

State of Alaska  
Department of Transportation & Public Facilities



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

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

**I. Project Information:**

**A.** Project Name: Airport Way West Improvements

**B.** Federal Project Number: 061(0004)

**C.** State Project Number: Z618720000

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

None.

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

**F.** List of Attachments:

Attachment A: Class of Action Consultation

Attachment B: Figures

Attachment C: EPA Environmental Justice Screen Report

Attachment D: Agency Coordination

Attachment E: Hazardous Materials and Demolition Assessment

Attachment F: Public Involvement

Attachment G: Location Hydraulic Study

Attachment H: 4(f) Consultation

Attachment I: References

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

Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.

**H.** Project Purpose and Need:

The purpose of this project is to improve pavement condition, minimize maintenance costs, provide increased safety and connectivity for area users, and extend the usable life of the Airport Way corridor between Wein Lake Road and the Parks Highway (Robert Mitchell Expressway). The proposed project would also improve drainage, resolve utility conflicts, and address access limitations for both motorized and non-motorized users in a high traffic and commercial transportation corridor along Airport Way in Fairbanks, Alaska (Figure 1, Attachment B). The original project scope evaluated in the 2011 CE <sup>(1)</sup> (approved July 2011 and on file with DOT&PF) also proposed construction of a roundabout on Airport Way with a connector road from Hoselton Road to Dale Road, which has been eliminated as a project alternative.

Roadways in the project area have not been improved since the four-lane Airport Way (Airport Spur) project was completed in 1976. Since that time, commercial development near the east end of the Fairbanks International Airport (FAI) has increased traffic adjacent to the existing four-lane Airport Way. Minor drainage issues and utility conflicts have also arisen as a result of the area development. Resurfacing of the project corridor and construction of a separated bike and pedestrian path would improve safety for motorized and non-motorized users of the area and reduce access limitations.

**I. Project Description:**

Project elements include the following:

- Resurfacing Airport Way from the FAI terminal to the Parks Highway eastbound ramp;
- Resurfacing portions of Dale Road, Hoselton Road, Old Airport Road, and Wein Lake Road;
- Construction of a multi-use pathway along Dale Road, Boat Street, and Hoselton Road;
- Construction of shoulders on portions of Old Airport Road;
- Addition of right turn auxiliary lane on Airport Way at Dale Road;
- Drainage improvements;
- Sign and guardrail replacements;
- Lighting improvements.

Refer to Figures 1 and 2 (Attachment B) for location and extent of proposed improvements.

**II. Environmental Consequences**

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

**A. Right-of-Way Impacts**

N/A    YES    NO

- |   |   |
|---|---|
| <p>1. Additional right-of-way required. If no, skip to 2.</p> <p style="margin-left: 20px;">a. Permanent easements required.</p> <p style="margin-left: 40px;">Estimated number of parcels: <u>0</u></p> <p style="margin-left: 20px;">b. Full or partial property acquisition required.</p> <p style="margin-left: 40px;">Estimated number of full parcels: <u>0</u></p> <p style="margin-left: 40px;">Estimated number of partial parcels: <u>20</u></p> <p style="margin-left: 20px;">c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i></p> <p style="margin-left: 20px;">d. Business or residential relocations required. If yes, insert the number of relocations below, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study. If no, skip to 2.</p> <p style="margin-left: 40px;">i. Number of business relocations: <u>0</u></p> <p style="margin-left: 40px;">ii. Number of residential relocations: <u>0</u></p> <p style="margin-left: 20px;">e. Last-resort housing required.</p> <p>2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in <a href="#">E.O. 12898</a> (FHWA Order 6640.23A, June 2012)?</p> <p>3. The project will involve use of ANILCA land that requires an <a href="#">ANILCA Title XI</a> approval.</p> | <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/>    <input type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p> |
|---|---|

**A. Right-of-Way Impacts**

N/A YES NO

4. Summarize the right-of-way impacts, if any:

Roadway resurfacing and minor grade improvements would be constructed within the existing DOT&PF ROW. Additional ROW may be required to allow for construction of the new pathway and associated utility relocations. ROW mapping based on survey data is under development. Final requirements for ROW acquisitions and/or easements necessary for the improvements depicted in Figure 2 (preliminary, concept level) will be determined during design.

