Reduce posted speed limit
- Replace wood stave storm drain components
- Provide ADA-compliant sidewalks
- Widen sidewalks where possible
- Add curb extensions to selected intersections
- Replace wire-hung traffic signals with mast arms
- Add streetscape improvements
- Update street lighting if necessary

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AMERICAN
ECONOMY**

Figure 3 shows the cross-sectional view of proposed upgrades. Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the back side of sidewalks. Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

The Preliminary Area of Potential Effect (Pre-APE) extends along Noble Street from 1st Avenue to Gaffney Road and includes properties bordering the street reconstruction (Figure 2) and properties having the roadway within their view shed. The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRs) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but the monument not considered to have historic significance in its own right.

Northern Land Use Research (NLUR) has been retained to survey the historical and archeological potential of the project area. As part of Phase I of this research, NLUR has identified two sites within the project area that are listed in the AHRs database, FAI-00331 and FAI-00279, and twelve other sites that were constructed over 45 years ago. FAI-00331 is a residence built in 1940 and FAI-00279 is a craft market/gift shop, the assessors' records consulted show the year of construction as "1910/1973". During the Phase II investigation, NLUR will review these structures, as well as a potential historic district that overlaps the Pre-APE, in more detail.

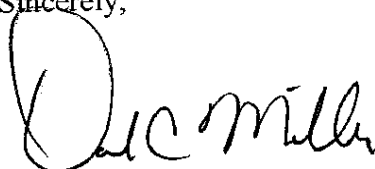
If you wish to provide comments related to this proposed project, please contact Peter Forsling, Northern Region Liaison Engineer, at the address above, at 907-586-7427, or by e-mail at peter.forsling@thwa.dot.gov; or please feel free to contact me directly.

In addition, I encourage you to include the DOT&PF in your response so that your comments and concerns may be immediately directed to project development. The DOT&PF point of contact for this project is:

Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,

A handwritten signature in black ink that reads "David C. Miller". The signature is written in a cursive style with a large, looped initial "D".

David C. Miller
Division Administrator

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades
- Project Consultation Options form

cc w/o enclosures:

- Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
- Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
- Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager

From: Jackson C. Fox [mailto:jcfox@ci.fairbanks.ak.us]
Sent: Friday, June 13, 2008 3:10 PM
To: Shawna Laderach
Cc: Matt Stone; Michael J. Schmetzer; Robert H. Pristash
Subject: RE: Noble Street CatEx - Ordinance Text

Shawna,

Sorry for the delay. Attached the text we owe you for the proposed post-construction BMPs on this project.

If you have any questions, please give me a call.

Thanks, Jackson
(907) 459-6758

From: Jackson C. Fox
Sent: Friday, June 06, 2008 5:04 PM
To: 'ShawnaLaderach@PDCENG.US'
Cc: 'MattStone@PDCeng.us'; Michael J. Schmetzer; Robert H. Pristash
Subject: Noble Street CatEx - Ordinance Text

Shawna,

I assume you are completing the standard DOT&PF/FHWA Categorical Exclusion Documentation Form for this project. If so, check "Yes" under Item 6 of Section O (Water Quality Impact), and list MS4 Permit No. AKS-053406. Below is some text to include of the applicability of the City's new storm water ordinances...

"The City of Fairbanks, City of North Pole, University of Alaska Fairbanks, and DOT&PF are co-permittees under MS4 NPDES Permit No. AKS-053406. Pursuant to the requirements of the Permit, the City of Fairbanks adopted a Construction Site Storm Water Runoff Ordinance (No. 07-5702) and Post-construction Storm Water Management Ordinance (No. 07-5704) in July 2007. The Construction Site Storm Water Runoff Ordinance was amended in May 2008 (No. 08-5751), providing clarification the Ordinance only applies to ground disturbances on private property funded by the private sector within the Urbanized Area of Fairbanks. Since the Noble Street Upgrade project will result in a ground disturbance on public property and is funded by the public sector, the project does not fall under the purview of the Construction Site Storm Water Runoff Ordinance. The City of Fairbanks has further stated the Post-construction Storm Water Management Ordinance is not being enforced at this time. However, the City of Fairbanks plans to publish a BMP Design Manual for post-construction storm water management by June 1, 2009. After publication of this manual, the City of Fairbanks will amend and begin enforcement of the Post-construction Storm Water Management Ordinance. Site designs will not need to follow criteria established in the manual until the effective date of the Ordinance amendment, which is currently slated in June 2009."

Before or after this text, you may also want to note "Since the area of ground-disturbing activity has been determined to be greater than one acre, the DOT&PF and Contractor will prepare a Storm Water Pollution Prevention Plan (SWPPP) as co-applicants and apply for coverage under the NPDES General Permit for Storm Water Discharges from Construction Activities. Review of SWPPPs on public projects within the Urbanized Area of Fairbanks remains under the jurisdiction of ADEC; however, the ADEC only requires SWPPP submittal for projects resulting in greater than or equal to five acres of ground disturbance." Be aware this threshold may be reduced from five acres down to one acre in conjunction with the EPA's Phase II regulations in the near future.

Hope this helps...and if you have any questions, don't hesitate to give me a call. We'll send you some text for

the proposed structural and non-structural BMPs early next week.

Thanks,

Jackson C. Fox

Environmental Manager

City of Fairbanks • www.ci.fairbanks.ak.us

800 Cushman Street • Fairbanks, AK 99701

Direct Line (907) 459-6758

--- This electronic message transmission contains information belonging to the City of Fairbanks, or the City of North Pole, that is solely for the recipient named above and which may be confidential or privileged. THE CITY OF FAIRBANKS AND THE CITY OF NORTH POLE EXPRESSLY PRESERVES AND ASSERTS ALL PRIVILEGES AND IMMUNITIES APPLICABLE TO THIS TRANSMISSION. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this communication is STRICTLY PROHIBITED. If you have received this electronic transmission by error, please notify us by telephone (907) 459-6756 or by electronic mail, jwbowne@ci.fairbanks.ak.us immediately. Thank you

Noble Street Upgrade Project – Proposed Post-construction BMPs

Pursuant to Section 18 AAC 72.600 of the State of Alaska Wastewater Disposal Regulations, the DOT&PF is required to submit engineering plans to ADEC for review of post-construction storm water measures. Existing and proposed post-construction storm water measures will include both structural and non-structural BMPs to reduce the discharge of pollutants from the storm drain system to the Chena River to the maximum extent practicable, protect water quality, and satisfy water quality requirements of the Clean Water Act, as follows:

- All catch basins will continue to utilize sumps with a minimum depth of 18 inches, which are designed to retain sediment and other debris from discharging to piping laterals.
- All manholes will continue to utilize sumps with a minimum depth of 12 inches.
- All replaced storm drain lateral piping will be high-density polyethylene (HDPE), designed with a self-cleansing velocity to prevent the containment/build-up of sediment and promote collection of sediment and other debris in sumps.
- All storm drain inlets will be factory embossed and/or stenciled with an emblem of a fish and the words “Dump No Waste, Drains to River” to educate the public where the storm drain system outfalls and discourage illicit discharges.
- The City of Fairbanks (City), who will continue to operate and maintain the storm drain system, will also implement good housekeeping practices year-round, as required by their MS4 NPDES Permit. Within the respective right-of-way, the City is responsible for snow removal during the winter months, and street sweeping and storm drain cleaning operations during the summer months. The City aggressively performs street sweeping operations during spring break-up on all arterials, collectors, and local streets to remove aggregate. The City also cleans and maintains the storm drain system using a vacuum truck to flush and pump accumulated sediment and debris from catch basins, lateral lines, manholes, and other sediment collection devices. All snow removal, street sweeping, and storm drain cleaning operations are tracked by date of operation, equipment number, area and subarea, street location, number of loads or tonnage hauled, and storage/disposal site used.



U.S. Department
of Transportation

**Federal Highway
Administration**

Alaska Division

June 16, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

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

In Reply Refer To:
STP-000S(413)/61725

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

For purposes 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 proposed improvements to Noble Street would be to:

- Reconstruct pavement section, curbs, and gutters
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Figure 3 shows the cross-sectional view of proposed upgrades. Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the back side of sidewalks.

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ECONOMY**

Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

Currently this is the only build alternative under consideration. The project is expected to qualify as a Categorical Exclusion.

The Preliminary Area of Potential Effect (Pre-APE) extends along Noble Street from 1st Avenue to Gaffney Road and includes properties bordering the street reconstruction (Figure 2) and properties having the roadway within their view shed. The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRS) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but the monument not considered to have historic significance in its own right.


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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7427, or by e-mail at peter.forsling@fhwa.dot.gov. However, I encourage you to include the DOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Bruce Campbell
Northern Region Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709
Phone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

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,

A handwritten signature in black ink, appearing to read "Peter J. Forsling". The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke at the end.

Peter J. Forsling
Northern Region Liaison Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades
- Historic Property Documentation (Phase I) for Noble Street Upgrade Project, Fairbanks, Alaska (Northern Land Use Research, December 2007)

cc w/o enclosures:

Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager



U.S. Department
of Transportation

**Federal Highway
Administration**

Alaska Division

June 24, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Mr. Terry Strle, Mayor
City of Fairbanks
800 Cushman St.
Fairbanks, Alaska 99701

In Reply Refer To:
STP 000S (413) / 61725

Dear Mr. Strle:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

For purposes 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.

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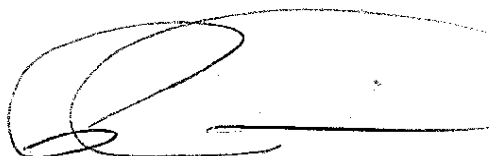
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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7427, or by e-mail at peter.forsling@fhwa.dot.gov. However, I encourage you to include the DOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

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,



Peter J. Forsling
 Northern Region Liaison Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades

cc w/o enclosures:

Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
 Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
 Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager



U.S. Department
of Transportation

**Federal Highway
Administration**

Alaska Division

June 24, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Ms. Jennifer Maguire, Executive Director
Denakkanaaga
299 First Ave.
Fairbanks, Alaska 99701-4804

In Reply Refer To:
STP 000S (413) / 61725

Dear Ms. Maguire:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

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Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

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,



Peter J. Forsling
 Northern Region Liaison Engineer

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- Figure 3 – Cross section of proposed street upgrades

cc w/o enclosures:

Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
 Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
 Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

June 24, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Mr. Claus Naske, Chair
Fairbanks North Star Borough
P.O. Box 80721
Fairbanks, Alaska 99708

In Reply Refer To:
STP 000S (413) / 61725

Dear Mr. Naske:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

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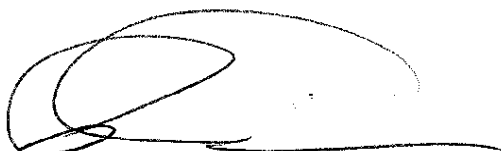
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Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
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 Email: bruce.campbell@alaska.gov

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Sincerely,



Peter J. Forsling
 Northern Region Liaison Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
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cc w/o enclosures:

- Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
- Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
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U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

June 24, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Ms. Robyn Hasty, Executive Director
Fairbanks Historic Preservation Foundation
P.O. Box 70552
Fairbanks, Alaska 99707

In Reply Refer To:
STP 000S (413) / 61725

Dear Ms. Hasty:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

For purposes 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 proposed improvements to Noble Street would be to:

- Reconstruct pavement section, curbs, and gutters.
- Reduce posted speed limit
- Replace wood stave storm drain components
- Provide ADA-compliant sidewalks
- Widen sidewalks where possible
- Add curb extensions to selected intersections
- Replace wire-hung traffic signals with mast arms
- Add streetscape improvements
- Update street lighting if necessary

Figure 3 shows the cross-sectional view of proposed upgrades. Excavation from 1 to 4 feet deep is expected for road improvements, while storm drain components may require excavation down to 10 feet and potential storm drain tie-ins at 2nd and 3rd Avenues may require as much as 14 feet of excavation. The existing wire-hung traffic signals along the corridor would be replaced with mast arms. The project may move some power poles to the backside of sidewalks. Other utilities such as water and sewer may need to be adjusted or relocated depending on their location with respect to the final design.

Currently this is the only build alternative under consideration. The project is expected to qualify as a Categorical Exclusion.

**MOVING THE
AMERICAN
ECONOMY**

The Preliminary Area of Potential Effect (Pre-APE) extends along Noble Street from 1st Avenue to Gaffney Road and includes properties bordering the street reconstruction (Figure 2) and properties having the roadway within their view shed. The National Register of Historic Places (NRHP) website and the latest published version of the Alaska Heritage Resources Survey (AHRS) were consulted for the presence or absence of historic properties in or near the project area.

The online version of the NRHP was reviewed on August 29, 2007. No properties are currently listed within the project area. The Wickersham House, built in 1904, is a NRHP site that was originally located within the project area and later relocated to Pioneer Park; the Wickersham Monument at the corner of 1st Avenue and Noble Street marks the original historic site but the monument not considered to have historic significance in its own right.


Northern Land Use Research (NLUR) has been retained to survey the historical and archeological potential of the project area. As part of Phase I of this research, NLUR has identified two sites within the project area that are listed in the AHRS database and twelve other sites that were constructed over 45 years ago. During the Phase II investigation, NLUR will review these structures, as well as a potential historic district that overlaps the Pre-APE, in more detail.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7427, or by e-mail at peter.forsling@fhwa.dot.gov. However, I encourage you to include the DOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Bruce Campbell
Northern Region Environmental Coordinator
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709
Phone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

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,



Peter J. Forsling
Northern Region Liaison Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades

cc w/o enclosures:

- Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
- Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
- Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

June 24, 2008

709 West 9th Street, Rm. 851
P.O. Box 21648
Juneau, AK 99802
(907) 586-7418
(907) 586-7420 Fax

Ms. Renee Blahuta, President
Tanana-Yukon Historical Society
P.O. Box 71336
Fairbanks, Alaska 99709

In Reply Refer To:
STP 000S (413) / 61725

Dear Ms. Blahuta:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska. The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2) (Figure 1). Proposed improvements would provide functional and aesthetic improvements to Noble Street and update its storm drain components. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

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**MOVING THE
AMERICAN
ECONOMY**



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If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-586-7427, or by e-mail at peter.forsling@fhwa.dot.gov. However, I encourage you to include the DOT&PF, so that your comments and concerns may be immediately directed to project development. The point of contact is:

Mr. Bruce Campbell
 Northern Region Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709
 Phone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

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Sincerely,



Peter J. Forsling
 Northern Region Liaison Engineer

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Preliminary Area of Potential Effect
- Figure 3 – Cross section of proposed street upgrades

cc w/o enclosures:

Stephen Henry, P.E., DOT&PF Northern Region, Project Manager
 Bruce Campbell, DOT&PF Northern Region, Environmental Coordinator
 Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

OFFICE OF HISTORY AND ARCHAEOLOGY

SARAH PALIN, GOVERNOR

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

August 1, 2008

File No.: 3130-1R FHWA

Peter J. Forsling
Northern Region Liaison Engineer
Federal Highway Administration
PO Box 21648
Juneau, AK 99802

Subject: Noble Street Improvements

Dear Mr. Forsling:

We received your letter on July 1, 2008 concerning the proposed improvements on Noble Street in Fairbanks. Thank you for initiating consultation on this project under Section 106 of the National Historic Preservation Act. We reviewed the Phase I documentation for the Noble Street upgrades and have the following comments.

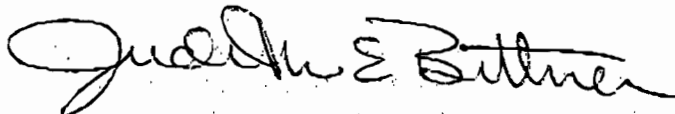
The Area of Potential Effect (APE) is narrowly defined. It is unclear why buildings are not included that are located across parking lots from the improvements. Please consider all effects, especially visual impacts when delineating your APE.

We recommend that FHWA does not automatically exclude buildings less than 45 years of age. Remember, Criteria Consideration G is a consideration. The 50 year threshold is not a criterion for listing in the National Register of Historic Places. In downtown Fairbanks, it is highly likely that some recent past resources may be significant at the local level for their architecture, association with an event or person and meet Criteria Consideration G.

We also recommend that FHWA start consultation with the Joint Fairbanks North Star Borough/City of Fairbanks Historic Preservation Commission.

Please contact Doug Gasek at 269-8726 if you have any questions or need further assistance.

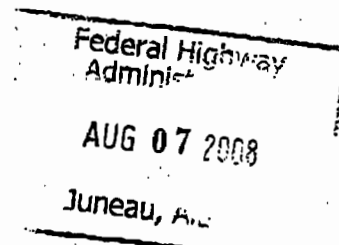
Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:dfg

cc: Jeff Bouton, Fairbanks North Star Borough Planning Department



Tanana Chiefs Conference

Chief Peter John Tribal Building

122 First Avenue, Suite 600

Fairbanks, Alaska 99701-4897

(907) 452-8251 Fax: (907) 459-3850

SUBREGIONS

UPPER

KUSKOKWIM

McGrath
Medfra
Nikolai
Takatna
Telida

7/18/2008

Mr. Bruce Campbell
Northern Region Environmental Coordinator
State of Alaska

LOWER YUKON

Anvik
Grayling
Holy Cross
Shageluk

Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

UPPER TANANA

Dot Lake
Eagle
Healy Lake
Northway
Tanacross
Tetlin
Tok

Re: Noble Street Upgrade
Project No. STP-000S(413)/61725
Scoping Request

Dear Mr. Campbell:

YUKON FLATS

Arctic Village
Beaver
Birch Creek
Canyon Village
Chaikyltsik
Circle
Fort Yukon
Venetie

Tanana Chiefs Conference thanks you for the opportunity to consult with the Alaska Department of Transportation and Public Facilities (DOT&PF Alaska) regarding the proposed Noble Street Upgrade (Project No. STP-000S(413)/61725). I have reviewed the information you have supplied regarding this undertaking with interest. Based upon this review, I conclude that TCC has no direct tribal concerns arising from National Historic Preservation Act compliance actions for this project.

YUKON KOYUKUK

Galena
Huslia
Kaltag
Koyukuk
Nulato
Ruby

Our organization appreciates your consultation efforts, and requests to be informed of future projects. Please, contact me if I can be of further assistance.

Yours truly,



YUKON TANANA

Alatna
Allakaket
Evansville
Fairbanks
Hughes
Lake
Minchumina
Manley Hot
Springs
Minto
Nenana
Rampart
Stevens Village
Tanana

Tom Gillispie
Tanana Chiefs Conference
Natural and Cultural Resources
122 First Avenue, Suite 600
Fairbanks, Alaska 99701-489
(907) 452-8251, ext. 3415

Royce Conlon

From: Matt Stone
Sent: Wednesday, June 03, 2009 4:33 PM
To: jhaas@co.fairbanks.ak.us
Cc: Royce Conlon; LeMieux, Katrina K (DOT); Degerlund, Nils J (DOT)
Subject: Noble Street Upgrades - Myrtle Thomas Park
Attachments: TNAOForm_09y06m04d.doc; Borough Meeting Mins w_updated graphic.pdf

John,

Attached is the Temporary Non-Adverse Occupancy Agreement that DOT and PDC have drafted for the Myrtle Thomas Park enhancements as part of the Noble Street Upgrades that we discussed on the phone. Also included is the meeting minutes from last year with Dan, and some sketches of the proposed fence and "banner gate".

I'd be glad to stop by and discuss more details of the project if you would like. If you are comfortable with the documents as presented, please have the "Official with Jurisdiction over 4(f) resources" sign the attached document and we'll proceed with the environmental documentation and conceptual design for the project.

Thank you for your time.

Regards,
Matt Stone

Matt Stone, PE, Senior Associate
Civil Engineer

PDC Inc. Engineers
Planning Design Construction

1028 Aurora Drive | Fairbanks, Alaska 99709
v 907.452.1414 | f 907.456.2707 | www.pdceng.com

"Transforming Challenges into Solutions"

**Temporary Non-Adverse Occupancy Agreement
with the
Fairbanks North Star Borough, Parks and Recreation
Pursuant to 23 CFR 774.13(d)
Regarding the
Fairbanks Noble Street Upgrade
Myrtle Thomas Park
Project # STP-000S(413)/61725**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska (Figure 1). The project is located in downtown Fairbanks, Section 10, Township 1 South, Range 1 West, Fairbanks Meridian (USGS topographical map Fairbanks D2). Proposed improvements would provide functional and aesthetic improvements to Noble Street. Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street.

As part of the project, DOT&PF is proposing fence replacement, widened sidewalk, and landscape improvements within the Myrtle Thomas Park beyond DOT&PF ROW. The proposed work will require a temporary occupancy of the Myrtle Thomas Park. As the appropriate agency official with jurisdiction over the Section 4(f) resource, by my signature below, I agree that the above noted temporary occupancy and proposed work, as described in the meeting minutes from 2/28/08 and updated landscape plan resulting from the meeting (attached) meet the following conditions:

- a. The duration of the proposed work will be temporary, taking less time than needed for construction of the entire project.
- b. There will be no changes in ownership of the land.
- c. The scope of the work is minor. Both the nature and the magnitude of the changes to the Section 4(f) resource are minimal.
- d. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the Section 4(f) resource, on either a temporary or permanent basis.
- e. The land being used will be fully restored to a condition at least as good as the condition prior to construction.

Signature

Title – Official with Jurisdiction over Section 4(f) Resource
Date:



Location:	FNSB Parks and Recreation Conference Room at Big Dipper	Meeting Date:	01/29/08
Attendees:	Dan Chagnon, Parks Superintendent, FNSB Parks and Recreation Steve Henry, DOT&PF Valerie Baxter, DOT&PF Matt Stone, PDC Engineers Shawna Laderach, PDC Engineers	PDC #	F04089
		Client #	61725
		Name:	Fairbanks Noble Street Upgrade
		Minutes Prepared:	Shawna Laderach 02/28/08
Subject:	Proposed improvements to Myrtle Thomas Park		

The purpose of this meeting was to discuss the potential landscape opportunities at the Myrtle Thomas Park, Lots 1-5 of Block 127, Townsite Subdivision, along the east side of Noble Street and south of 12th Avenue. The property is protected under 4(f).

Dan provided an aerial photo of the park for the discussion and pointed out the park’s activities, features, and attributes. These include a playground area with equipment, flower beds, basketball courts, and picnic areas with shade. The park is patronized by many young children.

There are mature trees on the park’s boundary, which it will be important to protect; however, according to Dan (also a registered arborist) some of the trees are at the end of their life and could be removed.

The Borough supports the improvements. Their priorities are 1) features that help to minimize maintenance and 2) wider sidewalks along Noble Street frontage. Other Borough requirements, preferences, and requests include the following:

Requirements:

- A continuous fence along Noble Street so parents only have to supervise in one direction as they sit in the picnic area. The banners are acceptable as long as the fence continues under them. Borders need to be well defined.
- A minimum space of 6 feet between the fence and the tree bed
- A durable fence that meets CPSC and the latest ASTM-1487 guidelines for preschool children (3 to 7 years old)

Preferences:

- A wider sidewalk along their Noble Street frontage. The Borough is willing to have part of the sidewalk on the park’s property in order to achieve a more pedestrian-friendly corridor.

Requests:

- Groups of trees planted in tree beds (in a non-linear fashion) with plastic edging and native plants, with mulch instead of landscape fabric
- A sample letter to assist them in drafting a letter to express their support for the project

The Borough has no preference or objection to lighting and no color preferences or emblems to incorporate.

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

It would likely not be difficult to continue the fence under the banners; Matt will discuss it with the landscape designer, LDN. The banners would still look nice and set the park off. The wider sidewalk would require a permanent easement because some of the sidewalk would be on the park's lot. The portion outside of the park would need to still meet the minimum standards in case the park ever decided to remove the portion on their property. Other landscaping suggestions/requests will be passed on to LDN.

DOT&PF and PDC will continue with the 4(f) de minimis recommendation to present to FHWA.

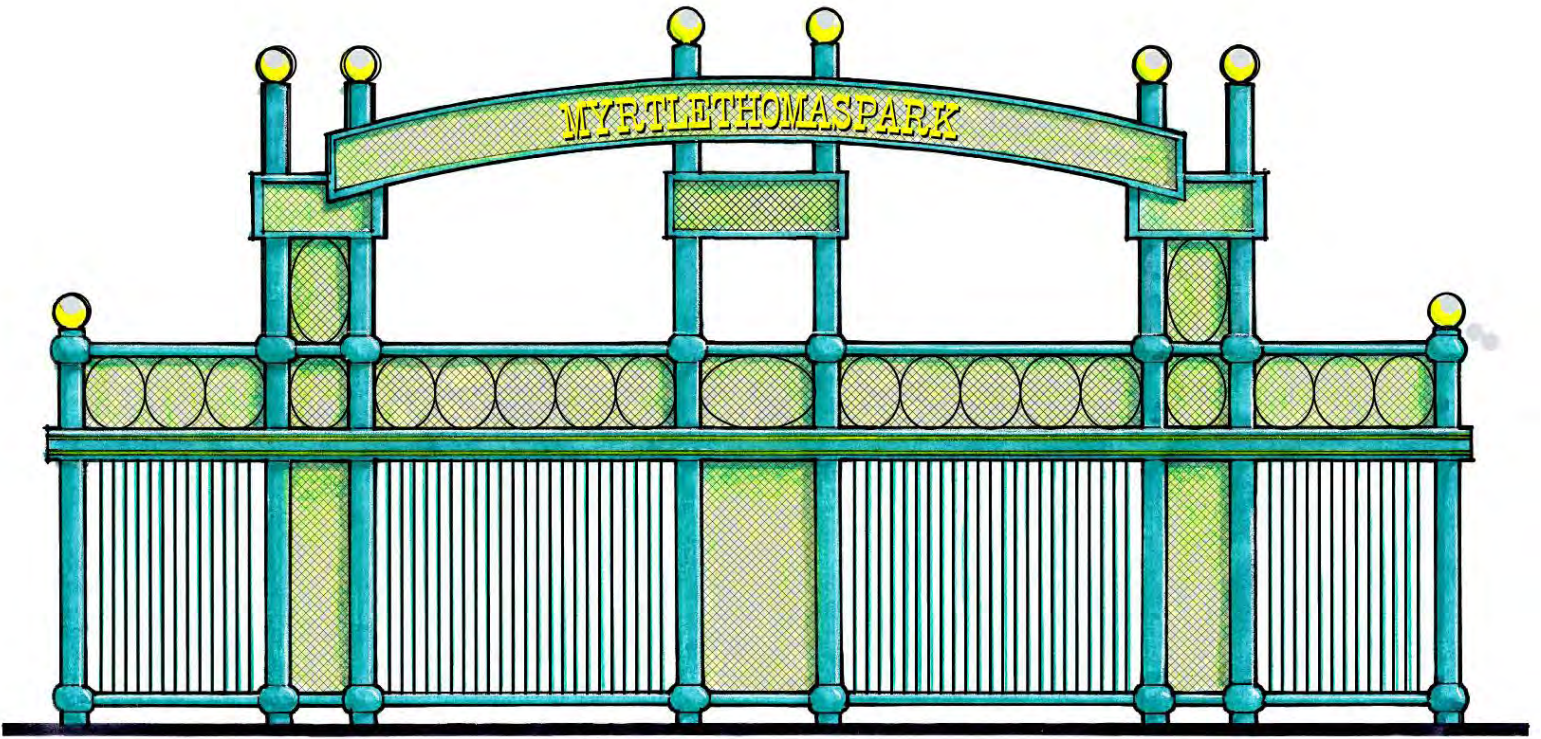


FIGURE 9
Myrtle Thomas Park - Decorative Banner
Noble Street Improvements
 Fairbanks, Alaska

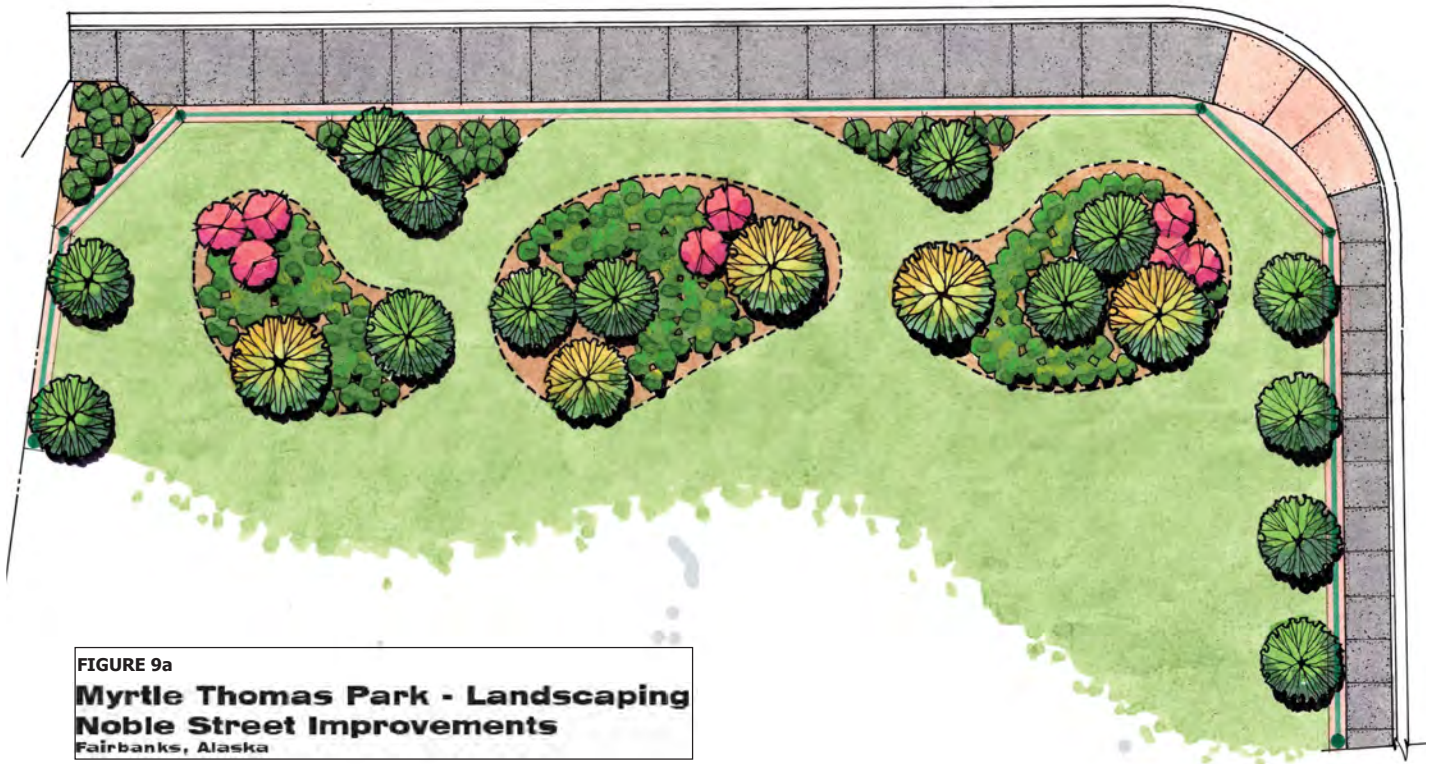


FIGURE 9a
Myrtle Thomas Park - Landscaping
Noble Street Improvements
 Fairbanks, Alaska

Matt Stone

From: John Haas [jhaas@co.fairbanks.ak.us]
Sent: Tuesday, June 30, 2009 8:25 AM
To: Matt Stone
Cc: Royce Conlon; LeMieux, Katrina K (DOT); Degerlund, Nils J (DOT)
Subject: RE: Noble Street Upgrades - Myrtle Thomas Park
Attachments: Myrtle Thomas DOT 4f.pdf

Matt,

As you requested a signed copy of the Temporary Non-Adverse Occupancy Agreement.

If you need an original copy let me know and I will mail one to you.

We'd still like the opportunity to review / edit the landscape plan for the park. Please contact us when work begins on finalizing the design.

Thanks,

John Haas
 Parks Superintendent
 Fairbanks North Star Borough
 459-1198

From: Matt Stone [mailto:MattStone@PDCENG.US]
Sent: Wednesday, June 03, 2009 4:33 PM
To: John Haas
Cc: Royce Conlon; LeMieux, Katrina K (DOT); Degerlund, Nils J (DOT)
Subject: Noble Street Upgrades - Myrtle Thomas Park

John,

Attached is the Temporary Non-Adverse Occupancy Agreement that DOT and PDC have drafted for the Myrtle Thomas Park enhancements as part of the Noble Street Upgrades that we discussed on the phone. Also included is the meeting minutes from last year with Dan, and some sketches of the proposed fence and "banner gate".

I'd be glad to stop by and discuss more details of the project if you would like. If you are comfortable with the documents as presented, please have the "Official with Jurisdiction over 4(f) resources" sign the attached document and we'll proceed with the environmental documentation and conceptual design for the project.

Thank you for your time.

Regards,
 Matt Stone

Matt Stone, PE, Senior Associate
 Civil Engineer

PDC Inc. Engineers
 Planning Design Construction

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 v 907.452.1414 | f 907.456.2707 | www.pdceng.com

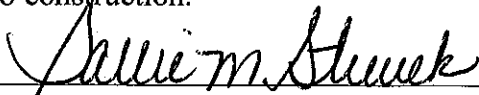
"Transforming Challenges into Solutions"

**Temporary Non-Adverse Occupancy Agreement
with the
Fairbanks North Star Borough, Parks and Recreation
Pursuant to 23 CFR 774.13(d)
Regarding the
Fairbanks Noble Street Upgrade
Myrtle Thomas Park
Project # STP-000S(413)/61725**

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- e. The land being used will be fully restored to a condition at least as good as the condition prior to construction.



Signature



Title - Official with Jurisdiction over Section 4(f) Resource

Date:

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN AND ENGINEERING SERVICES DIVISION
Statewide Environmental Management Office

SEAN PARNELL, GOVERNOR

5800 E. TUDOR ROAD
ANCHORAGE, ALASKA 99507-1286
PHONE: (907) 269-6229
FAX: (907) 269-6231

In Reply Refer To:
Fairbanks Noble Street Upgrades
STP-000S(413)/61725
July 22, 2010

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in accordance with Section 6004(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), is proposing the Fairbanks Noble Street Upgrades project to reconstruct portions of Noble Street from 1st Avenue to Gaffney Road in Fairbanks (Figures 1 & 2). The project area is located in Township 1S, Range 1W, Section 10, Fairbanks Meridian (USGS Quad Map Fairbanks D-2). Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF finds no adverse effect on historic properties by the proposed project.

Project Background

Your office received previous notice of this project through an initiation of consultation letter from the Alaska Division of the Federal Highway Administration (FHWA) dated June 16, 2008. Subsequently, on September 22, 2009, a 6004(a) SAFETEA-LU Memorandum of Understanding between FHWA and DOT&PF assigned DOT&PF responsibility for National Environmental Preservation Act (NEPA) related environmental approvals for projects classified as categorical exclusions under 23 CFR 771.117. The Noble Street Upgrades project qualifies for 6004(a) SAFETEA-LU; therefore, DOT&PF is conducting this follow-up consultation. A project review meeting between DOT&PF, the design consultant PDC Inc., and the State Historic Preservation Officer (SHPO) also took place in Fairbanks on May 12, 2010.

Project Description

The project would reconstruct sections of Noble Street between 1st Avenue and Gaffney to provide structural improvements and address inconsistencies in roadway width and infrastructure

"Providing for the safe movement of people and goods and the delivery of state services."

condition along the street. The project would also reconstruct crosswalks, curbs and sidewalk to improve Americans with Disabilities Act (ADA) accessibility and pedestrian safety along Noble Street. Replacement and relocation of utilities would take place in conjunction with the street work. Where possible, the project would incorporate aesthetic elements and landscaping that are consistent with recent downtown Fairbanks renovations into the street corridor.

Upgrading Noble Street would include the following work, which is detailed in the enclosed figures:

- Reconstructing sections of pavement, curb, and gutter
- Providing ADA-compliant sidewalks throughout the corridor, widening sidewalks where possible
- Relocating power poles and streetlights to the back sides of sidewalks
- Relocating fire hydrants to the back sides of sidewalks
- Adding curb extensions (bulb-outs) to selected intersections
- Adding textured and colored pavement to selected curbs and intersections
- Reducing posted speed limit to 25 mph
- Replacing storm drain pipes, man holes and catch basins
- Replacing and possibly relocating selected water and sewer lines
- Replacing wire-hung traffic signals with mast arms
- Replacing all streetlights with a new streetlight model and installing new bulbs
- Adding landscaping elements and pedestrian furniture (such as benches, retaining walls, planting areas, replacement trees and shrubs) to the streetscape

Noble Street would remain a paved three-lane urban roadway with curbs, gutters and sidewalks on both sides of the street (Figure 3). Typical width along the reconstructed street would be 38-feet, including curbs and gutters. Sidewalks would be widened where possible to 6-feet on both sides of the street to bring them up to ADA standards (14-foot wide sidewalks are possible between 2nd and 3rd Avenues; however, only 4-foot wide sidewalks are possible between 4th and 6th Avenues due to right-of-way constraints). Sidewalk would be added to the west side of Noble Street between 4th and 5th Avenues where no sidewalk currently exists and a dirt path has been established across private property (Figure 4). The speed limit would be reduced from 35 to 25 mph along the entire corridor.

As part of the reconstruction, bulb-outs would be added or reconstructed at the 3rd—9th and 11th Avenue intersections (Figures 5A-D). Noble Street currently has bulb-outs at the 2nd, 3rd, 6th, and 11th Avenue intersections (Figure 6).

Reconstruction of the roadway would also include replacement of pipes, manholes, and catch basins within the aging storm drain system below Noble Street and the streets immediately adjacent to Noble Street. The project would replace water lines between 2nd and 5th Avenues and from 8th Avenue to Gaffney Road. (1st and 2nd Avenues have no water lines and the 5th

through 8th Avenue water lines have recently been replaced.) In conjunction with the street work, Golden Heart Utilities (GHU) may also replace wood stave sewer pipe under Noble Street with high density polyethylene (HDPE) pipe from 1st through 3rd and 4th through 12th Avenues.

Excavation for this project is expected to be 1 to 4-feet deep for road improvements, 1-foot for sidewalk construction, and 10 to 14-feet for replacement of water/sewer lines. Replacement of standard storm drain components would require excavation down to 10-feet; however, a potential storm drain tie-in at 3rd Avenue may require excavation down to 14-feet. The excavated land would be restored to its previous condition with the possible exception of minor grading and driveway rehabilitation.

Where feasible, power poles and streetlights would be relocated to the back sides of sidewalks to provide unobstructed sidewalks that meet ADA guidelines. Permanent easements or rights-of-way (ROW) on small amounts of land (no more than 9 square feet each) would be obtained to relocate lights and poles. Temporary construction easements for the project would be needed along the whole corridor. Minor acquisitions of ROW totaling up to 170 square feet are also anticipated to accommodate ADA-compliant sidewalks and ramps. ROW acquisition would take place on the following properties as shown in black on Figures 5A-E.

1. Gronewald Property (FAI-1861 and FAI-331) southwest curb (Figure 5B)
2. Roberts/Cannon Attorneys' Office southeast curb (Figure 5C)
3. Golden Nugget Hotel northeast curb (Figure 5C)
4. Golden Nugget Hotel eastern parking lot (Figures 5C and 5D)
5. Masonic Lodge parking lot (Figure 5D)
6. First Care Center northwest curb (Figure 5D)
7. Morgan Apartments parking lot (Figure 5D)

Aesthetic elements to be incorporated at selected locations include colored or textured concrete, pedestrian benches, low decorative fences, stylized light poles, and landscaping within the streetscape. Trees may need to be removed, whereby coordination would take place with the landowner and a professional arborist, and only trees confirmed to be in a declining state would be removed. The project also plans to replace the chain link fence at Myrtle Park (Figure 5D) with a matching decorative fence and banner (shown on Figure 7) and make landscape improvements at the edge of the park beyond the DOT&PF ROW. No acquisition of park ROW will take place.

Area of Potential Effect

The preliminary Area of Potential Effect (APE) for this project included properties bordering the street reconstruction from 1st Avenue to Gaffney. During initial Section 106 consultation in 2008, your office suggested the APE be expanded to include buildings less than 45 years of age and any other properties susceptible to visual effects from the project. The current APE (shown on Figure 2) has been expanded to include adjacent properties along Noble Street from Wendell

Street to Gaffney and properties within the project's viewshed, including those properties less than 45 years of age. Visual conditions along Noble Street vary throughout the length of the corridor, resulting in an APE of varying dimensions. The revised APE was identified during field surveys and surveyed for the presence of cultural resources.

