



State of Alaska
Department of Transportation & Public Facilities

Expedited Re-evaluation APPROVAL FORM
(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023 and executed by FHWA and DOT&PF.

I. Project Information

A. Project Name: HSIP: Bogard Rd. at Engstrom Rd. and Green Forest Dr. Intersection Improvements

B. State Project Number: CFHWY00453

C. Federal Project Number: 0001630

D. Primary/Ancillary Project Connections: N/A

E. COA Determination: 23 CFR 771.117(d)(13)

F. Project Scope:

TIP or STIP: STIP

Need ID: 19217

Project Scope:

Evaluation, design, and construction of projects to address safety concerns statewide.

G. Approval date(s) and impact summary(ies) of the original environmental document and any subsequent Re-Evaluations:

A Categorical Exclusion for the proposed project was approved on December 10, 2020. Impact summaries, as described in the original environmental document are included below (Table 1).

H. Project Purpose and Need as Described in the Original Environmental Document:

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

I. Project Description as Stated in the Original Environmental Document:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the

Federal Highway Administration under 23 U.S.C 327, and is proposing to construct a single lane roundabout at the intersection of Bogard Road with Engstrom Road and Green Forest Drive. Additional work may include:

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

J. Environmental Commitments as Stated in the Original Environmental Document:

If cultural, archaeological, or historic sites are discovered during project construction, all work in the vicinity of the sites would stop until DOT&PF consults with the SHPO to determine the appropriate corrective action.

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

K. Describe changes to project, including prior re-evaluations. Identify any changes in the project impacts from those identified in the original environmental document. Describe the resulting impacts:

The proposed project has advanced in design and authorization to proceed into the Right-of-Way phase of project development is needed. Consultation between the REM and Statewide NEPA Manager has resulted in agreement on the need for a reevaluation. The original environmental document was a Categorical Exclusion because no environmental impact was substantive enough to warrant completion of an Environmental Assessment or Environmental Impact Statement. Since approval of the original Categorical Exclusion the project has undergone design modifications including:

- Addition of a right-hand only turn lane for westbound traffic on the Bogard leg of the roundabout.
- Additional space requirements for utility relocations.
- Addition of an infiltration basin to mitigate stormwater runoff from the increased area of surfaces impervious to the infiltration of water.
- Alignment alterations.

A review of environmental impacts resulting from the proposed design modifications for the project found the original environmental document to be accurate, and impact changes warrant the use of an expedited reevaluation. Table 1, attached below lists each environmental impact category considered in the 2020 Categorical Exclusion and how impacts may have changed since that time.

Attachments

- Impact Categories Table.pdf CFHWY00453.pdf
- Reevaluation_Appendices.pdf CFHWY00453.pdf

Expedited Re-Evaluation

A. Expedited Re-Evaluation

Yes No

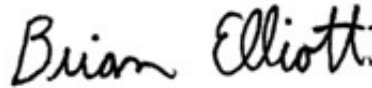
1. The project meets the criteria of the Programmatic Approval 1, 2, or 3 in the Nov. 13 2017 Chief Engineer Directive.

2. Does the following statement apply? “Based on the information provided I verify that this project as described at this time remains consistent with the conclusions and commitments of the original environmental document, and any prior re-evaluations, and that the environmental document remains valid.”

3. Additional Information:

Re-evaluation Approval Signatures

Recommended by:



Date: 6/14/2023

Brian Elliott
Central Region Environmental Manager

Approved by:



Date: 6/14/2023

Matthew Dietrick
NEPA Manager