Property transfer from local, state, or federal agencies, business or residential relocations are not anticipated. No property acquisition from a tribe or ANCSA Corporation is anticipated as none of the land surrounding the project area is owned by either.

**B. Social and Cultural Impacts**

YES NO

- 1. The project will affect neighborhoods or community cohesion.
- 2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).
- 3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.
- 4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.
- 5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in [36 CFR 800.16\(m\)](#)].
- 6. Summarize the social and cultural impacts, if any:

There are no anticipated adverse permanent social or cultural impacts. Positive social impacts would result from improved safety and non-motorized access and connectivity to the area. Accessibility and travel patterns would be improved by the addition of an auxiliary right turn lane, improved lighting and signage, and construction of the non-motorized separated pathway. During construction, travel patterns and accessibility would be temporarily affected, but there are no long-term adverse impacts anticipated. For the same reasons, the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged are not anticipated to be affected disproportionately. Improved non-motorized access to the area would have a positive impact to those whose primary mode of transportation is on foot or bicycle.

The Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping Tool (EJSCREEN, Version 2018) was used to screen nationally consistent datasets for combined environmental and demographic indicators for this project (Attachment C). Data from the American Community Survey (2012-2016) provides demographic indicators for the project area which includes a 0.1 mile buffer. Demographics show that 19% of the population is minority, 11% of the population is over age 64, and 4% of the population area are low income. All of these indicators are below the EPA Region 10 average; minority and low-income populations are also below the state average. As a result, the project would not disproportionately affect minority, elderly, or economically disadvantaged populations and is consistent with EO 12898.



**C. Economic Impacts**

YES   NO

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

There are no anticipated long-term adverse effects to nearby businesses resulting from the proposed project. Improving safe access to the area could increase visibility and subsequently patronage to area businesses and community facilities, potentially boosting economic development. During construction, travel patterns would be temporarily affected, however access would remain open (refer to Section II.P).

**D. Land Use and Transportation Plans**

N/A   YES   NO

- 1. Project is consistent with land use plan(s).         
 Identify the land use plan(s) and date No applicable land use plans are in place for the project area
- 2. Project is consistent with transportation plan(s).         
 Identify the transportation plan(s) and date. See Below
- 3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.* \*
- 4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):

The proposed project is consistent with the goals of the Fairbanks Metropolitan Area Transportation System (FMATS) 2040 Metropolitan Transportation Plan (MTP), adopted January 2015. It does not restrict access, supports economic growth, and provides safe and interconnected multi-modal transportation for all users.

The current MTP lists a project within the limits of the Airport Way West Improvements project, calling for sidewalk to be constructed along Old Airport Way. The scope of the currently proposed DOT&PF project would widen and pave the shoulders along a portion of Old Airport Way, however due to existing drainage issues and the lack of a storm water conveyance system, curb and gutter associated with a sidewalk facility presents a challenge. FMATS expressed concern with duplicating efforts after DOT&PF constructs this project (refer to Section IV for agency responses to scoping), and DOT&PF will continue working with FMATS to proceed with improvement projects in the most efficient way practicable, given Statewide Transportation Improvement Plan (STIP) funding constraints. Similarly, FMATS indicated they are currently in the process of updating the MTP (2045) which will include a new proposed project for bicycle and pedestrian connections from FIA to the area west of the airport as well as non-motorized facilities along Dale Road. Concern was brought up regarding the improvements to Wein Lake Road as part of the currently proposed project and whether guardrail or other barriers might limit FMATS' ability to construct a non-motorized facility along Wein Lake Road in the future. As part of this project, Wein Lake Road will be resurfaced only, with existing guardrail replaced as-needed.

The project is listed in the 2018-2021 STIP. Sidewalks on Dale Road from Ellis Street to Airport Way are recommended in the 2012 Non-Motorized Transportation Plan (NMTP), and a portion of these will be constructed as part of the proposed project. Final project plans will require review by the Chena Riverfront Commission and the FNSB Planning Commission, as codified by the Borough's adoption of the 2016 Chena Riverfront Plan<sup>(2)</sup>.