Identification and Evaluation of Historic Properties

Research to identify Alaska Heritage Resource Survey (AHRS) sites in the APE was conducted in 2008 and again in May 2010. No sites that are currently listed on the National Register of Historic Places (NRHP) are present within the APE. The NRHP-listed Wickersham House (FAI-139) was originally located at the intersection of 1st Avenue and Noble Street but was relocated to Pioneer Park in 1968.

In 2008, Northern Land Use Research (NLUR) conducted a two-phase cultural resource survey of properties within and surrounding the APE. Phase I research focused on identifying properties in the APE that were over 45 years of age. The Phase I report was submitted to your office on June 16, 2008, with the initiation of consultation letter. Phase II research encompassed the revised APE including properties within the Noble Street viewshed and those less than 45 years of age that might have achieved exceptional significance. Altogether twenty-two properties were identified. NLUR evaluated the NRHP eligibility of these properties and assessed the project's potential effects. The Phase II report accompanies this letter and its findings are summarized below and in the enclosed Table 1.

NLUR found that none of the properties under 45 years of age had achieved exceptional significance. In the 1970s and 1980s, large scale developments altered most of the street resulting in isolated instances of older properties and one small cluster of older properties between 4th and 6th Avenues. NLUR recommended that nine properties within the project APE are individually eligible for listing on the NRHP. The remaining properties were deemed ineligible due to lack of integrity. Eligible properties include the Polaris Building (FAI-1871, Figure 5A), the Northward Building (FAI-1856, Figures 5A and 5B), the Port Authority (FAI-1872, Figure 5B), Music Mart (FAI-1860, Figure 5B), the Craft Market (FAI-0279, Figure 5B), Wilton Adjustment Services (FAI-1864, Figures 5B and 5C), Hackett Law Office (FAI-1865, Figure 5D), Wilbur Brothers (FAI-1868, Figure 5E), and the Foodland Building (FAI-1875, Figure 5E). (Photos of eligible properties are shown on Figures 8A-B.) The lot lines of the respective properties mark their boundaries for NRHP-eligibility purposes.

In addition, NLUR identified two eligible historic districts which overlap the APE, one residential and one commercial. Provisional boundaries for the districts are shown in the enclosed Figures 9 and 10. The Eastside Residential Historic District (FAI-1917) bordering Noble Street to the east was recommended eligible under Criteria A and C, with a period of significance of approximately 1904-1940. The properties in this district represent two phases of

settlement in Fairbanks: 1) the rustic cabin dwellings representing the pioneer-era settlement of the early 1900s; and 2) the two-story log or frame buildings complimented by matching garages and sheds representing the railroad and industrial-scale mining prosperity of the later 1920s and 1930s. The character defining features for this district were its eclectic historic residential architecture and its residential feeling, association, and scale.

NLUR recommended that two properties within the APE were contributing properties of the residential historic district: 1) the Gronewald House and Garage (FAI-1861 and FAI-331) and 2) the Wilton Adjustment Services building (FAI-1864). The report indicates that Noble Street does not contribute to the historic character of this historic district. The street marks a visual break in the district's continuity, and has been widened and altered from its appearance during the district's period of significance. Noble Street and its associated sidewalks are considered to be outside the boundary of this historic district.

NLUR also recommended that the Downtown Commercial Historic District (FAI-1871), which overlaps the APE at its northwestern end, appeared eligible under Criteria A and C, with a period of significance of approximately 1925-1955. Three types of character-defining features were identified for this district: 1) 1950s high-rises; 2) 1920s-1930s concrete buildings associated with industrialist Cap Lathrop; and 3) two-story, banded-window, flat-roofed commercial buildings set on long narrow lots. NLUR determined only one building within the APE, the Polaris Building (FAI-1871), to be a contributing property of the commercial historic district. The portion of Noble Street which overlaps this historic district has been substantially renovated within the last five years. Noble Street and its associated sidewalks are not considered contributing elements of the commercial historic district.

During the Phase II survey, potential for archaeological resources in the area was also considered. NLUR concluded that the land directly under the sidewalks and street in the project area is unlikely to retain any significant signs of prehistoric activity, due to previous road work and disturbance, and the generally low subsurface prehistoric archeological potential south of the Chena River within the Tanana/Chena floodplain. Although scattered historic artifacts or foundations from earlier periods may exist under the adjacent lots, the likelihood of disturbing them within the scope of this project's activities is low.

Some of the underground utility features that occur in the Noble Street area have also recently been evaluated for NRHP eligibility. Wood stave sewer pipes, such as those which may be removed by GHU in conjunction with this project, were evaluated during Section 106 review of the Wendell Street ADA Improvements project (HPRL-MGS-TEA-000S(212)/67052) and your office concurred on May 4, 2009 that these features were not eligible for the NRHP.

NLUR briefly considered Noble Street itself as an historic property and concluded that the road has been substantially modified from its early appearance as an approximately 50-foot wide, two-lane residential road. Large-scale commercial developments along the northern and

southern portions of the street in the 1980s heavily altered the former character of this street, which was part of the original Fairbanks townsite, constructed between 1901 and 1907.

DOT&PF agrees with NLUR's recommendation that the following properties in the Noble Street Upgrades project APE are eligible for the NRHP. Pages in the report that provide the applicable periods of significance and eligibility criteria for each property are listed below:

9 properties individually eligible within the APE

- Polaris Building (FAI-1871), pages 83-85
- Northward Building (FAI-1856), pages 31-36
- Port Authority Building (FAI-1872), pages 85-87
- Music Mart (FAI-1860), pages 46-50
- Craft Market (FAI-0279), pages 50-55
- Wilton Adjustment Services (FAI-1864), pages 66-68
- Hackett Law Office (FAI-1865), pages 68-70
- Wilbur Brothers (FAI-1868), pages 75-77
- Alaska Marketplace/Foodland Building (FAI-1875), pages 90-94

2 eligible historic districts

- Eastside Residential Historic District (FAI-1917), pages 22-25
- Downtown Commercial Historic District (FAI-1871), pages 25-29

3 properties eligible as contributing to historic districts

- Commercial District: Polaris Building (FAI-1871), pages 83-85
- Residential District: Gronewald House and Garage (FAI-1861 and FAI-331), pages 55-60
- Residential District: Wilton Adjustment Services (FAI-1864), pages 66-68

Assessment of Effects

During their analysis, NLUR identified no adverse effects from the proposed project, with one exception. NLUR noted that removing a hedge from the edge of the Wilton Adjustment Services property (FAI-1864) could negatively affect that property's integrity of setting, but replanting the hedge in its former location would eliminate the effect. Removal of the hedge prior to construction will probably be necessary to prevent damage to the hedge's root system. DOT&PF plans to replant the hedge in the same location upon reconstruction of the curb, thereby preventing an adverse effect to the property (Figure 11).

NLUR did not identify any other potentially adverse effects to eligible properties. DOT&PF agrees with NLUR's recommendations and as discussed further below finds that the project will have no adverse effect:

- DOT&PF anticipates a 50-square foot ROW acquisition at the southwest corner of the Gronewald property to move a fire hydrant to the back side of the sidewalk (Figure 5B). This corner currently contains a small grassy mound and fire hydrant that is separated from the rest of the property by a gravel parking area on the southern side of the lot (Figures 12A and 12B). In the NLUR report, a photo of the property from the 1940s shows that the southern side of the lot had a large yard and landscaping during its period of significance, and the gravel parking lot on the property today retains no historic integrity. This ROW acquisition will not affect the property's existing integrity since it makes no change to the property's existing dimensions, occurs on an area that is distinguished from the rest of the property as a fire hydrant location, and affects an area that does not contribute to the historic integrity of the property or the district to which the Gronewald property contributes. A much smaller 9-square foot of ROW may also be acquired on the western border of the property's parking lot to move a street light to the back side of the sidewalk. This acquisition would only affect a small portion of the property's parking lot which makes no contribution to the historic integrity of the property or to the Eastside Residential Historic District and would introduce only a minor change in the location of the existing streetlight. A concrete backing curb may also be added to the northwest corner to protect the property's sloping landscaping and separate it from the sidewalk. This property derives integrity of setting from the presence of other historic residential district properties on its eastern side and not aspects of setting on its western side, which borders Noble Street. Therefore, addition of a backing curb will not diminish this property's integrity of setting. These activities will have no adverse effect on the NRHP-eligibility of the Gronewald property (FAI-1865 and FAI-331) or the Eastside Residential Historic District (FAI-1917).
- A concrete retaining wall or backing curb may be constructed to replace a decaying 2-foot tall wooden wall skirting the edge of the lawn on the Hackett Law Office property (FAI-1865) (Figure 5D). The replacement would be of the same size and configuration as the current wall, which already has concrete components to it (Figure 13), and no ROW acquisition would take place. While this change has the potential to slightly alter setting, setting does not contribute to the eligibility of this property, which is surrounded by recently-constructed commercial and medical buildings on all corners. Although this change would alter materials, the retaining wall was not considered to be among the property's materials that retain integrity in NLUR's evaluation. Thus this change would have no adverse effect to this property's eligibility.

- A concrete retaining wall or backing curb may be constructed to replace a row of wooden posts and stacked concrete blocks lining Noble Street at the eastern edge of the Craft Market property (FAI-0279, Figures 4 and 5B), and a 4-foot sidewalk would be constructed adjacent to the eastern edge of the property (no ROW acquisition; sidewalk would be built within the existing street space). In NLUR's evaluation, the posts and blocks were not considered a historic feature of the Craft Market property, and were not present in historic photos of the property. As these were not components that added to the historic integrity of the property, their removal will have no adverse effect on its eligibility. Addition of a sidewalk to the property's eastern edge has the potential to slightly alter setting; however, NLUR stressed that due to previous road developments, "the aspect of setting is already compromised" on the eastern side of this property. This project adds sidewalk to the eastern property line, bringing foot and street traffic farther away from the property. These activities are expected to have no adverse effect on the NRHP-eligibility of the Craft Market.
- Trees may need to be removed to prevent damage during curb and sidewalk reconstruction. Those trees confirmed to be in a declining state would be either permanently removed or replaced with younger trees of the same species, in accordance with the property owner's wishes. Several birch trees contribute to the integrity of setting in the cluster of historic properties around 5th and 6th Avenues (Figure 5B). Permanent removal would alter some of the setting of these properties, which NLUR judged to be fair, but would not cause these properties to lose integrity of setting, since the presence of other buildings of the Eastside Residential Historic District nearby plays a larger role in imparting integrity of setting to these properties. Permanent removal would not adversely affect eligible properties or districts. Trees to be replaced would be replaced with the same species in non-declining condition, causing no effect to NRHP-eligible properties or districts.
- New light fixtures installed in the streetscape will likely introduce a new visual element but will not adversely affect qualities that make adjacent historic properties NRHP-eligible. The relatively modern-era streetlights that are currently in the streetscape do not contribute to the historic integrity of eligible properties. Examples of existing streetlights and the types of streetlight proposed for this project are shown in Figure 14.
- The relocation or burying of utilities will likely introduce a new visual element; however, the existing utilities did not contribute to the historic integrity of the NRHP-eligible properties or districts along Noble Street. Therefore, this change will not adversely affect any eligible properties.
- New streetscape features including colored, textured pavement, bulb-outs, street furniture and landscaping will add new elements to the streetscape along Noble Street. With the

exception of street furniture, these elements currently exist within the Noble Street corridor; however, increasing their concentration and continuity is likely to lend a more designed and landscaped aspect to the current Noble Street setting. One potential landscape design for the edge of a parking lot between 1st and 2nd Avenues is shown in Figures 15. Since the streetscape along Noble Street does not contribute substantially to the historic character of the NRHP-eligible properties or districts in the APE, these changes will not adversely affect the historic integrity of any eligible properties.

While some of the Noble Street Upgrades project activities have the potential to affect setting, NLUR did not identify setting to be a substantial component of eligibility for most of the NRHP-eligible properties. NLUR judged the setting to be fair at the cluster of eligible buildings between 5th and 6th Avenues (which includes the Wilton Services Property, the Gronewald Property, the Craft Market and Music Mart) and to be low or lacking along the rest of the corridor as a result of recent commercial developments along Noble Street. Where setting is fair, it is derived from factors such as the presence of other historic properties close by, which this project will not affect. Thus, although limited effects to setting from this project may occur, examination of these effects confirms that they will not adversely affect NRHP-eligible properties.

Consultation Efforts

DOT&PF and FHWA previously consulted with Doyon Limited; the Tanana Chiefs Conference, Inc.; the City of Fairbanks Mayor's Office; Denakkanaaga; the Fairbanks North Star Borough Commission on Historic Preservation; and the Tanana Yukon Historical Society in May and June 2008. The Tanana Chiefs Conference stated that they have "no direct tribal concerns arising from National Historic Preservation Act compliance actions for this project."

The project activities and potential aesthetic improvements were also presented to the public, organizations involved in the revitalization of downtown, and downtown businesses on November 13, 2007. The proposed streetscape and landscaping are consistent with other improvements in the downtown area. Members of the public, downtown Fairbanks businesses, and organizations involved in the revitalization of downtown Fairbanks who attended the meeting were supportive of these improvements.

No other cultural resources have been identified in the project APE as a result of consultation. This findings letter is also being sent to the following consulting parties: Doyon Limited; the Tanana Chiefs Conference, Inc.; Denakkanaaga; the Fairbanks North Star Borough Commission on Historic Preservation; and the Tanana Yukon Historical Society.

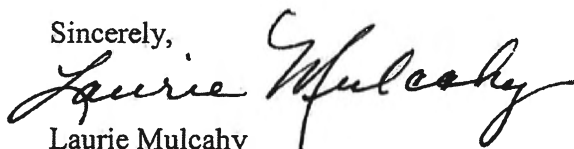
Finding of Effect

The DOT&PF finds no adverse effect to historic properties by the proposed project. It is

DOT&PF's intent to make a Section 4(f) de minimis impact finding premised on your written concurrence that the project will not adversely affect or impair the features and attributes that contribute to the NRHP eligibility of the Eastside Residential Historic District (FAI-1917) and contributing property Gronewald House and Garage (FAI-1865 and FAI-331). We request your concurrence with our finding of no adverse effect.

Please direct your concurrence or comments to me at the address above, by telephone at (907) 269-6229, or by e-mail at laurie.mulcahy@alaska.gov.

Sincerely,



Laurie Mulcahy
Statewide Cultural Resources Manager

Enclosures:

- Figure 1 Location and Vicinity Map
- Figure 2 Area of Potential Effect
- Figure 3 Typical Cross Section
- Figure 4 Absence of sidewalk on west side of Noble Street, 5th to 6th Avenue
- Figures 5A-E Noble Street Design Drawings
- Figure 6 Noble Street Existing Bulb-outs
- Figure 7 Myrtle Park Decorative Banner
- Figures 8A-B NRHP-Eligible Property Photos
- Figure 9 Eastside Residential Historic District Provisional Boundaries
- Figure 10 Downtown Commercial Historic District Provisional Boundaries
- Figure 11 Wilton Property Plan
- Figures 12A-B Gronewald ROW Photo and Property Plan
- Figure 13 Hackett Law Office Retaining Wall Photo
- Figure 14 Noble Street Streetlight Examples
- Figure 15 Noble Street City Parking Lot Landscape Design
- Office of History and Archaeology Coversheet
- Phase II Report - *Cultural Resource Survey and Historic Building Documentation, Noble Street Upgrade Project, Fairbanks, Alaska* (Northern Land Use Research, October 2008)
- Table 1 – Summary of Evaluated Properties, Proposed Upgrades, and Effect Assessment

cc w/o enclosures:

Bruce Campbell, Environmental Manager, DOT&PF Northern Region
Nils Degerlund, P.E., Project Manager, DOT&PF Northern Region
Amy Russell, Cultural Resource Specialist, DOT&PF Northern Region
Benjamin White, Environmental NEPA Manager, DOT&PF Statewide

Table 1: Summary of Evaluated Properties, Proposed Upgrades, and Effect Assessment

AIHS Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements Within Property's Viewscope	Project Improvements Adjacent to Property	Effect Assessment
FAI-1856	Northward Building 330 4 th Ave.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with the post-WWII growth of Fairbanks, local urban renewal, Cold War housing construction, and economic development. <i>Criterion C:</i> Modernistic style and association with R.B. Price, a prominent architect. <i>Integrity:</i> Design, materials, workmanship, feeling, association, and location.	Individual	<ul style="list-style-type: none"> Replace/upgrade sidewalk Upgrade traffic lights Add raised and colored pavement in signalized intersection Replace and possibly relocate streetlights and bury overhead power to streetlights Repave Noble Street Add curb extensions with possible street furniture 	<ul style="list-style-type: none"> Widen the sidewalk on most of the east side of the building to ~14 feet (existing sidewalk is 5.5 feet, widening is on street side) Replace sidewalk up to face of building Remove on street parking on the east side of the building Underground the streetlight power Preserve the existing curb extensions installed by a previous project Possibly acquire ~9 ft² permanent easement for stoplights and streetlights, if relocated 	No effect. The proposed street-level alterations do not affect the building's aspects of integrity that enable it to convey historic materials, workmanship, feeling, association, and location will not be affected.
FAI-1857	King's Kup 305 Noble St.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1858	Aloha Restaurant 402/409 5 th Ave.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1859	Larson's Jewelry 405 Noble St.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1860	Music Mart 413 Noble St.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with the mid-century commercial development illustrating the conversion of downtown residential properties in to small commercial enterprises. <i>Criterion C (possibly):</i> Demonstration of the vernacular architectural adaptations needed to convert the property to commercial, but not representative of the work of a master. <i>Integrity:</i> Materials, design, feeling, association, and location.	Individual	<ul style="list-style-type: none"> Replace/upgrade sidewalk Replace and relocate streetlights and bury overhead power to streetlights Repave Noble Street Add curb extensions with possible street furniture 	<ul style="list-style-type: none"> Add curb extension to the sidewalk south of the building Widen the sidewalk to 6 feet on west side of building (existing side walk ~ 4.5 feet, widening is on street side) Move streetlight to the back of the sidewalk with underground streetlight power. Acquire ~9 ft² permanent easement for streetlight. 	No effect. The proposed street-level alterations do not affect the building's aspects of integrity that enable it to convey historic materials, design, feeling, association, and location will not be affected by the proposed project.

AIURS Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements Within Property's Viewscope	Project Improvements Adjacent to Property	Effect Assessment
FAI-0279	Craft Market 401/403 Noble St.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with early residential development of downtown Fairbanks. <i>Criterion C:</i> Combines design elements which capture the vernacular adaptability of design and exterior adornment in a frontier environment. <i>Integrity:</i> Materials, design, workmanship, feeling, association, and location. ***Recommend NRHP Eligible. <i>Criterion C:</i> Together, the house and garage retain sufficient integrity to be considered a contributing property to the Eastside Residential Historic District. <i>Integrity:</i> Location, setting, and feeling. Design, materials, and workmanship diminished, hence not individually eligible	Individual	<ul style="list-style-type: none"> • Replace/upgrade sidewalk • Replace and relocate streetlights, bury overhead power to streetlights • Repave Noble Street • Add curb extensions with possible street furniture 	<ul style="list-style-type: none"> • Add 4-foot wide sidewalk to the east of the building (no existing sidewalk, sidewalk will be from property line to road) • Add curb extension to the north of the building. • Replace streetlight at north side of building with underground streetlight power. • Remove concrete blocks along east and north edges of property and replace with short retaining wall on owners property. • Acquire ~ 9 ft² permanent easement for streetlight relocation. 	No effect. The proposed street level alterations do not affect the building's aspects of integrity that enable it to convey its historic significance. The building's retention of materials, design, workmanship, feeling, association, and location will not be affected. The project will affect the setting; however, the setting is already compromised and is not a defining feature of the property's historic significance.
FAI-1861 (house) and FAI-331 (garage)	Gronewald House 335 5 th Ave.	Not eligible due to lack of integrity.	***Contributing Property to Eastside Residential Historic District	<ul style="list-style-type: none"> • Replace sidewalk • Repave Noble Street • Relocate streetlight to back of sidewalk • Add curb extensions with possible landscaping/retaining wall on property • Replace driveway curb cut 	<ul style="list-style-type: none"> • Replace existing 4-foot wide sidewalk with new 4-foot sidewalk, walk no closer to building. • Replace streetlight and move it to back of sidewalk; underground streetlight power. • Add curb extensions to north and south of property. • Add landscaping/retaining wall on the northwest corner of the property. • Acquire ~9 ft² permanent easement for streetlight relocation. • Acquire ~ 5 ft² of ROW for widened sidewalk backing curb. 	No effect. The feature with the most integrity, the garage, fronts onto 6 th Avenue (not Noble) and is set back from Noble Street beyond the area which would be re-paved and re-curbed. The house's west elevation, which faces Noble Street has already been adversely altered, consequently, further street level work is unlikely to detract further from its appearance and setting and does not present an effect to the qualities which make the property a contributing structure.
***Not considered eligible by DOT&PF following 2009 renovations.						
FAI-1862	Golden Heart Building 600 Noble St.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1863	Cannon & Roberts Law Office 402 7 th Ave.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A

AIHS Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements Within Property's Viewshed	Project Improvements Adjacent to Property	Effect Assessment
FAI-1864	Wilton Adjustment Services 335 6 th Ave.	Recommend NRHP Eligible. <i>Criterion C:</i> As an individual property and contributing to the Eastside Residential HD due to retention of the character-defining features including design, (roofline and massing in particular) setting, feeling, residential association, and location. It is one of the only examples of the hipped gable end roof style from this time period. <i>Integrity:</i> Design, location, setting and feeling (to a lesser degree). Materials and workmanship diminished, but still contribute to site's historic appearance.	Individual and Contributing Property to Eastside Historic District	<ul style="list-style-type: none"> • Replace & widen sidewalk • Repave Noble Street • Relocate streetlight to back of sidewalk • Add curb extension adjacent to the property (southeast quadrant of intersection) with possible street furniture or landscaping in curb extension • Replace driveway curb cut • Replant hedges in the same location 	<ul style="list-style-type: none"> • Widen sidewalk on west side of building to 6 feet (existing sidewalk is ~ 4.5 feet; • Replace streetlight and move it to back of sidewalk; underground streetlight power • Acquire ~ 9 ft² permanent easement for streetlight relocation. • Add curb extension adjacent to the property • Add street furniture or landscaping in curb extension. 	No adverse effect. The project will not make alterations to the building itself. The hedge (an aspect of setting and feeling) will be affected by removal during construction, but will be replanted in kind and in the same location upon reconstruction of the curb.
FAI-1865	Hackett Law Office 401 11 th Ave.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with the WWI-era residential development of Fairbanks. <i>Criterion C:</i> Example of pioneer stick style. <i>Integrity:</i> Design, materials, workmanship, feeling, association, and location. Not eligible due to lack of integrity.	Individual	<ul style="list-style-type: none"> • Replace/upgrade sidewalk • Replace streetlight and move to the back side of the sidewalk at corner of 11th and Noble Street. Bury underground power to streetlight. • Repave Noble Street • Add curb extensions with possible street furniture 	<ul style="list-style-type: none"> • Remove wood retaining wall along east, north and south edges and replace with concrete retaining wall (on owners' property) • Widen sidewalk to 6 feet along east side (existing sidewalk is 4 feet; widening will be on street side) • Add curb extension to the northwest of building • Acquire ~ 9 ft² permanent easement for streetlight relocation. 	No effect. The project will not make alterations to the building itself. The retaining wall will be replaced which is an aspect of the site's setting. However, the setting has already been compromised by developments on Noble St., and is not a quality that makes the property NRHP eligible.
FAI-1866	Love, Inc. 1231 Noble St.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1867	Multi-Family Residence 1235 Noble St.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A

AIHS Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements Within Property's Viewscope	Project Improvements Adjacent to Property	Effect Assessment
FAI-1868	Wilbur Brothers 1241 Noble St	Recommend NRHP Eligible. <i>Criterion A:</i> Association with the post-war commercial development of downtown Fairbanks, particularly the city's role as a regional center for industrial supplies and skilled labor. <i>Integrity:</i> Design, materials, workmanship, feeling, association, and location. Not eligible due to lack of integrity/ recent associations. Not eligible due to lack of integrity.	Individual	<ul style="list-style-type: none"> • Replace/upgrade sidewalk • Replace streetlights and bury overhead power to streetlights • Repave Noble Street 	<ul style="list-style-type: none"> • Construct 6-foot concrete sidewalk and driveway cut in front of building (no existing sidewalk, back of sidewalk at property line) 	No effect. The proposed street-level alterations do not affect the building or its aspects of integrity that enable it to convey historic significance. The retention of design, materials, workmanship, feeling, association, and location will not be affected.
FAI-1869	The Elbow Room 410 2 nd Ave.	Not eligible due to lack of integrity/ recent associations.	N/A	• N/A	• N/A	N/A
FAI-1870	Frontier Sporting Goods 412/414 2 nd Ave.	Not eligible due to lack of integrity.	N/A	• N/A	• N/A	N/A
FAI-1871	Polaris Building 427 1 st Ave. 121/123 Lacey St.	Recommend NRHP Eligible. <i>Criterion A:</i> As an individual property for its association with postwar economic development and response to the housing shortage of the early Cold War years. <i>Criterion C:</i> As contributing to Downtown Commercial HD by representing a style of high-rise commercial construction in downtown Fairbanks. <i>Integrity:</i> Design, materials, workmanship, feeling, and location.	Individual and Contributing Property to Downtown Commercial District	<ul style="list-style-type: none"> • Replace/upgrade sidewalk • Replace wire-hung traffic signals with mast arms • Add raised and colored pavement in signalized intersection at 2nd & Noble St. • Replace streetlights and bury overhead power to streetlights • Repave Noble Street • Add curb extensions with possible street furniture 	<ul style="list-style-type: none"> • Not applicable: construction not adjacent to the property 	No effect. The proposed street-level alterations do not affect the building or its aspects of integrity that enable it to convey historic significance, both as an individually eligible property or as a contributing property to the Downtown Commercial HD. The retention of design, materials, workmanship, feeling, and location will not be affected.

AHSR Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements		Effect Assessment
				Within Property's Viewscope	Adjacent to Property	
FAI-1872	Port Authority Building 409/411 4 th Ave.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with downtown economic development. <i>Criterion C:</i> Distinctive architectural characteristics of a type and period of construction. <i>Integrity:</i> Materials, setting, feeling, association, and location.	Individual	<ul style="list-style-type: none"> Replace/upgrade sidewalk Upgrade traffic lights Replace streetlights and bury overhead power to streetlights Repave Noble Street Add curb extensions with possible street furniture. Possibly relocate power poles to back of new sidewalk. Add raised and colored pavement in intersection at 3rd Ave. to the northeast of the building 	<ul style="list-style-type: none"> Replace 6-foot-wide concrete sidewalk northeast of building (existing sidewalk 6 feet, no widening) 	<p>No effect. The building faces 4th Ave. and is separated from the improvements along Noble St. by a vacant parking lot. The vacant lot is in the APE, therefore the building was evaluated.</p> <p>The proposed street-level alterations do not affect the building or its aspects of integrity that enable it to convey historic significance.</p>
FAI-1873	Westmark Hotel Multi-Plex 328 8 th Ave.	Not eligible – does not meet any of the NRHP Criteria.	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	N/A
FAI-1874	Masonic Temple	Not eligible as religious property and due to lack of integrity.	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	N/A
FAI-1875	Foodland Building 513 12 th Ave.	Recommend NRHP Eligible. <i>Criterion A:</i> Association with economic and community development, specifically the ca. 1960 shift to large supermarkets. <i>Criterion C:</i> Local architectural significance for its distinctive circular design. <i>Integrity:</i> Design, materials, workmanship, setting, feeling, association, and location.	Individual	<ul style="list-style-type: none"> Replace/upgrade sidewalk Replace streetlights and bury overhead power to streetlights Repave Noble Street 	<ul style="list-style-type: none"> Construct 6-foot concrete sidewalk on eastern edge of the parking lot (no existing sidewalk; new sidewalk will extend from property line to road) Relocate power poles to back of proposed sidewalk Acquire ~ 9 ft² permanent easement from parking lot for streetlight relocation. 	<p>No effect. The building has entrances on Gaffney and Lacey Streets, while its parking lot extends one block east to Noble Street.</p> <p>The project will not affect the building or its aspects of integrity that enable it to convey historic significance.</p> <p>The retention of design, materials, workmanship, feeling, setting, association, and location will not be affected.</p>
FAI-1876	Myrtle Thomas park	Not eligible – does not meet any of the NRHP Criteria	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	N/A

AIHS Number	Name and Location	NRHP Eligibility Recommendations	Individually Eligible/ Historic District Property	Project Improvements Within Property's Vicinage	Project Improvements Adjacent to Property	Effect Assessment
FAL-1917	Eastside Residential Historic District	<p>Recommend NRHP Eligible</p> <p><i>Criterion A:</i> Association and exemplification of first wave of residential construction in Fairbanks.</p> <p><i>Criterion C:</i> Embodiment of both cabin-style and larger frame dwellings demonstrating class distinction and building construction methods.</p>	N/A	• N/A	• N/A	<p>No effect. The project will be improving Noble Street, which serves as the western boundary of the HD.</p> <p>No effect to design, materials, workmanship, setting, feeling, association, location, of HD. Qualities that make the HD NRHP-eligible will not be altered.</p>
FAL-1918	Downtown Commercial Historic District	<p>Recommend NRHP Eligible.</p> <p><i>Criterion A:</i> Association and demonstration of three eras of historic significance in Fairbanks, early commercial development, post-WW I commercial development and post-WW II housing development.</p> <p><i>Criterion C:</i> Embodies both examples of commercial and residential construction during above mentioned historic-eras. Both in low, two-story buildings with banded windows and in early high-rise construction in Fairbanks.</p>	N/A	• N/A	• N/A	<p>No effect. The Downtown Commercial District will not be affected by the proposed projects. Contributing structures within the HD and project APE will not be affected; the qualities which make them NRHP eligible will not be altered.</p>

Consultant Party Distribution List

The following parties were sent the DOT&PF Findings of No Adverse Effect on Historic Properties letters for concurrence or comments on July 22, 2010. The letters and enclosures are on file in the DOT&PF Northern Region Environmental folders. The letters are similar to that sent to SHPO (pgs 111-126 of this Appendix.

- 1) Mr. Clause Naske, President
Joint City Of Fairbanks/Fairbanks North Star Borough
Commission on Historic Preservation
P.O. Box 80721
Fairbanks, AK 99708

- 2) Mr. Norm Phillips Jr., President and CEO
Doyon, Limited
One Doyon Place, Suite 300
Fairbanks, AK 99701-2941

- 3) Ms Cathi Ipalook, Executive Director
Denakkanaaga
101 Dunkel St., Suite 135
Fairbanks, AK 99701-4832

- 4) Mr. Jerry Isaac, President
Tanana Chiefs Conference
Natural and Cultural Resources
122 first Ave., Suite 600
Fairbanks, AK 99701-4897

- 5) Ms. Renee Blahutta, President
Tanana-Yukon Historical Society
P.O. Box 71336
Fairbanks, AK 99707

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

550 WEST 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565

PHONE: (907) 269-8721
FAX: (907) 269-8908

August 13, 2010

File No.: 3130-1R FHWA

Laurie Mulcahy
Statewide Cultural Resources Manager
Department of Transportation and Public Facilities
5800 East Tudor Road
Anchorage, AK 99507-1286


Subject: Fairbanks – Noble Street Upgrades

Dear Ms. Mulcahy:

This office received your letter on July 25, 2010 concerning the proposed Noble Street upgrades in Fairbanks. We reviewed this undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. We agree with your determinations that the Polaris Building (FAI-1871), Northward Building (FAI-1856), Port Authority (FAI-1872), Music Mart (FAI-1860), Craft Market (FAI-279), Wilton Adjustment Services (FAI-1864), Hackett Law Office (FAI-1865), Wilbur Brothers (FAI-1868) and Foodland Building (FAI-1875) are eligible for listing in the National Register of Historic Places. We also agree that the Eastside Residential Historic District (FAI-1917) and the Downtown Commercial Historic District are eligible for inclusion in the National Register of Historic Places.

Furthermore, we agree with your determination that the undertaking will result in No Historic Properties Adversely Affected. Please contact Doug Gasek at 269-826 if you have any questions or need further assistance.

Sincerely,



Judith E. Bittner
Deputy State Historic Preservation Officer

JEB:dfg

Mike Storey

From: Matt Stone
Sent: Tuesday, October 26, 2010 4:16 PM
To: Mike Storey
Cc: Royce Conlon
Subject: FW: Fairbanks Noble Street Upgrades
Attachments: Noble street status response..docx

From: Jensen, Melissa L (DOT) [<mailto:melissa.jensen@alaska.gov>]
Sent: Tuesday, October 26, 2010 4:01 PM
To: Matt Stone
Cc: Johnson, Russell M (DOT)
Subject: Fairbanks Noble Street Upgrades

Hi Matt,

I have attached a list with the current status of the requested projects. Let me know if you need anything else.

Missy Jensen

Cushman Street Reconstruction (2008)-10th Avenue to Gaffney Road (fire station revisions completed in 2008):

This project has been put on hold.

Wendell Avenue ADA Improvements (2009/2010):

This project is in construction. Utility work was finished this fall and road work will start in the spring.

Wickersham Street Improvements (2010/2011):

Authority to proceed to construction 3/15/2011.

Gaffney Road Storm Drain Work (2009):

Still looking into this....will get back to you with an answer.

FMATS LED Street Light Conversion (2009/2010):

Authority to proceed to construction by 9/15/2012.

City of Fairbanks Curb Corner Upgrades (2010):

Authority to proceed to construction 4/01/2011.

FMATS Sign Replacement (2010):

Went into bid today, will be going into construction soon.

Illinois Street Reconstruction (2010-2012)-College Road to 1st Avenue:

***Barnette Bridge built in 2010.**

***Remainder of project scheduled for 2011-2012.**

Utilities scheduled for 2011 and road work scheduled for 2012.

Cushman Street Reconstruction (2012 or beyond)- Gaffney Road to 17th Avenue:

This project is on hold.

Cushman, Barnette, and Gaffney Two-Way Conversion (2012 or beyond):

This project is on hold.

Wendell Street Bridge Rehabilitation/Replacement (2013 or beyond):

This project is in progress, they are working on gathering information for the environmental document.

From: Matt Stone
Sent: Tuesday, October 26, 2010 4:17 PM
To: Mike Storey; Royce Conlon
Subject: FW:

From: Jensen, Melissa L (DOT) [<mailto:melissa.jensen@alaska.gov>]
Sent: Tuesday, October 26, 2010 4:08 PM
To: Matt Stone
Cc: Johnson, Russell M (DOT)
Subject:

Hi Matt,
I have an answer for you concerning the Gaffney Road Storm Drain Work (2009).
This project has been put on hold and is currently in lock-down.
Hope it helps.
Missy Jensen

Mike Storey

From: Jackson C. Fox [jcfox@ci.fairbanks.ak.us]
Sent: Tuesday, November 09, 2010 2:26 PM
To: Mike Storey
Cc: Royce Conlon; Matt Stone
Subject: RE: Noble Street CatEx - Ordinance Text

Mike,

The process has changed slightly since ADEC took primacy from EPA over storm water regulation in October 2008. See ADEC's Storm Water webpage at <http://dec.alaska.gov/water/wnpssc/stormwater/index.htm> for the storm water plan review requirements applicable to this project.

You still check "Yes" under Item 6 of Section O (Water Quality Impacts) and list MS4 Permit No. AKS-053406 (collectively held by the City of Fairbanks, City of North Pole, UAF, and DOT&PF Northern Region). However, you need to replace the previous written description under Item 7 with the following:

Since this project will result in a ground disturbance greater than one acre and has potential to discharge storm water to a Water of the U.S., the DOT&PF and Contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and file a Notice of Intent to Discharge (NOI) to apply for coverage under the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP). Pursuant to Section 5.13.4.3 of the CGP, a copy of the SWPPP must also be submitted to Alaska Department of Environmental Conservation (ADEC) for review before commencing construction activities.

For post-construction storm water management controls, and in accordance with 18 AAC 72.600, the DOT&PF will also be required to submit drainage plans (stamped by a Professional Engineer registered in the State of Alaska) to ADEC for engineering plan review.

Hope this helps, and let me know if you have any questions...for this project, there are no storm water submittals required by the City.

Thanks, Jackson

From: Mike Storey [mailto:MikeStorey@PDCENG.US]
Sent: Tuesday, November 09, 2010 9:33 AM
To: Jackson C. Fox
Cc: Royce Conlon; Matt Stone
Subject: RE: Noble Street CatEx - Ordinance Text

Jackson,

Below is an email that you sent on June 6, 2008. We are updating the Categorical Exclusion Document for the Noble Street project and would like you assistance in completing the water quality section.

Thanks for your time, Mike

From: Jackson C. Fox [mailto:jcfox@ci.fairbanks.ak.us]
Sent: Friday, June 06, 2008 5:04 PM
To: Shawna Laderach

Mike Storey

From: Donna J. Gardino [djgardino@ci.fairbanks.ak.us]
Sent: Wednesday, November 10, 2010 7:31 AM
To: Mike Storey
Subject: RE: Air Quality for Noble Street project
Attachments: exempt projects.pdf

Mike,

I called our air quality consultant this morning and they said to just state in the CE it is exempt from both regional and project level conformity analysis per 40 CFR 93.126.

Donna J. Gardino
MPO Coordinator
Telephone: 459-6786
Facsimile: 459-6783
djgardino@ci.fairbanks.ak.us



From: Mike Storey [<mailto:MikeStorey@PDCENG.US>]
Sent: Tuesday, November 09, 2010 3:42 PM
To: Donna J. Gardino
Subject: Air Quality for Noble Street project

Donna,

Before I call Bruce I just wanted to double check a few things.

First, The Noble Street area has been designated as a non-attainment area for PM 2.5 This designation would not affect the proposed project because it will not increase capacity.

The project is exempt from an air quality analysis per 40 CFR 93.126

The question for Bruce is how do we document that the project is exempt? If there is anything that I missed please let me know so when I talk to Bruce I have the appropriate information.

Thanks for your time, Mike

Mike Storey, EIT
Environmental Analyst

PDC Inc. Engineers
Planning Design Construction

1028 Aurora Drive | Fairbanks, Alaska 99709
v 907.452.1414 | f 907.456.2707 | www.pdceng.com

"Transforming Challenges into Solutions"

Table 2—Exempt Projects
Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- ** Pavement resurfacing and/or rehabilitation ** - Noble Street project
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Mass Transit

- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles¹.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.

* Bicycle and pedestrian facilities * Noble street Project

Other

- Specific activities which do not involve or lead directly to construction, such as:
 - Planning and technical studies.
 - Grants for training and research programs.
 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: ¹ In PM₁₀ and PM_{2.5} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

FMATS 2010 - 2013 TRANSPORTATION IMPROVEMENT PROGRAM - APPROVED AUGUST 19, 2009

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY10	FFY11	FFY12	FFY13	FFY14
3847	63102	99	Illinois Street Reconstruction: Fairbanks	FCTP	FMATS	2					
			Reconstruct Illinois Street (1st Ave. - College) including the Chena River, Noyes Slough crossings. Replace the Cushman Street Bridge as funding allows.	GCTP		2					
			Deob funding is not added to the TIP	GCTP		3	1,360.0				
			2007 GF appropriation	DEOB		3					
			Moved from University Avenue	GF		3					
			Advance Construct (AC)	FCTP		7		1,000.0			
			From FNSB Road Improvements & Upgrades earmark	GCTP		4		3,755.6	363.1		
			Moved \$1,000.0 from University Avenue	1702		4		2,180.6			
				GCTP		4	6,600.0	16,054.6			
				ILLU		4		1,000.0			
			FMATS Project Total				0.0	6,936.2	363.1		
			Grandfathered Project Total				7,960.0	17,054.6			
			Project Total				7,960.0	23,990.8	363.1		
24356	99		Lacey Street Reconstruction: Fairbanks			2					3,407.0
			Reconstruct Lacey Street from 1st Avenue to the end of the ROW beyond 12th Avenue, approximately .5 miles. Provide drainage improvements, reconstruct pedestrian facilities as needed, and relocate utilities as funding allows. This project should be developed in accordance			3					
						7					61.0
						4					23,117.0
			Project Total								23,685.0
6587	49.6		McGrath Rd Upgrade: FNSB	FCTP	FMATS	2					852.0
			Upgrade lower McGrath Road (Farmer's Loop-Crystal Drive).	FCTP		3					305.0
				FCTP		7					487.0
				FCTP		4					4,113.0
			Project Total								5,757.0
17975	61725	99	Noble Street Upgrade: Fairbanks	381	FMATS	2					
			Reconstruct Noble St. from 1st Avenue to Gaffney Road.	FCTP		2	821.2				
				GF-Noble		2	52.3				
				FCTP		3	286.5				
				FCTP		7		496.4			
				GF-Noble		7		23.6			
			\$50.0 in ROW donation	GF-Noble		4			338.7		
			Advance Construct (AC)	FCTP		4			5,045.5	6,380.2	
				ILLU		4			1,000.0		
			Project Total			4	1,160.0	520.0	6,384.2	6,380.2	

Mike Storey

From: Jackson C. Fox [jcfox@ci.fairbanks.ak.us]
Sent: Monday, November 15, 2010 12:24 PM
To: Mike Storey
Cc: Royce Conlon; Matt Stone
Subject: RE: Noble Street CatEx - Ordinance Text

Mike,

Yes, the info you attached regarding post-construction BMPs is still applicable.

