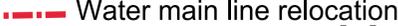


# NFWY00124 Aurora Drive Noyes Slough 106 PA Update 11/10/2022



## Aurora Drive Noyes Slough Bridge No. 209 Replacement - Project Extent & Surrounding Parcels

### Legend

-  Bridge Area
-  ADA-Compliant Sidewalks
-  APE
-  Parcel
-  Updated APE Increase
-  Water main line relocation

50  
Feet

1 inch = 50 feet



Figure 1

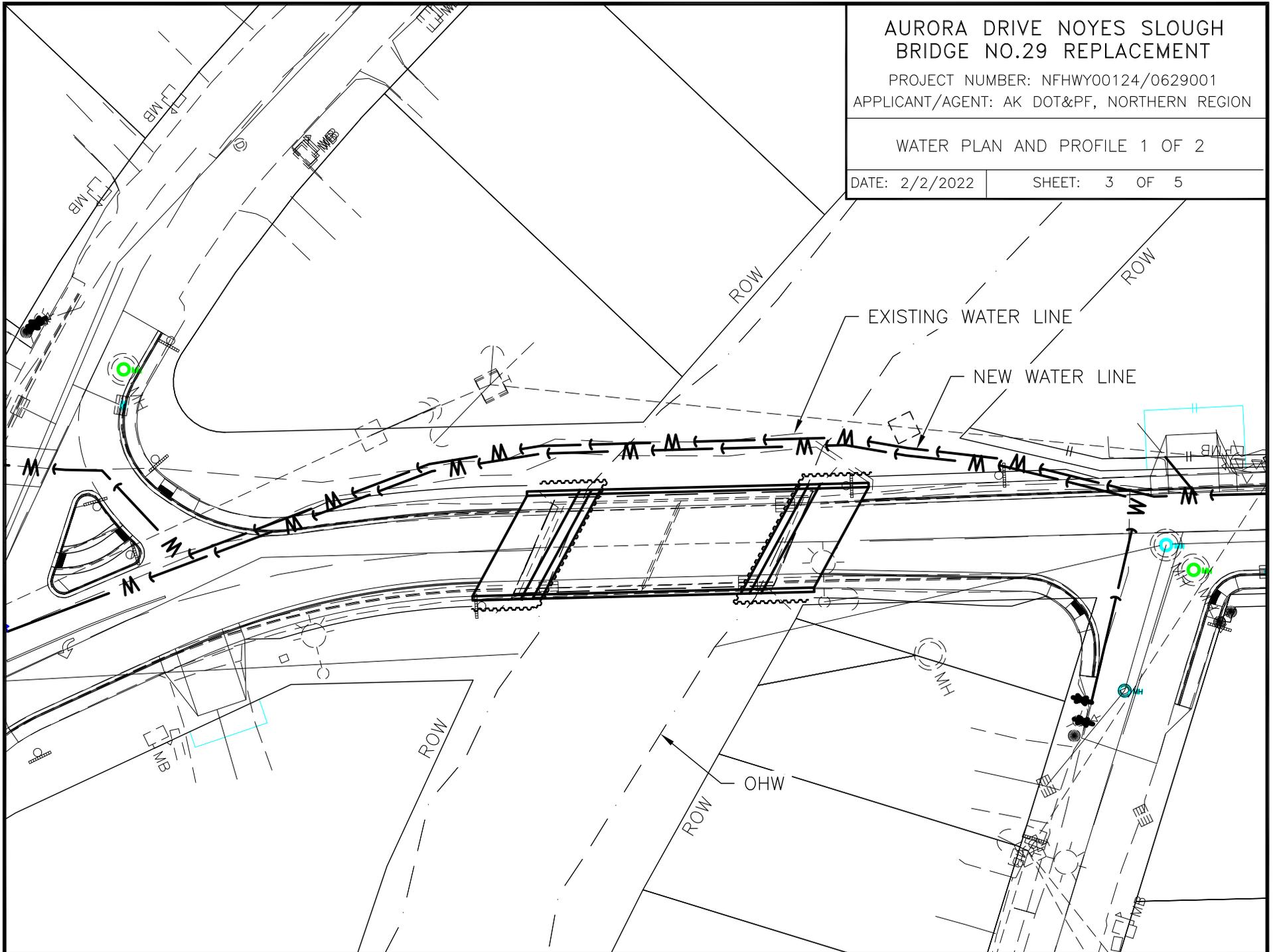
# AURORA DRIVE NOYES SLOUGH BRIDGE NO.29 REPLACEMENT

PROJECT NUMBER: NFHWY00124/0629001  
APPLICANT/AGENT: AK DOT&PF, NORTHERN REGION

WATER PLAN AND PROFILE 1 OF 2

DATE: 2/2/2022

SHEET: 3 OF 5





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 November 3, 2017, and executed by FHWA and DOT&PF.*

**I. Project Information**

**A. Project Name:** Aurora Dr Noyes Slough Bridge Replacement

**B. State Project Number:** NFHWY00124

**C. Federal Project Number:** 0629001

**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:** 26076

**Project Scope:** Replace the Noyes Slough Bridge on Aurora Drive in Fairbanks.

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

2/20/2020 CE

- Section 106 processed via streamlined review
- The project will impact waters of the U.S. but not wetlands
- The project will not change the hydraulic gradient nor other aspects of habitat other than removing of a pier that is a catch point for debris. Pile driving for the new bridge is not anticipated to be in water but set back from the edge of the slough
- No active contaminated sites
- Project encroaches onto a regulatory floodway; encroachment is not significant
- Section 4(f) impacts
- ROW, a new full parcel will be acquired. The lot is currently vacant

Current Expedited Re-Eval

- Section 106 processed via streamlined review to include the increased APE on Bridgewater Drive to replace existing sidewalk with ADA compliant sidewalk

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

The existing bridge is in need of extensive repair and replacement. It has been determined that replacement of the Noyes Slough bridge is a better long-term option by improving sight distance while maintaining clearances below the bridge.

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