**E. Impacts to Historic Properties**

N/A YES NO

Consider the February 2015 DOT&PF Cultural Resources Confidentiality Guidelines for cultural resource attachments.

1. Does the project involve a road that is included on the "List of Roads Treated as Eligible" in the Alaska Historic Roads PA? *If yes, follow the Interim Guidance for Addressing Alaska Historic Roads.*  YES  NO
  
2. Does the project qualify as a Programmatic Allowance under the Section 106 Programmatic Agreement? *If yes, attach the Section 106 PA Streamlined Project Review Screening Record approved by the Regional PQI and skip to 10.* \* YES  NO
  
3. Date Consultation/Initiation Letters sent N/A *Attach copies to this form.*
  - a. List consulting parties N/A
  - b. If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* Attached
  
4. Date "Finding of Effect" Letters sent July 25, 2018 *Attach copies to this form*
  - a. State "Finding of Effect" No historic properties affected
  - b. State any changes to consulting parties N/A
  
5. List responding consulting parties, comment date, and summarize:  
No responses received.
  
6. Are there any unresolved issues with consulting parties? \* YES  NO  
*If yes, the Section 106 process may not be complete, Statewide Cultural Resources Manager consultation is required. Attach consultation.*
  
7. Date SHPO concurred with "Finding of Effect" August 7, 2018 *Attach copy to this form.*
  
8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?  YES  NO
  
9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Categorical Exclusions (PCEs) do not apply.*  YES  NO  NO
  
10. Summarize any effects to historic properties. *List affected sites (by AHRs number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section V.*

Section 106 consultation was conducted previously to support the 2011 environmental document for the original project scope. Consulting parties included the Tanana Chiefs Conference, Doyon, Ltd., Tanana-Yukon Historical Society, and the joint FNSB/City of Fairbanks Historic Preservation Commission. SHPO concurred with the DOT&PF's "finding of no historic properties affected by proposed undertaking" on June 1, 2011. This included removal of a structure located on what was known as the Carlson property (FAI-1749). The site was evaluated for eligibility on the National Register and was determined not eligible.

Since the original consultation, the proposed project activities and footprint have been reduced, and the APE modified slightly. As such, the DOT&PF opted not to re-initiate consultation and proceeded directly to findings by submitting an updated APE, project description, and Section 106 Proceed Directly to Findings Worksheet to SHPO and consulting parties (including those from the 2011 consultation with the addition of Denakkanaaga, Inc.) on July 25, 2018 (Attachment D). SHPO concurred with the NHPA finding of No Historic Properties Affected on August 7, 2018.



**F. Wetland Impacts**

YES    NO

- 1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). *If yes, complete the remainder of this section and document public and agency coordination required per E.O. 11990, Protection of Wetlands. If no, skip to Section G.*
  - 2. Are the wetlands delineated in accordance with the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007"?
  - 3. Estimated area of wetland involvement (acres): 0
  - 4. Estimated fill quantities (cubic yards): 0
  - 5. Estimated dredge quantities (cubic yards): 0
  - 6. Is a USACE authorization anticipated?    
*If yes, identify type:*
- NWP  Individual  General Permit  Other
- 7. Wetlands Finding *Attach the following supporting documentation as appropriate:*
    - Avoidance and Minimization Checklist, and Mitigation Statement*
    - Wetlands Delineation.*
    - Jurisdictional Determination.*
    - Copies of public and resource agency letters received in response to the request for comments.*
    - a. Are there practicable alternatives to the proposed construction in wetlands?    
*If yes, the project cannot be approved as proposed.*
    - b. Does the project include all practicable measures to minimize harm to wetlands? *If no, the project cannot be approved as proposed.*
    - 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. *If no, the project cannot be approved as proposed.*
  - 8. Summarize the wetlands impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

Wetlands near the project area include nearshore areas of the Chena River and Wein Lake Road surface waters<sup>(6)</sup>. In-water work is not proposed and the design will avoid direct impacts to wetlands. Indirect wetland impacts are not anticipated, and the potential for indirect impacts will be mitigated through implementation of a project SWPPP and appropriate control measures (refer to Section II.P).