And yes, since this project is publicly-funded, City Ordinance No. 08-5757 does not apply.

Thanks, Jackson

From: Mike Storey [mailto:MikeStorey@PDCENG.US]
Sent: Friday, November 12, 2010 12:04 PM
To: Jackson C. Fox
Cc: Royce Conlon; Matt Stone
Subject: FW: Noble Street CatEx - Ordinance Text

Jackson,

Thank you for responding to my email earlier this week. I just have a couple more questions for you concerning the Noble Street Cat Ex doc. Attached is some information concerning post-construction BMP's. Is this information still applicable?

Also, in section P (construction Impacts) in our Cat Ex document it states City ordinance NO. 08-5751 applies to ground disturbances on private property funded by the private sector. Since the Noble Street Upgrade project would disturb ground on public property and is funded by the public sector, the project does not fall within the purview of the Construction Site Storm Water Runoff Ordinance. Do you concur?

Thanks for your time, Mike

From: Royce Conlon
Sent: Friday, November 12, 2010 11:49 AM
To: Mike Storey
Subject: FW: Noble Street CatEx - Ordinance Text

From: Jackson C. Fox [mailto:jcfox@ci.fairbanks.ak.us]
Sent: Friday, June 13, 2008 3:10 PM
To: Shawna Laderach
Cc: Matt Stone; Michael J. Schmetzer; Robert H. Pristash
Subject: RE: Noble Street CatEx - Ordinance Text

Shawna,

Sorry for the delay. Attached the text we owe you for the proposed post-construction BMPs on this project.

If you have any questions, please give me a call.

Thanks, Jackson
(907) 459-6758

From: Jackson C. Fox
Sent: Friday, June 06, 2008 5:04 PM
To: 'ShawnaLaderach@PDCENG.US'
Cc: 'MattStone@PDCeng.us'; Michael J. Schmetzer; Robert H. Pristash
Subject: Noble Street CatEx - Ordinance Text

Shawna,

I assume you are completing the standard DOT&PF/FHWA Categorical Exclusion Documentation Form for this project. If so, check "Yes" under Item 6 of Section O (Water Quality Impact), and list MS4 Permit No. AKS-053406. Below is some text to include of the applicability of the City's new storm water ordinances...

"The City of Fairbanks, City of North Pole, University of Alaska Fairbanks, and DOT&PF are co-permittees under MS4 NPDES Permit No. AKS-053406. Pursuant to the requirements of the Permit, the City of Fairbanks adopted a Construction Site Storm Water Runoff Ordinance (No. 07-5702) and Post-construction Storm Water Management Ordinance (No. 07-5704) in July 2007. The Construction Site Storm Water Runoff Ordinance was amended in May 2008 (No. 08-5751), providing clarification the Ordinance only applies to ground disturbances on private property funded by the private sector within the Urbanized Area of Fairbanks. Since the Noble Street Upgrade project will result in a ground disturbance on public property and is funded by the public sector, the project does not fall under the purview of the Construction Site Storm Water Runoff Ordinance. The City of Fairbanks has further stated the Post-construction Storm Water Management Ordinance is not being enforced at this time. However, the City of Fairbanks plans to publish a BMP Design Manual for post-construction storm water management by June 1, 2009. After publication of this manual, the City of Fairbanks will amend and begin enforcement of the Post-construction Storm Water Management Ordinance. Site designs will not need to follow criteria established in the manual until the effective date of the Ordinance amendment, which is currently slated in June 2009."

Before or after this text, you may also want to note "Since the area of ground-disturbing activity has been determined to be greater than one acre, the DOT&PF and Contractor will prepare a Storm Water Pollution Prevention Plan (SWPPP) as co-applicants and apply for coverage under the NPDES General Permit for Storm Water Discharges from Construction Activities. Review of SWPPPs on public projects within the Urbanized Area of Fairbanks remains under the jurisdiction of ADEC; however, the ADEC only requires SWPPP submittal for projects resulting in greater than or equal to five acres of ground disturbance." Be aware this threshold may be reduced from five acres down to one acre in conjunction with the EPA's Phase II regulations in the near future.

Hope this helps...and if you have any questions, don't hesitate to give me a call. We'll send you some text for the proposed structural and non-structural BMPs early next week.

Thanks,
Jackson C. Fox
Environmental Manager
City of Fairbanks • www.ci.fairbanks.ak.us
800 Cushman Street • Fairbanks, AK 99701
Direct Line (907) 459-6758

--- This electronic message transmission contains information belonging to the City of Fairbanks, or the City of North Pole, that is solely for the recipient named above and which may be confidential or privileged. THE

CITY OF FAIRBANKS AND THE CITY OF NORTH POLE EXPRESSLY PRESERVES AND ASSERTS ALL PRIVILEGES AND IMMUNITIES APPLICABLE TO THIS TRANSMISSION. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this communication is STRICTLY PROHIBITED. If you have received this electronic transmission by error, please notify us by telephone (907) 459-6756 or by electronic mail, jwbowne@ci.fairbanks.ak.us immediately. Thank you.

Public Involvement

Fairbanks Noble Street Upgrade

Public Involvement Log

Activity	Subject	Date	Pages
Newsletter #1	Introduction of project and request for comments from public, with mailing list and returns	6/13/05	1-12
Coordination with Landowners	Letters to determine interest, responses, mailing list, and map of properties	8/28/06	13-22
Landowner Meetings	Meetings to discuss landscaping opportunities on private land	2/4/08 - 2/8/08	23-38
Newsletter #2	Progress update and announcement of public meeting, with mailing list	4/16/08	39-48
Public Open House	Summary of public open house including newspaper ad and public comments received	4/29/08	49-76

PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709



LACEY & NOBLE STREETS UPGRADE

Project Newsletter



State of Alaska
Department of Transportation & Public Facilities
Federal/State Project No. STP-000S (413)/61725

Newsletter No. 1 – June 2005

What is the Lacey & Noble Streets Upgrade project?

Fairbanks downtown area has been experiencing an exciting revitalization. The City of Fairbanks, wishing to enhance and continue the revitalization, requested the assistance of the State of Alaska Department of Transportation & Public Facilities (ADOT&PF) in developing a transportation plan.

ADOT&PF and the City of Fairbanks completed and approved the *Fairbanks Downtown Transportation Study* in August 2001. The study laid out a plan to improve traffic and pedestrian circulation, parking, and the general appearance of the downtown streets. Specific recommendations for Lacey and Noble Streets included converting both streets from one-way to two-way traffic (previously completed) and to make bicycle, pedestrian, and streetscape improvements.

As a result, the Lacey & Noble Streets Upgrade project evolved to improve vehicle and pedestrian accessibility to the downtown area. ADOT&PF is proposing to:

- Reconstruct Noble Street from 1st Avenue to 12th Avenue
- Reconstruct Lacey Street from 1st Avenue to 4th Avenue
- Re-pave and re-stripe Lacey Street from 4th Avenue to 12th Avenue
- Construct landscape and streetscape improvements

Lacey and Noble Streets have limited rights-of-way, most of which will be occupied by the roadway and sidewalks. Initial landscaping concepts are shown in Figure 1. Specific lane configuration requirements for Lacey and Noble Streets will be examined using current traffic projections.

Questions? Comments?

- If...**
- you have questions or comments regarding this project...
 - you would like to be added to our mailing list for project updates...
 - you know someone else who should be on this list...

...please contact us!

Jeff Currey, P.E.
Engineering Manager
2301 Peger Road
Fairbanks, AK 99709
(907) 451-2285
Jeff_Currey@dot.state.ak.us

Ted Johnson, P.E.
PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709
(907) 452-1414
TedJohnson@pdceng.us

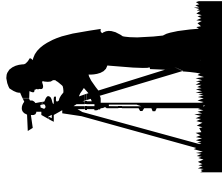
If you are a person with a disability who may need special modification, please contact Kerri Martin, Environmental Analyst, at (907) 451-5289, or Jeff Currey, Engineering Manager, at (907) 451-2285. To correspond by text telephone (TDD), please call (907) 451-2363.

What is happening with the project?



The Lacey & Noble Streets Upgrade project is in the early stages of development. In the fall of 2004, an inventory of the existing corridor was conducted, which included photo documentation of the existing traffic facilities and viewscaapes.

In addition, traffic counts, topographic data, and right-of-way information were collected. This information, along with solicited comments we receive throughout the environmental process, will be used as the basis for the design and to identify landscaping opportunities within the corridor.



In late June, we are hosting a public open house to solicit your input for the development of concepts for the corridor. Your ideas regarding the project are vital to the design. An advertisement for the open house will be placed in the *Fairbanks Daily News Miner*, and postcards will be sent to everyone on our mailing list.

What is the project schedule?



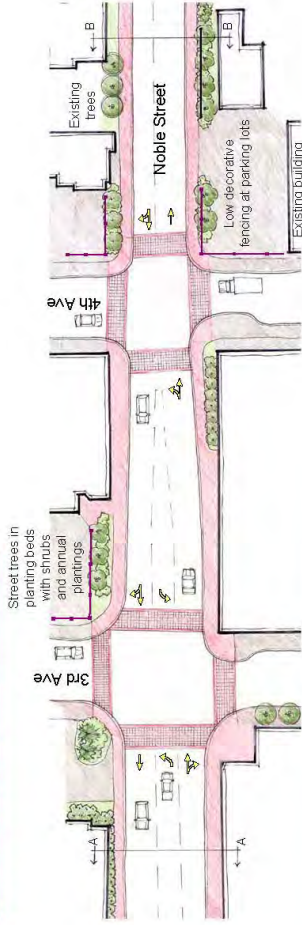
The environmental documentation is expected to be completed in the summer of 2006. At that time, a preferred alternative for the corridor will be identified, either as a "Build Alternative" or a "No-Build Alternative." If a Build Alternative is selected, the project would enter the detailed design phase.

Who will be working on this project?

The project team includes members from ADOT&PF and PDC Inc. Engineers, working in cooperation with the City of Fairbanks. The team is available to address any questions or concerns you may have regarding this project. See the back page for contact information.



TYPICAL LACEY & NOBLE STREETSCAPE



TYPICAL LACEY & NOBLE STREETSCAPE SECTIONS

SECTION A



SECTION B



FIGURE 1: LACEY & NOBLE STREETSCAPE

LACEY & NOBLE STREETSCAPE IMPROVEMENTS
Fairbanks, Alaska

Agencies Organization	Dept. and Div.	Title	First Name	Last Name	Job Title	Address	City	State	ZIP	Phone1	Fax	Email Address
Alaska Court System	Fourth Judicial District	Mr.	Ronald	Woods	Area Court Administrator	101 Lacey Street	Fairbanks	AK	99701			
Alaska Department of Transportation and Public Facilities		Mr.	Jeff	Currey	Engineering Manager	2301 Peger Rd.	Fairbanks	AK	99709			
Alaska Department of Transportation and Public Facilities		Ms.	Kerri	Martin	Environmental Analyst	2301 Peger Rd.	Fairbanks	AK	99709			
Alaska Department of Transportation & Public Facilities	Northern Region Director's Office	Ms.	Shannon	McCaffrey	Public Information Officer	2301 Peger Road	Fairbanks	AK	99709			shannon_mccaffrey@dot.state.ak.us
Alaska Department of Transportation & Public Facilities		Mr.	Mike	Colfey	Regional Maintenance Manager	2301 Peger Road	Fairbanks	AK	99709			
Alaska Department of Transportation & Public Facilities		Mr.	Dennis	Mullen	Regional Building Manager	2301 Peger Road	Fairbanks	AK	99709			
Alaska Dept. Community and Economic Development	Fairbanks Region	Ms.	Irene	Catalone	Local Gov't Specialist	209 Forty Mile Ave.	Fairbanks	AK	99701-3110	452-7126	451-7251	irene_catalone@dec.state.ak.us
Alaska Dept. of Environmental Conservation	Div. of Air Quality	Ms.	Alice	Edwards	Environmental Specialist	410 Willoughby St. Suite 303	Juneau	AK	99801-1795	465-5109	465-5129	alice_edwards@dec.state.ak.us
Alaska Dept. of Environmental Conservation	Div. of Spill Prevention & Response - Contaminated Sites	Mr.	Steve	Bainbridge	Environmental Manager	610 University Ave.	Fairbanks	AK	99709-3643	451-2182	451-2155	steve_bainbridge@dec.state.ak.us
Alaska Dept. of Environmental Conservation	Div. of Water	Mr.	Bill	Smyth	Environmental Conservation Manager	610 University Ave.	Fairbanks	AK	99709-3643	451-2177	451-2188	bill_smyth@dec.state.ak.us
Alaska Dept. of Fish and Game	Div. of Wildlife Conservation	Mr.	David	Bader	Regional Supervisor	1300 College Rd.	Fairbanks	AK	99701-1551	459-2222	452-6410	David_Bader@fishgame.state.ak.us
Alaska Dept. of Natural Resources	Div. of Mining, Land, & Water Resources	Mr.	Harry	Bader	Regional Lands Manager	3700 Airport Way	Fairbanks	AK	99709-4609	451-2777	451-2751	harry_bader@dnr.state.ak.us
Alaska Dept. of Natural Resources	Div. of Mining, Land, & Water Resources	Mr.	Gary	Prokosh	Water Resources Manager	550 W. 7th Ave., Suite 1070	Anchorage	AK	99501-3579	269-8645		gary@dnr.state.ak.us
Alaska Dept. of Natural Resources	Div. of Parks & Outdoor Recreation	Ms.	Anna	Plager	Regional Director	3700 Airport Way	Fairbanks	AK	99709-4609	451-2698	451-2754	anna_plager@dnr.state.ak.us
Alaska Dept. of Natural Resources	Office of Habitat Management Permitting	Mr.	Mac	McLean	Area Manager	1300 College Rd.	Fairbanks	AK	99701-1551	459-7289	456-3091	mac_mclean@dnr.state.ak.us
Alaska Housing Finance Corp.		Ms.	Sherrie	Simmonds	Corporate Communications Officer	PO Box 230329	Anchorage	AK	99523-0329	330-8447		simmonds@ahfc.state.ak.us
Chena Riverfront Commission		Mr.	Doug	Sims	Staff Coordinator	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1260	459-1255	dsims@co.fairbanks.ak.us
City of Fairbanks	Clerks Office	The Honorable	Steve	Thompson	Mayor	800 Cushman St.	Fairbanks	AK	99701	459-6739	459-6787	smithompson@ci.fairbanks.ak.us
City of Fairbanks	Engineering	Ms.	Carol	Cosp	City Clerk	800 Cushman St.	Fairbanks	AK	99701	459-6715	459-6710	ccosp@ci.fairbanks.ak.us
City of Fairbanks	Public Works	Mr.	Chris	Hugh	City Engineer	800 Cushman St.	Fairbanks	AK	99701	459-6741		clhugh@ci.fairbanks.ak.us
City of Fairbanks	Fire Department	Mr.	Warren	Dobson	Fire Chief	2121 Peger Rd.	Fairbanks	AK	99709	459-6770	456-6276	wdobson@ci.fairbanks.ak.us
City of Fairbanks	Police Department	Mr.	Dan	Cummings	Acting Director	656 Seventh Ave.	Fairbanks	AK	99701	459-6604		wcumings@ci.fairbanks.ak.us
City of Fairbanks	Joint MSJ Permit Committee	Ms.	Cathy	Hoffman	Chairman	811 Cushman St.	Fairbanks	AK	99701	459-6515	450-6595	pharris@ci.fairbanks.ak.us
Denakkanaga Doyon, Ltd.	Lands and Natural Resources	Mr.	James	Palook	Cultural Programs Director	299 First Ave.	Fairbanks	AK	99709	459-5827	452-6641	drakanga@gcl.net
Fairbanks Convention & Visitor's Bureau		Ms.	Karen	Lundquist	Public Relations Manager	One Doyon Place, Suite 300	Fairbanks	AK	99701-2941	459-2030	459-2062	klundquist@explorefairbanks.com
Fairbanks Downtown Association		Ms.	Karen	Lavery	Executive Director	551 Second Avenue, Suite 225	Fairbanks	AK	99701	452-8671	457-8859	klans@gcl.net
Fairbanks Economic Development Corporation		Mr.	Charlie	Walker	President / CEO	301 Cushman St. Suite 301	Fairbanks	AK	99701	452-2185	451-9534	c.walker@alaska.com
Fairbanks Garden Club		Ms.	Mary	Plutt	President	P.O. Box 70945	Fairbanks	AK	99707	452-3457		gannobson@gcl.net
Fairbanks Historic Preservation Foundation		Ms.	Robyn	Hasty	Executive Director	P.O. Box 70552	Fairbanks	AK	99707	456-8848	456-6305	
Fairbanks Native Association	Borough Clerk	Ms.	Shirley	Lee	Executive Director	201 First Ave. Ste. 200	Fairbanks	AK	99701	452-1648	452-4148	slee@fairbanksnative.org
Fairbanks North Star Borough	Dept. of Community Planning	Mr.	Bernardo	Hernandez	Borough Municipal Clerk	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1401		monalisa@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Emergency Operations	Mr.	Dave	Tyer	Director	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1260		planning@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Parks and Recreation	Mr.	Karl	Kassel	Director	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1481		dtyler@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Transportation/MACS and Van Tran	Mr.	Max	Lyon	Director	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1070		parks@co.fairbanks.ak.us
Fairbanks North Star Borough	Economic Development Commission	Ms.	Kathryn	Dodge	Special Assistant	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1002		transportation@co.fairbanks.ak.us
Fairbanks North Star Borough	Planning Dept. - Commission on Historic Preservation	Mr.	Paul	Costello	Director	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1241	459-1122	kbodge@co.fairbanks.ak.us
Fairbanks North Star Borough	Dept. of Public Works	Mr.	Claus	Naske	Chair	P.O. Box 80721	Fairbanks	AK	99708	474-7126		pauc@co.fairbanks.ak.us
Fairbanks North Star Borough	Planning Commission	Mr.	Scott	Johnson	Chairman	P.O. Box 71287	Fairbanks	AK	99707-1267	459-1345		lform@ual.edu
Fairbanks North Star Borough	Mayor Office	The Honorable	Jim	Whitaker	Mayor	1648 S Cushman St. Ste. 200	Fairbanks	AK	99701	451-9353	459-1102	SC.Johnson@co.fairbanks.ak.us
Fairbanks North Star Borough						P.O. Box 71287	Fairbanks	AK	99707-1267	459-1300	459-1102	mayor@co.fairbanks.ak.us

Organization	Dept. and Div.	Title	First Name	Last Name	Job Title	Address	City	State	ZIP	Phone1	Fax	Email Address
Fairbanks North Star Borough School District	Public and Community Relations	Ms.	Lynda	Saether	Director	520 5th Avenue	Fairbanks	AK	99701	452-2000 x 403	451-0541	lsaether@northstar.k12.ak.us
Fairbanks Parking Authority		Mr.	Guy	Douglas	Executive Director	PO Box 70784	Fairbanks	AK	99707	451-1912	456-4277	guy@fairbanksarking.com
Festival Fairbanks		Ms.	Michelle	Castillo	Executive Director	PO Box 74086	Fairbanks	AK	99707	456-1984	452-8878	
FIATS Committee		Mr.	Andrew	Niemiec	Chair	2301 Pegler Rd.	Fairbanks	AK	99709	451-2211		andrew_niemiec@dot.state.ak.us
Greater Fairbanks Chamber of Commerce	Transportation Committee	Ms.	Jeanette	James	Co-Chair	800 Cushman Street, Suite 114	Fairbanks	AK	99701			
Interior Regional Housing Authority		Mr.	Steve	Ginnis	Executive Director	828 27th Ave.	Fairbanks	AK	99701	452-9315	456-8941	steve@rhaa.org
Office of the Governor			Frank	Murkowski	Governor	P.O. Box 110001	Juneau	AK	99811	465-3500	465-3532	frank_murkowski@gov.state.ak.us
State of Alaska	House 9	The Honorable	Jim	Holm	Representative	State Capitol, Room 416	Juneau	AK	99801-1182	465-2937	465-2937	Representative_Jim_Holm@legis.state.ak.us
State of Alaska	Senate E	The Honorable	Gary	Wilken	Representative	State Capitol, Room 518	Juneau	AK	99801-1182	907-451-5501 - Fairbanks area	907-465-4714	Senator_Gary_Wilken@legis.state.ak.us
State of Alaska - Dept. of Public Safety	Div. of Alaska State Troopers	Captain	Steve	Garrett	Commander	1979 Pegler Rd.	Fairbanks	AK	99709	451-5100	451-5317	steven_garrett@dps.state.ak.us
Tanana Chiefs Conference, Inc.	Realty Dept.	Mr.	Paul	Mayo	Director	122 1st Ave., Suite 600	Fairbanks	AK	99701-4871	452-9251	459-3852	pmayo@tananachiefs.org
Tanana-Yukon Historical Society		Ms.	Renee	Blahuta	President	P.O. Box 71336	Fairbanks	AK	99709	457-6165		tyhs@ptalaska.net
U.S. Army Garrison Alaska	Headquarters	LTC	David	Brown	Post Commander	1060 Gaffney Road #6000	Fort Wainwright	AK	99703-6000			
U.S. Bureau of Indian Affairs	Realty Department	Mr.	Samuel	Dementieff	Field Representative	101 12th Ave., Box 16	Fairbanks	AK	99701-6237	456-0229	456-0225	N/A
U.S. Bureau of Indian Affairs	Environmental Department	Ms.	Kristen	Keit	Regional Environmental Scientist	P.O. Box 25520	Juneau	AK	99802			
U.S. Bureau of Land Management		Ms.	Susan	Will	Associate Manager	1150 University Ave.	Fairbanks	AK	99709-3844	474-2200		susan_will@ak.blm.gov
U.S. Dept. of Housing & Urban Development	Insurance Operations Div.	Mr.	Bill	Marks		949 E. 36th Ave., Suite 401	Anchorage	AK	99508-4368	(800) 697-6967		Bill_Marks@hud.gov
U.S. Environmental Protection Agency - Region 10	Alaska Operations Office	Ms.	Maicia	Combes	Director	222 W. 7th Ave., #19	Anchorage	AK	99513-7588	271-5083	271-3424	combes.maicia@epa.nmali.epa.gov
U.S. Fish & Wildlife Service	Ecological Services	Mr.	Larry	Bright		101 12th Ave., Box 20	Fairbanks	AK	99701-6237	456-0203	456-0208	larry_bright@fws.gov
U.S. Fish & Wildlife Service	Endangered Species	Mr.	Ted	Swern	Branch Chief	101 12th Ave., Box 19	Fairbanks	AK	99701-6237	456-0203	456-0208	ted_swern@fws.gov

Newsletter 1 Mailing List

Organization	Dept. or Div.	Title	First Name	Last Name	Job Title	Address1	Address2	City	State	ZIP	Phone1	Phone2	Fax	EmailAddress
Alaska Communication Systems (ACS)		Mr.	Rick	Alford		1101 Well St		Fairbanks	AK	99701-2834				
Alaska Fiber Star		Mr.	John	Laprise	Inspector / Splicer	8717 Dimond D Cfr # B		Anchorage	AK	99515	365-7245	441-9411	365-7216	jlaprise@akfiberstar.com
AT&T/Alascom		Ms.	Rhonda	Kitchens	Site Supervisor	200 Gaffney Rd.		Fairbanks	AK	99701	458-4675	322-1573		rkitchens@att.com
Aurora Energy Services, LLC		Mr.	Rufus	Bunch	Power Plant Superintendent	100 Cushman St, Suite 210		Fairbanks	AK	99701	451-6331	460-7136	451-4410	rufus@usbelli.com
College Utilities Corporation, LLC		Mr.	Bernie	Stack	Superintendent	P.O.BOX 80370		Fairbanks	AK	99708-0370	(907)479-3118		474-0619	bernie@akwater.com
Fairbanks Natural Gas LLC		Mr.	Duncan	Jakes	Operations Engineer	3408 International Way		Fairbanks	AK	99701	452-7111		457-8111	dcjakes@fngas.com
GENERAL COMMUNICATIONS, INC.		Mr.	Dave	Schram	Plant Manager	505 Old Steese Highway, Ste 101		Fairbanks	AK	99708				
Golden Valley Electric Association (GVEA)		Mr.	Greg	Wyman PE, PLS	Manager of Construction	P.O.BOX 71249		Fairbanks	AK	99707	451-5629	460-6267	458-6371	gwyman@gvea.com
Utility Services of Alaska - Golden Heart Utilities (GHU)		Mr.	Matt	Burdick	Engineer	P.O. Box 80370		Fairbanks	AK	99708	455-0145		474-0619	matt@akwater.com

Newsletter 1 Mailing List

Organization	Dept. or Div.	Title	First Name	Last Name	Job Title	Address1	Address2	City	State	ZIP	Phone1	Phone2	Fax	Email Address
4th and Lacey LLC						PO Box 202845		Anchorage	AK	99520-2845				
530 7th Avenue Building Co.						530 7th Avenue, suite 3		Fairbanks	AK	99701-4934				
AK State Employee Federal Credit Union						PO Box 21449		Juneau	AK	99802-1449				
Alaska Housing Finance Corp.						PO Box 101020		Anchorage	AK	99510-1020				
American Tire Warehouse Inc.						219 3rd Avenue		Fairbanks	AK	99701-4856				
Asiro LLC						1613 Hillon Avenue		Fairbanks	AK	99701-4017				
Baan O Yeel Kon Corporation						PO Box 74558		Fairbanks	AK	99707-4558				
Bachner Company Inc.						PO Box 82730	542 4th Avenue suite 300	Fairbanks	AK	99708-2130				
Block 13 Hotel LLC						PO Box 202845		Anchorage	AK	99520-2845				
Bobs Service & Towing Inc.						PO Box 72464		Fairbanks	AK	99707-2464				
Bogusch Family Trust						1536 Pleasant Valley Road		Placerville	AK	95667-8542				
Capstar Operating Corp.						20880 Stone Oak Parkway		San Antonio	TX	78258-7460				
Carnahan Business Center LLC						PO Box 72426		Fairbanks	AK	99707-2426				
City of Fairbanks Federal Credit Union						502 9th Avenue		Fairbanks	AK	99701-4902				
Da Vinci Investments LLC						520 11th Avenue		Fairbanks	AK	99701-4907				
Eliason Holding Company LLC						1415 E. Tudor Road, #102		Anchorage	AK	99507-1033				
F and J Properties LLC						PO Box 70588		Fairbanks	AK	99707-5088				
Fairbanks Polaris Hotel LLC						PO Box 2159		Mckinleyville	CA	95519-2159				
Fairbanks Community Mental Health Center						122 1st Avenue, FL 4		Fairbanks	AK	99701-4871				
Fajes Commercial LLC						PO Box 70501		Fairbanks	AK	99707-0501				
First National Bank Alaska						PO Box 100720		Anchorage	AK	99510-0720				
First Presbyterian Church Inc. Fairbanks						548 7th Avenue		Fairbanks	AK	99701-4999				
GHEMM Development Inc.						3861 Schacht Street		Fairbanks	AK	99701-7362				
GHEMM Development Inc.						2722 Riverview Drive		Fairbanks	AK	99709-4805				
Glinther Family LTD Partnership						PO Box 70767		Fairbanks	AK	99707-0767				
GMH Investments LLC						300 Elliott Avenue		Seattle	WA	98119-4122				
Holland American Line Westours						900 Noble Street		Fairbanks	AK	99701-4921				
J & Y Enterprises Inc.						331 5th Avenue		Fairbanks	AK	99701-5025				
James/Karen Farrell et al						1622 Genzaga Way		Fairbanks	AK	99709-6764				
Karen Lavery Menefee et al						12200 E. State Route 69, Lot 393		Dewey	AZ	86327-4632				
Krize Henry Trust/Krize Shirley Trust						1022 4th Avenue		Fairbanks	AK	99701-4323				
Krize Sophie M Trust/Krize Louis Trust						413 Noble Street		Fairbanks	AK	99701-4941				
Mark Tomsha et al						PO Box 70170		Fairbanks	AK	99707-0170				
Masonic Temple Holding Co.						PO Box 35025		Ft. Wainwright	AK	99703-0025				
Military and Civilian Federal Credit Union						1424 Moore Street		Fairbanks	AK	99701-5716				
MLH Manor LTD Partnership						1154 Park Drive		Fairbanks	AK	99709-4713				
Morgan Aslog Living Trust						PO Box 31149		Seattle	WA	98103-1149				
Morgan Aslog Revocable Trust						PO Box 73880		Fairbanks	AK	99707-3880				
Mt. McKinley Bank						4411 Holly Avenue		Columbus	GA	31904-6525				
Multi Marts Inc. / Catalog Sales Co. Inc						981 Van Horn Road		Fairbanks	AK	99701-7547				
MVIRTT						PO Box 4900		Scottsdale	AZ	85261-4900				
National Bank of Alaska Wells Fargo						519 1st Avenue		Fairbanks	AK	99701-4724				
New Horizons Gallery Inc.						1200 Noble Street		Fairbanks	AK	99701-4927				
North Ranch LTD						536 4th Avenue		Fairbanks	AK	99701-4792				
Parrish Company						779 8th Avenue		Fairbanks	AK	99701				
Paval LTD						529 5th Avenue, suite 200		Fairbanks	AK	99701-4749				
Paval LTD						PO Box 70610		Fairbanks	AK	99707-0610				
Polaris Investment Company						711 Gaffney Road, suite 100		Fairbanks	AK	99701-4662				
Polaris Investments LLC						419 4th Avenue		Fairbanks	AK	99701-4711				
River City Investments LLC						418 3rd Street, suite 2		Fairbanks	AK	99701-4731				
S & A Zaia Inc.						1221 Noble Street, suite 101		Fairbanks	AK	99701-4926				
Sky Pilot Ministries						1001 Noble Street		Fairbanks	AK	99701-4994				
Spaulding Franklin G Trust						964 Cowles Street, suite 244		Fairbanks	AK	99701-4366				
Stavlen Properties LLC						PO Box 61437		Fairbanks	AK	99706-1437				
Tanana Valley Clinic LTD Partnership						1515 Husky Way		Fairbanks	AK	99709-6737				
Tompson Investment						300 North Cushman Street		Fairbanks	AK	99707				
Townsite Estates LLC						200 North Cushman Street		Fairbanks	AK	99707				
Fairbanks Daily News-Miner						300 Elliott Avenue		Seattle	WA	98119-4122				
Westmark Hotels Inc.						PO Box 71230		Fairbanks	AK	99707-1230				
William G Stroecker et al								Fairbanks	AK	99707-1230				

Newsletter 1 Mailing List

FirstName	LastName	JobTitle	Address1	Address2	City	State	ZipCode	Phone1	Phone2	Fax	EmailAddress
Clifford	Benshoof		405 Noble Street		Fairbanks	AK	99701-4941				
Rodney	Bogusch		323 6th Avenue		Fairbanks	AK	99701-5029				
Don	Bonacci		2409 Poppy Drive		North Pole	AK	99705-5541				
Richard	Brickley		500 2nd Avenue		Fairbanks	AK	99701-4729				
Dennis	Brosnan		506 6th Avenue		Fairbanks	AK	99701-4937				
Jeffrey	Cain		527 12th Avenue		Fairbanks	AK	99701-4910				
Michael	Carbajal		521 6th Avenue		Fairbanks	AK	99701-4930				
Louis	Chiosi		PO Box 75253		Fairbanks	AK	99707-5253				
Frances	Cirrito		11 Shepherds Way		Barnstable	MA	02630-1025				
Edward	Clark		2464 Nelson Road		North Pole	AK	99705-6501				
Lance	Cook		305 Cindy Drive #B		Fairbanks	AK	99701-3218				
Chris	Cruikshank		9706 N. Clarendon Avenue		Portland	OR	97203-1918				
Jan	Dodds		6000 Alpine Woods Drive		Anchorage	AK	99516-2493				
Franklin	Eagle		575 First Avenue		Fairbanks	AK	99701-4724				
Richard	Elson		308 5th Avenue		Fairbanks	AK	99701-5026				
Joseph	Enox		415 5th Avenue apt 305		Fairbanks	AK	99701-4734				
Karen	Farrell		407 5th Avenue		Fairbanks	AK	99701-4715				
Timothy	Farrell		401 5th Avenue		Fairbanks	AK	99701-4715				
Audrey	Foldoe		1825 Crosson Avenue		Fairbanks	AK	99701-4037				
Daniel	Frederick		502 8th Avenue		Fairbanks	AK	99701-4937				
Dorothea	Frett		501 8th Avenue		Fairbanks	AK	99701-4936				
Emma	Green		516 9th Avenue		Fairbanks	AK	99701-4902				
Kerry	Gronewold		PO Box 70266		Fairbanks	AK	99707-0266				
James	Hackett		1162 Sunset Drive		Fairbanks	AK	99709-4744				
Patricia	Hart		1002 Lacey Street		Fairbanks	AK	99701-4916				
Theodore	Hoppner		PO Box 70767		Fairbanks	AK	99707-0767				
Gerry	Hovda		822 Skyline Drive		Fairbanks	AK	99712-1301				
Rodger	Hughes		PO Box 71089		Fairbanks	AK	99707-1089				
Maureen	Iserb		PO Box 83002		Fairbanks	AK	99708-3002				
Bobby	Keating		307 12th Avenue		Fairbanks	AK	99701-5066				
Myong	Kim		402 5th Avenue		Fairbanks	AK	99701-4716				
Patrick	Kohls		407 Gaffney Road, #2		Fairbanks	AK	99701-4912				
Garcier	Lacamppiello		2540 Honey Bee Lane		North Pole	AK	99705-6425				
Kenneth	Lavigne		PO Box 70255		Fairbanks	AK	99707-0255				
Laura	Lemieux		PO Box 60489		Fairbanks	AK	99706-0489				
Victoria	Long		PO Box 58179		Fairbanks	AK	99711-0179				
Susan	McInnis		816 5th Avenue		Fairbanks	AK	99701-4423				
Ronald	McMahon		PO Box 70948		Fairbanks	AK	99707-0948				
Robert	Moloney		1050 Kellum Street		Fairbanks	AK	99701-4318				
Anna	Moon		324 6th Avenue		Fairbanks	AK	99701-5030				
Anna	Moss		510 Noble Street		Fairbanks	AK	99701-4943				
Brenda	Naber		312 7th Avenue		Fairbanks	AK	99701-5036				
Leslie	Nelson		610 Eastview Drive		Fairbanks	AK	99712				
Robert	Nelson		529 7th Avenue		Fairbanks	AK	99701-4933				
Robert	Noreen		402 7th Avenue		Fairbanks	AK	99701-4932				
Ann	Olson		4758 Glasgow Drive, #3		Fairbanks	AK	99709-2916				

FirstName	LastName	JobTitle	Address1	Address2	City	State	ZipCode	Phone1	Phone2	Fax	EmailAddress
Ronald	Price		PO Box 82472		Fairbanks	AK	99708-2472				
Hez	Ray		313 6th Avenue		Fairbanks	AK	99701-5029				
John	Roberts		1825 Crosson Avenue		Fairbanks	AK	99701-4037				
Norm	Rockney		301 1st Avenue		Fairbanks	AK	99701-4802				
Norman	Rockney		PO Box 74003		Fairbanks	AK	99707-4003				
Tom	Ruzich		1505 3rd Street		Fairbanks	AK	99701-4245				
Gary	Schikora		PO Box 75458		Fairbanks	AK	99707-5458				
Tristan	Schultis		183 Concord Avenue		Fairbanks	AK	99712-2402				
Joseph	Sheehan		PO Box 70906		Fairbanks	AK	99707-0906				
Michiko	Simmons		1206 Wild Rose Avenue		Fairbanks	AK	99701-5872				
Stevan	Smith		308 6th Avenue		Fairbanks	AK	99701-5030				
Siu King	So		322 6th Avenue		Fairbanks	AK	99701-5030				
Eugene	Solin		645 Kentshire Drive		Fairbanks	AK	99709-2466				
Michael	Stepovich		543 2nd Avenue		Fairbanks	AK	99701-3403				
Nicholas	Stepovich		543 2nd Avenue		Fairbanks	AK	99701-3403				
Vernon	Stoner		809 Cushman Street		Fairbanks	AK	99701-4614				
Angie	Tallant		519 12th Avenue		Fairbanks	AK	99701-4910				
Barbara	Taurainen		6000 Alpine Woods Drive		Anchorage	AK	99516-2493				
Terry	Thomas		20 Collingswood Plaza, Box 307		Flanders	NJ	07836-9311				
Nelson	Traverso		312 5th Avenue		Fairbanks	AK	99701-5026				
Marcia	Uhler		523 2nd Avenue		Fairbanks	AK	99701-4728				
Shaneh	Ward		2533 Micah Road, Unit A		North Pole	AK	99705-6427				
Michael	Webb		531 2nd Avenue		Fairbanks	AK	99701-4728				
Tommy	Wilton		7400 Setter Drive		Anchorage	AK	99502-4728				

PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709



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Mr. Bill Marks
Insurance Operations Division
U.S. Dept. of Housing & Urban Development
949 East 36th Avenue, Ste. 401
Anchorage, AK 99508-4368

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Fairbanks, AK 99709



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Ms. Emma Green
516 9th Avenue
Fairbanks, AK 99701-4902

Lacey & Noble Streets Upgrade Project

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1028 Aurora Drive
Fairbanks, AK 99709

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Ms. Maureen Isberb
P. O. Box 83002
Fairbanks, AK 99708-3002

Lacey & Noble St

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PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709

ASIN

Mr. Steve Ginnis, Executive Director
Interior Regional Housing Authority
828 7th Avenue
Fairbanks, AK 99701



Lacey & Noble St

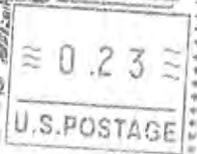
NIXIE 995 1 01 06/18/05

RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD

BC: 99709611628 *1999-05143-18-26



PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, AK 99709



Ms. Irene Catalone.
Local Government Specialist
State of AK-DCED
209 FortyMile Avenue
Fairbanks, AK 99701-3110

Lacey & Noble Streets Upgrade Project

Newsletter No. 2

FORWARD X 995 N1 1 204 C 01 06/19/05
: STATE OF AK DEPT COMMUNITY ECON DEV
211 CUSHMAN ST
FAIRBANKS AK 99701-4639

RETURN TO SENDER



STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2243
TDD: (907) 451-2363
FAX: (907) 451-5103

[Date]

RE: Lacey Noble Streets Upgrade
Project No: STP-000S (413)/61725
Landscaping

[First Name] [Last Name]
[Business Name]
[Address]
[City], [State] [ZipCode]

Dear [Title] [Last Name]:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area, and aesthetics along Lacey and Noble Streets

The project scope includes a special opportunity to make landscaping improvements on adjacent private property. The intent of this is to offer aesthetic improvement beyond what the right-of-way corridor will allow. The landscaping improvements would be paid for by the project. The ownership of the improvements and future maintenance responsibilities would remain with the property owner.

Your property has been identified as a possible candidate for these improvements. If you are interested, we would like to meet with you to discuss the location and type of landscaping features that would work for you. A return envelope is included for your convenience in responding.

- Not Interested
- Interested in discussing the possibilities. Please contact: Name: _____
Phone: _____

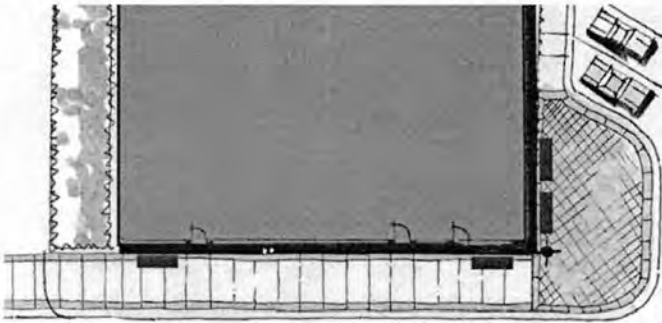
Thank you for your time, and we look forward to hearing from you.