Project will replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Work will include flattening the grade and resurfacing work on several adjacent roads including Tamarack Street, Bridgewater Drive, Cottonwood Drive, Willow Street, Hilling Avenue, Esquire Avenue, and Jack Street.

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

- No pile driving will occur from 11:00 pm to 7:00 am, pile driving noise levels will be monitored and noise dampening devices will be installed on construction equipment and/or hearing protection provided to nearby residents for the duration of pile driving work activities (estimated to be about two weeks for bridge abutment piles and another two weeks for sheet piles)
- Trees within the road right of way will only be removed if necessary for the project

**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:**

Current Expedited Re-eval

- The only updates to the project are minor design adjustments to the placement of watermains (attached figure) to fit the sheet pile abutments; no changes in impacts will result
- The Section 106 APE was expanded to include replacing the existing sidewalk with ADA compliant sidewalk on Bridgewater Drive

**Attachments**

- Aurora\_COE permit\_V5-1 4.pdf NFHWY00124.pdf
- NFHWY00124\_Aurora\_Noyes\_Slough\_106PA\_Update\_2022\_signed.pdf NFHWY00124.pdf
- NFHWY00124\_Figure1\_106PA\_Update\_2022.pdf NFHWY00124.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: 11/17/2022

Brett Nelson  
Regional Environmental Manager

Approved by:



Date: 11/17/2022

Molly Proue  
NEPA Program Manager

# 106 PA Streamlined Project Review Screening Record *for project updates*

Form version  
2-23-19

*This form is required when Programmatic Allowances are being considered.  
It is not needed when circumstances lead directly to Sec 106 consultation under Appendix D.*

**Project Name:**  Yes  No   
**State Project #:**  **Federal Project #:**  **Assignable:**  Yes  No

**Project Description:**

The 106 PA UPDATE expands the APE of the Aurora Drive Noyes Slough Bridge #0209 Replacement to include replacing and existing sidewalk with an ADA compliant sidewalk at the northern most intersection of Aurora Drive and Bridgewater Drive (red box on Figure 1). Additional work within the original APE will include relocation of a water main to a location shown as a dashed red line on Figure 1.