**G. Water Body Involvement**

N/A    YES    NO

- 1. Does the project affect the following:
  - a. A water body.
  - b. A navigable water body as defined by USCG, (i.e. Section 9)?  \*
  - c. Waters of the U.S. as defined by the USACE, Section 404?  \*
  - d. Navigable Waters of the U.S. as defined by the USACE (Section 10)?  \*
  - e. Fish passage across a stream frequented by salmon or other fish (i.e. Title 16.05.841)?
  - f. A resident fish stream (Title 16.05.841)?

- g. A cataloged anadromous fish stream, river or lake (i.e. [Title 16.05.871](#))?  \*
- h. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River? *If yes, the Regional Environmental Manager should consult with the NEPA Program Manager to determine applicability of Section 4(f).*
2. Proposed water body involvement:
- Bridge  Culvert  Embankment Fill  Relocation   
 Diversion  Temporary  Permanent  Other
3. Type of stream or river habitat impacted:
- Spawning  Rearing  Pool  Riffle  Undercut bank   
 Other
4. Amount of fill below (cubic yards):  
 OHW 0 cy MHW 0 cy HTL 0 cy
5. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in [Section V](#).*

Work within the Chena River is not anticipated as the majority of the proposed work is upland in previously developed areas (Attachment B). Roadway resurfacing near the Wein Lake Road surface waters would occur within previously disturbed ground; in-water work or disturbance of wetlands is not anticipated. No Wild & Scenic Rivers exist within or near the project area.

**H. Fish and Wildlife**

N/A YES NO

1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*
- a. Database name(s) and date(s) queried: ADFG Anadromous Waters Catalog, June 2018 <sup>(3)</sup>, USFWS IPaC, June 2018 <sup>(4)</sup>
- b. Anadromous fish habitat present in project area. \*
- c. Resident fish habitat present in project area \*
- d. Adverse effect on spawning habitat.  \*
- e. Adverse effect on rearing habitat.  \*
- f. Adverse effect on migration corridors.  \*
- g. Adverse effect on subsistence species.  \*
2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*
- a. Database name(s) and date(s) queried: ADFG Anadromous Waters Catalog, June 2018 <sup>(3)</sup>
- b. EFH present in project area
- c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*
- d. Project may adversely affect EFH. *If yes, attach EFH Assessment.*  \*
- e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in [Section V](#).*
3. Wildlife Resources:



**H. Fish and Wildlife**

N/A YES NO

- a. Project is in area of high wildlife/vehicle accidents.  YES  NO
- b. Project would bisect migration corridors.  YES  NO
- c. Project would segment habitat.  YES  NO
- 4. **Bald and Golden Eagle Protection Act.** *If yes to any below, consult with USFWS and attach documentation of consultation.*
  - a. Eagle data source(s) and date(s) : USFWS IPaC, June 2018 <sup>(4)</sup>
  - b. Project visible from an eagle nesting tree? \* YES  NO
  - c. Project within 330 feet of an eagle nesting tree? \* YES  NO
  - d. Project within 660 feet of an eagle nesting tree? \* YES  NO
  - e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? \* YES  NO
  - f. Is an eagle permit required? \* YES  NO
- 5. Is the project consistent with the Migratory Bird Treaty Act?  YES  NO
- 6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in Section V.*

No in-water work is proposed and no impacts to anadromous fish or their habitat are anticipated. Minor grade changes for increasing drainage and potential culvert installations may be required for the proposed pathway construction and improvements, however they are not fish pass culverts or connected to Essential Fish Habitat (EFH).

The project area is developed and is not known for a high frequency of wildlife/vehicle crashes. No additional effects on migration corridors or habitat segmentation are anticipated as the proposed improvements are to an existing roadway alignment.

There are no known eagle nests near the project area. A variety of migratory birds are known to be found in the area, including but not limited to fox sparrow, lesser yellowlegs, olive-sided flycatcher, rusty blackbird, solitary sandpiper, and upland sandpiper <sup>(4)</sup>. The extent of tree clearing is unknown at this preliminary phase; however, all clearing activities would comply with the Migratory Bird Treaty Act <sup>(5)</sup>. The USFWS recommended bird nesting window for Fairbanks is May 1 – July 15.