Sincerely,

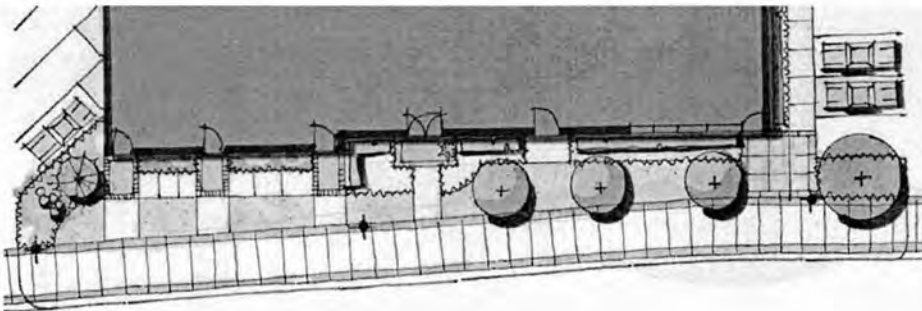
Steve Henry
Project Manager

Attachment: Figure 1

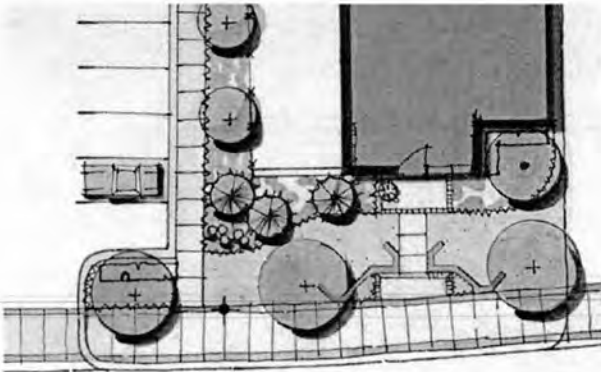
Noble Streetscape - Landscape Options



This plan illustrates a potential design where available space precludes landscaping, but allows enough width for benches.



This plan illustrates a potential design where space allows the planting of shrubs, trees and lawn areas.



This plan illustrates a potential design where space allows the planting of shrubs, trees and lawn areas and the installation of seatwalls or other amenities



Where sidewalk widths allow, and where compatible with adjacent business uses, street furniture can be placed.



Where appropriate, landscaping can be implemented adjacent to the sidewalk for aesthetics.



Where adjacent grades require it, or where planters or seat walls are desired, walls can be used against the sidewalk, or within the landscape.



Examples of how planter walls and/or seat walls can be treated to bring out local character and increase visual interest.

Landscaping Letter Addresses

1. South Hall Manor – 401 7th Ave

Marjorie Holt
Manager South Hall Manor
Alaska Housing Finance Corporation
1441 22nd Ave
Fairbanks, AK 99701

2. Golden Heart Building – 600 Noble St

Devin Huffman
Manager Golden Heart Building
PO Box 10972
Fairbanks, AK 99710

3. FNA Parking Area – 1st to 2nd Ave on Noble

John Bachner
Bachner Company Inc.
PO Box 81230
Fairbanks, AK 99708-2130

Doreen Deaton
Fairbanks Native Association
201 1st Avenue
Fairbanks, AK 99701-4898

4. Overflow Parking – 6th to 7th Ave on Lacey

Ann Shortt
Superintendent
FNSB School District
520 5th Ave
Fairbanks, AK 99701

5. City of Fairbanks Federal Credit Union – 502 9th Ave

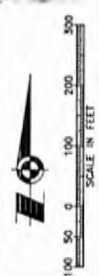
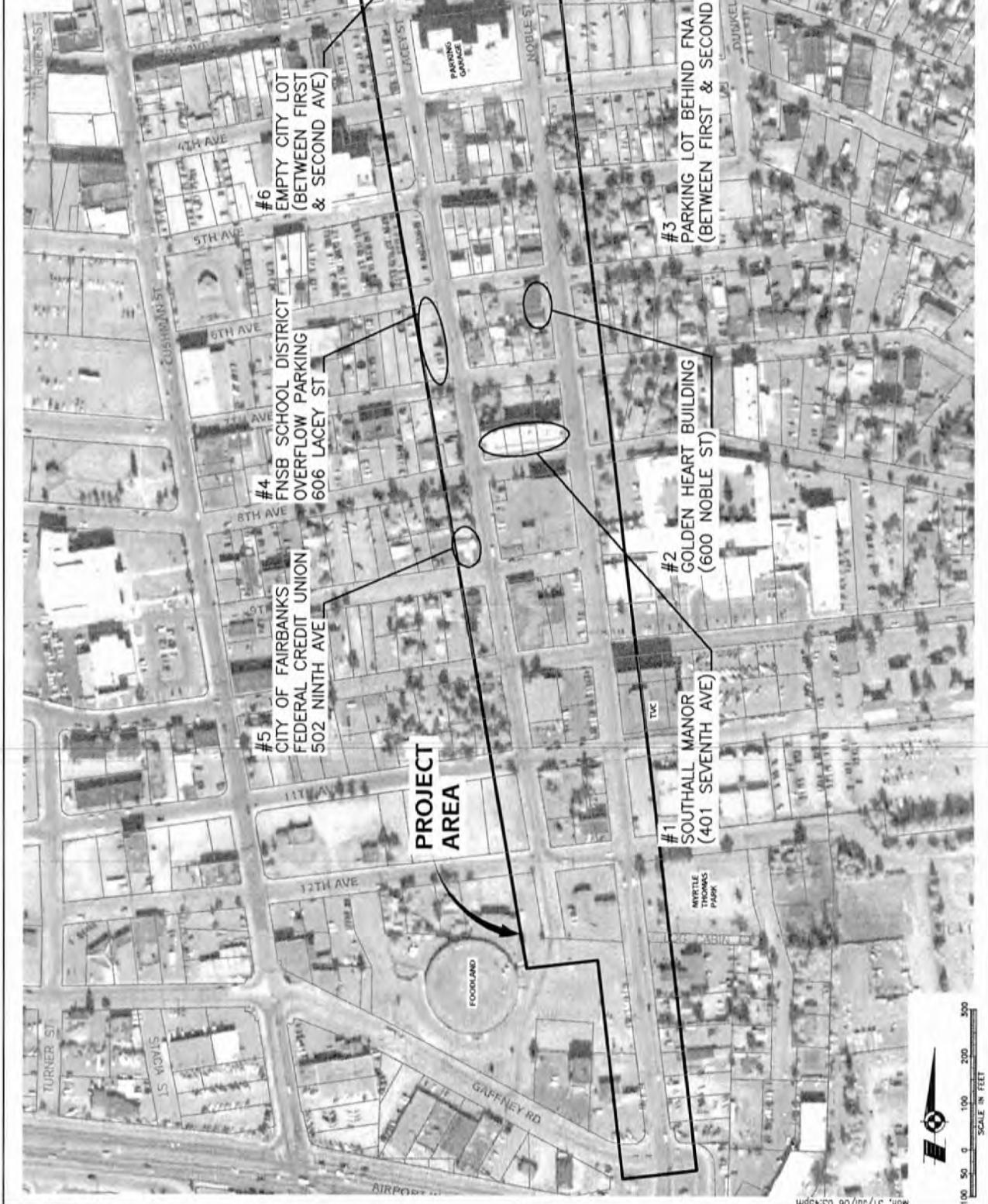
Vicki Mowrey
Manager City of Fairbanks Federal Credit Union
502 9th Ave
Fairbanks, AK 99701-4902

6. Vacant lot – 1st to 2nd Ave on Noble

David Jacoby
Director of Public Works
City of Fairbanks
2121 Peger Rd
Fairbanks, AK 99709

Mike Schmetzer
City Engineer
City of Fairbanks
800 Cushman St
Fairbanks, AK 99

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0005(413)/61725	2005	1	
P:\2004\104085\1\Landscaping_Letter.dwg - T-901				



Mon, 31 Jul / 06 02:42pm

PROJECT AREA

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-
TDD: (907) 451-2363
FAX: (907) 451-

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

August 28, 2006

John Bachner
Bachner Company Inc.
P.O. Box 81230
Fairbanks, AK 99708-2130

Re: Lacey/Noble Streets Upgrade
Project No. STP-000S(413)/61725
Landscaping

Dear Mr. Bachner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area and aesthetics along Lacey and Noble Streets.

The project scope includes a special opportunity to make landscaping improvements on adjacent private property. The intent of this is to offer aesthetic improvement beyond what the right-of-way corridor will allow. The landscaping improvements would be paid for by the project. The ownership of the improvements and future maintenance responsibilities would remain with the property owner.

Your property has been identified as a possible candidate for these improvements. If you are interested, we would like to meet with you to discuss the location and type of landscaping features that would work for you. A return envelope is included for your convenience in responding.

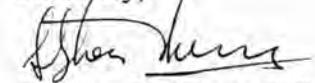
Not Interested

Interested in discussing the possibilities.

Please contact: Name: John Bachner
Phone: 388-4118

Thank you for your time, and we look forward to hearing from you.

Sincerely,



Stephen D. Henry, P.E.
Engineering Manager

Attachment: Figure 1

SH/II

Cc: Valerie Baxter, Environmental Impact Analyst
PDC Inc. Engineering

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

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-
TDD: (907) 451-2363
FAX: (907) 451-

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

August 28, 2006

Ann Shortt
Superintendent
FNSB School District
520 5th Ave.
Fairbanks, AK 99701

Re: Lacey/Noble Streets Upgrade
Project No. STP-000S(413)/61725
Landscaping

Dear Ms. Shortt:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area and aesthetics along Lacey and Noble Streets.

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Your property has been identified as a possible candidate for these improvements. If you are interested, we would like to meet with you to discuss the location and type of landscaping features that would work for you. A return envelope is included for your convenience in responding.

Not Interested

Interested in discussing the possibilities.

Please contact: Name:


Dave Ferree

Phone:

452-4461

Thank you for your time, and we look forward to hearing from you.

Sincerely,


Stephen D. Henry, P.E.
Engineering Manager

copy Dave Ferree

Attachment: Figure 1

SH/II

Cc: Valerie Baxter, Environmental Impact Analyst
PDC Inc. Engineering

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-
TDD: (907) 451-2363
FAX: (907) 451-

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

August 28, 2006

Vicki Mowrey
Manager
City of Fairbanks Federal Credit Union
502 9th Ave.
Fairbanks, AK 99701-4902

Re: Lacey/Noble Streets Upgrade
Project No. STP-000S(413)/61725
Landscaping

Dear Ms. Mowrey:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area and aesthetics along Lacey and Noble Streets.

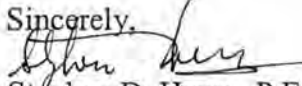
The project scope includes a special opportunity to make landscaping improvements on adjacent private property. The intent of this is to offer aesthetic improvement beyond what the right-of-way corridor will allow. The landscaping improvements would be paid for by the project. The ownership of the improvements and future maintenance responsibilities would remain with the property owner.

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- Not Interested
 Interested in discussing the possibilities.

Please contact: Name: Vicki Mowrey
Phone: 452-3371
388-2976

Thank you for your time, and we look forward to hearing from you.

Sincerely,

Stephen D. Henry, P.E.
Engineering Manager

Attachment: Figure 1

SH/II

Cc: Valerie Baxter, Environmental Impact Analyst
PDC Inc. Engineering

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

STATE OF ALASKA

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FAX: (907) 451-

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

August 28, 2006

Doreen Deaton
Fairbanks Native Association
201 1st Ave.
Fairbanks, AK 99701-4898

Re: Lacey/Noble Streets Upgrade
Project No. STP-000S(413)/61725
Landscaping

Dear Ms. Deaton:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area and aesthetics along Lacey and Noble Streets.

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Not Interested Property sold.

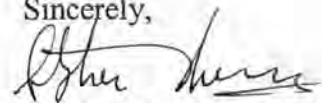
Interested in discussing the possibilities.

Please contact: Name: _____

Phone: _____

Thank you for your time, and we look forward to hearing from you.

Sincerely,



Stephen D. Henry, P.E.
Engineering Manager

Attachment: Figure 1

SH/ll

Cc: Valerie Baxter, Environmental Impact Analyst
PDC Inc. Engineering

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

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FAX: (907) 451-

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

August 28, 2006

Devin Huffman
Manager Golden Heart Building
P.O. Box 10972
Fairbanks, AK 99710

Re: Lacey/Noble Streets Upgrade
Project No. STP-000S(413)/61725
Landscaping

Dear Mr. Huffman:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee and the Federal Highway Administration (FHWA), proposes to construct improvements to Lacey and Noble Streets in downtown Fairbanks (Figure 1). The goal of this project is to improve vehicle/pedestrian safety, accessibility to the downtown area and aesthetics along Lacey and Noble Streets.

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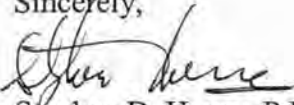
Not Interested

Interested in discussing the possibilities.

Please contact: Name: Jim or Leslie Huffman
Phone: 451-6660

Thank you for your time, and we look forward to hearing from you.

Sincerely,


Stephen D. Henry, P.E.
Engineering Manager

Attachment: Figure 1

SH/ll

Cc: Valerie Baxter, Environmental Impact Analyst
PDC Inc. Engineering

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



PDC INC. ENGINEERS

Transforming Challenges into Solutions

**Anchorage
Fairbanks**

MEETING MINUTES

Location:	DOT&PF	Meeting Date:	02/04/08
Attendees:	John Bachner, Bachner Co., Inc. Steve Henry, DOT&PF Valerie Baxter, DOT&PF Matt Stone, PDC Inc. Engineers Shawna Laderach, PDC Inc. Engineers	PDC #	F04089
		Client #	61725
Subject:	Landscaping	Name:	Fairbanks Noble Street Upgrade
		Minutes Prepared:	Shawna Laderach 02/05/08

The purpose of this meeting was to discuss potential landscape opportunities on Lots 1-5 of Block 11, Townsite Subdivision, along the east side of Noble Street between 1st and 2nd Avenues. The lots are currently owned by Bachner Co., Inc.

John manages the property for his father, the owner, who is out of town until March 1. John is in favor of beautifying downtown but had some concerns about placing landscaping on the property on First Avenue and Noble Street. His concerns include:

- Loss of parking
- Cost to his business to maintain the landscaping
- Vandalism

Matt went over the measurements of the parking lot and parking standards to explain that there would be no loss of parking with addition of the 6-foot landscaping strip along the front of the lot. The cars would be pushed back from Noble Street, but there would be the same number of parking spaces.

John questioned why DOT&PF would not just acquire or condemn the property.

Valerie explained that the DOT&PF will not condemn the property and will likely not acquire the property solely for the purpose of landscaping. Matt added that Federal funds are being used for the project and they need to be used for infrastructure.

John will discuss the landscaping with his father and let us know if they are interested around the first of March. If his father agrees to the improvements, DOT&PF will show landscaping as an option on the property at the public meeting, pursue an agreement with one of the Downtown groups regarding maintenance, and following the detailed design phase of the project, draft an agreement for the construction of the landscaping.

PDC will contact John between March 1 and March 15 to find out if they are interested if the Department has not heard from him. PDC will also contact the Downtown groups and find out if they have any interest in maintaining the planter beds.

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

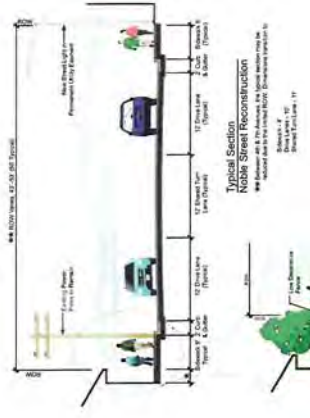
POTENTIAL URBAN DESIGN OPPORTUNITIES FOR NOBLE STREET ENHANCEMENT PROJECT



PAVING PATTERNS - LANDSCAPED AREAS



3-POTENTIAL LANDSCAPE AREAS



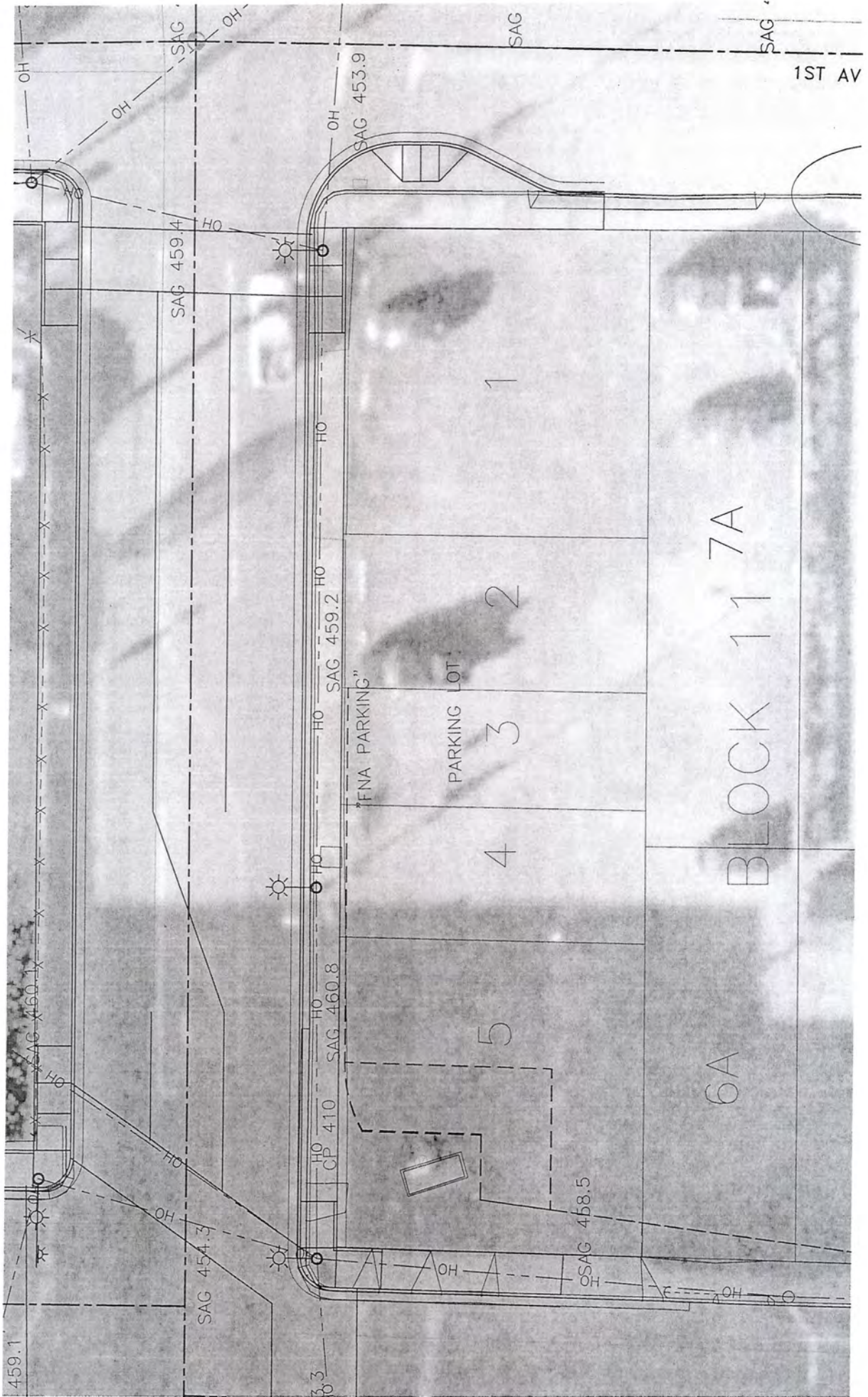
TYPICAL CROSS SECTION



LIGHTING - BANNERS - DECORATIVE FENCING - WALLS - GATEWAYS



NOBLE STREET IMPROVEMENTS NORTH FAIRBANKS, ALASKA





PDC INC. ENGINEERS

Transforming Challenges into Solutions

**Anchorage
Fairbanks**

MEETING MINUTES

Location:	DOT&PF	Meeting Date:	02/05/08
Attendees:	Stu Barrows, AHFC Doc Crouse, AHFC Steve Henry, DOT&PF Matt Stone, PDC Inc. Engineers Anne Ervice, PDC Inc. Engineers Shawna Laderach, PDC Inc. Engineers	PDC #	F04089
		Client #	61725
Subject:	Landscaping	Name:	Fairbanks Noble Street Upgrade
		Minutes Prepared:	Shawna Laderach 02/06/08

The purpose of this meeting was to discuss potential landscape opportunities at Southall Manor, Lot 5 of Block 91, Townsite Subdivision, along the west side of Noble Street between 7th and 8th Avenues. The block is currently owned by AHFC and holds a Senior Housing Complex.

Stu and Doc oversee the maintenance of the property from Anchorage. Although they will not be making a final decision regarding the landscaping, they will be making recommendations to management. Stu and Doc are pleased with the prospect of landscaping on the property. They recommend:

- Replacing the guardrail with something at least as visible and durable
- Landscaping that is easy to maintain

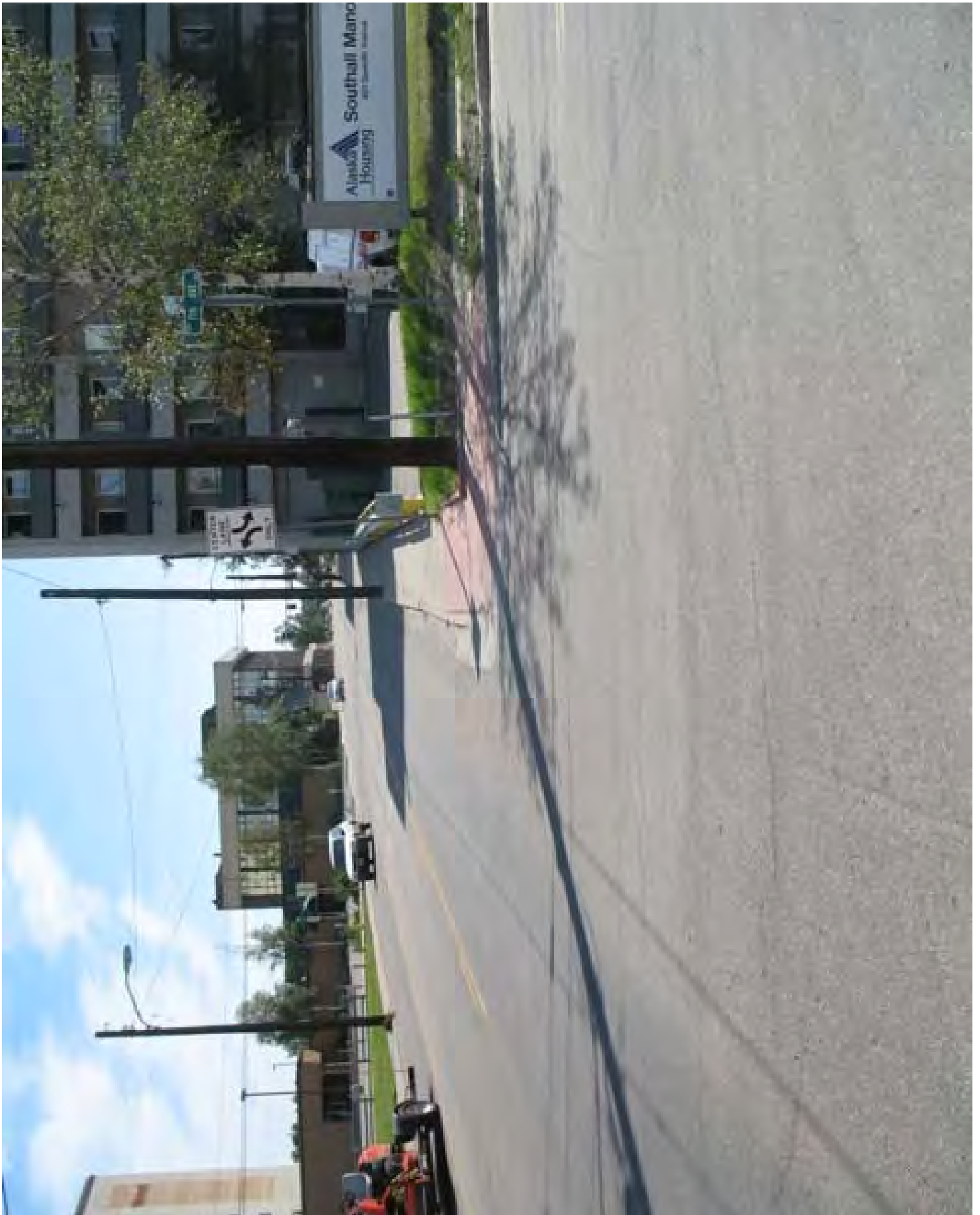
Matt suggested a wall at least as high as the guardrail to replace it. In addition, a wall or bed could replace the bollards at the corner of Noble Street and 8th Avenue. He suggested removing the bushes on the corner of the building and replacing them with raised beds that wrap the corner planted with low perennials.

Stu and Doc provided some information on the history of the property. HUD paid for the building, and federal funds are used to maintain it. The guardrail was installed to prevent residents from driving directly onto Noble Street. Maintenance also pushes their snow pile up against it. The bollards were installed because cars hit the patio/porch area of the community area of the complex.

AHFC maintenance department has no concerns with the landscaping features discussed. They were agreeable to DOT&PF showing the property as a potential landscaping opportunity at the public meeting.

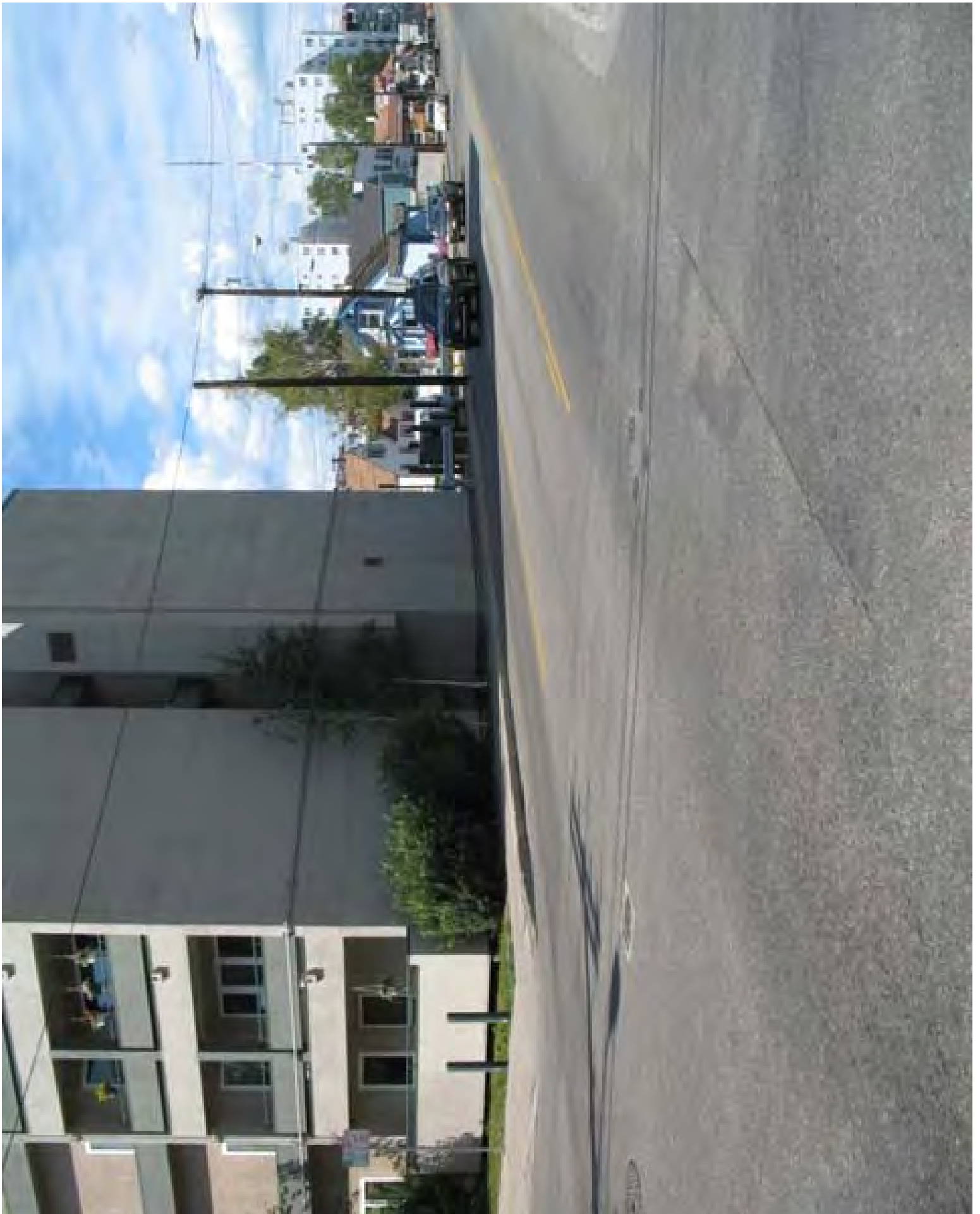
Following the detailed design phase of the project, DOT&PF will draft an agreement for the construction of the landscaping. Stu will email his address to PDC so he can be on the mailing list to receive a newsletter.

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707











MEETING MINUTES

Location:	DOT&PF	Meeting Date:	February 8, 2008
Attendees:	Josh Jakubek, R&D Environmental, Inc. Steve Henry, DOT&PF Matt Stone, PDC Engineers Shawna Laderach, PDC Engineers	PDC #	F04089
		Client #	61725
		Name:	Fairbanks Noble Street Upgrade
		Minutes Prepared:	Shawna Laderach February 8, 2008
Subject:	Landscaping		

The purpose of this meeting was to discuss potential landscape opportunities at the Golden Heart Building, Lot 4 of Block 88, Townsite Subdivision, along the west side of Noble Street between 6th and 7th Avenues. The lot has two buildings on it with approximately nine apartments and a business owned by the owner of the building. There was once a second business in the building, and the owner is currently changing that space into an efficiency apartment.

Josh attended to represent the owners, Jim and Leslie Huffman (Josh works for Leslie's business, which has its main office at the Golden Heart Building). The owners' biggest concern is parking. Josh said the tenants are low income and they try to rent to people that do not have automobiles. The owners pay monthly rent for four spaces in back of their building; currently, their dumpster is in one of the spaces. There are two street-side parking spaces across 6th Avenue. Josh said that the green building, which holds five apartments, is near collapse and there are plans to demolish it in the future to make room for parking. In the summer the residents and employees park across the street or on 6th Avenue, but in the winter they need access to electricity to plug in their cars. There are not enough outlets or parking spaces for the number of residents with cars without parking in front of the building.

Matt explained that the vehicle access to the front of the building from 6th Avenue will be removed as part of this project because it does not meet the minimum standards set by the City. The access to Noble may also be removed because without the 6th Avenue access the cars will not be able to exit without backing onto Noble Street; there is not enough space to turn around in front of the building. Josh asked if DOT&PF could purchase a lot for public parking in the back or if the accesses may be grandfathered in even though they don't meet standards. Steve said they would not do it as part of this project. Matt told Josh that we had looked into grandfathering a little and found out permitted driveways can be revoked at any time, and he is not sure how the access was established.

Matt asked if the owners would be interested in landscaping if parking was not an issue. Josh said they would be and that everyone around them would appreciate having the lot spruced up. Matt went over some options for the property and talked a little about maintenance. Josh believes landscaping would be in jeopardy of being run over by people parking in front of the building. Steve suggested there may be an option to move the curb extension on 6th Avenue to the south side of the street to discourage vehicles from driving over the curb and to provide parking on that side of the street behind the extension. Matt said the curb extension on the north side of the street was built only a few years ago. The City would have to be consulted to find out why they decided to put the curb extension on that side. Josh liked the idea of having parking on the south side of the street and suggested it would work if DOT&PF could

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

install headbolts for their automobiles to avoid running cords across the sidewalk. He is not concerned with other people plugging in there, but suggested it be signed “parking is reserved for tenants.” Josh said the parking on the north side of the street has a two-hour limit during the day, and that would be fine for the south side as long as tenants could park overnight.

Josh pointed out that there are drainage issues in the area. Matt said the landscaping would likely remedy this. To the south of the buildings is a walkway/sidewalk to access two of the apartments. Josh is not sure of the purpose of the wall bordering the property on the south or which lot it is on. He said they have no concerns with removing it. On the north side (6th Avenue) of the building is a door to a stairwell to access apartments. There are some underground utilities in front of the door. The sidewalk on that side is narrow, broken, and bumpy.

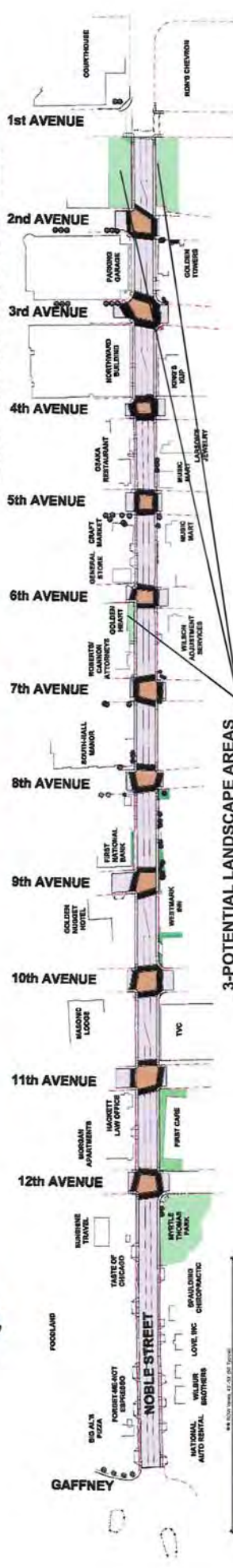
Matt said that we could not make any promises, but we will take Josh’s comments into serious consideration and talk with the City. Steve said that we are planning a public meeting toward the end of March and the owners will be notified.

POTENTIAL URBAN DESIGN OPPORTUNITIES FOR NOBLE STREET ENHANCEMENT PROJECT

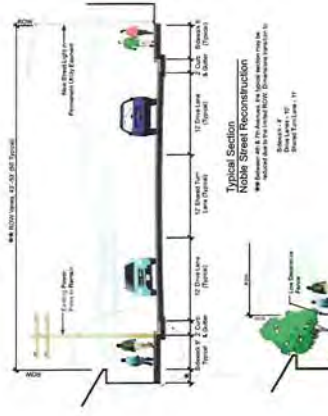


STREET FURNITURE

PAVING PATTERNS - LANDSCAPED AREAS



3-POTENTIAL LANDSCAPE AREAS



TYPICAL CROSS SECTION



LIGHTING - BANNERS - DECORATIVE FENCING - WALLS - GATEWAYS



NOBLE STREET IMPROVEMENTS NORTH FAIRBANKS, ALASKA









FAIRBANKS NOBLE STREET UPGRADE

State of Alaska Department of Transportation & Public Facilities
Project No. STP-0005 (413)/61725

Reconstruction project moving forward

As part of the continuing downtown revitalization effort, the City of Fairbanks and the Alaska Department of Transportation and Public Facilities (DOT&PF) are working with the Federal Highway Administration (FHWA) to improve traffic and pedestrian circulation and the general appearance of downtown streets. The Fairbanks Noble Street Upgrade project is part of this effort.

The Fairbanks Noble Street Upgrade will improve traffic flow and aesthetics on Noble Street while retaining three lanes throughout (one driving lane in each direction plus a center two-way turn lane). Construction of the project would also improve accessibility and vehicle/pedestrian safety on Noble Street. DOT&PF is proposing to:

- Reconstruct the roadway
- Replace sidewalks and widen where possible
- Add curb extensions or "bulb-outs" to selected intersections
- Reduce the posted speed limit to 25 mph
- Replace storm drain components
- Evaluate the need for traffic signals and upgrade signal hardware as necessary
- Add streetscape and landscape improvements
- Update street lighting
- Relocate conflicting utilities

In June 2005, newsletters were distributed regarding improvements to both Noble and Lacey Streets from 1st Avenue to 12th Avenue. Due to funding constraints, Lacey Street has been dropped from this project. However, the work on Noble Street has been extended further south, to Gaffney Road.

You are invited to a PUBLIC INFORMATION MEETING!

Tuesday, April 29, 2008
4 to 7 PM

Noel Wien Public Library

At the open house, you will have the opportunity to talk with members of the project team, review drawings and exhibits, and provide us with your comments. Your ideas regarding the project are vital to the design!

Project Newsletter

No. 2 | April 2008



Questions? Comments?

- If...**
- you have questions or comments regarding this project...
 - you would like to be added to our mailing list for project updates...
 - you know someone else who should be on this list...

...please contact us!

Public Meeting
 Tuesday,
 April 29th
 (details inside)

Steve Henry, P.E.
Engineering Manager
 2301 Peger Road
 Fairbanks, AK 99709
 (907) 451-2283
 steve.henry@alaska.gov

Matt Stone, P.E.
PDC Inc. Engineers
 1028 Aurora Drive
 Fairbanks, AK 99709
 (907) 452-1414
 mattstone@pdceng.us

If you are a person with a disability who may need accommodation, please contact Valerie Baxter, Environmental Analyst, at (907) 451-5289, or Steve Henry, Engineering Manager, at (907) 451-2283. To correspond by text telephone (TDD), please call (907) 451-2363.