Project Activities (please list individually; continue on next page if needed)	Indicate which Programmatic Allowance applies (Ex: Tier 1.a or Tier 2.b)	Are all conditions met, including Historic Rds Analysis if applicable?*	
Improvements to existing pedestrian facilities to meet ADA requirements	2.h.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Utility replacement or upgrades	2.i.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No

*\* If yes, attach documentation of identification efforts that support this decision. This documentation must be sufficient to allow any reviewing party to understand the basis for the decision. The Area of Potential Effect (APE) must be included in this documentation for Tier 2 allowances. If Historic Roads Analysis applies, also document which HRA option was used, and how it was applicable.*

**Description of APE** (attach figures): *If all activities above are Tier 1, an APE is not required*

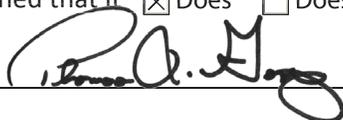
The update extends the project APE at the northernmost intersection of Aurora Drive and Bridgewater Drive (Figure 1).

**Screening Results:** This is an addendum to a previously reviewed project. See Comments Section for details.

Does this update include any activities which are not covered under the Appendix B Programmatic Allowances and/or which do not meet the conditions?  Yes  No  
*If yes, conduct standard Section 106 review for the entire project in accordance with PA Appendix D.*

I have screened this update and determined that it  Does  Does Not qualify for processing as a Programmatic Allowance.

Thomas A. Gamza  
DOT&PF PQI (printed name and signature)



Date:

## Continuation Sheet- 106 PA Screening Review Record

Project Activities-Continuation	Indicate which Programmatic Allowance applies	Are all conditions met, including Historic Rds Analysis if applicable?*	
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No
		<input type="checkbox"/> Yes	<input type="checkbox"/> No

**Additional comment space:** (include Historic Roads Analysis if applicable)

This project Update meets all the Tier 1 & 2 Allowances General Conditions (1-6) as outlined in the First Amended FHWA Alaska Division Section 106 Programmatic Agreement Appendix B December 11, 2017 (revised October 2018).

This Update conforms to the 106 PA Guidance: Project Updates under the Section 106 PA issued via email by the Statewide Environmental Manager on June 9, 2015 under: 3.3. In certain limited cases where the project as a whole exceeds the Tier 1 & 2 parameters, a new round of consultation letters is not required when all of the new proposed work fits the Tier 1 & 2 parameters AND the previous consultation letters already addressed all aspects of the current project that do not fit the Tier 1 & 2 parameters.

1. The project is a transportation project or activity on an existing transportation facility Aurora Drive & Bridgewater Drive (Figure 1).
2. The APE is not within a National Historic Landmark (AHRs database search 11/10/2022).
3. The project is not within or adjacent to an archaeological or historic District (AHRs Database 11/10/2022).
- 4.c. There are no standing buildings or structures within the APE that are more than 45 years of age.

The Northern Region PQI finds the project qualifies for the Streamlined Review and the Tier activity does not trigger the Historic Roads Analysis as Tier 2 allowances selected may be used regardless of the road eligibility status.

5.a. The DOT&PF EIA III, PQI has determined ground disturbance is limited to areas that are document (visual surface) as previously disturbed by previous subsurface utility installation & maintenance and road construction and maintenance.

6. The project has no known Tribal concerns or public controversy related to historic preservation.

This determination only applies to the project as it has been presented as of November 10, 2022 Any modifications to the project APE or other specifics will require further resource review.