**I. Threatened and Endangered Species (T&E)**

YES NO

- 1. Database name(s) and date(s) queried: USFWS IPaC, June 2018 <sup>(4)</sup>
- 2. Listed threatened or endangered species present in the project area.  YES  NO
- 3. Threatened or endangered species migrate through the project area.  YES  NO
- 4. Designated critical habitat in the project area.  YES  NO
- 5. Proposed or Candidate species present in project area.  YES  NO
- 6. What is the effect determination for the project? *Select one.*
  - a. Project has no effect on listed or proposed T&E species or designated critical habitat.  YES  NO
  - b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.* \* YES  NO



**I. Threatened and Endangered Species (T&E)**

YES NO

c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the NEPA Program Manager.*

\*

7. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in Section V.*

No T&E listed, proposed, or candidate species, or designated critical habitat are located in the project area.

**J. Invasive Species**

YES NO

1. Database name(s) and date(s) queried: AKEPIC, June 2018 <sup>(7)</sup>

2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with E.O. 13112 (Invasive Species)? *If yes, list measures in J.3.*

3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in Section V.*

According to the Alaska Exotic Plants Information Clearinghouse (AKEPIC) database, several invasive plant species including meadow hawkweed (*Hieracium caespitosum Dumort.*), and bird vetch (*Vicia cracca L. ssp. cracca*) have been observed within the project corridor <sup>(7)</sup>. As part of DOT&PF's construction standards, treatment options as described in the DOT&PF Integrated Vegetation Management Plan (IVMP) would be considered to prevent, minimize, and mitigate the spread of invasive species along the project corridor during construction. Ground disturbance resulting from project work is anticipated to be minimal, however weed-free certified grass seed mixes will be used for any revegetation needed.

**K. Contaminated Sites**

YES NO

1. Database name(s) and date(s) queried: Alaska DEC Contaminated Sites Database, July 2018 <sup>(8)</sup>

2. There are known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW. *If yes, attach ADEC coordination documentation and summarize below in IV.K.4.*

\*

3. There are contaminated sites within 1,500 feet of where excavation dewatering is anticipated? *If yes, attach ADEC coordination correspondence and summarize below in IV.K.4.*

4. Summarize the contaminated site impacts and mitigation, if any. *Include any commitments or mitigative measure in Section V.*

Many active contaminated sites are located near or adjacent to the project corridor, particularly on FAI property on Old Airport Road at the south end of the project <sup>(8)</sup>. Minimal to no subgrade excavation is required for pavement resurfacing and pathway construction; therefore excavation dewatering is not anticipated and the potential for encountering hazardous waste during construction is considered to be low. The scoping packet was distributed to ADEC for review and comment, and will be consulted prior to construction for the appropriate permits (Section III).

The property located at 5894 Airport Way was evaluated for hazardous materials following acquisition by DOT&PF. On June 29, 2018, NORTECH conducted a site assessment and collected samples for laboratory analysis. Hazardous materials identified by the assessment included asbestos containing material (ACM) in excess of 1%, lead based paint, mercury containing lamps and thermostats, PCB containing ballasts, etc. (Attachment E). A water well, underground septic system,



**K. Contaminated Sites**

YES NO

and buried heating oil tank were also located on the property.

Demolition of the building and decommissioning of on-site utilities will be conducted in accordance with applicable regulations (refer to Section V). The property has been used for hazardous activities, which demolition and cleanup will improve.

In the event that any contaminated soils are contacted during the construction phase, work will be stopped and the Alaska Department of Environmental Conservation’s Contaminated Site division will be consulted.