Alaska Court System
303 K St
Anchorage, AK 99501-2013

Tommy Wilton
7400 Setter Dr
Anchorage, AK 99502-4189

Eliason Holding Company LLC
1415 E Tudor Rd # 102
Anchorage, AK 99507-1033

First National Bank of Alaska
PO Box 100720
Anchorage, AK 99510-0720

Alaska Housing Finance Corporation
Attn: Stuart Barrows
PO Box 101020
Anchorage, AK 99510-1020

Block 13 Hotel LLC
PO Box 202845
Anchorage, AK 99520-2845

4th and Lacey LLC
PO Box 202845
Anchorage, AK 99520-2845

Alascom Inc.
PO Box 7207
Bedminster, NJ 07921-7207

Mike Stepovich
Matilda Stepovich
1677 Old Stage Rd
Central Point, OR 97502-1041

Multi Marts Inc
Catalog Sales Co Inc
4411 Holly Ave
Columbus, GA 31904-6525

The 319 LLC
PO Box 155
Ester, AK 99725-0155

Alaska Housing Finance Corporation
Attn: Marjorie Holt
1441 22nd Ave
Fairbanks, AK 99701

Myong Kim
4049 Dunlap Ave
Fairbanks, AK 99701-3512

Chalermpon Boonprasert
Laong Herawan Boonprasert
1581 Hilton Ave
Fairbanks, AK 99701-4015

Astro LLC
1613 Hilton Ave
Fairbanks, AK 99701-4017

Audrey Foldoe
1825 Crosson Ave
Fairbanks, AK 99701-4037

Vivian Stiver
1382 6th Ave
Fairbanks, AK 99701-4136

Robert Moloney
1050 Kellum St
Fairbanks, AK 99701-4318

Susan Mcinnis
816 5th Ave
Fairbanks, AK 99701-4423

Paval Ltd
779 8th Ave
Fairbanks, AK 99701-4498

Fairbanks City Of
800 Cushman St
Fairbanks, AK 99701-4615

River City Investments LLC
711 Gaffney Rd Ste 100
Fairbanks, AK 99701-4662

Bachner Company Inc
Attn: John Bachner
542 4th Ave Ste 300
Fairbanks, AK 99701-4707

S and A Zaia Inc
419 4th Ave
Fairbanks, AK 99701-4711

Mt Mckinley Bank
530 4th Ave
Fairbanks, AK 99701-4714

Timothy Farrell
401 5th Ave
Fairbanks, AK 99701-4715

New Horizons Gallery Inc
519 1st Ave
Fairbanks, AK 99701-4724

Fairbanks Convention and Visitors
Bureau Inc
City Of Fairbanks
550 1st Ave
Fairbanks, AK 99701-4725

Cmr Properties LLC
507 2nd Ave
Fairbanks, AK 99701-4728

Richard Brickley
Hoa T. Brickley
500 2nd Ave
Fairbanks, AK 99701-4729

Sky Pilot Ministries Inc
418 3rd St Ste 2
Fairbanks, AK 99701-4731

David Whitmore
535 3rd Ave Ste A
Fairbanks, AK 99701-4732

American Tire Warehouse Inc
219 3rd Ave
Fairbanks, AK 99701-4856

Fairbanks Community Mental Health
Center
122 1st Ave Ste 5
Fairbanks, AK 99701-4871

Fairbanks Native Association Inc
201 1st Ave Ste 200
Fairbanks, AK 99701-4898

City Of Fbks Fed Credit Union
502 9th Ave
Fairbanks, AK 99701-4902

Da Vinci Investments LLC
C/O 520 11th Ave
Fairbanks, AK 99701-4907

Pewter LLC
407 Gaffney Rd Ste 1
Fairbanks, AK 99701-4912

Myriad Industries Inc
431 Gaffney Rd
Fairbanks, AK 99701-4912

J & Y Enterprises Inc
900 Noble St
Fairbanks, AK 99701-4921

Alden Wilbur
Brenda L. Wilbur
1241 Noble St
Fairbanks, AK 99701-4926

Love In The Name Of Christ
1231 Noble St
Fairbanks, AK 99701-4926

Frank Spaulding
1221 Noble St Ste 101
Fairbanks, AK 99701-4926

Amie Greer
Matthew L. Greer
1246 Noble St
Fairbanks, AK 99701-4927

North Ranch Limited
1200 Noble St
Fairbanks, AK 99701-4927

Michael Carbajal
521 6th Ave
Fairbanks, AK 99701-4930

Shaneh Ward
416 7th Ave
Fairbanks, AK 99701-4932

First Presbyterian Church
547 7th Ave
Fairbanks, AK 99701-4933

530 7th Avenue Building Company
530 7th Ave Ste 3
Fairbanks, AK 99701-4934

Clifford Benshoof
Judith A. Benshoof
405 Noble St
Fairbanks, AK 99701-4941

Joseph Enox
Un Hui Enox
415 8th Ave Apt 305
Fairbanks, AK 99701-4959

Tanana Valley Clinic
Limited Partnership
1001 Noble St
Fairbanks, AK 99701-4994

RSD Vanhorn LLC
304 Gaffney Rd
Fairbanks, AK 99701-5014

Richard Elson
308 5th Ave
Fairbanks, AK 99701-5026

Rodney Skylark Bogusch
Odessa A. Skylark Bogusch
323 6th Ave
Fairbanks, AK 99701-5029

Senior Quality Care Inc
319 6th Ave
Fairbanks, AK 99701-5029

Larson Locksmith and Security Inc
171 7th Ave
Fairbanks, AK 99701-5031

MLH Manor Limited Partnership
1424 Moore St
Fairbanks, AK 99701-5716

Joseph Nyquist
1255 Airport Way Ste 12
Fairbanks, AK 99701-5819

Mitchiko Simmons
Michkel Simmons
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Fairbanks, AK 99701-6938

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PO Box 70501
Fairbanks, AK 99707-0501

Fairbanks North Star Borough
Land Management
Land Management
PO Box 71267
Fairbanks, AK 99707-1267

Parrish Company
PO Box 73400
Fairbanks, AK 99707-3400

F and J Properties LLC
PO Box 75088
Fairbanks, AK 99707-5088

Willow Creek Clothing LLC
3845 Frenchman Rd
Fairbanks, AK 99709-0235

Makena Holdings LLC
3059 Westgate Pl
Fairbanks, AK 99709-4749

Thompson Investment Company
1810 Burgess Ave
Fairbanks, AK 99709-5516

Bucher Family Trust
Bertha D. Bucher
PO Box 10086
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Fairbanks, AK 99709-4805

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1515 Husky Way
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Fairbanks, AK 99707-0170

Fairbanks North Star Borough
School District
Land Management
PO Box 71267
Fairbanks, AK 99707-1267

Bobs Service and Towing Inc
PO Box 72464
Fairbanks, AK 99707-2464

Baan O Yeel Kon Corporation
PO Box 74558
Fairbanks, AK 99707-4558

Golden Heart Utilities Inc
PO Box 80370
Fairbanks, AK 99708-0370

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Military and Civilian Federal Credit
Union
PO Box 35025
Ft Wainwright, AK 99703-0025

Alaska State Employees Federal
Credit Union
PO Box 34157
Juneau, AK 99803-4157

Fairbanks Polaris Hotel LLC
PO Box 2159
Mckinleyville, CA 95519-2159

JRB Inc
2412 Marigold Rd
North Pole, AK 99705-5530

Joseph Webb
Carl Richard Cox
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Capstar Operating Corporation
C/O Clear Channel Brdcstg
20880 Stone Oak Pkwy
San Antonio, TX 78258-7460

National Bank of Alaska
Wells Fargo
633 Folsom St
San Francisco, CA 94107

Holland America Line Inc
300 Elliott Ave W
Seattle, WA 98119-4122

Westmark Hotels Inc
300 Elliott Ave W
Seattle, WA 98119-4122

Direct Lending Group Inc
221 1st Ave Ste 105
Seattle, WA 98119-4223

Northward Associates
16 W Harrison St Ste 201
Seattle, Wa 98119-4121

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Hez Ray
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Fairbanks, AK 99701-5029

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Fairbanks, AK 99701-5030

Siu So
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Fairbanks, AK 99701-5030

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Craig Martin
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Fairbanks, AK 99712-3254

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501 Archives Aly
Fairbanks, AK 99712-3604

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North Pole, AK 99705-6501

Chris Cruikshank
9706 N Clarendon Ave
Portland, OR 97203-1918

Robert Groff
10610 Bridgeport Way SW
Tacoma, WA 98499-4808

From: Shawna Laderach
Sent: Thursday, April 17, 2008 3:29 PM
To: 'eileen.kozevnikoff@alaska.gov'; 'steve.bainbridge@alaska.gov';
'alice.edwards@alaska.gov'; 'joan.hardesty@alaska.gov'; 'bill.smyth@alaska.gov';
'ed.fogels@alaska.gov'; 'brooks.ludwig@alaska.gov'; 'mac.mclean@alaska.gov';
'chris.milles@alaska.gov'; 'dsims@co.fairbanks.ak.us';
'wcummings@ci.fairbanks.ak.us'; 'lisag@alaska.com'; 'dhayden@L64design.com';
'dphoffman@ci.fairbanks.ak.us'; 'jjhovenden@ci.fairbanks.ak.us';
'mjschmetzer@ci.fairbanks.ak.us'; 'tmstrle@ci.fairbanks.ak.us'; 'denakkci@gmail.com';
'lands@doyon.com'; 'klundquist@explorefairbanks.com';
'info@downtownfairbanks.com'; 'dodson@investfairbanks.com'; 'joanrobson@gci.net';
'property@co.fairbanks.ak.us'; 'monalisa@co.fairbanks.ak.us';
'planning@co.fairbanks.ak.us'; 'bjennings@co.fairbanks.ak.us';
'SCJohnson@co.fairbanks.ak.us'; 'parks@co.fairbanks.ak.us';
'transportation@co.fairbanks.ak.us'; 'mayor@co.fairbanks.ak.us';
'superintendent@northstar.k12.ak.us'; 'festfbks@ptialaska.net';
'tboyce@co.fairbanks.ak.us'; 'info@fairbankschamber.org'; 'steve@irha.org';
'rep_jay_ramras@legis.state.ak.us'; 'Senator_Gary_Wilken@legis.state.ak.us';
'burke.barrick@alaska.gov'; 'Christy.A.Everett@poa02.usace.army.mil';
'carrie.mcenteer@us.army.mil'; 'Bill_Marks@hud.gov';
'combes.marcia@epamail.epa.gov'; 'curtis.jennifer@epa.gov'; 'vakoc.misha@epa.gov';
'larry_bright@fws.gov'; 'ted_swem@fws.gov'; 'AK_webmaster@hud.gov'
Cc: 'jake.allen@alaska.gov'; 'valerie.baxter@alaska.gov'; 'johnf.bennett@alaska.gov';
'ethan.birkholz@alaska.gov'; 'dave.bloom@alaska.gov'; 'bruce.campbell@alaska.gov';
'steve.henry@alaska.gov'; 'michael.isaacs@alaska.gov'; 'russ.johnson@alaska.gov';
'teresa.larabee@alaska.gov'; 'howard.thies@alaska.gov'; 'steve.titus@alaska.gov';
Matt Stone; Ron Gebhart; Royce Conlon
Subject: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-
newsletter

Follow Up Flag: Follow up
Flag Status: Yellow

Attachments: Newsletter #2_FINAL_ltr_08y04m09d.pdf

On behalf of the Alaska Department of Transportation and Public Facilities - Northern Region, PDC Inc., Engineers is transmitting the attached newsletter for a project to upgrade Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska, Project No. 61725/STP-0005(413).

The newsletter announces a public meeting to be held:
Tuesday April 29, 2008
4:00 to 7:00 pm
Noel Wien Library

If you are a person with a disability who may need accommodations, please contact Valerie Baxter, Environmental Analyst, at (907) 451-5289, or Steve Henry, Engineering Manager, at (907) 451-2283. To correspond by text telephone (TDD), please call (907) 451-2363.



Newsletter
FINAL_ltr_08y04

From: Shawna Laderach
Sent: Monday, April 21, 2008 2:37 PM
To: 'colleen.bickford@hud.gov'
Cc: 'valerie.baxter@alaska.gov'; 'steve.henry@alaska.gov'; Matt Stone; Ron Gebhart; Royce Conlon
Subject: Noble Street Upgrade - Fairbanks, Alaska - Project # 61725/STP-0005(413) - E-newsletter

Follow Up Flag: Follow up
Flag Status: Yellow

Attachments: Newsletter #2_FINAL_itr_08y04m09d.pdf

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Newsletter
FINAL_itr_08y04

Fairbanks Noble Street Upgrade Public Open House Summary

A public open house was held April 29, 2008, at the Noel Wien Public Library from 4:00-7:00 pm. The purpose of the open house was to determine potential public impacts and to get feedback on the design. Specific topics on which public input was solicited were purpose and need, design, landscaping, streetscape, 4(f) concerns at Myrtle Thomas Park, and historic resource area of potential effect. Approximately 30 people who were not part of the design team attended the open house.

Notification

A *newspaper ad with notification of engineering and environmental studies* was published in the *Fairbanks Daily News-Miner* on April 25, 27, and 29th. The ad announced the project and the public open house and requested comments from the public and provided contact information. It also provided the mandated notice of studies involving Floodplain Management (Executive Order [E.O.] 11988), Protection of Wetlands (E.O. 11990), Protection and Enhancement of the Cultural Environment (E.O. 11593), Environmental Justice (E.O. 12898), and Protection of Section 4(f) Property (23 USC 138) (newspaper ad and affidavit of publication attached).

The surrounding businesses, residents, and other interested parties were sent a *newsletter* (Newsletter #2 attached) on April 15th to reintroduce them to the project and announce the public open house. The list was derived from the Fairbanks North Star Borough (FNSB) GIS property database on their website. The list included properties that were included in Newsletter #1 to let them know that Lacey Street was no longer included in the project (mailing list attached).

Handouts

Two different kind of comments sheets were available at the front desk where participants signed in (see sign in sheet attached); one had specific questions and the other was blank for filling in other comments.

The comment sheets were also available at a table in the middle of the room surrounded by chairs and with pens available (attached Photos 18 and 19). Both tables also had copies of Newsletter #2. Refreshments were provided.

Displays and Format (Photos Attached)

Displays were arranged in a semicircle (Photos 1 and 2). After signing in, each person would immediately see the *purpose and need* board (Photo 3), which included pictures demonstrating each element of the project's purpose and need (Photo 4).

The next board in line showed *design concepts* for the corridor (Photos 5-11). It included line work for the road and sidewalk and examples of streetscape improvements under consideration. It also showed the areas for proposed landscaping improvements. This board was followed by the *typical section* board (Photo 12). The design engineers stood next to these two boards to answer questions.

The next set of displays showed the overall *environmental, 4(f), and historic preservation processes*. The overall environmental process board took the viewer through the process in a flowchart fashion and provided a “We are here.” The 4(f) board discussed the improvements to the Myrtle Thomas Park, the history of the park, and the parks important activities, features, and attributes. It discussed the 4(f) process and asked for input on other important activities, features, and attributes of the park and their preservation with respect to the project (Photo 13). The historic preservation board discussed the Section 106 process and asked for public input on the sufficiency of the Area of Potential Effect and the project’s potential for impacts to historic properties (Photo 14). Environmental analysts answered questions at these three boards.

The kiosk station provided photos of the project area (Photos 15 & 16). The user could use a mouse to choose a photo from a location and direction on an aerial background. Hardcopies were made available of the aerial photo and the associated pictures from the ground. Another environmental analyst was available to help users at this station.

DOT&PF’s Right of Way (ROW) Section provided a *right-of-way process* display board after the kiosk. ROW staff stayed by the board and answered questions (Photo 17).

Comments

Comments were mixed. Most agreed that improvements are needed on Noble Street. The attached table (page 64) provides a summary review of the comments and potential actions resulting. Copies of the comments are also attached.

Conclusion

Participation at the open house for the project was good. Most people agree that improvements are needed. Comments were received and will be considered during detailed design.



Public Notification of Engineering and Environmental Studies, Open House, and Opportunity for Public Comment

Fairbanks Noble Street Upgrade

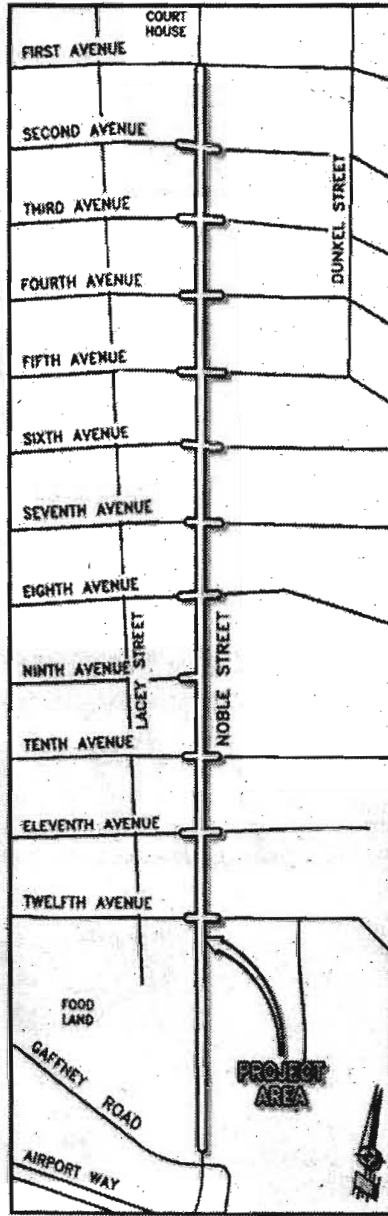
Project No. STP-000S(413)/61725

Notice of Floodplain Management (Executive Order [E.O.] 11988), Protection of Wetlands (E.O. 11990), Protection and Enhancement of the Cultural Environment (E.O. 11593), Environmental Justice (E.O. 12898), and Protection of Section 4(f) Property (23 USC 138)

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (FMATS) committee, and the Federal Highway Administration (FHWA), proposes to construct improvements on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, shown on the map at left. The original project area included Lacey Street, but it was removed from the scope of work during the preliminary design phase, and the project now consists of Noble Street only.

The Fairbanks Noble Street Upgrade will improve traffic flow and aesthetics on Noble Street, while retaining three lanes throughout (one driving lane in each direction plus a two-way center turn lane). Construction of the project would improve accessibility and vehicle/pedestrian safety.

The build alternatives under consideration are not anticipated to involve work in the 100 year floodplain (as defined in E.O. 11988, Floodplain Management). Impacts to wetlands (as defined in E.O. 11990, Protection of Wetlands) are not expected. At Myrtle Thomas Park, (a 4(f) property as defined in 23 USC 138), the project may add landscaping and replace the chain link fence with a decorative fence. We are seeking public input on the potential for impacts to the cultural environment (as defined in E.O. 11593, Protection and Enhancement of the Cultural Environment) and to



minority or low-income populations (as defined in E.O. 12898, Environmental Justice).

An Open House will be held Tuesday, April 29, 2008, from 4 to 7 p.m. at the Noel Wien Public Library, 1215 Cowles Street, Fairbanks, Alaska. The open house will provide the public with opportunity to learn more about the project and submit comments.

For further information regarding the meeting or the project, or if you would like to submit comments outside the public meeting, you can contact Steve Henry, P.E., Engineering Manager, at (907) 451-2283. Comments can be submitted by mail, telephone, fax, or e-mail until May 29, 2008.

Mr. Steve Henry, P.E., Engineering Manager
State of Alaska Department of Transportation & Public Facilities
2301 Peger Road, Fairbanks, AK 99709-5316
Telephone: (907) 451-2283 • Fax: (907) 451-5126
Text Telephone (TDD): (907) 451-2363
Email: steve.henry@alaska.gov

If you require special accommodations in order to participate in this meeting, please call so arrangements can be made to assist you.

AFFIDAVIT OF PUBLICATION

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

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

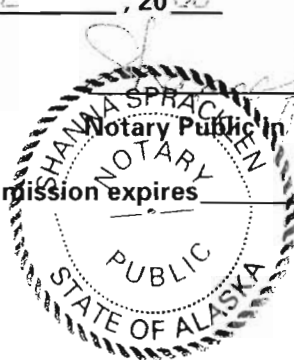
<u>4/25/2008</u>	<u>4/29/2008</u>	<u>4/27/2008</u>
<u>ST OF AK/DEPT TRANS</u>		
<u>33</u>	<u>1</u>	<u>110</u>
<u>NOBLE ST UPGRADE</u>		
<u>105942</u>		<u>14334034</u>

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

(Handwritten signature)

Subscribed and sworn to before me on this 30 day of APRIL, 2008

My commission expires August 26, 2009



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION

Public Notification of Engineering and Environmental Studies, Open House and Opportunity for Public Comment

Fairbanks Noble Street Upgrade

Project No. STP-000S(413)/61

Notice of Floodplain Management (Executive Order [E.O.] 11988), Protection of Wetlands (Executive Order [E.O.] 11990), Protection and Enhancement of the Cultural Resources (Executive Order [E.O.] 11593), Environmental Justice (Executive Order [E.O.] 12898), and Section 4(f) Property (23 USC 138)

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Fairbanks Metropolitan Area Transportation System (MAT) committee, and the Federal Highway Administration (FHWA), proposes to construct improvement of Noble Street from 1st Avenue to Gaffney Road in Fairbanks, shown on the map at left. The original project included Lacey Street, but it was removed from the project during the preliminary design phase, and the project now consists of Noble Street only.

The Fairbanks Noble Street Upgrade will improve traffic flow and aesthetics on Noble Street, while retaining the existing street layout throughout (one driving lane in each direction with a center turn lane). Construction of the project will improve accessibility and vehicle/pedestrian safety.

The build alternatives under consideration are expected to involve work in the 100 year floodplain (as defined in Executive Order [E.O.] 11988, Floodplain Management). Impacts (as defined in Executive Order [E.O.] 11990, Protection of Wetlands) are expected. At Myrtle Thomas Park, (a 4(f) property in 23 USC 138), the project may add lands to the park. The project may add lands to the park and replace the chain link fence with a decorative fence. The project may add lands to the park and seek public input on the potential for impacts.

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET

PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725

DATE: 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
John Bennett	DOT	5423	M	W
ANNE DUFFY	ANNIE@ANNIE.DUFFY.COM 209 7th AVE., FAIRBANKS 99701	474-8133	F	W
Melody Deberham	DOT Gov.	451-2262	F	W
James R.	N/A	N/A	F	W
Cheryl Court	N/A	N/A	M	911
Wally Shupert	N/A	N/A	M	W
LaRayshq	N/A	490-8851	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
Effective December 2004

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725

DATE: 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS, and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
SCOTT KAWASAKI	2008 Carr Ave / 99709 scott.kawasaki@gmail.com	5900315	M	A
DONDO GARDINO	800 Cushman St / 99709 digordino@ci.fairbanks.ak.us	459-6786	F	W
RON TANNER	434 Slater Dr FUSKS AK		M	
Jerry Colp	800 Cushman St jcolp@ci.fairbanks.ak.us	459-6745	M	
KAREN FARRELL	331 5th Ave FAIRBANKS AK	455-6333	F	
Ron Gubbart	1028 Aurora Dr. Fairbanks 99701	452-1414	M	
Steve Henry	ADOT	451-2203	M	

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET

PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725

DATE: 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
BOB PRISTASH	rpristash@co.fairbanks.ak.us	459-6747		
David Leone	FNSB Transit 99709 3175 Pease Rd d.leone@co.fairbanks.ak.us	459-1196	M	W
TODD BOYCE	tboyce@co.fairbanks.ak.us	459-1266	M	
Theresa Cuzac	FNSB TRANSIT 3175 Pease Rd Fairbanks, AK, US	459-1003	F	W
Kathryn Vinced	KVinced@co.fairbanks.ak.us			
DAVID PECK	3871 BRANCUK AVE NORTH POLE AK	488 6558	M	H
PAUL ADASIAK	519 Bonfield St 99701 adasiak@mosquitonet.com	452-5411		

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725 DATE: 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
ERNIE MISEWICZ	1101 Cushman St ednisewicz@ci.fairbanks.ak.us	452-6615	M	W
Tim Seaman		457-7769		
Brad Fristoe	719 Lancaster Dr FBX 99712	451-5452	M	W
Kristi McLean	PDC, Inc	452-1414		
Annie Ervice	PDC Inc	452-1414	F	W
George Cheep	6286 Chewnot Springs	488 9831	M	W
Michael Smith				

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET

PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725

DATE: 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Thomas Nuringjima	thomasnj@alaska-telecom.com	9781785	M	Indigenous
Kathryn Bogusch	323 CTH AVE RR #K 99701	456-7902 7901	M/F	M/D
Joe Keeney	P.O. Box 70371, FOLS, AK 99707	452-3942	M	W
Jerrey Walker	Box 70500 F-99707	459-5317	W	W
Ann Kupiszewski	3451 STANLY 99705	-	M	W
Kerry & Linda Stoner	335 5th Ave Falso 99701	456-6400	Both	
Marlyse A. Lawrence	519 Mayo St	486-6862	F	AKN

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Effective December 2004

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
PUBLIC MEETING
SIGN IN SHEET**

PROJECT: Fairbanks Noble Street Upgrade-Project STP-000S(413)/61725 DATE 4/29/08 - 4-7 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Tim Kloster	DOT-510x	477-2277	M	W
DAVID HAYDEN	147 3RD AVE FBKS AK 99701	474.0064	/	/

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
Effective December 2004



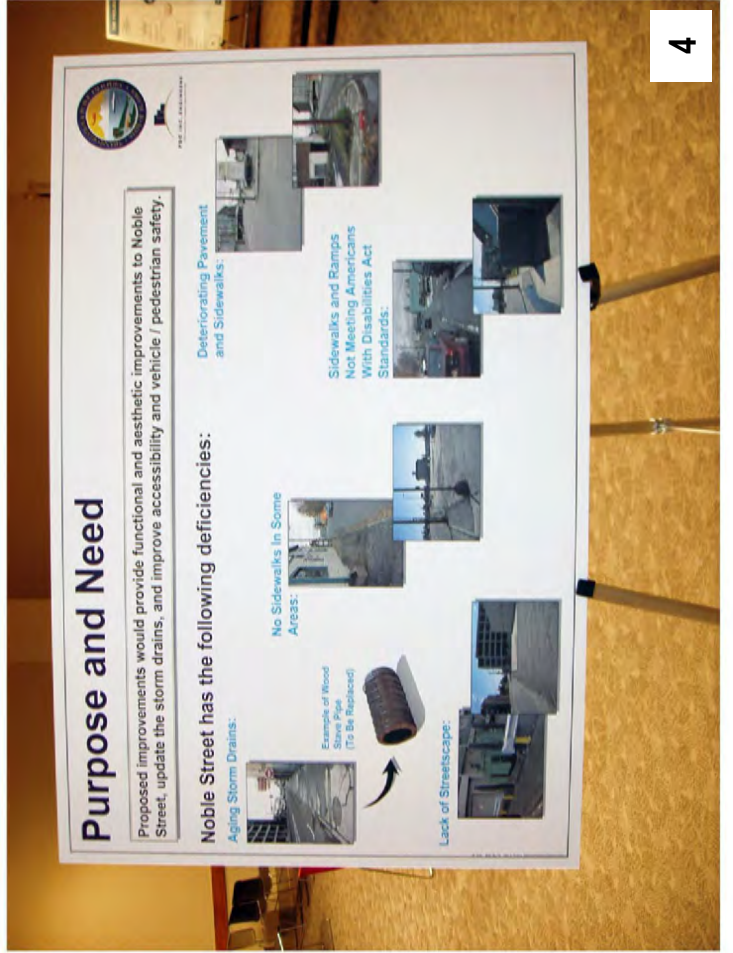
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Myrtle Thomas Park Improvements

Mobile Street
12th Avenue



Myrtle Thomas Park is owned and maintained by the Fairbanks North Star Borough.

The park is protected under Section 4(f) of a U.S. Department of Transportation Act to minimize impacts to certain public areas.

The project proposes to protect and enhance the important activities, features, and attributes of the park:

- Playground area with equipment
- Flower beds
- Basketball courts
- Picnic areas with shade

We need your input:

- Are there other important activities, features, and attributes of the park not listed above?
- Do you believe the project protects the important activities, features, and attributes of the park?

Myrtle Thomas found ticket to success by supporting causes she believed in

Colk
Dorothy Colk
February 28, 2008


Myrtle Thomas found ticket to success by supporting causes she believed in. She was a dedicated volunteer and community leader who supported many causes, including the Fairbanks North Star Borough. Her support was instrumental in the development of Myrtle Thomas Park, which is now a beloved community space. The park is protected under Section 4(f) of a U.S. Department of Transportation Act to minimize impacts to certain public areas. The project proposes to protect and enhance the important activities, features, and attributes of the park, including the playground area with equipment, flower beds, basketball courts, and picnic areas with shade. We need your input: Are there other important activities, features, and attributes of the park not listed above? Do you believe the project protects the important activities, features, and attributes of the park?

13

Historic Preservation Process

Section 106 regulation requires federal agencies considering funding projects to:

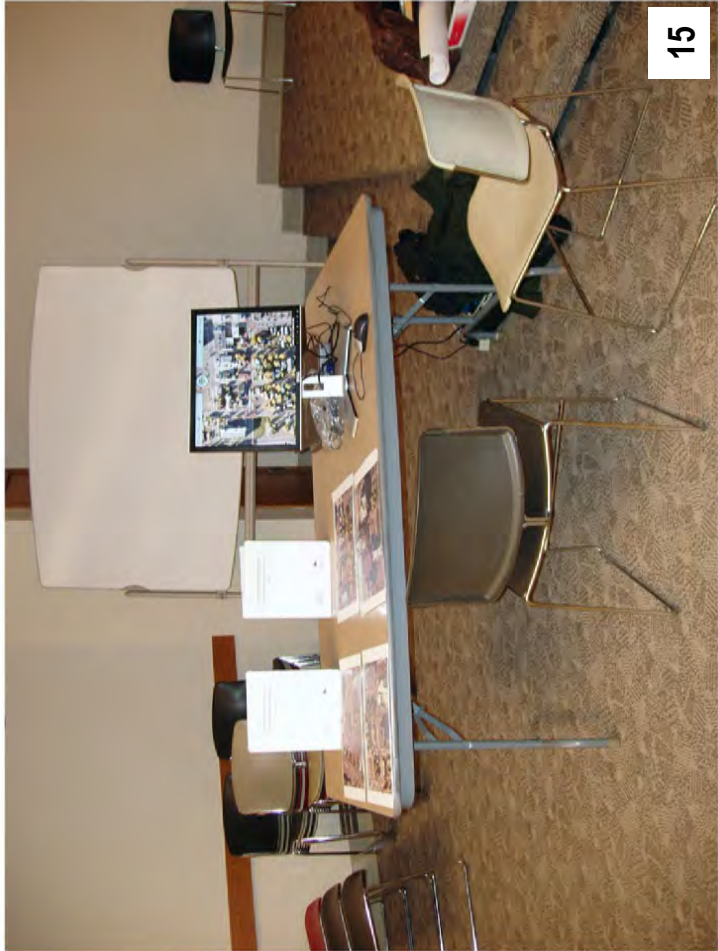
- Take into account the effect of the project on any historic district, site, building, structure, or object
- Determine a study area covering all sites the project could potentially affect (see figure below)
- Consult with the State Historic Preservation Office, local tribes, and local government



In addition to the above consultations, the Department of Transportation and Public Facilities and the Federal Highway Administration are interested in what you have to say.

- What are your views about the potential effects of the project on historic properties?
- Do you agree that the study area is sufficient for the nature and complexity of the project?

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	Public Comments/Questions Received (verbal)	Action to be Taken or Considerations for Detailed Design
Access	Provide for sight distance requirements at corners with plantings	Applicable standards for sight distance will be followed with some exceptions that may be necessary due to the urban nature of the road and existing building locations.
Access	The fencing at Myrtle Thomas Park needs to provide for sight distance at Noble Street intersection and access.	All newly constructed features of this project will conform to applicable sight distance standards.
Access	Property owner on the southeast quadrant of 5 th Avenue and Noble Street indicated they were currently putting in a driveway to 5 th St.	Noted. Prior to detailed design, the new driveway position will be field located and design will progress accordingly.
Access	Property owner for the parcel between 5 th and 6 th Avenues (east side of Noble Street) wanted to make sure that his mid-block driveway access point would remain (it was not shown as an access point on the concept graphic).	Driveway access for this parcel will be evaluated according to City and DOT&PF standards.
Bicycles	We need to provide ample room for bicycles on sidewalks to turn and to be seen at corners.	Sidewalks will be as wide as possible, with a typical width of 6'. Curb extensions will allow for more protection and visibility of bicyclists.
Bicycles	One person asked about a bike path and accommodating bikes.	Bikes would be able to use the sidewalk or if they were "advanced" or "basic" bikers they would use the driving lanes.
Bus	Provide a transit stop and shelter at the northeastern corner of the 2 nd and Noble intersection.	This will be discussed with FNSB, DOT&PF, and City officials during detailed design.
Bus	Provide benches at other transit stops.	Street furniture type and locations will be determined during detailed design based on need and available space in ROW.
Bus	FNSB Transportation Manager commented on bus stop locations and bus routes. Current bus route turning movements: eastbound 2 nd Ave to northbound Noble Street, and eastbound 6 th Ave heading south on Noble Street. FNSB's largest bus is 35 feet long. In addition to the bus stop signs shown on the concept drawing, he mentioned they would like to see signs near Big Al's Pizza and the Westmark. The possibility of a small bus shelter at the northeast quadrant of 2 nd Ave and Noble Street was discussed, and he said the borough would be happy to see a shelter there.	Designers will coordinate closely with FNSB transit during detailed design.
Bus	FNSB would like the other bus stop labeled in front of Foodland. They would also like us to consider a bus shelter between 1st and 2nd.	Designers will coordinate closely with FNSB transit during detailed design.

	Public Comments/Questions Received (verbal)	Action to be Taken or Considerations for Detailed Design
Construction	A contractor (?) wanted to know where we will have a staging area and rent office space for the project. He also wants to be added to the mailing list.	It is likely that the contractor will be required to negotiate with private property owners to secure a staging area and office space.
Crosswalks	There were several comments about the lack of marked crosswalks.	Crosswalks tend to promote a false sense of security to pedestrians. DOT&PF is currently not marking crosswalks where there is no stop sign or traffic signal.
District	There is a group trying to establish a district for commercial/tourism on 5 th Street between Dunkel and Noble Streets	This area is currently under evaluation for potential impacts from the project and will be documented in the Categorical Exclusion.
Landscaping	Property owner for the parcel between 5 th and 6 th Avenues (east side of Noble Street) indicated that he would be agreeable to landscaping on his property at the corner of 5 th and Noble	Further coordination with the property owner will be conducted during detailed design.
Lighting	ADEC Commented that they are in favor of the LED lighting idea for Noble Street.	Noted.
Sidewalks	One individual asked if the sidewalk could be extended outside of the ROW in front of the Craft Market to provide a wider sidewalk in this area.	There is enough ROW in the Craft Market area for ADA compliant sidewalks; no additional ROW will be acquired.
Sidewalks	People liked the colored sidewalk. I heard from one couple that they would like to see a pedestrian crossing between 10 th and 3 rd Avenues. People liked the concept of having sidewalks.	Noted.
Sidewalks	The sidewalks are narrow on Noble Street	Sidewalks will be widened where possible.
Speed Limit	One individual commented that there should be more speed limit signs. People driving south through the signalized intersection at 10 th Street and Noble Avenue often speed to make it through the signalized intersection at 3 rd Avenue and Noble Street. She also asked if there were traffic calming or speed reducing measures that could be designed to reduce speeding traffic.	Speed limit signs will be located along the corridor at sufficient spacing to ensure motorists are aware of the speed limit. Alternative means of slowing and calming traffic will be investigated during final design.
Streetscape	There were several comments that individuals liked the walls with patterns on them.	These will be used as space and funds allow.
Streetscape	Decorative fencing is a good idea along parking lot edges if there can't be any landscaping.	Decorative fencing will be considered at potential locations along the corridor, including Myrtle Thomas Park

	Public Comments/Questions Received (verbal)	Action to be Taken or Considerations for Detailed Design
Traffic Flow	Two individuals did not like the two-way traffic flow on Noble Street and felt the street should be one way.	Noted. The scope of this project does not currently involve the analysis and investigation of reverting to one way traffic.
Traffic Flow	One individual expressed concern with the center two way turn lane. He felt these lanes were the cause of many accidents.	Center turn lanes provide needed capacity on Noble Street.
Traffic Flow	The City of Fairbanks wanted to make sure we had adequate width for two lanes on all the streets, even if they are one-way. They are considering making some of these two-way in the future.	Coordination with the City will be on-going through the detailed design of this project.
Traffic Flow	The traffic lights are timed poorly traveling south on Noble Street	Traffic signal timing will be evaluated during detailed design.
Traffic Volume	One individual expressed concern that the new Morris Thompson Visitor Center will produce a lot of tour bus traffic that drives south on Dunkel Street, then west on 5 th Street to Noble Street.	Coordination will be conducted with City, DOT&PF, and tour bus companies to determine the potential impact of the new Morris Thompson Center on the Noble Street project.
Utilities	The project should underground all utilities.	Noted. Funding and utility preferences will be evaluated for overhead utilities within the corridor.
Utilities	The utility pole at the southwest corner of the 10 th Avenue and Noble Street intersection is often hit by turning vehicles.	Noted. Utility poles will be moved back where possible.
Utilities	There were several requests to move the utility poles out of the middle of the sidewalk.	Utility poles will be moved back where possible.

Question from Questionnaire	Public Comments		
	Yes	No	Other
Do you agree with the project's purpose and need?	2		
Does the project meet the purpose and need?	1		
Do you agree that the study area is sufficient for the nature and complexity of the project?	1		

Subject	Public Comment (written)	Action to be Taken or Considerations for Detailed Design
3-Lanes	Prefers on-street parking to 3 lanes	Noted.
3-Lanes	Should be compared to Geist and Davis Roads. Would like option of one way street with two lanes of traffic plus shoulder or parking on street. Suggested using Lacey Street as one way in other direction	Noted. The scope of this project does not currently involve the analysis and investigation of reverting to one-way pairs.
Access	Provide as much visibility as possible. A driver should be able to see side-street traffic ahead of time to provide time on icy conditions	Noted. All newly constructed features of this project will conform to applicable sight distance standards. Some exceptions may be necessary due to the built up urban nature and existing buildings at the north end of the project.
Construction	Would like DOT&PF to construct improvements to Illinois Street first because it has more traffic and inadequacies.	Noted.
Intersections	Looks forward to raised intersections and finds the bulb designs better than the Cities.	Noted.
Landscaping	Would like DOT&PF to consider local landscape designers or consultation with local gardeners' associations regarding landscaping.	An Anchorage landscaper is on contract to do the design. They have experience with Fairbanks. They are free to consult with local gardeners.
Pedestrian Facilities	Accommodate pedestrians over automobiles	Minimum roadway Level of Service criteria must be accommodated to meet state and federal requirements; a pedestrian friendly corridor is part of the purpose and need of this project and will be considered wherever possible.
Pedestrians in winter	There is a lack of public buildings that pedestrians can access to warm up when walking at 40 below. Suggested patterning design after "far northern cities in Europe".	Noted. Other planning studies, such as Vision Fairbanks, are researching these possibilities.

**Fairbanks Noble Street Upgrade
Public Comment Summary**

Subject	Public Comment (written)	Action to be Taken or Considerations for Detailed Design
Sidewalks	Sidewalks too narrow	Noted. With some minor exceptions, sidewalk widths will be designed for 6' or greater width.
Sidewalks	Minimum of 6' sidewalks	ADA minimums are used where ROW does not allow for wider sidewalks.
Snow Removal on sidewalks	Would like design to be like the NE corner of Barnette Street and 7 th Avenue so that road grader can be used for cleaning sidewalk.	Will investigate this intersection to see if any design features are applicable to this project.
Snow Removal and Bulb-outs	Bulb-outs will get damaged during snow removal and look "shabby, worn and unkept" in one winter.	Snow removal and maintenance will be continued by the City.
Snow Storage	Consider eliminating center turn lane and adding a shoulder to each side to allow for snow storage and provide a right turning lane.	Center turn lanes provide needed capacity on Noble Street.
Traffic Speed	Would like raised intersections with stop signs and crosswalks between 3 rd and 10 th Avenues to slow traffic.	Noble Street is classified as an urban collector street. Stop signs at all intersections would limit the ability of Noble Street to function adequately. Traffic calming measures will be investigated as part of the detailed design.
Traffic Speed	Streets too wide; encourages speeding	Proposed lane widths are minimum recommended for safety.
Utilities	Move utility and sign poles to back side of sidewalk.	Utility poles will be relocated wherever possible.

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COMMENT SHEET

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
FAIRBANKS NOBLE STREET UPGRADE
PROJECT NO. STP-000S (413)/61725
OPEN HOUSE**

April 29, 2008 4:00-7:00 PM

We welcome any written comments from the public. Thank you for taking the time to be involved. Comments may be submitted until **May 29, 2008**.

NAME: PAUL ADASIAK

MAILING ADDRESS: 519 Bonfield St, Fbks 99701

E-MAIL ADDRESS (optional): adasiak@mosquitonet.com

PURPOSE AND NEED:

Do you agree with the project's purpose and need? Generally, yes.

Does the project meet the purpose and need? Seems to.

DESIGN:

Please provide your comments on the design concepts. 6' sidewalks insufficient for comfortable ped. motion. However, 34' wide streets more than sufficient to encourage speeding. Do not ~~use~~ make cars too comfortable, please!

HISTORIC PRESERVATION:

What are your views about the project's potential to affect historic properties? _____

Do you agree that the study area is sufficient for the nature and complexity of the project? _____

4(f) - MYRTLE THOMAS PARK:

Besides the playground area and equipment, flower beds, basketball courts, and picnic areas with shade, are there other important activities, features, and attributes of the park that should be protected?

Do you believe the project preserves the important activities, features, and attributes of the park? _____

OTHER COMMENTS: If traffic calming is a goal, let's not offer a 34' wide street for 2-way traffic. Instead, offer on-street parking both ways (7' per direction) and strip out the turn lane. (This leaves 10' per direction of travel.) As is, it seems to facilitate speed more than anything.

For further information, please contact Steve Henry, P.E., Project Manager, by telephone at 451-2283 or by email at steve.henry@alaska.gov. To correspond by text telephone (TDD), call 451-2363.

From 3rd to 10th seems to be an acceleration corridor, why not add 1 or 2 raised intersections w/stop signs and crosswalks?



COMMENT SHEET
 Fairbanks Noble Street Upgrade
 Project STP-000S(413)/61725
 Tuesday, April 29, 2008
 4-7 p.m.
 Noel Wien Public Library



We welcome your comments. Thank you for taking the time to be involved.

NAME/ORGANIZATION: DAN KUPISZEWSKI

MAILING ADDRESS: _____

EMAIL ADDRESS: _____

COMMENTS: Do Illinois St. First
there is more traffic + street
is inadequate for vehicles, pedestrian,
bicyclists + dogs.

For further information, please contact Steve Henry, P.E., Engineering Manager, by telephone at (907) 451-2283, fax to (907) 451-5126, or email to steve.henry@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.



COMMENT SHEET

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
FAIRBANKS NOBLE STREET UPGRADE
PROJECT NO. STP-000S (413)/61725
OPEN HOUSE
April 29, 2008 4:00-7:00 PM**

We welcome any written comments from the public. Thank you for taking the time to be involved. Comments may be submitted until **May 29, 2008**.

NAME: DAVID HAYDEN

MAILING ADDRESS: 147 3RD AVE

E-MAIL ADDRESS (optional): dhayden@l64design.com

PURPOSE AND NEED:

Do you agree with the project's purpose and need? Yes, it's about time.

Does the project meet the purpose and need? Yes, make sure to accommodate pedestrians over the needs of automobiles.

DESIGN:

Please provide your comments on the design concepts. Make an effort for a minimum of 6' sidewalks.

HISTORIC PRESERVATION:

What are your views about the project's potential to affect historic properties? N/A

Do you agree that the study area is sufficient for the nature and complexity of the project? Yes

4(f) - MYRTLE THOMAS PARK:

Besides the playground area and equipment, flower beds, basketball courts, and picnic areas with shade, are there other important activities, features, and attributes of the park that should be protected?

Do you believe the project preserves the important activities, features, and attributes of the park?

OTHER COMMENTS: I look forward to the raised intersections, It appears that the city of Fairbanks bulbs are poorly designed. I like the new proposed intersections bulbs.

For further information, please contact Steve Henry, P.E., Project Manager, by telephone at 451-2283 or by email at steve.henry@alaska.gov. To correspond by text telephone (TDD), call 451-2363.



COMMENT SHEET

Fairbanks Noble Street Upgrade
Project STP-000S(413)/61725
Tuesday, April 29, 2008
4-7 p.m.
Noel Wien Public Library



We welcome your comments. Thank you for taking the time to be involved.

NAME/ORGANIZATION: Tim Brosnan

MAILING ADDRESS: 1020 Turner St. #206

EMAIL ADDRESS: FBKS AK 99701

COMMENTS:

Snow Removal is very expensive and time consuming. Take a look at eliminating the suicide lane. Adding a shoulder on each side. This allows for snow storage along with a right turning lane.

The suicide lane should be compared from Geist one extreme to Davis rd less traffic. A minimum of 6' for sidewalk is always best. Create as much visibility as possible for a driver to be able to see side streets going down Noble make it possible for a driver to see ahead of time a car approaching from a side street sliding on the ice through the stop sign. 8 MONTHS OF WINTER.

One way traffic should also be an option with Lacey st. 200' AWAY going opposite.

For further information, please contact Steve Henry, P.E., Engineering Manager, by telephone at (907) 451-2283, fax to (907) 451-5126, or email to steve.henry@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.

72 → 2 lanes of DRIVING + SHOULDERS OR PARKING on street should be available



COMMENT SHEET

Fairbanks Noble Street Upgrade
Project STP-000S(413)/61725
Tuesday, April 29, 2008
4-7 p.m.
Noel Wien Public Library

We welcome your comments. Thank you for taking the time to be involved.

NAME/ORGANIZATION: Tim Brosna

MAILING ADDRESS: 1020 TURNER ST. #206

EMAIL ADDRESS: FDKS AK 99701 451-7709

COMMENTS:

Take a look at the side walk South Bound on BARNETTE ST. where it comes together with the side walk ~~South~~ West Bound on 7th AVE — that is standing on BARNETTE that is N E CORNER City PARKING GARAGE on that CORNER That is the simplest, EASIEST AND ALLOWS for the cleanest SNOW REMOVAL on sidewalk with the most effective MACHINERY AVAILABLE Road GRADER is ~~no~~ by FAR the most efficient piece of equipment for cleaning sidewalk — DOT do it that way. Sidewalks & curves ARE not very effective for the eight months of Winter. Move all light poles, sign poles ANY poles of ANY kind to the very BACK side of sidewalk, NO exceptions.

For further information, please contact Steve Henry, P.E., Engineering Manager, by telephone at (907) 451-2283, fax to (907) 451-5126, or email to steve.henry@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.



COMMENT SHEET
 Fairbanks Noble Street Upgrade
 Project STP-000S(413)/61725
 Tuesday, April 29, 2008
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 Noel Wien Public Library



We welcome your comments. Thank you for taking the time to be involved.

NAME/ORGANIZATION: Tim Brasna

MAILING ADDRESS: 1020 TURNER ST. #206

EMAIL ADDRESS: FAIRBANKS AK 99701

COMMENTS: Side WALKS

One thing lacking in FBKS for $-40^{\circ}F$.
 you can't walk ~~on~~ on NOBLE from 1st AVE
 to AIRPORTWAY. at $-40^{\circ}F$.
 There is almost no public building to walk
 into or thru to WARM UP
 so you build a sidewalk in FAIRBANKS
 for PEDESTRIANS to conform to $-40^{\circ}F$
 especially downtown 8 months of winter.
 YEARS AGO I lived downtown NO CAR WAS
 able to walk Cushman st thru Old Courthouse (Pop's)
 thru Woolworths ACROSS one street to Fenveys
 thru Fenveys to State Building thru City Hall
 a stop in Roaring Twenties and on to the
 coffee shop at food MARKET. We have now
 gone BACKWARDS. give pedestrians & old people a chance.

For further information, please contact Steve Henry, P.E., Engineering Manager, by telephone at (907) 451-2283, fax to (907) 451-5126, or email to steve.henry@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.



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 4-7 p.m.
 Noel Wien Public Library



We welcome your comments. Thank you for taking the time to be involved.

NAME/ORGANIZATION: Tim Brosnan

MAILING ADDRESS: 1020 Turners St. #206

EMAIL ADDRESS: fbks AK 99701

COMMENTS:
 golden towers accomodating ~~for~~
 or part disable people
 Anvik Building just like it on
 50R 6th st of NOBLE
 Residential AREAS all off NOBLE
 Business AREAS along NOBLE with
 people coming & going
 It's important to get it done right
 for FAIRBANKS not engineered
 for a Southern city.
 The FAR NORTHERN cities in Europe
 should be a must to see when ANY
 development or Designing is done
 for fbks

For further information, please contact Steve Henry, P.E., Engineering Manager, by telephone at (907) 451-2283, fax to (907) 451-5126, or email to steve.henry@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363.

April 29, 2008

To Whom It May Concern:

I would like to offer my comments regarding the Fbks Noble Street Upgrade project. Upon review of the Project Newsletter (No.2) that I received, the general design concept sounds acceptable with a possible exception of the curb extension or "bulb-outs". Having lived in Fairbanks for almost three decades, I've noticed how our environmental conditions are quite different from the Lower 48. These environmental conditions influence the way we must design and build our roads, buildings, and even our landscaping requires unique and creative approaches due to -60F weather to +90F temperatures in the summer months. The curb extensions, while they may look nice and are acceptable in the Lower 48, I think are not a positive nor practical approach for Fairbanks. Our snow conditions basically last for 6-7 months, whereby snowplows are expected to remove snow from roads and city streets on a regular and routine basis. These curb extensions, while they may look visually appealing, will soon deteriorate and look shabby, worn and unkept in one winter's season of snowplowing due to the blades of the plow hitting the edges.

Another comment I have to offer is on the subject of landscaping. Having been a Master Gardener for numerous years, I am also on the board for the Georgeson Botanical Garden Society, along with a number of other plant organizations/associations, therefore I am always noticing landscaping in and around Fairbanks. It's sad to me that large state projects are contracted out to landscaping designers in Anchorage and even sadder still, the lower 48, whereby the plant species that can survive in our rough environment often go unnoticed, overlooked or ignored. There are many many plantings I've seen fail up here in Fairbanks due to the poor choice of plant material, lack of professional and knowledgeable expertise in selection and planting, etc. I suggest as an alternative approach: have a local non-profit organization select, design and plant the plants. Local groups are expert, albeit not with horticultural degrees, but are fully qualified in 'the real world' of plant design and plantings, and too, local groups have a vested interest in seeing that the landscape designs succeed and thrive as these folks live and work in Fairbanks and will view the plantings weekly, if not daily. An example of a local organization that's been extremely successful is the plantings at Pioneer Park by the Master Gardeners. Another example is the plantings at the Airport by the Fairbanks Garden Association. I realize this approach is radically different from the mainstream perspective, but very often when one thinks outside of the box, an idea will work!! Please consider thinking outside of the box.

Thank you for considering my comments.

Deborah Koons
2976 Moose Mtn. Rd.
Fairbanks, AK 99709-6072
arcticdragonfly@gmail.com

Telephone Log

Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
5/29/2008 9:45 AM by Shawna Laderach		Janice Weigers, ADEC, 451-2127	EN	<p>Return call from Janice regarding the Weeks Field Brownfield site that was in the EDR report. Per Janice there is an area-wide investigation of Weeks Field that includes:</p> <ul style="list-style-type: none"> • Brownfield for Fairview Manor; found solvents from other source (maintenance shop) and petroleum contamination from HOTS and piping. • Laundry businesses; solvents are in the area from former laundry businesses at the Shopper's Forum and near the bowling alley • Weeks Field Subdivision; LUST site from HOT • Former gas station at corner of Airport and Cowles had minor petroleum contamination • Weeks Field airstrip; the bowling alley is an old hanger and there were others along the airstrip. <p>ADEC continues to investigate contamination from use of this area as an airstrip.</p> <p>We also discussed comparing the old tests with today's standards. Janice said that a fair comparison would be to use:</p> <ul style="list-style-type: none"> • DRO for EPH DRPH, and diesel range hydrocarbons • GRO for BPH
5/22/2008 3:40 PM by Shawna Laderach		Ann Farris, ADEC, 451-2104	EN	<p>Return call from Ann. We discussed the Courthouse, Gaffney Area Wide, and Morris Thomas sites. Ann said that there was a chance that contamination would be encountered from the courthouse site but she does not expect it. She said that the two sites area the same at the courthouse (LUST and CS) and are being managed by the CS site; information in that file is up-to-date for both. She said that Gaffney area wide is not believed to reach Noble Street and she does not expect construction would encounter contamination including vapors from that site. She does not expect contamination from the area of the Morris Thomas Center to be encountered during construction of the Noble Street Improvements.</p>
05/21/08 by Shawna Laderach		Paul Horwath, ADEC, 262-5210 X250	EN	<p>Paul is the project manager for two AHFC contaminated sites and the Tesoro Northstore #105 site. He has the files in Soldotna and said he would take a look through them and email me a summary of his findings.</p>
4/5/08 by Shawna Laderach		Josh Jakubek, R&D Environmental, Inc., 374-9174	EN	<p>I called Josh after receiving an email from him explaining that he will be representing Leslie Huffman regarding the Golden Heart building landscaping. Josh let me know that the owners are concerned about parking. They have only 3 spaces in the back that they rent and they keep their dumpster on one of them; 3 people park out front overnight. We set a meeting for Friday at 10:00 am.</p>
3/26/08 by Shawna Laderach		John Bachner, Bachner Co. Inc., 388-4118	EN	<p>Called John and he has spoken with his father. They are not interested in participating with the landscaping for free.</p>
3/4/2008 8:23 AM by Shawna Laderach		Tina, FNSB	EN	<p>No floodplain permit needed.</p>
1/29/2008 11:19 AM by Shawna Laderach		Dan Chagnon, FNSB, Parks and Rec, 459-1070	EN	<p>Dan confirmed that no funds have been administered to the Myrtle Thomas Park that would make it a 6(f) property. It was called Noble Street Park until 1986.</p>
1/28/08 by Shawna Laderach		John Bachner, Bachner Co. Inc., 388-4118	EN	<p>Return call from Mr. Bachner regarding landscaping on the corner lot at First and Noble owned by Bachner Co. Inc. We set up a meeting for Monday at 10:00 am. He would like a reminder call the morning of the meeting.</p>

Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
1/28/08 by Shawna Laderach		Stu Barrows, AHFC Construction, 1800-478- 2432 X-8118	EN	I tried to contact Marjorie Holt and spoke with her assistant, Pat, who referred me to the Area Coordinator, Maria Daun, 456-3738 X-22. Maria told me it would be best to work with Stu Barrows, of Construction, regarding what improvements might be acceptable for the AHFC property on Noble Street. We will have a teleconference with Stu on Feb 5 at 2:00. I will email pictures and the streetscape handout ahead of the meeting; sbarrows@ahfc.state.ak.us.
1/25/08 by Shawna Laderach		Jim Huffman, Golden Heart LLC, 451-6660	EN	Jim returned my call from out of state. He and his wife, Leslie, bought the property from Seth and Devin. He is out of the state and doesn't plan to return until the end of February. He will talk with his wife tonight and see if she can attend a meeting. He might have someone else come with her. I offered to email figures to him so that he can be in the loop. His email address is blackgold@gci.net. He mentioned that they do not have a lot of parking for the building (9-plex). Let him know I'm out of office Wed-Fri.
1/8/2008 10:10 AM by Shawna Laderach		Kathy Ipalook, Denakkanaaga, Inc., 452- 8251 X 5011	EN	I called Kathy to inquire about her response email regarding the scoping letter. Her email was a reply to my email but had nothing on it except my email. She said that she had written at the top that they had no concerns. I forwarded her email back to her for her information.
10/25/2007 3:36 PM by Kristi McLean		Mike Schmetzer, City Engineer and Public Works Director, 459-6740	EN	Spoke to Mike, said he would like to attend meeting but has been delegating Noble St. projects to 2 engineers who will be in attendance: Bob Prustach and Jerry Giles
10/24/2007 10:57 AM by Kristi McLean		Lisa Gambardella Chair, City of Fairbanks Landscape Review and Beautification Commission 456.3417	EN	Spoke to Lisa on 10/25/07 3:30pm. Would like to attend meeting and is available for 12:00 to 1:30 time slot. Left brief message with staff at Gambardella's for return call.
10/24/2007 9:50 AM		Bernardo Hernandez, FNSB Community Planning Director 459.1260	EN	Rec'd call back from Bernardo, said he would be able to attend lunch meeting.
10/24/2007 9:47 AM By Kristi McLean		Nadine Winters (acting executive director for Fairbanks Downtown Association and Vision Fairbanks until 12/1/07) 452-8676	EN	Left detailed message w/ office staff for a return call. Rec'd call back from Nadine (11:30am, 10/24/2007) said she is available to meet on Nov 13, 2007 at both proposed times, but preference is for lunch meeting. Left detailed message with Ingrid at office ph#; Nadine is working only part time and may not be able to return phone call for a few days.
10/24/2007 9:48 AM by Kristi McLean		Michelle Roberts Executive Director, Festival Fairbanks 456-1984	EN	Called Michelle to invite and discuss availability for LDN Aesthetics Meeting for Nov 13 – She is available and would be able to attend either a lunch or evening meeting, but would prefer noon meeting time.
9/28/2007 3:19 PM by Shawna Laderach		Bob Efinger, DOT&PF, 451- 5294	EN	According to Bob no noise analysis is needed for the project because it would not meet the definition of a Type I project. The proximity of noise receptors does not matter.
9/20/07 2:05pm By Kristi McLean		Doug Sims, Fairbanks North Star Borough Community Planning 459.1263	EN	Called Doug Sims to verify if a Floodplain Permit would be required – answered No, the project area is not located within a floodplain

Date/Time	NEW ENTRY	Contact/Phone	Disc.	Comments
12/8/2006 10:18 AM by Shawna Laderach	John Haas, Project Coordinator, Fairbanks North Star Borough, Parks and Rec., 459-1070	EN	Griffin Park is owned by the FNSB and the City of Fairbanks. It is managed by the FNSB Parks and Rec. Department. The Pan number is 564702. John said that the ownership and easements at the park is very complicated at best. It will save time when we get started on the project to contact his office with a map of the project area to discuss ownership and easements.	
4/12/2006 4:40 PM by Royce Conlon	Doc Crouse Alaska Housing South Hall Manor 1-800-478-2432 Dcrouse@ahfc.state.ak.us		Called Doc re: landscaping opportunities at the Golden. Doc indicated that the property is currently very constrained and has installed some not so aesthetic features. A transformer on the Noble street side, which he had to install a bollard to protect, guardrail, was installed to keep tenants from access directly onto Noble Street. The existing sidewalks do not meet City standards and not enough property to make one fit. Accessibility is also an issue – out of necessity they have worked to provide curb ramps on the corners of their property, but the rest of Noble needs work. In general Doc felt that a meeting would be fine, but could not commit to anything at this point. I agreed to send him a basic information packet (via e-mail). He will distribute it and suggest a meeting date/time that works for appropriate attendees.	
4/12/2006 2:40 PM by Royce Conlon	John with Bachner Co. 457-4440 ChenaBachner@AK.net		Marie Debaun is the property manager (Marie had me call Doc). 456-3738; ext 22. John is interested in the chance to look further at possible opportunities – he asked if we could send him a map to show which property. I will also send him the generic landscaping drawings so he can get an idea of what possibilities may exist. He will get back to us. If we don't hear from him, he asked that I call again, they are currently very busy.	
6/23/2005 2:18 PM by Steve Becker	Laura LeMieux, 488-8056	N	Laura called to request that she be added to the mailing list c/o her renter. Added to mailing list.	
1/7/2005 by Shawna Laderach	Jeff Bouton, Assistant to the Commission on Historic Preservation, 459-1260	N	Contacted Jeff Bouton, the assistant to the commission; at the Borough. The commission does not maintain a list of historic or eligible properties. He suggested the AHRs for registered properties and the borough assessing office to find out eligibility (50+ years). Jeff said that scoping should go to Claus and he would like to be cc'd: jbouton@co.fairbanks.ak.us .	

APPENDIX B

**HAZARDOUS MATERIALS
INITIAL SITE ASSESSMENT**

Fairbanks Noble Street Upgrade

Initial Hazardous Materials Site Assessment

Introduction

In support of the Alaska Department of Transportation and Public Facilities' (DOT&PF) Fairbanks Noble Street Upgrade project, an initial site assessment was performed to assess the need for further hazardous materials investigation. The proposed project is located on Noble Street from 1st Avenue to Gaffney Road in downtown Fairbanks, Alaska (Figure 1) and includes improvements as described below:

- Reconstruct pavement section, curbs, and gutters
- Reduce posted speed limit
- Replace wood stave storm drain system
- Relocate some water lines
- Provide ADA-compliant sidewalks throughout the corridor, and widen sidewalks where possible
- Add curb extensions to selected intersections
- Add streetscape improvements
- Update street lighting if necessary
- Replace wire-hung traffic signals with mast arms

Excavation from 1 to 4 feet deep is expected for road improvements, while replacement of storm drain components may require excavation down to 10 feet and a potential storm drain tie-in at 3rd Avenue may require as much as 14 feet of excavation.

The project would relocate some water lines between 2nd and 5th Avenues and between 8th Avenue and Gaffney Road. The 4-inch water line in these areas is in very poor condition; the thin (10 gauge) steel pipe walls are heavily corroded. Since up to 4 feet of excavation is expected for road reconstruction, the water line, which is only about 5 feet deep on average, would not likely hold up to construction equipment working so closely above it. Relocating the line as proposed would create minimal additional impacts; an extra excavation of a trench a couple of feet wide by one foot deep would be needed. No water lines currently exist from 1st Avenue to 2nd Avenue, and the water line from 5th to 8th Avenues has been recently replaced and is in good condition.

Sidewalks meeting ADA standards, with curb ramps at intersections, would be incorporated in the new construction. The project may also extend the sidewalks to building faces where appropriate, provided the landowners grant permission. Wherever possible, sidewalks would be widened to provide more room for pedestrians and bicyclists to share them safely.

Curb extensions on side streets would be considered at intersections. Curb extensions are consistent with recent and planned downtown core area street improvements. They promote a safe, pedestrian-friendly environment due to decreased street crossing widths and provide more area for pedestrian refuge and streetscape opportunities.

Aesthetic improvements at strategic locations along the corridor would include streetscape additions such as colored or textured concrete, benches, low decorative fences, stylized light poles, and landscaping. In addition, the project may replace the chain link fence at Myrtle Park, a 4(f) property, with a decorative fence and arched banner sign. Landscaping along the sidewalk within the park is also under consideration.

The existing wire-hung traffic signals along the corridor would be replaced with mast arms. Where power line geometry allows, the project would move some power and light poles to the back sides of sidewalks.

As a betterment, Golden Heart Utilities (GHU) may replace sections of the wood stave sewer pipe under the roadway from 1st to 3rd Avenues and from 4th to 12th Avenues. The sewer lines from 3rd to 4th Avenues and 12th Avenue to Gaffney Road have recently been U-lined and do not need to be replaced. Since the proposed project would not otherwise impact the sewer lines, GHU would pay for the work and handle any and all coordination. Environmental impacts would be addressed by GHU separately at a later date if they choose to pursue this betterment. DOT&PF may, however, need to acquire some small areas of land in localized spots to provide pedestrian access meeting ADA standards.

Background

Records Review

A records review for hazardous waste was conducted in 2008 for the area surrounding the project. No field investigations were made.

Environmental Data Resources, Inc. (EDR) was retained in 2005 and 2008 to conduct a computerized search of databases that identify sites of environmental concern, including the public record databases specified in ASTM E 1527. PDC Inc. Engineers (PDC) performed follow-up research on the sites identified in EDR's reports.

Additional site-specific research sources included:

- Alaska Department of Conservation (ADEC) Underground Storage Tank/Leaking Underground Storage Tank (UST/LUST), Contaminated Sites (CS), and Spill databases
- ADEC files and discussions with ADEC staff on the sites identified

ADEC Standards

Prior to listing the sites that may affect the project, it should be noted that ADEC standards have changed since some of the previous testing was conducted for some sites. Every effort has been made to check the current standards against the data.

One of the tests used in the past, TPH (Total Petroleum Hydrocarbons), is now separated into GRO (Gasoline Range Organics), DRO (Diesel Range Organics), and RRO (Residual Range Organics). According to ADEC staff, there is no way to correlate the TPH result with what the GRO, DRO and RRO results would be. As a rule of thumb, however, if the TPH is below the most stringent GRO, DRO, and RRO limits for the medium, then it would probably be within the current limits (personal communication, Laderach/Johnson, 2002). The results from the older TPH tests are included in Table 1, and conclusions drawn from them are based on this guidance; however, if there were more recent results using GRO, DRO, and/or RRO, the TPH results were not included in Table 1 and the more recent result were presented.

Conversations with ADEC staff also confirmed that a fair comparison for EPH, DRPH, and diesel range hydrocarbons would be DRO and that GRO could be compared to BPH.

General Groundwater Conditions

According to the 1996 USGS Water-Resources Investigations Report 96-4060, groundwater in the project area fluctuates approximately 3 feet seasonally, with extremes of 6.1 and 16.37 feet below ground surface (bgs). The highest water levels generally occur in the fall.

General groundwater flow direction is north-northwest and seasonally east of north. Near the river the groundwater flow will fluctuate more and may reverse during high flows.

Contaminants Identified

Most contaminants identified are petroleum in nature. Solvents such as trichloroethylene (TCE) and tetrachloroethylene (PCE) have been found in some sites within one half mile of the project area.

Contaminated Sites

The summary below discusses nine contaminated sites identified during the records reviews. These sites are believed most likely to affect the proposed project. The sites are included in the summary in Table 1 and shown on Figure 2. Table 1 also identifies properties that were reviewed and determined to have little or no potential to impact this project because they were hydraulically down gradient, too small, or too far away.

Rabinowitz Courthouse (137)

The two lots that make up this property have been developed since the early 1900s. Through site assessment efforts and excavation for construction of the courthouse in 1998, 10 “hotspots” of contamination were identified; nine were on the lot closest to Noble Street. A map showing the hotspots on this lot is attached (Nortech, 1998). During construction of the courthouse, seven USTs were removed. Six were previously unknown, abandoned, and uncovered during building demolition and site excavation; four contained Stoddard solvent and two contained heating oil. A 10,000-gallon heating oil tank (HOT) was also removed.

A release of less than 5 gallons of Stoddard solvent occurred during excavation; it was left in place due to project scope, remediation and disposal concerns, and the approach of winter. According to the ADEC database, the sources of contamination may also be associated with a site injection well, waste oil tank, and a former gasoline station in the southwest corner of the property.

Soils were field screened during excavation and approximately 11,611 cubic yards (cy) of contaminated soils were removed from 10 hotspot areas. Contaminated material from Hotspot 1 (HS-1) extended to groundwater and was left in place underneath the Noble Street right of way (ROW). An impermeable geotextile membrane barrier was placed between the contaminated sidewall and the clean backfill.

The plan for dealing with the remaining contamination was natural attenuation with monitoring. Monitor wells were installed and groundwater samples were taken from 1999 to 2002. No DRO above cleanup levels were ever found in the monitoring well in Noble St.

In 2003 Shannon and Wilson stated in the groundwater monitoring plan for the site that there was insufficient evidence to determine whether or to what extent microbes may have contributed to the natural attenuation of hydrocarbons. Although contamination remains at the groundwater-soil interface and in smear zone, the plan recommended a “no further remedial action planned” (NFRAP)

designation with groundwater monitoring every 5 years (more often if contaminant concentration increases). ADEC's project manager does not anticipate contamination from this site in project area.

Ron's Service & Towing (I56)

A 1,000-gallon used-oil tank was removed in 1990. High levels of petroleum contamination were found, and tetrachloroethane and 1,1,1-trichloroethylene were also encountered. In 1995, two 10,000-gallon and one 5,000-gallon USTs were removed after a site assessment found petroleum-contaminated soil and groundwater near the tanks. A map is attached showing the tanks' location.

A total of approximately 206 cy of contaminated soil was removed from the site with the excavation of the tanks. Three monitoring wells and a passive vent piping system were installed. Groundwater sampling found no contamination above cleanup levels.

Testing shows groundwater hydraulically downgradient of the site has not been impacted. Soil contamination remains beneath asphalt and concrete. Volatile organic compounds (VOC) have been decreasing, implying there is "a decrease in hydrocarbons in the soil within the influence of this system" (Shannon and Wilson, 2000).

The site is very close to the project but generally hydraulically downgradient. However, because the site is very close to the river, groundwater direction will have more variance; therefore, some potential exists for contamination to be upgradient and within the project area.

Westmark Fairbanks Hotel (A1)

The Westmark Fairbanks Hotel upgraded its underground heating oil tanks in 1991. A 10,000-gallon tank located on the 10th Avenue side was removed and a 6,000-gallon and an 8,000-gallon tank (both installed in 1954) were removed from the 8th Avenue side, and contamination was discovered. Releases from these tanks were apparently from overfilling. Soil and groundwater was impacted.

During the same upgrade project, solvent-contaminated soil was found near the boiler room (added in the 1970s) on the 8th Avenue side. It is suspected that the contamination came from solvents discarded into the six floor drains of the boiler rooms.

Monitor wells were used to define the extent of contamination. The plume extends about two city blocks in the northward direction; a map is attached (ESL LLC, 1998). by 1998, the plume had extended to within approximately 60 feet of Noble Street. Monitoring wells had up to 0.25 inches of free oil floating on the groundwater in the 8th Avenue area. Soil and vapors have also been monitored at the site.

Thirty cubic yards of contaminated soil was removed. Soil removal was limited due to the proximity of buildings, 8th Avenue, and buried power lines. Remediation included recovery wells and bioventing of the soil and groundwater. Samples taken in 2007 revealed DRO above cleanup levels and BTEX below cleanup levels. Dissolved aromatics have declined.

It is estimated that there was a 5- to 7-foot thick zone of soil contamination due to seasonal fluctuation of the water table. The remediation efforts have shown a decrease in contamination concentrations and a steady contraction of the plume boundary over time. Residual soil and groundwater contamination remain. Although the site is conditionally closed, groundwater is still monitored.

Federal Building Motor Pool Equip Building (L52)

In 1977, a leak from a 10,000-gallon LUST was discovered at the site of the former motor pool building on the Federal Building property (see figure for location). An estimated 6,000 gallons of gasoline leaked into the groundwater. The tank was removed in 1993 along with a 500-gallon waste oil tank and a 500-gallon propane UST, neither of which showed signs of a leak.

Three monitoring wells were installed in 1991, and additional wells were installed in 1994 and 2000. Contaminated soil was removed with the tanks in 1993. A soil vapor extraction and air injection system (SVE/AIS) operated from 1996 to 2001. Soil sampling and water monitoring were last conducted in 2002 and 2003 respectively.

Contamination remains at the former tank site, although site-wide concentrations have reduced over time. Groundwater quality continues to improve, and areas hydraulically downgradient are below cleanup levels. The monitor well west of the tank site was the only place benzene was detected above cleanup levels in the last sampling. At the last soil sampling it was estimated that 25 cy of contaminated soil remains at the site; the soil tested above the most stringent cleanup levels for benzene and GRO (Herrera Environmental Consultants, Inc., 2003).

Although the leak at this site was large, groundwater monitoring did not extend off the property, so the plume boundaries are unknown. Because it took place over 30 years ago, some of the contamination may have attenuated. Since the site is approximately 1 block from project it is possible that contamination may have reached Noble Street.

Texaco – 1200 Noble Street, Former (D14)

Soil and groundwater contamination was discovered after the removal of two 10,000-gallon gasoline underground storage tanks (UST) and their associated piping and dispensing systems in 1994; some of the piping was left in place at that time due to frost conditions. The tanks and systems were on the east side of the building between the building and Noble Street; the dispensing islands were about 10 feet and the LUSTs approximately 15 feet from the property boundary. A map showing the tanks and excavation limits is attached (Shannon and Wilson, Inc., 1994). Groundwater was encountered at 14.5 feet during over-excavation to 15 feet.

Additional soil contamination was discovered during the 1996 removal of a 500-gallon used oil tank from the west side of the building. The remaining piping on the east side was removed at the same time.

In 1994 the contractor removed 94 cy of soil with the tanks. Another 48 cy of soil was removed with the used oil tank in 1996. Some contaminated soil was left in place because of its proximity to a concrete walkway, the building, and potential subsurface utility structures. Monitoring wells were installed in 1997. Although petroleum contamination was detected in high concentrations at that time, by 1998 no contamination above the cleanup limit was found in the groundwater.

Contaminated soil remains at the site. However, ADEC considers the site cleanup complete and after three consecutive sampling events closed the site with a no further action (NFA) designation. The site is hydraulically downgradient from Noble Street.

Carrs Foodland Heating Oil Tanks (D21)

In 1991, two heating oil tanks (HOT) were removed from this property, one 500-gallon tank and one 4,000-gallon tank. During their removal, soil contamination was confirmed. High concentrations of petroleum contamination were in the soil that was left in place close to the building to protect the integrity of the structure.

Groundwater was not encountered when soil around the tanks was removed. Groundwater monitoring started in 1992. The southwest corner of the property is within the outer edge of the Gaffney Area Wide site plume that contains PCE and TCE contamination (see below). ADEC is working with the current landowner to continue the groundwater testing.

The site is adjacent to Noble Street, but the building is set back over 200 feet. Contamination remains under the building. The land between the building and the road is paved, which may help contain the contamination. There is a slight chance that contamination from this site could be encountered during construction because the concentrations were so high; however, the site is down gradient of the project.

Tesoro Northstore #105 (J50)

The removal of two 8,000-gallon gasoline tanks and one 6,000-gallon diesel tank in 1989 uncovered soil contamination. All three tanks were on the southeast side of the store, approximately 15 feet west of the Noble Street ROW (see attached figure). Analysis of soil from the limits of excavation during the tanks' removal found petroleum contamination. All contaminated soil had not been removed from the east side of the excavation.

A 500-gallon waste oil tank on the northwest corner of the store was also removed in 1989. The excavation uncovered "a small pocket of slightly discolored soil around the vent pipe near the building" (Shannon and Wilson, 1991) believed to be the result of splashes from the top plug that was missing from the middle of the tank.

Excavation of potentially contaminated soil resumed in 1990. Field screening of soils in the south part of the excavation found no contamination. In the northeast part of the excavation, suspected contaminated soil was removed and a "slight hydrocarbon sheen was observed and a strong hydrocarbon odor [was] detected on groundwater" (Shannon and Wilson, 1991). Soil was excavated up to the Noble Street ROW. Piping was removed near Noble Street, and a soil sample collected from beneath the associated pump island showed no product release from the piping.

A total of approximately 1,600 cy of contaminated soil was removed from site. A bioremediation injection program started in 1992 to treat the soil and groundwater. A SVE and Vapor Stripping Circulation treatment system has been operating since 2003.

Groundwater is sampled annually. Contamination concentrations are generally decreasing. Per the ADEC project manager, because of the groundwater flow direction, contamination is not expected in Noble Street (email correspondence Horwath/Laderach, 2008).

Wilbur Bros. Mechanical (J42)

In 1997, a 1,000-gallon underground gasoline storage tank was removed from this site. Two soil samples were taken from the limits of the excavation and analyzed for GRO only; groundwater was not analyzed. Although the samples did not detect GRO, the consultant did not conduct the site assessment in accordance with Alaska regulations and the data collected was insufficient to fully

characterize the extent of contamination. In addition, the report documenting the tank removal was submitted to ADEC two years after the work took place.

In 2006, ADEC interviewed the owner and confirmed the tank had no evidence of corrosion, leaking, or tank failure when it was removed. The owner also confirmed that the samples were taken from the limits of excavation and that all nearby neighbors were on City water. The ADEC issued a no further action (NFA) determination based on the owner's word.

Gaffney Area-Wide Investigation

Within the south end of the project area are two plumes containing chlorinated alkenes: trichloroethene (TCE), tetrachloroethene (PCE), cis-1,2,-dichloroethene (DCE), trans-1,2-DCE, and vinyl chloride. Another contaminant found in this area is trichlorofluoromethane (Freon II). The attached figure shows the TCE and PCE plumes. These plumes were discovered in 1994. They are believed to originate from a laundromat that had leaking storage tanks of Stoddard solvents and petroleum products in 1998 and from solvents discharged down multiple laundromats' drains. The sewer pipes in this area are wood stave, and it is believed that the solvents saturated the wood stave piping and leaked out into the groundwater.

An area-wide investigation has been conducted by ADEC since 1997. The sites that are believed to be the sources have been rolled into this single investigation. ADEC is monitoring the groundwater and testing for vapor intrusion in buildings.

The last source characterization, which was conducted in 2007, only investigated the westernmost plume (farthest from Noble Street). It defined the plume by different contaminants and to a lower concentration than previously; this plume's boundaries extended farther south and east. According to the 2007 characterization, natural attenuation appears to be occurring at a slow rate in the west plume (Oasis, 2008). Oasis' trend analysis indicates PCE and TCE concentrations in the west plume are declining while DCE isomers are increasing.

Testing for PCE and TCE vapor intrusion has been conducted at eight buildings during the summer (2007), and three of those buildings have also been tested during the winter (2006). The investigations sampled indoor, sub-slab, and outdoor air. PCE and TCE vapors were found in all eight buildings in the summer of 2007, although most were low concentrations. There were some increases in concentration at two of the buildings that had also been tested in the winter, and one was above the reasonable maximum exposure (RME).

Although it is not certain at this point if the vapors are coming from saturated wood stave pipes, contaminated soil from leaking pipes, or contaminated groundwater, ADEC suspects that the contamination in the ground is the primary source of the vapors, with discharges into the wood stave sewer system as a secondary source. Vapor sampling will continue, with tests planned at additional buildings.

The 2006 groundwater sampling results indicate that the eastern TCE plume (closest to Noble Street) is biodegrading, while its PCE plume is showing no changes. The eastern plume intersects the Carrs Foodland property adjacent to Noble Street.

ADEC's project manager believes that contamination from these plumes has not reached Noble Street (telephone correspondence, Farris/Laderach, 2008). The long-term plan for the site is to monitor the plumes. Remediation alternatives are under consideration. Because of its proximity and the size of the plumes, contamination and vapors may be encountered in this area.

Other Potential Sources of Contamination

ADEC staff noted wood stave sewer mains as another possible source of contamination. Historically, it was customary for people to pour solvents and other pollutants down their drains. If the wood stave sewer mains leaked (which is common) or became saturated, the solvents may have contaminated soil around the mains. According to ADEC, a 1999 study found contamination in the wood stave pipes south of Airport Way. ADEC may quantify contamination in more wood stave pipes in the future. There are wood stave mains under Noble Street; however, the mains proposed for replacement are for storm water and have little potential for contamination.

Conclusions

Because of the relatively long history of commercial and public use of the Noble Street area, there are numerous records of environmental contamination within a mile of the proposed project boundaries. Based on this research, there is a medium-low potential for contamination to be present in the Noble Street ROW. Although contamination might be present, it is anticipated to be a minor impact for the general pavement work proposed due to the shallow excavation depth.

Construction of subgrade features such as storm drains and water lines would take place at greater depths, increasing the chance of encountering contamination depending upon the proposed locations of these features. Contamination encountered for this work is not expected to cause a substantial impact, however. Sewer mains would not be affected with this project. If Golden Heart Utilities (GHU) decides to replace them as a betterment while the road is disturbed, GHU would be responsible for any contamination found beyond the scope of DOT&PF's project. GVEA may be moving power poles while the ROW is excavated. DOT&PF and GVEA would have a utility relocation agreement that would discuss the disposal of the used poles and other environmental and safety issues associated with the work.

Although there is a chance that contamination from leaking underground storage tanks (LUST) and contaminated sites (CS) directly adjacent to or in proximity to the proposed project may be encountered during construction, volumes are not expected to be beyond those found in normal downtown construction or make a substantial impact to the project. The potential for contamination to be encountered is greatest between Gaffney Road and 8th Avenue and at the north end of the project at 1st Avenue.

Recommendations

The proposed depths of excavation discussed are based on preliminary design.

During the geotechnical investigation for the project, it is recommended that soils and groundwater be tested for petroleum and solvent contamination to determine the presences or absence of contamination.

Depending upon the ROW interests to be acquired and the ROW's location relative to known potential contaminated areas, a pre-acquisition subsurface investigation maybe warranted.