**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 or PM-2.5). *If yes, indicate CO  or PM-10  or PM-2.5 , and complete the remainder of this section. If no, skip to Section M.*
- 2. The project is exempt from an air quality analysis per [40 CFR 93.126](#) (Table 2 and Exempt Projects). *If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.*
- 3. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).
  - a. List dates of FHWA/FTA conformity determination: February 15, 2017
- 4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? *If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule’s requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).*
- 5. 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. A PM-2.5 project-level air quality analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116](#). *Attach a copy of the analysis.*

\*
- 7. A PM-10 project-level air quality analysis was completed meeting the requirements of [Section 93.123](#) of the conformity rule. The results satisfy the requirements of [Section 93.116](#). *Attach a copy of the analysis.*

\*
- 8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in [Section V](#).*

The proposed project area is within the FNSB PM-2.5 nonattainment area. The proposed project is part of the FMATS 2017 – 2020 Transportation Improvement Program (TIP) Administrative Modification #5 (Revised and Approved June 20, 2018). Projects listed in the Metropolitan Transportation Plan and the TIP have been demonstrated to conform to the Transportation Control Measures (TCMs) of the most recent State Air Quality Implementation Plan (SIP) <sup>(9)</sup>. An exemption from the air quality analysis requirement is anticipated in accordance with Table 2 of 40 CFR 93.126, which states “projects that correct, improve, or eliminate a hazardous location or feature” (construction of a multi-use pathway) and “pavement resurfacing and/or rehabilitation” are exempt.



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

YES   NO

1. Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : FEMA 02090C4353J and 02090C4354J (3/17/2014) <sup>(10)</sup>

\*  

*If yes, attach documentation of public involvement conducted per E.O. 11988 and 23 CFR 650.109. Consult with the regional or Statewide Hydraulics/Hydrology expert and attach the required location hydraulic study developed per 23 CFR 650.111. Answer questions M.1.a through d.*

*If no, skip to M.2.*

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

Portions of the proposed pavement resurfacing and pathway construction along the Chena River have been determined to encroach onto a mapped 100-year floodplain (Attachment G, Location Hydraulic Study), which is also a regulated floodway. The risks associated with the project area are low, as resurfacing work will only result in minor grade raises, ditches will be cleaned, and proposed work will improve or maintain existing drainage conveyance.

The FNSB participates in the National Flood Insurance Program (NFIP) and has developed local floodplain ordinances per FEMA requirements. The project will follow applicable FNSB Title 15 Floodplain Management Regulations and a floodplain permit will be acquired for regulated activities. Measures to minimize floodplain impacts will be incorporated into the design and construction of the project, which is consistent with E.O. 11988.

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

YES   NO

1. Does the project involve any of the following? *If yes, complete N.2.*
- If no, a noise analysis is not required. Skip to section O.*
- a. Construction of highway on a new location.
- b. Substantial alteration in vertical or horizontal alignment as defined in 23 CFR 772.5.
- c. An increase in the number of through lanes.
- d. Addition of an auxiliary lane (except a turn lane).
- e. Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.
- f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.
- g. Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

2. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

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

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

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

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

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

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

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

Substantial changes in vertical or horizontal alignment are not anticipated, and the project would not increase the number of through lanes [the proposed auxiliary lane is a turning lane, which does not warrant a noise study per 23 CFR 772.5.] Therefore, the project is not a Type I Project.

**O. Water Quality Impacts**

N/A    YES    NO

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

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

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

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

Chena River; sediment

4. Estimate the acreage of ground-disturbing activities that will result from the project?  
50 acres.

5. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?



**O. Water Quality Impacts**

N/A   YES   NO

a. If yes, list APDES permit number and type: AKS053414 (Fairbanks Area MS4), AKR06AB76 (Airport MSGP)

6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge?        

7. Summarize the water quality impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

No adverse impacts to water quality are expected. In-water work is not proposed. The project is located within the Chena Village water system (AK2314679) <sup>(11)</sup>. At least two drinking water wells are located along the corridor, one on the west side of Airport Way at a private residence, and one on the east side on airport property. The Chena River is currently listed as an Impaired Water Body for sediment <sup>(12)</sup>. Runoff from the project has potential to mix with discharges from the airport, which is an APDES permitted industrial (MSGP) facility (AKR06AB76). Storm water discharge from the project area would also discharge to the overall Fairbanks Area MS4 (AKS053414)<sup>(13)</sup>.

**P. Construction Impacts**

N/A   YES   NO

- 1. There will be temporary degradation of water quality.
- 2. There will be a temporary stream diversion.
- 3. There will be temporary degradation of air quality.
- 4. There will be temporary delays and detours of traffic.
- 5. There will be temporary impacts on businesses.
- 6. There will be temporary noise impacts.
- 7. There will be other construction impacts (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).