Table 1

EDR #	ADEC Record?	Location		Findings							ADEC Status
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	
22	102.26.144	AHFC Golden Towers Housing Complex	330 3rd Ave.	All contaminated soil removed and site left clean	Low close to project but appears all contaminated soil removed	LUST	6,000-gal HOT removed 1996			Tested soils at limits; all samples below most stringent cleanup levels	Closed
33		Fairbanks - Weeksfield	1260 Airport Way	Per ADEC project manager, sites from this area wide investigation would not reach Noble Street because of the extent of contamination and location.	None; site is not hydraulically upgradient of project.	Brownfield	An area wide investigation studying contamination from Fairview manor, Weeksfield Subdivision, laundry businesses, former gas station, a maintenance shop, and the old Weeksfield airstrip.			Phase I and II completed - On-going investigation	Conditional Closure
49	102.26.047	Former Nordstrom's Store	638 3rd Ave (on corner of Barnette St.)	No leak occurred in tank	None	LUST	500-gal waste oil tank removed, 1992			Tested soil for contamination and none found	Closed-NFA
67	102.26.156	Tanana Chiefs Conference Building	122 1st Ave	Site is clean	None	LUST	Sampled soils around 5,000-gal UST due to a change in service			No DRO or BTEX above cleanup levels	Closed
68	102.26.037	Matrix Jewelers	208 Wendell St	Contamination may remain.	Low; site is hydraulically downgradient from the project.	LUST	Fuel release due to flooding and three USTs (1,000-gal diesel with pump island, 2,200-gal HOT, 1,500-gal gasoline with pump island) removed, 1991			81 cy soil removed. Checked for solvents (non-detect). Although contamination above cleanup levels were not found near the diesel tank, ADEC questioned the handling of the samples. No contamination was found near the HOT site. The gasoline tank had 2 holes and a leak in the vent and pipe. There was water in the tank. All of the contaminated soils could not be removed due to location. Although no contamination was detected in the soil, there was odor during excavation.	Closed

EDR #	Ref. ADEC Record?	Location		Findings							ADEC Status
		Site Name with ADEC	Address	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken		
73	102.38.119	Residence Teegardin 9th Ave	729 9th Ave	Low; site only hydraulically upgradient of project during seasonal groundwater flows.	CS	HOT leaked (~2002)	DRO 20,000 (250), Benzene 8.32 (0.02), Toluene 43.8 (5.4), Ethylbenzene 73.8 (5.5), Xylene 381 (78)	DRO 6.18 (1.5), Benzene 0.112 (0.005)	24 cy soil removed. Contamination remains under building. Monitoring well and VE system installed and monitored. In 2006 sampling reduced to yearly. Contamination has fluctuated by is decreasing on average since installation.	Open	
86	102.26.083	Stacia Street Residence	1524 Stacia St	None	LUST	2000-gal gasoline tank removed (1992)			Checked for contaminants during tank removal and none found.	Closed	
88	102.38.079	Friendship Baptist Mission	1501 Lacey St	Low - site is hydraulically upgradient from the project only during fluctuation in groundwater flow	CS	Fuel oil tank leak discovered (1989)			20 cy soil removed and passive vapor extraction installed in 1989	Open	
108	102.26.072	Alaska Motors	1648 Cushman St.	None; site is too far for volume to reach project area.	LUST	1,000-gal waste oil tank removed 1990			Tested and closure report completed.	Closed 1999	
109	102.38.062	AHFC Properties - 16th Ave	747 16th Ave.	Very low	CS	Eight 55-gal drums of hazardous waste found on property during foreclosure. Stains on garage floor.			5 cy of contaminated soil removed from garage floor and hole filled with gravel. Drums removed.	Closed (different on detail sheet)	
A1	102.38.024	Westmark Fairbanks Hotel	813 Noble St	Medium. Plume is close to Noble Street.	CS	10,000-gal HOT on 10th Ave. and 6,000- and 8,000-gal tanks from 8th Ave removed, 1991. Contamination found near boiler room on 8th.			30 cy of soil removed. Solvent contaminated soil removed. Groundwater monitoring wells and bioventing installed.	Conditional Closure; contamination remains on site but is not a risk	
A2		Southall Manor Housing Complex		None	RCRA-CESQG					No Violations Found	

EDR #	Ref.	Location			Findings							
		ADEC Record?	Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	ADEC Status
A3	102.26.062		FWUS - Pump Station #2	800 Lacey St	Site was clean	Low site is close to project but appears to be clean	LUST	300-gal gasoline tank closure, 1990, soil testing was not conducted in accordance with ADEC standards			Site was retested in 1992 and 1991 and no BTEX was detected	Closed - NFA
AN1 89	102.38.063		AHFC Properties - 1403 22nd Ave	1403 22nd Ave		None; because of its distance from project	CS	3,000-gal HOT removed 1994 with contaminated soil down to groundwater	DRO 1,251 (250)		42 cy soil removed	Open - Priority not given?
AN1 91	102.38.065		AHFC Properties - 1441 22nd Ave	1441 22nd Ave Between Cowles and Lathrop		None because of distance from project.	CS	3,000-gal HOT removed 1994 with contaminated soil down to groundwater - sheen visible on groundwater	DRO 612.6 (250)		50 cy soil removed	Open
B17	102.26.081		FWUS Sewer Lift Station #4	624 5th Ave (between Cushman and Barnette)	Limited contamination at site. hydraulically downgradient most of the time.	Low; site is over two blocks from the project and had a relatively small leak	LUST	~250-gal leaded gasoline tank removed and small hole was in side of tank, 1990. Estimated leak up to 200-gal			Contaminated soil removed and limits tested. Contamination found but none was detected in retesting (1991)	Closed and NFA
C7	102.26.089		FNSB - Old Main School	804 Cushman	Release investigation concluded that contamination was from adjacent site.	Low	LUST	300-gal tank removed, 1993. Soil and groundwater contamination	Benzene 0.062 (0.02)	Benzene 0.361 (0.005)	10cy soil removed. Soil and groundwater sampling. Additional sampling planned	Open
C9	102.26.063		Chevron - Goldpanner Service Station	809 Cushman	Limited contamination may remain.	Low; site is two blocks from project and hydraulically cross-gradient most of the time.	LUST	1,500-gallons gasoline spilled in 1989. Contamination from a leak discovered during repair in 1992			Unknown volume of soil removed. Air Injection/Vapor Extraction installed 2000 and used for approximately 4 years	Closed - NFA 2004

EDR #	ADEC Record?	Location		Findings							ADEC Status
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	
D14	102.26.100	1200 Noble Street, Former	1200 Noble St	Contamination may remain.	Medium-Low; site is close to project	LUST	Two 10,000-gal gasoline UST removed 1994. Soil and groundwater contaminated. 500-gal used oil removed, 1996	GRO 6.300 (300), RRO (300), RRO removed 1994. 27,284 (10,000), DRO 7.672 (250), Benzene 2.4 (0.02), Toluene 61 (5.4), Ethylbenzene 77 (5.5), Total Xylenes 740 (78)		1994; Removed 94 cy soil with tank. 1996 Removed 48 cy of soil with tank. Monitoring well installed 1997. Testing in 1998, no contamination above limit in water	Closed - NFRAP 1999
D21	102.38.027	Carrs Foodland Heating Oil Tanks	513 2nd Ave	Contamination also due to other nearby sites.	Medium-low; site is close to project	CS	One 500-gal and one 4,000-gal HOT removed 1991 contamination confirmed in soil and groundwater	DRH 7.920 (DRO 250)	Benzene 0.038 (0.005)	Removed tank, excavated soil Monitored groundwater.	Open
E28	100.38.117	Vista Travel	1211 Cushman St.	Petroleum contamination locally around the fuel storage tank.	Very Low due to distance from project	CS; INST Control	HOT removed	Benzene 0.1 (0.02)		Phase I and II completed - No groundwater contamination found above cleanup levels. Solvents found in groundwater but no Benzene; solvents most likely from sites associated with Gaffney Area Wide site.	Conditional Closure
F41	102.26.023	Fairbanks Daily News Miner	200 Cushman St.(2nd and Cushman)	Groundwater contamination would be influenced by the river because of its proximity; contamination would have likely transported to the river or hydraulically cross gradient to the project.	very low.	LUST	During removal of a 2,000- and 1,000-gallon unleaded gasoline tank, contaminated soil was suspected			Removed approximately 100 cy of soil and tested limits. Remaining soil below cleanup levels for BTEX.	Closed - NFRRA 2003
F44	102.26.068	FMUS Firewell #1	638 2nd Ave.	Benzene clean-up level was higher at the time of the tank removal. TPH well below cleanup level.	very low	LUST	500-gal gasoline tank removed, 1990; soil testing was not conducted in accordance with ADEC standards	Benzene 0.19 (0.02)		Tank removal was part of effort to remove several tanks by FMUS. ADEC accepted the soil testing for this site since retesting at the others verified original results	Closed

EDR #	ADEC Record?	Location		Findings						ADEC Status	
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant		Action Taken
H34	102.26.066	FWUS - Public Safety Building	656 7th Ave Between Cushman and Barnette	ADEC concluded that although contamination above cleanup levels remains at the site it doesn't pose a risk.	Very low due to location; hydraulically cross-gradient of project and contamination would likely not enter ROW during seasonal variations	LUST	Four tanks were on site. 2,500-gal diesel tank removed, 1991. 2,500 diesel tank closed in place, 1999. 2,000-gal gasoline tank removed 1999. 1,500-gal HOT remains on property	DRO 429 (250)		1989 monitoring wells found floating product similar to diesel. 1990 investigation found soil and groundwater contamination. Soil removed. Monitoring wells installed (bioremediation cell?)	Conditional Closure
I37	102.38.072	Rabinowitz Courthouse	416 First Ave	Contamination remains at the groundwater-soil interface and in smear zone. ADEC project manager doesn't anticipate contamination from site in project area.	Medium-low; Very close to project but groundwater tested in Noble Street has been below cleanup levels	CS	7 UST's uncovered during construction of courthouse, 1998. Soils and groundwater were contaminated.	DRO 856 (250)		Removed tanks and tested soils. Groundwater sampling up to 2002 found no DRO above cleanup levels in Noble St.	Open and High priority
I56	102.26.034	Ron's Service & Towing	101 Noble St	Groundwater has not been impacted hydraulically downgradient of site. Soil contamination remains beneath asphalt and concrete.	Medium; very close to project but hydraulically downgradient most of the time	LUST, RCRA-NonGen	1,000-gal used-oil tank removed, 1990. High levels of petroleum contamination found; also found tetrachloroethane and 1,1,1-trichloroethylene 1995, two 10,000-gal and one 5,000-gal USTs removed	GRO 1,800 (300), Benzene 0.50 (0.02)	Benzene 0.0083 (0.005), Toluene 1.90 (1.0)	3 Monitoring wells and passive vent piping installed. Groundwater sampling found no contamination above cleanup levels. Approximately 206 cy soil removed.	Conditional Closure; NFRAP, Handler - No violations found
J42	102.26.150	Wilbur Bros. Mechanical	1241 Noble	Owner's account of tank removal indicates site was clean. Documentation minimal	Medium-low; site is hydraulically upgradient of project most of the time but very close with poor documentation re extent of contamination	LUST	1,000-gal gasoline tank removed, 1988			Soil tested for GRO and none found - minimal documentation; owner confirmed details of tank removal	Closed - NFA

EDR #	ADEC Record?	Location		Findings						ADEC Status	
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant		Action Taken
J50	102.26.010	Tesoro - Northshore #105	1246 Noble	According to 1991 release investigation soils nearest Noble were below cleanup levels Correspondence with ADEC project manager confirm some residual groundwater contamination remains.	Medium-low	LUST	1998 four tanks removed (two 8,000-gal gasoline, one 6,000-gal diesel, and one 500-gal waste oil); contamination encountered	Benzene 11 (0.02), Ethylbenzene 6.4 (5.5), Toluene 43 (5.4), Xylene 213 (78)	Benzene 3.4 (0.005), GRO 1.8 (1.3), DRO 1.73 (1.5)	1,600 cy soil removed, bioremediation and monitoring. The treatment system is still in operation.	Open
K54	102.26.097	Hertz Rent A Car	1330 Stacia St	TPH tested high (2.620ppm) in soil at bottom of tank. Excavated soils removed all contamination above cleanup levels.	Very low potential; minor contamination hydraulically downgradient from project	LUST	3,000-gal waste oil tank and two 500-gal gasoline tank both removed 1994. Also, sloppy waste oil management practices noted in 1990 ADEC site visit			Removed over 360 cy soil.	Conditional Closure
K62	102.26.052	Chevron - Hutchisons	705 Gaffney	Contamination reached groundwater and could have been transported toward project during seasonal groundwater flow variations	Low; although groundwater impacted contamination would only have a chance to migrate toward project during seasonal groundwater flow variations	LUST	UST removed, 1992. Contaminated soil and water at site	Benzene 0.15 (0.005)		60 yards of contaminated soil removed. Groundwater monitoring wells installed. Benzene declined in 1995.	Conditional Closure
L52	102.26.084	Federal Bldg Motor Pool Equip Bldg	101 12th Ave	Contamination remains at the former tank site. Groundwater hydraulically downgradient are below cleanup levels. Site is approximately 1 block from project	Medium Low; although release was large, it was over 30 years ago and may have attenuated	LUST	10,000-gallon LUST removed (estimated 6,000 gallons gasoline leaked in 1977, 1993; groundwater contamination	DRO 2,600 (250), GRO 13,000 (300), Benzene 29 (0.02)	Benzene 5.08 (0.005), GRO 7.9 (1.5), Toluene 11 (1.0), Ethylbenzene 1.33 (0.7), Lead 0.04 (0.015)	1993 Contaminated soil removed SVE and bioventing system and air sparging, 1996-2001 Water monitoring (1991-2003); soil sampling	Open

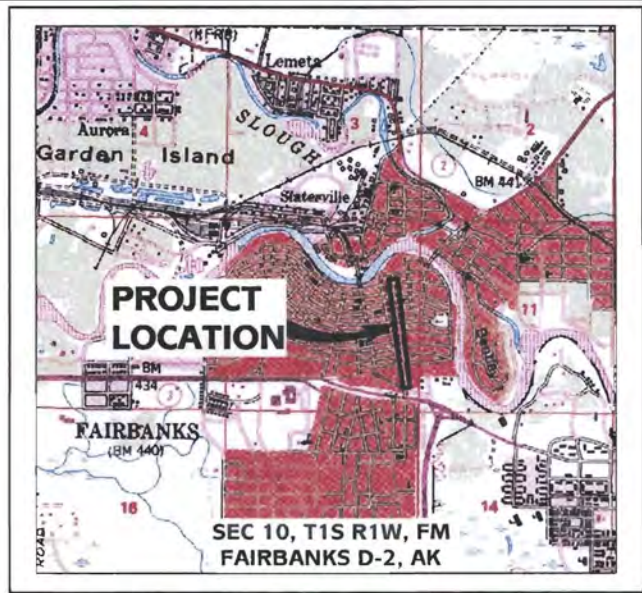
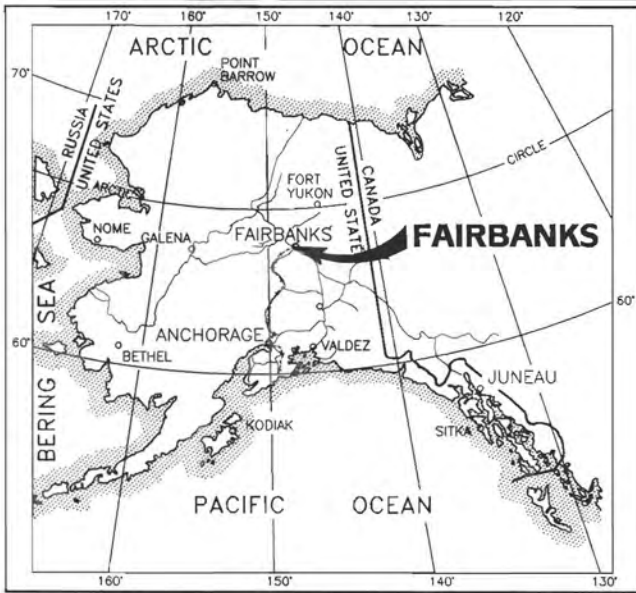
EDR #	ADEC Record?	Location		Findings							ADEC Status
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	
M58	102.38.116	314 Wendell Ave (formerly MC Commercial Cleaners)	314 Wendell Ave (north side of street)	Site is about one block hydraulically downgradient from project; however, groundwater near the river may reverse during high water. Per ADEC project manager there is a possibility but it is not likely contamination from this site will be encountered in the project area.	Low	CS, Brownfield	Vinyl chloride, PCE, TCE, and DCE identified near the site. Contamination spread by wood stove sewer.	PCE 0.0526 (0.03)	PCE 0.088 (0.005), TCE 0.0206 (0.005)	Groundwater monitoring, vapor intrusion assessment; PCE vapors found on site and in 2 other buildings studied.	Open
N64	102.26.067	FMUS - Firewell #2	5th and Barnette	No leaks at site.	None	LUST	500-gal UST closure, 1990, soil testing was not conducted in accordance with ADEC standards			Soil retested and found to be non-detect for petroleum contamination	Closed - NFA
N65	102.26.001	Lucky Sourdough	402 Barnette	2004 groundwater sampling concluded that although contaminants did not exceed cleanup levels on site, "Groundwater contamination remains high under the city block... but appears to be stable and undergoing natural attenuation."	Very low; site is several blocks from project	LUST	Contamination found during road excavation, 1986. Tightness testing found a leak in line from two 1,000-gal gasoline tanks		Benzene 85 (0.005)	Monitoring wells and SVE/AS system installed	Open
O70	102.26.051	Chevron - Totem	768 Gaffney (Barnette and Gaffney)	Site is hydraulically cross-gradient to project	Low due to distance and location	LUST, RCRA-NonGen	Six USTs removed two 4,000-gal tanks which had previously been abandoned; two 1,000-gal and a 3,000-gal gasoline tanks and a 500-gal waste oil tank, 1993. Contamination found	Benzene 840 (0.02), Toluene 130 (5.4), Ethylbenzene 870 (5.5), 2,700 xylenes (78), Lead 5.5 (5.0)		Approximately 900 cy soil removed. Groundwater monitored and passive soil venting applied.	Closed; NFA 1999- No violations found

EDR #	ADEC Record?	Location		Findings							ADEC Status
		Site Name with ADEC	Address	Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	
P77	102.26.015	Texaco Property - 1501 S. Cushman	1501 S. Cushman	Groundwater concentration remain high	Low due to distance from project	LUST	Removal of 3 USTs, 1998, found soil and groundwater contamination	Benzene 2.5 (0.02)	Benzene 0.42 (0.005), ethylbenzene 1.3 (0.7), GRO 42.4 (1.3), DRO 2.8 (1.5)	Monitoring wells and SVE system installed. Groundwater monitoring continues. Soil vapor above EPA screening level; remediation not designed to clean off site.	Open
R81	102.38.108	Boy Scout Headquarters	1400 Gillam Way		None because of distance from project.	CS	DRO contamination found during removal of 1,000-gal HOT (2001)	DRO 1,190 (250)		30cy soil removed; geotechnical investigation. Screened during excavation for construction and no contamination encountered.	Closed
S91	102.26.121	FNSB - Lathrop High School	901 Airport Way (Cowles and Airport)		None because of distance from project.	LUST	1,500-gal HOT removed 1996			No samples were above cleanup levels; NFA 1999	Closed
S91	102.26.079	FNSB - Lathrop High School	Lathrop St (Cowles and Airport)	Leak did not leave site	None because of distance from project.	LUST	One 500-gal waste oil tank removed, 1992. Soil contamination found			All soil observed to be impacted 24 cy removed during tank excavation. Remaining soils below cleanup levels.	Closed - NFA
	102.38.141	Fairbanks Townsite Block 2	Between Clay and Wendell and between Dunkel and Hall	Per ADEC project manager there is a possibility but it is not likely contamination from this site will be encountered in the project area.	Very low	CS	6 Diesel and 1 gasoline tank removed from site (2006)			Tanks removed in preparation for the construction of the Morris Thompson Cultural and Visitors Center. 39 cy of soil removed. Samples found DRO, GRO and BTEX all below cleanup levels. Phase II also found asbestos, lead and PCBs	Closed
	102.38.106	City of Fairbanks Garage, Block 39	Between Noble and Lacey and between 2nd and 3rd	Contamination at foundation likely from overfills. Contamination has not migrated to groundwater. Extent of all contamination was limited and there is residual soil contamination remaining at the site.	Low - The east site will be adjacent to Noble but soil samples were clean.	CS	A 300-gal tank was found on east side of site and a 2,000-gal tank was found on south side of site during construction of parking garage. Old foundation also removed with evidence of petroleum contamination	DRO 1:910 (250)		90cy soil removed. All could not be removed at south site due to structures there. Sampling at south found soil contamination. Water was monitored and no contamination found.	Conditional Closure

EDR #	Ref.		Location		Findings							
	ADEC Record?	Site Name with ADEC	Address		Conclusion	Potential Impact To Project	Type*	Incident	Maximum** Soil Contaminant	Maximum** Water Contaminant	Action Taken	ADEC Status
102.38.056		Westours Property	1553 Lacey St		Contamination in soil was highly concentrated and did not spread very far.	Very low, since the Westours property is hydraulically upgradient from the Westmark Inn and contamination found at the Westmark is within compliance.	CS	300-gal HOT removed 1991	Soil contamination measured in TPH only (no longer used). Measured at 2510 and cleanup level was 418.1 at the time.		Tank removed, 25 cy soil excavated/remediated.	Closed
		Gaffney Area Wide	Area-Wide		Multiple contaminants and spread area wide. Most concentrated contamination is at Gaffney Road. Contamination is in the water, soil, and wood stove pipes.	Medium-low; site is close to project; however, ADEC project manager does not anticipate contamination in Noble	CS	Multiple laundry facilities	PCE	PCE, TCE	Ongoing study of area by ADEC. Vapor intrusion testing found some buildings affected.	Open
102.38.055		Westmark Inn	1521 Cushman St.			None	LUST	5,000-gal HOT removed; small amount of contamination found			100 cy of soil removed and stockpiled. All soils tested below detection limit	Closure Pending

* CS= Contaminated site
LUST=Leaking underground storage tank
UST=Underground storage tank

** Levels Exceeding ADEC most stringent
*** General groundwater flow direction is
P:\2004\F04089\NICE Research\Hazmat\Hazmat Sum.xls\Final



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PLANS DEVELOPED BY:
 PDC, INC.

**NOBLE STREET RECONSTRUCTION
 LOCATION AND VICINITY MAPS**

FAIRBANKS, ALASKA

DESIGN: MTS
 DRAWN: GDS
 CHECK: MTS
 OCT 2007

PROJ. No. **61725**
 FIGURE

1

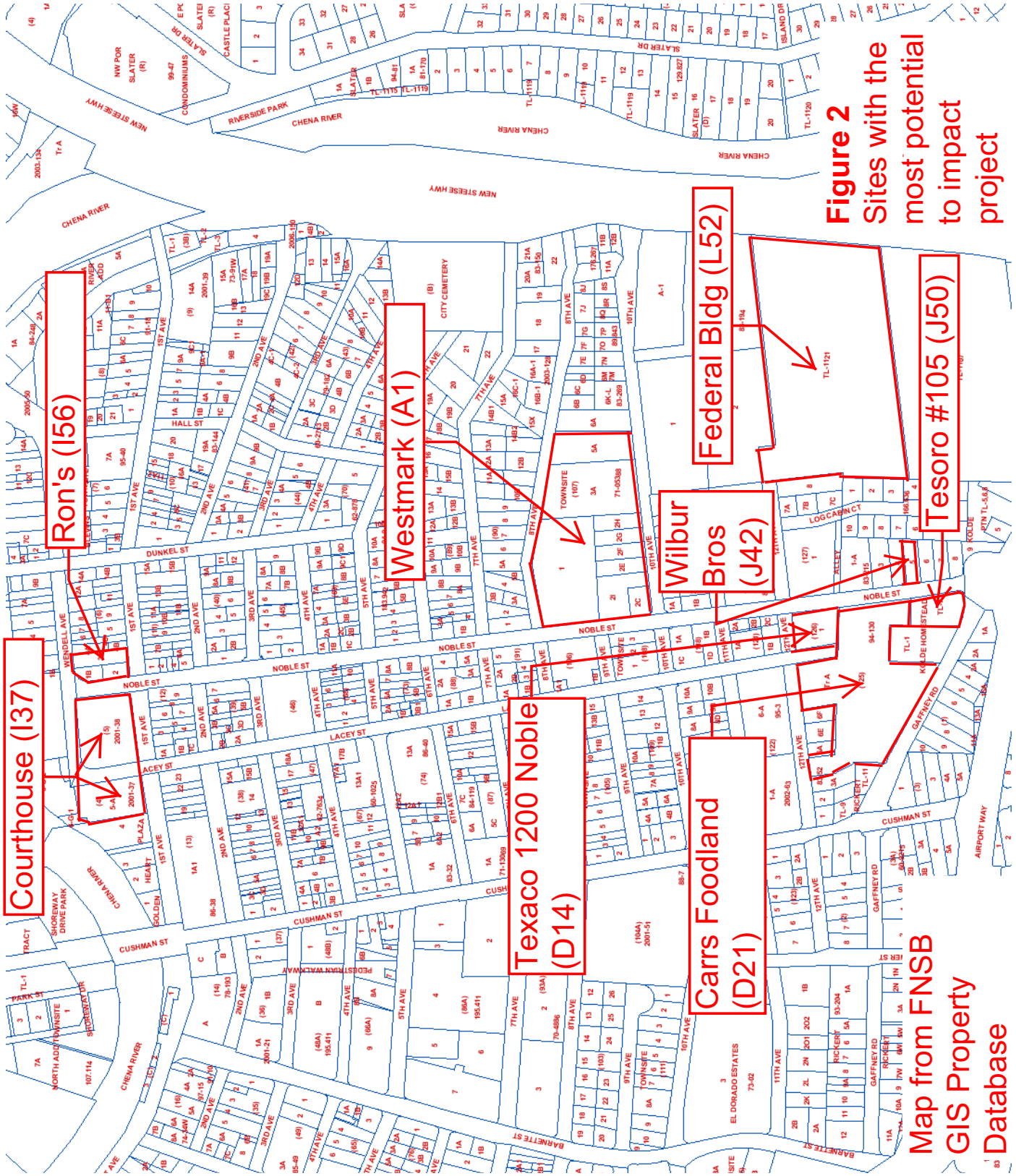
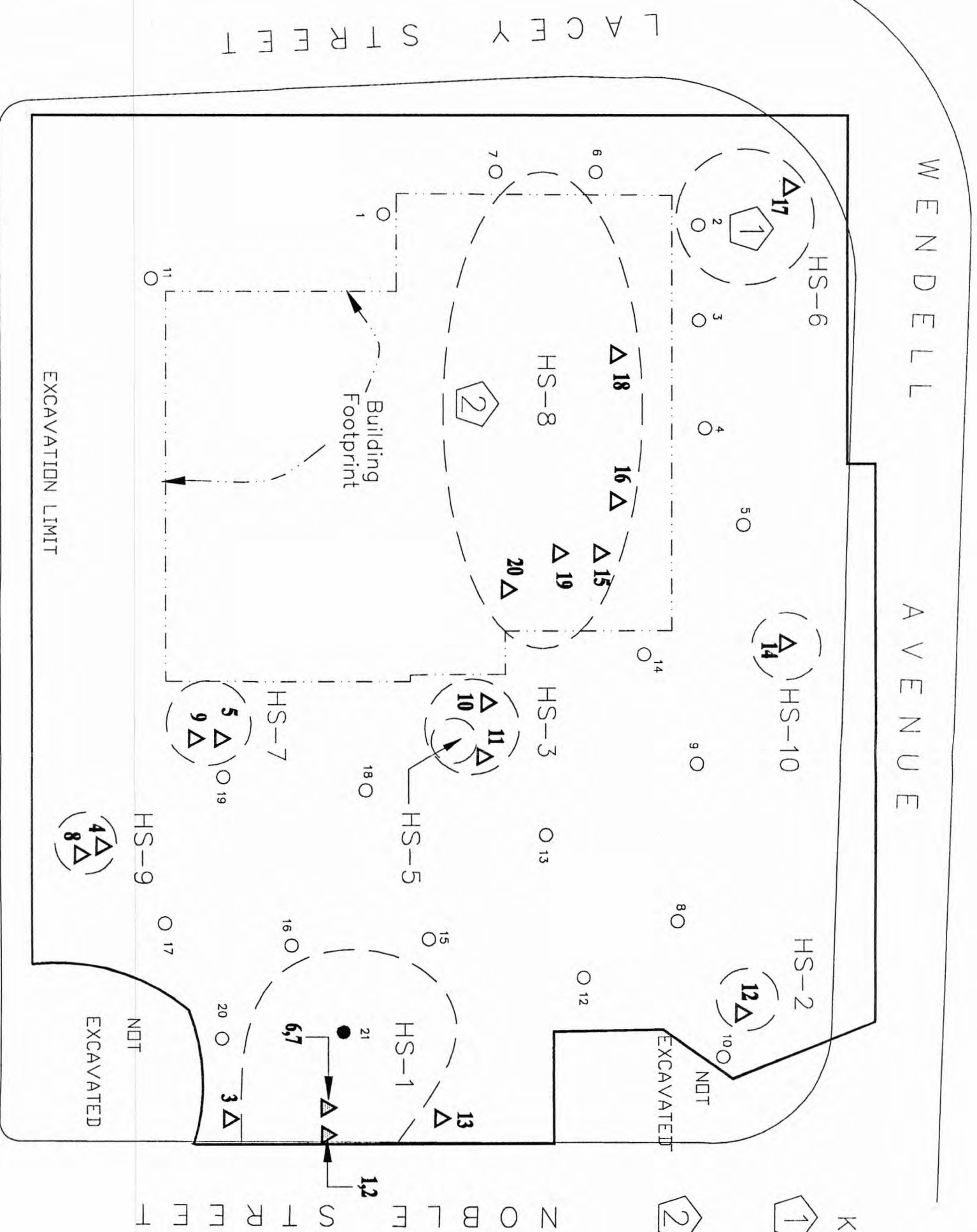


Figure 2
 Sites with the
 most potential
 to impact
 project

Map from FNSB
 GIS Property
 Database



Key Notes

- ① Contaminated soil in pockets underneath north part of building. Depth varies, primarily near solid waste (approx 5'-6') with small pockets below approx. 11'.
- ② Contaminated soil 0' to 3' deep only.

Excavation/Hot Spot Closure Samples

- Δ All compounds < Level A
- ▲ Level A < GRO < Level B

Laboratory Results in Appendix 5

Original Assessment Boring Locations

- O Clean soil
- High-level Contamination

Laboratory Results in Appendix 5

Rabinowitz Courthouse

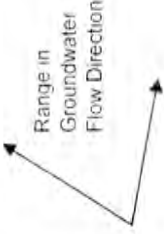
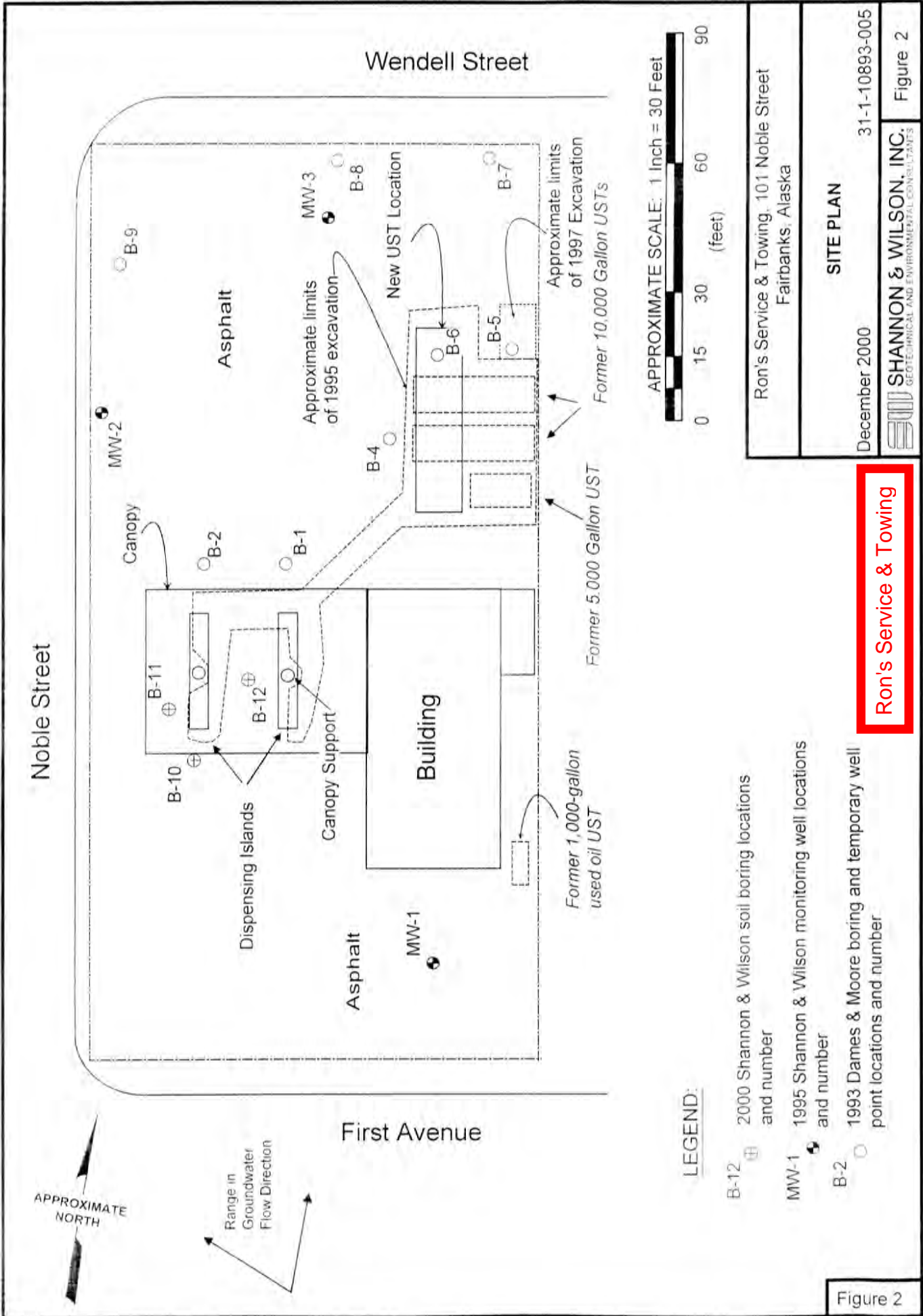


ENVIRONMENTAL & ENGINEERING
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HOT SPOT AREAS, CLOSURE SAMPLE LOCATIONS, BOREHOLE LOCATIONS
MASS EXCAVATION OF BLOCK 5
STATE OF ALASKA COURTHOUSE, FAIRBANKS

DATE:	12/03/98	SCALE:	NTS
PROJ MGR:	JMH	PROJECT:	98189.3
DRAWN:	PLB	DWG. NO.:	Blk5_sm2

FIGURE
3



LEGEND:

- B-12 ⊕ 2000 Shannon & Wilson soil boring locations and number
- MW-1 ● 1995 Shannon & Wilson monitoring well locations and number
- B-2 ○ 1993 Dames & Moore boring and temporary well point locations and number



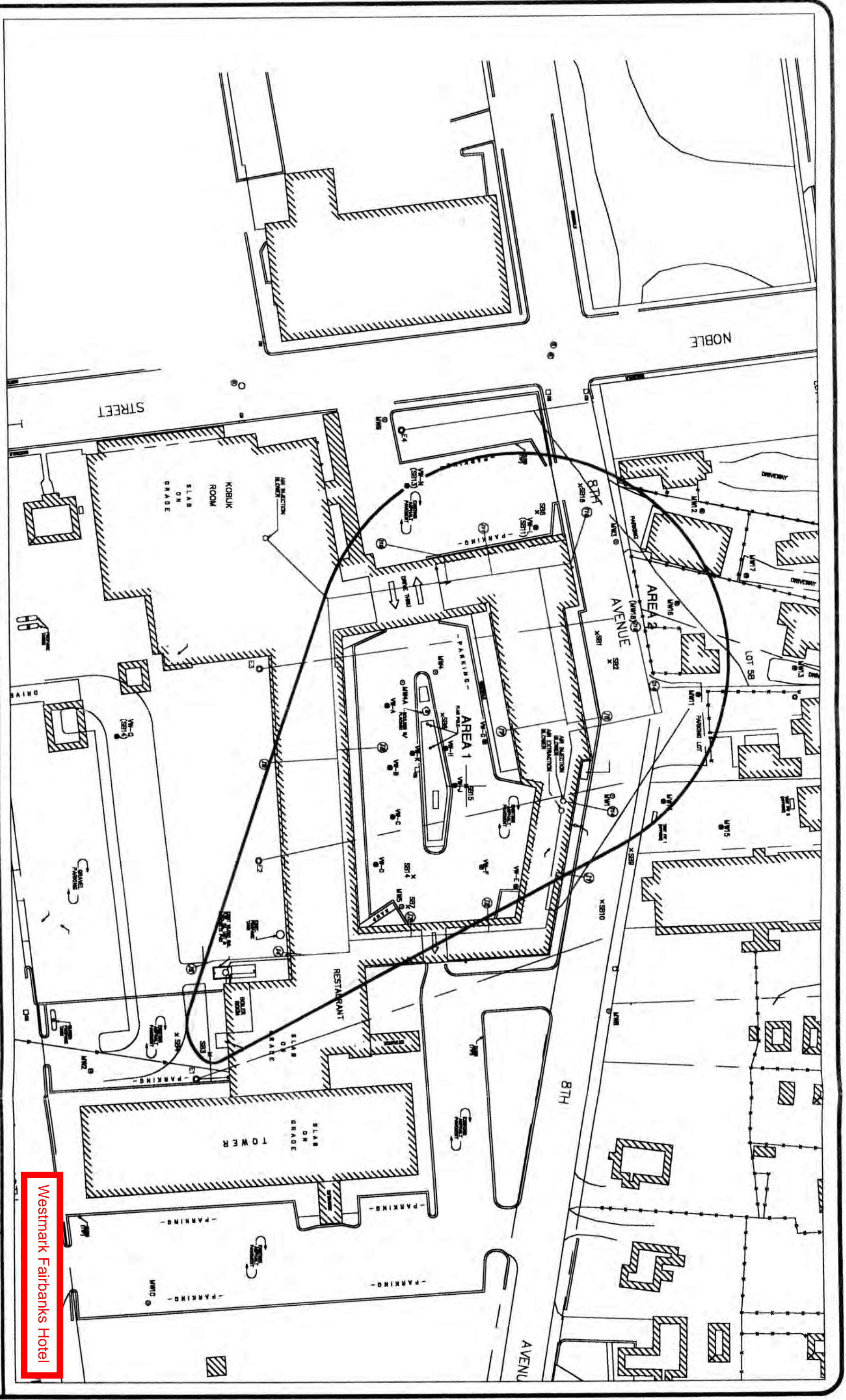
Ron's Service & Towing, 101 Noble Street Fairbanks, Alaska	
SITE PLAN	
December 2000	31-1-10893-005
SHANNON & WILSON, INC. <small>GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS</small>	
Figure 2	

Ron's Service & Towing

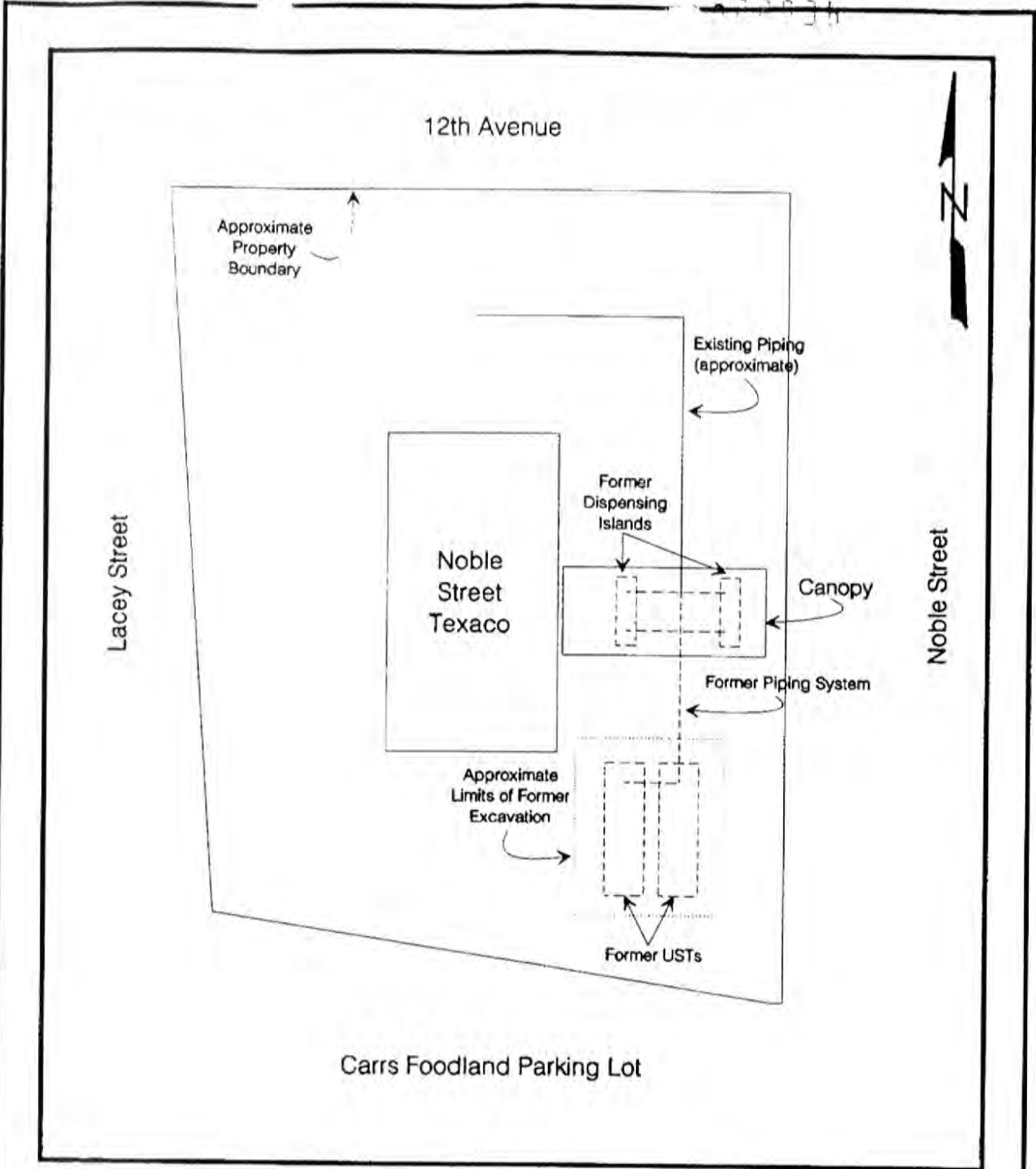
Figure 2

WESTMARK HOTEL FAIRBANKS
SITE INVESTIGATION AND REMEDIATION SYSTEM

SOIL BORING AND WELL LOCATIONS
BIOVENTING SYSTEM LAYOUT
ESTIMATE OF PLUME IMPACT ZONE



Westmark Fairbanks Hotel



Legend

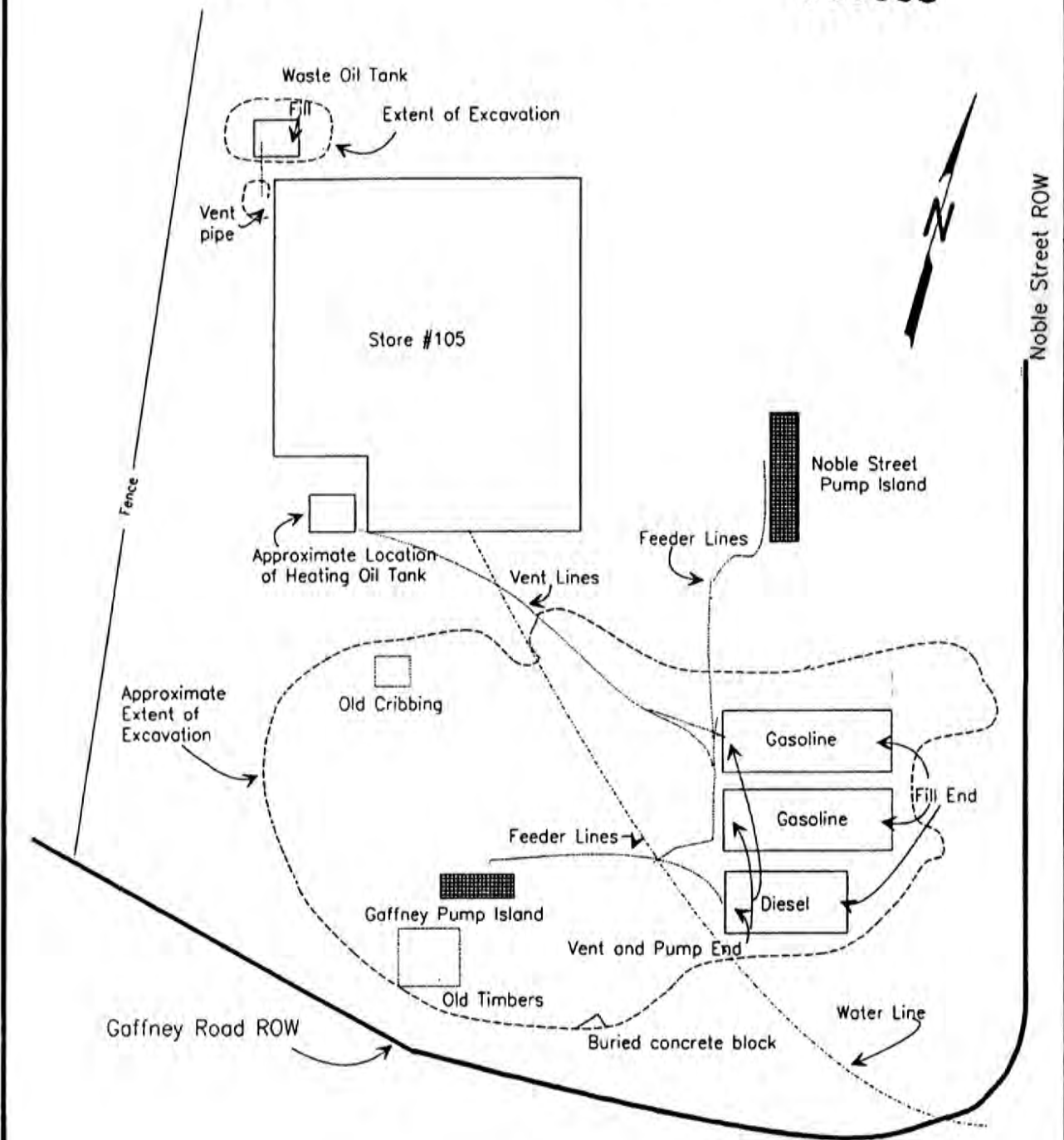
- Approximate limits of excavation
- - - Former UST, piping system, or dispenser


Approximate Scale
1 Inch = 30 Feet

Texaco - 1200 Noble Street, Former

Noble Street Texaco UST Closure Site Assessment 1200 Noble Street, Fairbanks, Alaska	
SITE LAYOUT	
November 1994	X-0697
SHANNON & WILSON, INC. <small>GEO TECHNICAL AND ENVIRONMENTAL CONSULTANTS</small>	Figure 2

000085




 0 10 20
 Approximate Scale
 1 Inch = 20 Feet

NSV Store # 105
 1246 Noble Street
 Fairbanks, Alaska

SITE PLAN

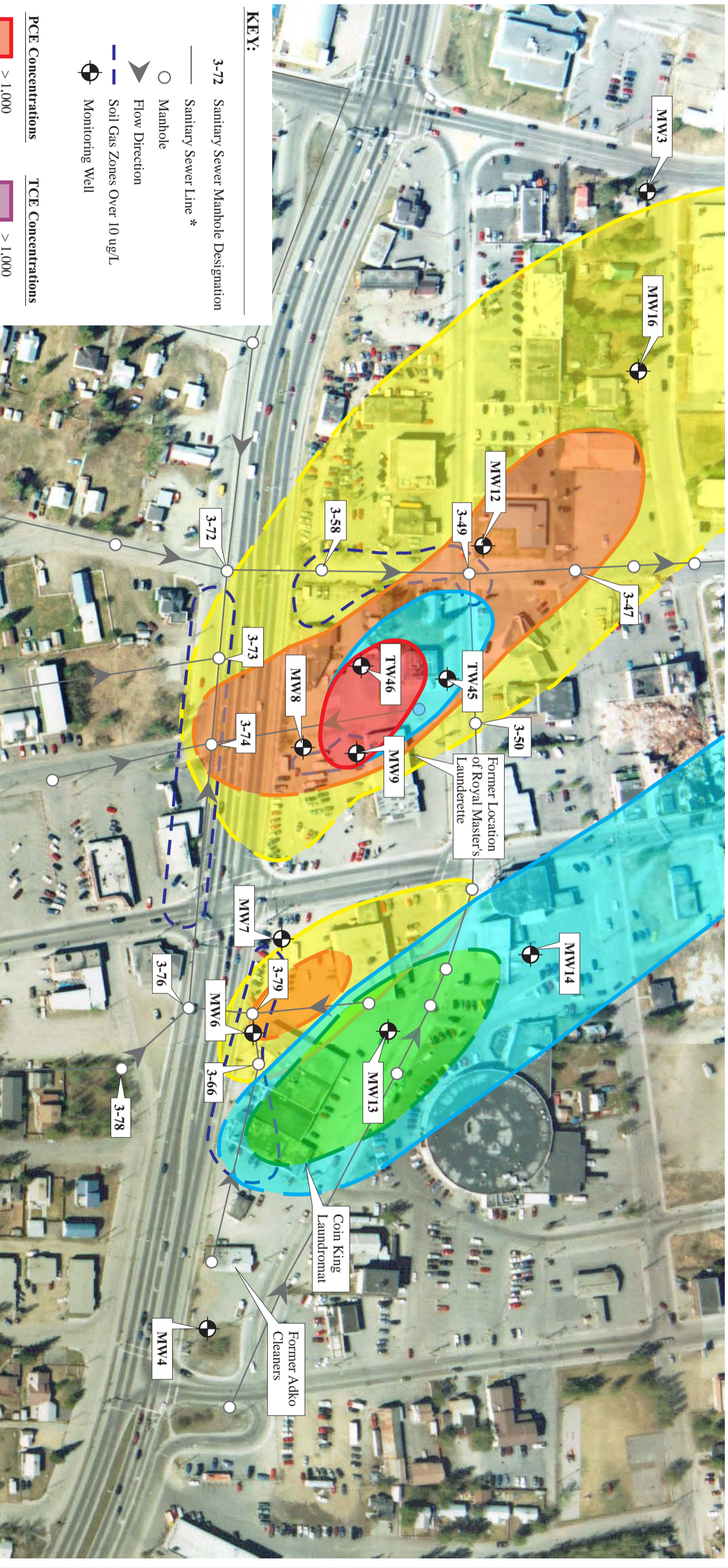
MARCH 1991

X-0215-2

Tesoro Northstore #105

 SHANNON & WILSON, INC.
 Geotechnical Consultants

Fig. 1



* Locations approximated from Proposed & Existing Sanitary Sewer Utilities, 1970

Gaffney Area Wide Investigation

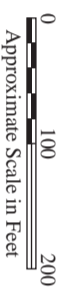
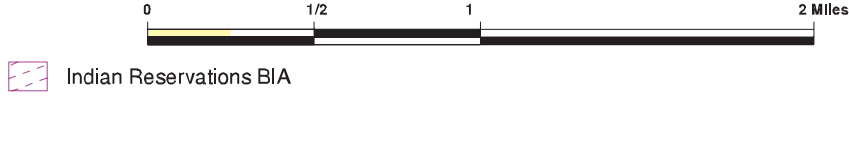


Figure 4-7

OVERVIEW MAP - 2160063.1s



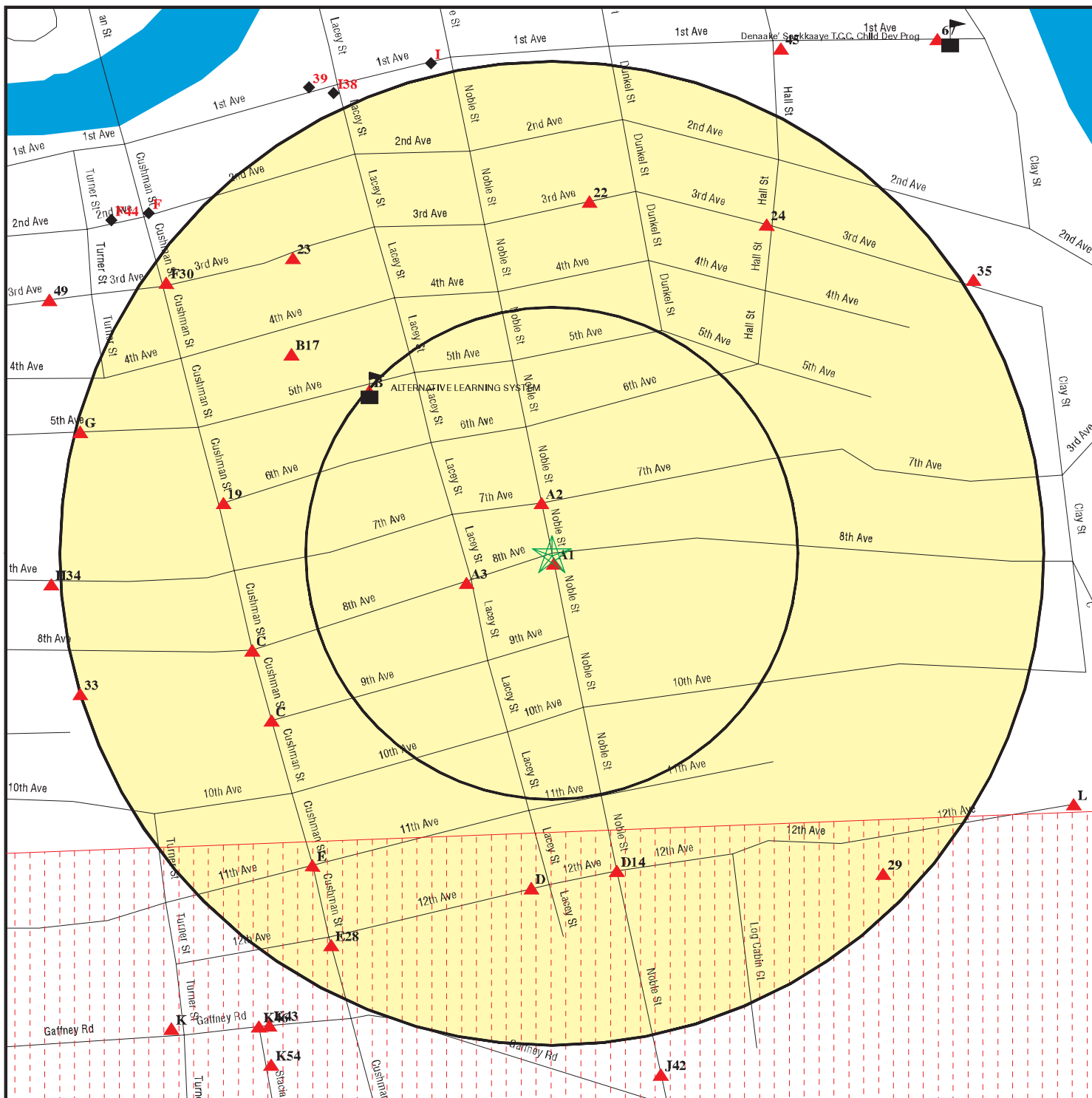
- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites



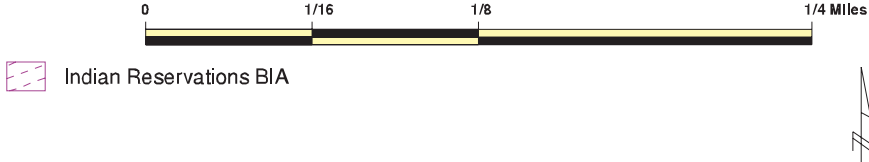
SITE NAME: Fairbanks Noble Street Upgrade
ADDRESS: Noble Street/8th Avenue
 Fairbanks AK 99701
LAT/LONG: 64.8406 / 147.7145

CLIENT: PDC Consulting Engineers
CONTACT: Shawna Laderach
INQUIRY #: 2160063.1s
DATE: March 05, 2008 2:40 pm

DETAIL MAP - 2160063.1s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ⚙ Manufactured Gas Plants
- ⚡ Sensitive Receptors
- 🚧 National Priority List Sites
- 🏠 Dept. Defense Sites



<p>SITE NAME: Fairbanks Noble Street Upgrade ADDRESS: Noble Street/8th Avenue Fairbanks AK 99701 LAT/LONG: 64.8406 / 147.7145</p>	<p>CLIENT: PDC Consulting Engineers CONTACT: Shawna Laderach INQUIRY #: 2160063.1s DATE: March 05, 2008 2:40 pm</p>
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PHYSICAL SETTING SOURCE MAP - 2160063.1s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location



SITE NAME: Fairbanks Noble Street Upgrade
 ADDRESS: Noble Street/8th Avenue
 Fairbanks AK 99701
 LAT/LONG: 64.8406 / 147.7145

CLIENT: PDC Consulting Engineers
 CONTACT: Shawna Laderach
 INQUIRY #: 2160063.1s
 DATE: March 05, 2008 2:40 pm

APPENDIX C

AIR QUALITY ANALYSIS

Report No. SR2006-04-02

**Air Quality Analysis of
Lacey and Noble Streets Upgrade
[STP-000S(413)/61725]**

prepared for:

PDC, Inc., Consulting Engineers

April 19, 2006

prepared by:

Sierra Research, Inc.
1801 J Street
Sacramento, California 95814
(916) 444-6666

Report No. SR2006-04-02

**Air Quality Analysis of Lacey and Noble Streets Upgrade
[STP-000S(413)/61725]**

prepared for:

PDC, Inc., Consulting Engineers

April 19, 2006

Principal authors:

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Sacramento, CA 95814
(916) 444-6666

**Air Quality Analysis of Lacey and Noble Streets Upgrade
[STP-000S(413)/61725]**

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1. EXECUTIVE SUMMARY

A project-level air quality analysis was performed to assess the impact of changes in motor vehicle emissions resulting from the proposed upgrading of Lacey Street and Noble Street in downtown Fairbanks. This upgrading consists of landscaping, reconstruction (e.g., rounding intersection corners), and repaving/re-stripping to provide bicycle, pedestrian, and streetscape improvements. (The Proposed Action, Purpose, and Need Statement provides a more detailed description of the upgrade.) Based upon existing and expected traffic levels as a result of the improvements, it was not necessary to perform a quantitative ambient air quality impact analysis; therefore, a qualitative analysis was performed.

The purpose of the analysis was to demonstrate that the project would not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). The Fairbanks area is currently designated as an attainment area for all the criteria pollutants for which the NAAQS apply. Although Fairbanks has a prior history of violations of the NAAQS for carbon monoxide (CO), no violations of the CO standards have occurred in Fairbanks since 1999. In July 2004, the U.S. Environmental Protection Agency (EPA) approved^{1*} the re-designation of Fairbanks from a nonattainment area to an attainment area for CO and concurrently approved the Maintenance Plan for CO submitted by the Alaska Department of Environmental Conservation. Despite attaining the federal standards, CO remains the pollutant of primary concern in Fairbanks. Because the proposed project affects emissions from only motor vehicles, which are the major source of CO in the area, the project-level analysis was focused primarily on CO and the evaluation of individual intersections as potential CO “hot spots.”

To ensure that the project will not violate the NAAQS, results from the Traffic Analysis Report² were examined to determine if any intersections affected by the proposed project were expected to exhibit levels of service and delay times that would warrant a quantitative hot-spot analysis. The traffic scenarios examined consisted of both signalized and non-signalized PM peak hour traffic volumes in both 2004 and 2030.

This intersection examination followed guidance³ published by EPA for modeling CO concentrations from roadway intersections. According to the Traffic Analysis Report, all of the affected intersections along the Lacey and Noble Street corridors currently operate at Level of Service (LOS) C or better and will continue to do so in the 2030 design year. According to the EPA guidance, quantitative modeling of CO hot-spots is only required when intersections operate at a level of service of less efficiency (i.e., at levels D, E, or

* Superscripts denote references provided in Section 5.

F). Under that guidance, intersections that operate at LOS C or better are not expected to produce sufficient vehicle delay and queuing that would cause or contribute to violations of the CO NAAQS. Since all affected intersections are not expected to operate above LOS C, no further quantitative analysis of CO hot-spots was performed.

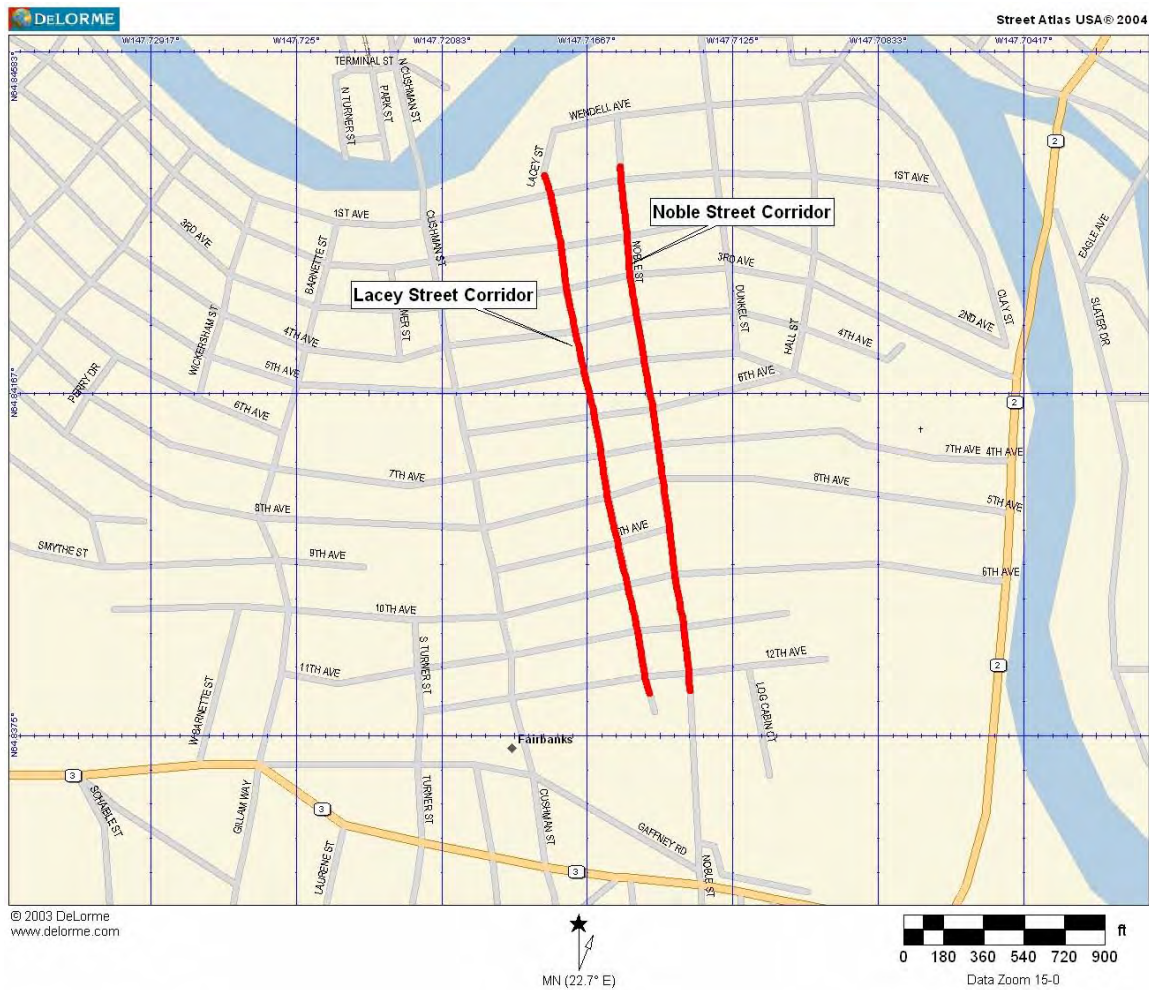
Thus, the qualitative analysis of affected intersections based on LOS criteria indicates that the proposed improvements to the Lacey and Noble Street corridors will result in ambient CO concentrations that will not cause any violations of the NAAQS. The analysis thus demonstrates that the proposed project conforms to Clean Air Act requirements for transportation projects as promulgated under 40 CFR Parts 51 and 93.

###

2. INTRODUCTION

A project-level air quality analysis was conducted to evaluate the impact of proposed roadway improvements to the Lacey Street and Noble Street corridors in the downtown area of Fairbanks, Alaska. A map of the Fairbanks area, showing the location of these affected corridors, is provided in Figure 2-1.

Figure 2-1
Lacey and Noble Street Improvements Project Location



Lacey Street and Noble Street are north-south local/connector roads in downtown Fairbanks. Cushman Street immediately to the west of Lacey Street is the primary north-south arterial that serves the downtown area. It provides access across the Tanana River and connects to Airport Way (State Route 3), which is a major arterial and the primary east-west serving facility in Fairbanks.

2.1 Analysis Scope

The Federal Highway Administration (FHWA) is funding, and must approve, the proposed improvements. All FHWA approvals constitute a federal action and require compliance with the National Environmental Policy Act (NEPA). NEPA defines three classes of actions: (1) those that significantly affect the environment require an Environmental Impact Statement (EIS); (2) those that do not individually or cumulatively have a significant environmental effect are provided with categorical exclusions (CEs); and (3) those in which the significance of the environmental impact is not clearly established require an Environmental Assessment (EA). This analysis has been prepared in support of the CE for the proposed Lacey Street and Noble Street upgrade project.

Federal regulations⁴ also require that certain types of transportation and transit projects that are funded by FHWA must demonstrate conformity with state or federal air quality implementation programs. Conformity to an implementation plan is defined as complying with the plan's purpose of eliminating or reducing the severity and number of existing violations of ambient air quality standards and not delaying attainment or maintenance of those standards. The State of Alaska has adopted federal conformity requirements⁵ as state regulation as well.

To meet conformity at a localized, or project, level, a project must not cause or contribute to any new localized CO or fine particulate (PM₁₀) violations or increase the frequency or severity of any existing violations in CO or PM₁₀ nonattainment areas. Fairbanks is a maintenance area (i.e., a nonattainment area that has been re-designated as attainment) for CO and an attainment area for PM₁₀. Federal regulations⁶ specify that a localized or "hot-spot" analysis must be conducted for CO since Fairbanks is a CO maintenance area. This hot-spot analysis must include quantitative modeling of ambient concentrations to determine project-level conformity when intersections affected by the project are either of the following:

1. Sites of a current NAAQS violation or possible violation; or
2. Intersections that are classified as Level of Service (LOS) D, E, or F, or that may change to LOS D, E, or F because of the proposed project.

Based on the Traffic Analysis Report for Lacey and Noble Street, all affected intersections are expected to operate at LOS C or better as a result of the proposed

project. Thus, a qualitative hot-spot analysis will be sufficient to demonstrate that the project will not cause violations of ambient CO standards.

This analysis was focused on qualitative evaluations of ambient CO hot-spots resulting from the motor vehicle traffic along the Lacey Street and Noble Street corridors from 1st Avenue to 12th Avenue in downtown Fairbanks as a result of the proposed project. Intersection-specific estimates of Level of Service and delay contained in the Traffic Analysis Report formed the basis for the qualitative analysis. Using scenarios from the Traffic Analysis Report, affected intersections under signalized and un-signalized conditions in 2004 (existing) and 2030 (design year) were examined.

2.2 Organization of the Report

The preceding Executive Summary provided a concise overview of the project analysis and results. Following this introductory section, Section 3 provides a description of the existing ambient air quality levels in Fairbanks. A discussion of the results and findings of the analysis is contained in Section 4. Section 5 provides a list of references.

###

3. AIR QUALITY SETTING

This section of the report describes how air quality is categorized and measured. It also provides an overview of the regulatory setting and summarizes the existing air quality levels measured in Fairbanks.

3.1 Regulatory Review

Ambient Standards - The Clean Air Act (CAA), which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. *Primary standards* set limits to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly. *Secondary standards* set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards for six principal pollutants, which are called “criteria” pollutants. The ambient standards for these criteria pollutants are listed in Table 3-1. Units of measure for the standards are parts per million (ppm) by volume and micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$). The Alaska Department of Environmental Conservation (ADEC) uses these ambient standards to regulate air quality in the state and the Fairbanks region.

The Fairbanks North Star Borough (FNSB) maintains a network of ambient air quality monitoring stations in order to measure existing air quality in Fairbanks. Based on ambient monitoring data collected over a period of years, regulatory agencies designate regions as “attainment” or “nonattainment” areas for particular air pollutants. Attainment status is therefore a measure of whether air quality in an area complies with the NAAQS.

Regulatory Setting - Fairbanks is currently an attainment area for all pollutants, although the area had an earlier history of regular CO violations through 1999. Under the CAA, Fairbanks was initially designated as a moderate CO nonattainment area because of these violations. In 1998, Fairbanks was re-designated by EPA under Section 186(a) of the CAA from a “moderate” to a “serious” CO nonattainment area because it failed to attain the 8-hour CO standard by December 31, 1995. As a result of this re-designation as a serious CO nonattainment area, the state was required to submit a new State Implementation Plan (SIP) by October 1, 1999, that demonstrated attainment of the

Table 3-1 National Ambient Air Quality Standards		
Pollutant and Averaging Time	Primary Standard	Secondary Standard
Carbon Monoxide (CO)		
8-Hour Average	9 ppm	None
1-Hour Average	35 ppm	None
Nitrogen Dioxide (NO₂)		
Annual Arithmetic Average	0.053 ppm	0.053 ppm
Ozone (O₃)		
1-Hour Average	0.12 ppm	0.12 ppm
8-Hour Average	0.08 ppm	0.08 ppm
Lead (Pb)		
Quarterly Average	1.5 µg/m ³	1.5 µg/m ³
Fine Particulates (PM₁₀) <i>Particles with diameters of 10 micrometers or less</i>		
Annual Arithmetic Average	50 µg/m ³	50 µg/m ³
24-Hour Average	150 µg/m ³	150 µg/m ³
Very Fine Particulates (PM_{2.5}) <i>Particles with diameters of 2.5 micrometers or less</i>		
Annual Arithmetic Average	15 µg/m ³	15 µg/m ³
24-Hour Average	65 µg/m ³	65 µg/m ³
Sulfur Dioxide (SO₂)		
Annual Arithmetic Average	0.030 ppm	None
24-Hour Average	0.14 ppm	None
3-Hour Average	None	0.50 ppm

Notes: µg/m³ = micrograms per cubic meter
 ppm = parts per million

Source: U.S. Environmental Protection Agency (<http://www.epa.gov/airs/criteria.html>)

CO NAAQS in Fairbanks by December 31, 2000. Despite significant efforts by the state, a CO SIP was not submitted by the October 1999 deadline. Under Section 179(a) of the CAA, the state was given an 18-month time clock (until October 3, 2001) to either come into CO attainment or face possible federal sanctions. On August 30, 2001, the state submitted a revised SIP for Fairbanks. EPA found that SIP to be complete and stopped the sanctions clock. In February 2002, EPA formally approved⁷ the Fairbanks CO SIP.

To come into attainment for CO, Fairbanks needed to show no violations of the NAAQS for two consecutive calendar years based on ambient monitoring data. (Under the CAA, an area is allowed one exceedance of the NAAQS per year. Two or more exceedances in a calendar year constitute a violation.) EPA determined⁸ that Fairbanks had attained the

CO standards by the December 31, 2001 deadline for serious CO areas because no ambient violations occurred during the two-year period ending on that date. Finally, in July 2004, EPA approved¹ the re-designation of Fairbanks from a nonattainment area to an attainment area for CO and concurrently approved the Fairbanks Maintenance Plan for CO submitted by the state.

3.2 Existing Air Quality

As stated earlier, NAAQS have been established for a variety of pollutants. Three of these pollutants—ozone (O₃), particulate matter (PM₁₀), and carbon monoxide (CO)—are significantly affected by vehicular emission sources. This section presents a review of the significance of each of these three pollutants and discusses their existing levels in Fairbanks in relation to the national ambient standards.

Ozone - Ozone is the principal ingredient of photochemical smog. In sufficient concentrations, ozone is known to cause respiratory problems in humans and to damage plants. Ozone is formed from reactions in the atmosphere between hydrocarbon and oxides of nitrogen emissions. The rate of ozone formation increases with ambient temperature and solar radiation intensity. Typically, ozone formation occurs from hydrocarbon and nitrogen dioxide precursors emitted several hours earlier at some distance upwind. Ozone is therefore a warm-weather problem and impacts occur on a regional scale.

Because of the state's climate and meteorology, ozone is not a pollutant of concern in Alaska. Ozone is not monitored in either Fairbanks or Anchorage. The National Park Service operates an ozone monitor in Denali National Park. The highest 1-hour ozone concentration reported by that monitor in the last five years was 0.069 ppm, which is well below the ambient 1-hour standard of 0.12 ppm. Fairbanks is thus an attainment area for ozone.

In 1997, EPA promulgated⁹ a new 8-hour ozone standard of 0.08 ppm to address health concerns associated with longer exposures. The highest 8-hour ozone concentration reported at the Denali monitor was 0.064 ppm, which is comfortably below the 8-hour standard. In April 2004, Alaska was formally designated by EPA as an attainment area for the 8-hour ozone standard.

Particulate Matter - Suspended particulate matter in the atmosphere can be caused by a wide variety of emissions. These include directly emitted particles (from fireplaces, wood stoves, or Diesel engines) as well as gaseous emissions (such as hydrocarbons, oxides of nitrogen, and sulfur dioxide). Oxides of nitrogen and sulfur dioxide can be converted into nitrate and sulfate particles, respectively. Dust entrained by the wind is another source of suspended particles in the atmosphere. Degraded atmospheric visibility is one problem caused by suspended particulate matter. Depending on the type of particulate, a variety of human health problems may also be caused. For example, an

excessive level of Diesel particulate is considered a cancer risk, and sulfate or nitrate particles can cause respiratory problems.

In 1987, EPA promulgated a new particulate standard for particulate matter less than 10 microns in diameter (PM₁₀) to address the fact that most human health problems are caused by these smaller-sized, “fine” particulates. These particulate standards were revised⁶ again in 1997 to include standards for particulate matter less than 2.5 microns in diameter (PM_{2.5}) to provide increased health protection from smaller-sized particles.

A single particulate monitor is currently operated in Fairbanks, located at the state office building at 675 7th Avenue. It reported PM₁₀ through 2000 and began reporting PM_{2.5} in 1999 (with a period of overlap). The highest 24-hour ambient PM₁₀ concentration recorded at this monitor in the last five years was 99 µg/m³ (in 1999). This maximum PM₁₀ concentration was well below the ambient 24-hour standard of 150 µg/m³. Similarly, the highest annual average PM₁₀ concentration reported in the last five years, 23.3 µg/m³ (in 1997), was also comfortably below the annual average standard of 50 µg/m³. Fairbanks is an attainment area for PM₁₀.

The highest 24-hour and annual average PM_{2.5} concentrations recorded at this monitor through 2003 were 91 µg/m³ and 15 µg/m³, respectively. Since the 24-hour and annual PM_{2.5} standards are based on a three-year running average, no violations of the PM_{2.5} standards have occurred in Fairbanks. (Significantly higher PM_{2.5} concentrations were recorded during 2004, although these concentrations were likely affected by nearby forest fires.) In December 2004, EPA formally designated Fairbanks as an attainment/unclassifiable area for PM_{2.5}.

Carbon Monoxide (CO) - Carbon monoxide is the product of incomplete combustion. Exposure to excessive CO concentrations increases the carboxyhemoglobin level in the blood, resulting in impaired judgment and stress on the cardiovascular system. Carbon monoxide is generated primarily by transportation sources and other fuel-burning activities like residential space heating, especially heating with solid fuels like coal or wood. Because no atmospheric reactions are involved, CO pollution concentrations are highest in the immediate vicinity of the highest emissions of carbon monoxide (i.e., congested roadways or intersections where vehicle traffic volumes are very high). Peak CO episodes occur in the winter because of the following factors: (1) periods of stagnant airflow, which cause the “build-up” of emissions generated over several hours, are very common in the winter; and (2) CO emissions per vehicle are higher when ambient temperature is lower. Under these conditions, the localized nature of CO impacts is increased.

As listed earlier in Table 3-1, there are two air quality standards for carbon monoxide:

- A 1-hour average standard of 35 ppm; and
- An 8-hour average standard of 9 ppm.

These levels can be exceeded once per year without violating the standard. Three ambient CO monitoring sites have been operated in Fairbanks for over a decade; all are within one-half mile of the proposed project. The nearest monitor is located at the 675 7th Avenue state office building.^{*} The other CO monitors are located at the old post office building near the intersection of 2nd Avenue and Cushman Street and at Hunter Elementary School (near 17th & Gillam).[†]

Table 3-2 summarizes the maximum 1-hour and 8-hour CO concentrations recorded at any of these three monitors by calendar year since 1997.

Table 3-2 Existing Ambient CO Concentrations in Fairbanks								
Parameter	1997	1998	1999	2000	2001	2002	2003	2004
1st Max 1-Hour (ppm)	18.2	18.8	19.5	21.0	11.5	14.4	9.2	10.5
2nd Max 1-Hour (ppm)	18.0	17.1	15.7	18.9	9.8	12.6	8.9	9.9
No. of Exceeds of 1-Hour 35 ppm Std	0	0	0	0	0	0	0	0
Violated 1-Hour Std?	No	No	No	No	No	No	No	No
1st Max 8-Hour (ppm)	13.3	11.1	11.2	11.5	7.1	7.6	6.4	6.1
2nd Max 8-Hour (ppm)	12.1	10.2	10.3	8.9	6.4	5.6	5.2	5.4
No. of Exceeds of 8-Hour 9 ppm Std	4	2	2	1	0	0	0	0
Violated 8-Hour Std?	Yes	Yes	Yes	No	No	No	No	No

Source: U.S. Environmental Protection Agency, Aerometric Data Retrieval System (AIRS) database (<http://www.epa.gov/air/data/reports.html>)

As shown in Table 3-2, peak 1-hour CO concentrations in Fairbanks are well below the ambient 35 ppm standard.

Although the 9 ppm 8-hour standard was exceeded on at least one occasion per year from 1997 through 2000, no exceedances have occurred since then. The earlier exceedances were fairly evenly distributed between each of the three monitoring sites, although the Post Office site (nearest the proposed project) recorded the largest number of exceedances prior to 2001 and has generally continued to report the highest ambient 8-hour concentrations of all three monitors since 2001.

Under federal regulations, the ambient CO standards can be exceeded once per calendar year without constituting a violation of those standards. Thus, as indicated in Table 3-2,

^{*} This monitor was relocated in 2002 to the National Guard Armory at 202 Wien Street, approximately one mile northwest of the proposed project.

[†] The Hunter School monitor was also moved several hundred yards away from its original location while construction was being performed at the school.

no 8-hour violations (constituting at least two exceedances per year) have occurred since 1999, indicating that Fairbanks is currently in attainment for CO.

The Fairbanks North Star Borough was formally re-designated as a CO attainment/maintenance area by EPA in July 2004.

###

4. AIR QUALITY IMPACTS

Ambient CO impacts resulting from qualitative hot-spot analysis of the impacts of the proposed Lacey Street and Noble Street Upgrade project are presented in this section.

4.1 Intersection Screening

Intersection-specific results from the Traffic Analysis Report were screened to determine the likelihood that the proposed project would cause localized hot-spot violations of ambient air quality standards for CO. According to the Traffic Analysis Report, all affected intersections in the vicinity of the proposed project corridors in downtown Fairbanks are expected to operate at Level of Service C or better (i.e., LOS A, B, or C) as a result of the project. EPA guidance for assessing CO impacts along roadway intersections indicates that intersections that operate at LOS C or better are not likely to cause or contribute to hot-spot violations of ambient CO standards and do not warrant further quantitative modeling.

The fact that the proposed project is not likely to cause any CO hot-spot violations is buttressed by existing ambient CO monitoring data from the Post Office monitor located on the federal building at the intersection of 2nd Ave and Cushman Street, just 1-2 blocks to the west of the project corridors, as shown in Figure 4-1.

Cushman Street is the major north-south arterial through downtown Fairbanks and carries more vehicle traffic than either Lacey or Noble Streets (with or without the project). Since ambient CO concentrations are heavily affected by nearby vehicle traffic levels, the fact the this monitor has not recorded any CO violations during the last five years as reported earlier in Section 3 provides further evidence that violations are also not likely to occur along the nearby Lacey and Noble Street corridors, which handle less traffic.

**Figure 4-1
Relationship of Proposed Project and Nearest CO Monitor**



Finally, ambient CO impacts are likely to continue to decrease over time due to further improvements in motor vehicle emission controls and “fleet turnover,”^{*} extending the trend in CO monitoring data shown earlier in Table 3-2. For the foreseeable future, this fleet turnover effect will more than offset vehicle fleet emission increases due to the moderate population and travel growth rates predicted in Fairbanks, resulting in continued reductions in vehicle emissions over time. The most noteworthy element of vehicle emission controls on the horizon in Alaska will be the phase-in of lower sulfur low-sulfur gasoline and Diesel fuels between 2007 and 2010, which EPA expects will

^{*} Fleet turnover refers to the effect of continued replacement of older model motor vehicles with new models that occurs from year-to-year. Since newer model year vehicles have consistently had to meet tighter (i.e., cleaner) federal emission standards over the last three decades (and will continue to do so into the foreseeable future, the fleet turnover effect causes average on-road vehicle fleet emissions to be lower for each successive calendar year.

provide CO emission reductions of up to 20% per mile of vehicle travel. Thus ambient CO impacts of the proposed project are projected to continually decline from “current” levels (i.e., at initial build-out) to the 2030 project design year.

4.2 Conclusions

The CO hot-spot analysis was conducted in a manner that ensured a high degree of conservatism or over-prediction of ambient impacts, most notably by using PM peak hour traffic levels from the Traffic Analysis report. Thus, the impacts discussed represent true worst-case impacts.

Despite the degree of conservatism built into the hot-spot analysis, the results show that the proposed improvements to the Lacey and Noble Street corridors will not result in 1-hour or 8-hour average CO concentrations in excess of the respective 35 and 9 parts per million (ppm) NAAQS. In addition, the project will not cause or contribute to any new violations of the CO NAAQS. The analysis thus demonstrates that the proposed project conforms to Clean Air Act requirements for transportation projects as promulgated under 40 CFR Parts 51 and 93.

###

5. REFERENCES

1. Federal Register, Volume 69, Number 142, July 27, 2004.
2. “Traffic Analysis Report for Lacey Street and Noble Street,” May 4, 2005.
3. Guideline for Modeling Carbon Monoxide from Roadway Intersections,” U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, EPA-454/R-92-005, November 1992.
4. 40 CFR Part 51, Subpart T, and Part 93, Subpart A, “Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C of the Federal Transit Act.”
5. 18 AAC 50.700 - 50.735, “Conformity.”
6. 40 CFR 51.454, “Procedures for Determining Localized CO and PM₁₀ Concentrations (Hot-Spot Analysis).”
7. Federal Register, Volume 67, Number 23, February 4, 2002.
8. Federal Register, Volume 67, Number 129, July 4, 2002.
9. Federal Register, Volume 62, Number 138, July 18, 1997.

APPENDIX D

LAND ACQUISITION



Permanent ROW					
Number	Subdivision	Block	Lot	Area (ft)	Reason
1	Townsite	108	3	15	Sidewalk around PP
2	Townsite	118	1B, 1A	23	Sidewalk around PP
3	Townsite	120	1A	84	Sidewalk at corner (already Paved, Clinic)
4	Townsite	121	2C	23	Sidewalk around PP
5	Townsite	72	1	4.3	BC
6	Townsite	88	5A	4	BC
7	Townsite	108	3	2	BC
TOTAL				155.3	

2
Not to Scale