8. Summarize construction impacts and mitigation for each 'yes' above. *Include any commitments or mitigative measures in Section V.*

Construction impacts will be temporary in nature. An erosion and sediment control plan (ESCP) and storm water pollution prevention plan (SWPPP) will be prepared and adhered to by the Contractor, including use of appropriate control measures and best management practices (BMPs) to minimize erosion and sedimentation to the maximum extent practicable, protect against sediment discharge to the MS4, and prevent further impairment of the Chena River. A Traffic Control Plan (TCP) will be developed and approved prior to construction to limit delays and detours of traffic and economic impacts to businesses.

A temporary degradation of air quality may occur from increased airborne particulate levels and emissions from heavy equipment and dust during construction. Abatement methods such as watering and appropriate equipment maintenance would minimize these impacts. A temporary increase in noise during construction due to the use of heavy equipment may also be experienced. Timing and phasing of construction will be planned to minimize impacts to the extent practicable.

Other construction impacts include utility relocates, TCEs, and TCPs.

**Q. Section 4(f)/6(f)**

YES   NO

- 1. Section 4(f) (23 CFR 774)

- | <b>Q. Section 4(f)/6(f)</b>   | <u>YES</u>                            | <u>NO</u>                             |
|---|---------------------------------------|---------------------------------------|
| a. Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance? <i>If no, attach consultation with the NEPA Program Manager stating further Section 4(f) resource identification was not required.</i>  | <input checked="" type="checkbox"/>   | <input type="checkbox"/> *            |
| b. Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? <i>If yes, attach consultation with the NEPA Program Manager to determine applicability of Section 4(f). If no, skip to Q.2.</i>  | <input checked="" type="checkbox"/> * | <input type="checkbox"/>              |
| c. Does an exception listed in <a href="#">23 CFR 774.13</a> apply to this project? <i>If yes, attach consultation with the NEPA Program Manager, and documentation from the official with jurisdiction, if required.</i>   | <input checked="" type="checkbox"/> * | <input type="checkbox"/>              |
| d. Does the project result in the “use” of a Section 4(f) property? “Use” includes a permanent incorporation of land, adverse temporary occupancy, or constructive use. <i>If no, attach consultation with the NEPA Program Manager and skip to Q.2.</i>  | <input type="checkbox"/>              | <input checked="" type="checkbox"/> * |
| e. Has a <i>de minimis</i> impact finding been prepared for the project? <i>If yes, attach the finding.</i>   | <input type="checkbox"/> *            | <input checked="" type="checkbox"/>   |
| f. Has a Programmatic Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>  | <input type="checkbox"/> *            | <input checked="" type="checkbox"/>   |
| g. Has an Individual Section 4(f) Evaluation been prepared for the project? <i>If yes, attach the evaluation.</i>   | <input type="checkbox"/> *            | <input checked="" type="checkbox"/>   |
| <b>2. Section 6(f) (36 CFR 59)</b>  |                                       |                                       |
| a. Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?   | <input type="checkbox"/>              | <input checked="" type="checkbox"/>   |
| b. Is the use of the property receiving LWCFA funds a “conversion of use” per Section 6(f) of the LWCFA? <i>Attach the correspondence received from the ADNR 6(f) Grants Administrator.</i>   | <input type="checkbox"/>              | <input checked="" type="checkbox"/>   |
| <b>3. Summarize Section 4(f)/6(f) involvement, if any:</b>  |                                       |                                       |
| Work conducted on the shared-use path located at the east end of the project meets the criteria of a Section 4(f) exception under 23 CFR 774.13(f)(4): Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation (SEO determination in Attachment H). |                                       |                                       |
| LWCA funds have not been used for properties associated with this project and therefore Section 6(f) does not apply.  |                                       |                                       |

### III. Permits and Authorizations

N/A   YES   NO

- |  |                                     |                                     |
|--|-------------------------------------|-------------------------------------|
| 1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Coast Guard, Section 9  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. ADF&G Fish Habitat Permit ( <a href="#">Title 16.05.871</a> and <a href="#">Title 16.05.841</a> ) | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. Flood Hazard  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. ADEC Non-domestic Wastewater Plan Approval  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 6. ADEC 401  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 7. ADEC APDES  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



<b>III. Permits and Authorizations</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
8. Noise		<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Eagle Permit		<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other. If yes, list below.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
No further permits are anticipated.			

<b>IV. Comments and Coordination</b>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Public/agency involvement for project. <i>Required if protected resources are involved.</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Public Meetings. Date(s): <u>July 18, 2018</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Newspaper ads. <i>Attach certified affidavit of publication as an appendix.</i> Name of newspaper and date: <u>June 30, 2018</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Alaska Online Public Notice date: <u>June 29, 2018</u>			
5. Agency scoping letters. Date sent: <u>July 19, 2018</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Agency scoping meeting. Date of meeting: <u>N/A</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Field review. Date: <u>N/A</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

A non-regulatory agency stakeholder meeting, business stakeholder meeting, and public open house were held at separate times/venues on July 18, 2018. The project team shared the updated project plan, elimination of the roundabout alternative, and an overview of the proposed improvements. Summaries were prepared for each meeting and are included in Attachment F.

Feedback from the public and local businesses was generally positive, with wide support for the separated pathway and improvements to safety for local residents and employees. A few stakeholders noted concern with construction during the tourist season, to which the project team explained access would remain open. The owner of Pikes Landing and adjacent properties indicated a history of unwanted activity and theft associated with the abandoned house at 5894 Airport Way, and that removal would have a positive impact to his business operations and the overall visual appeal of the area.

Several stakeholders and members of the public made it clear that a complete non-motorized connection to the airport from the east is needed. DOT&PF Project Manager Carl Heim indicated that was not part of this project due to funding requirements, however the FNSB is looking at options for that connection through the MTP and NMTP (Section II.D).

An agency scoping packet was distributed on July 19, 2018, containing project information relevant to local, state, and federal jurisdictional agencies. The agency coordination effort, including agency responses, is summarized in Attachment D.

**V. Environmental Commitments and Mitigation Measures**

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

1. Prior to demolition of the building at 5894 Airport Way, the selected Contractor will be required to

**V. Environmental Commitments and Mitigation Measures**

submit a work plan detailing proposed means and methods for removing friable ACM, lead based paint, PCB ballasts, and other hazardous materials. On-site utilities such as the well, septic, and buried heating oil tank will be decommissioned in accordance with ADEC regulations and guidance.

- 2. Encountering archaeological resources during construction is not anticipated, however in the event a previously unknown resource is encountered during construction, activity will halt immediately and the DOT&PF Project Engineer will be notified.

**VI. Environmental Documentation Approval**

N/A    YES    NO

- 1. Do any unusual circumstances exist, as described in [23 CFR 771.117\(b\)](#)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.*

\*   

- 2. The project meets the criteria of one of the following [DOT&PF Programmatic Approvals](#) authorized in the Nov. 13, 2017 "[Chief Engineer Directive – Programmatic Categorical Exclusions](#)".

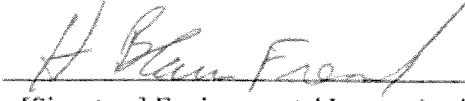
- *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*
- *If no, the CE documentation form must be approved by a NEPA Program Manager.*


- a. Programmatic Approval 1
- b. Programmatic Approval 2
- c. Programmatic Approval 3



**VII. Environmental Documentation Approval Signatures**

Prepared by:  Date: 7 Oct 2018  
[Signature] Environmental Impact Analyst

Blair French  
[Print Name] Environmental Impact Analyst

Reviewed by:  Date: 10-4-2018  
[Signature] Engineering Manager

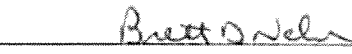
CARL F. Heim  
[Print Name] Engineering Manager

**Programmatic CE**

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

\_\_\_\_\_  
[Print Name] Regional Environmental Manager

**Non-Programmatic CE**

Approval  
Recommended by:  Date: 10-8-18  
[Signature] Regional Environmental Manager

Brett Nelson  
[Print Name] Regional Environmental Manager

Approved by:  Date: 10/08/18  
[Signature] NEPA Program Manager

Melissa Goldstein  
[Print Name] NEPA Program Manager