



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: AMATS: Spenard Rd Rehab - Minnesota Dr. to Benson Blvd.

B. State Project Number: CFHWY00604

C. Federal Project Number: 0001659

D. Primary/Ancillary Project Connections: N/A

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

F. Project Scope:

TIP or STIP: Both

Need ID: STIP: 6460 TIP: RDY00003

Project Scope:

TIP: Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.

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

Original Approval and Re-Evaluations

The original categorical exclusion (CE) environmental document was approved on August 5, 2022. This document is the first re-evaluation of the original CE.

Impact Summaries

Land Use and Transportation Plans - No short or long-term land use changes are expected to result from the proposed project. Applicable land use and transportation plans were reviewed and the project is consistent with these plans.

Right-of-Way - The proposed work would result in full acquisition of two parcels and partial acquisition from 29 adjacent parcels. All of the 29 partial acquisitions include minor amounts of ROW which are not anticipated to impact accessibility, operations, or function of the properties.

Environmental Justice - The environmental justice (EJ) impact area consists of the people, businesses, services, and transit users that exist within approximately 0.25 mile from the project's construction limits. The project would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898 and FHWA Order 6640.23A.

Historic Properties and Cultural Impacts - A cultural resources survey and evaluation were completed and four properties in the project area were determined eligible for the National Register of Historic Places: Spenard Road, Enstar Building, Arctic Circle Enterprises, and Center Bowl. DOT&PF found that the project would have no adverse effect to historic properties. On July 15, 2022 the State Historic Preservation Officer (SHPO) concurred with a finding of No Historic Properties Adversely Affected.

Section 4(f) and 6(f) Impacts - The project area was researched to determine if any potential 4(f) resources, such as parks, were located within 500 feet of the project. None were identified. Four historic properties eligible for the National Register were found within the 500 feet, however, the project was found to have no Section 4(f) use of these properties. No Section 6(f) properties were found within the 500-foot study area.

Contaminated Sites - There are seven active sites or sites with ICs immediately adjacent to, or within the project limits and five sites are located in areas where excavation (e.g., utility relocation) could extend into groundwater, listed below. All of these sites have contamination from petroleum and petroleum byproducts. Groundwater in the project area ranges from 10 to 14 feet below ground surface (bgs) while utility excavation work would be between 6 to 10 feet bgs. A dewatering permit from DEC would be obtained prior to beginning construction activities. If contaminated or hazardous materials are encountered during construction, all work in the vicinity of the contamination would be stopped and DEC will be consulted for guidance on how to proceed. Any contaminated material would be tested, handled, and if necessary, disposed of in accordance with DEC-approved procedures. DOT&PF would follow the procedures outlined in Technical Memorandum (dated April 2017) for Managing Petroleum- Contaminated Soil, Water, and Free Products during Public Utility and Right-of-Way Construction and Maintenance Projects.

Floodplain Impacts - There are no floodplains or floodways located within the proposed project limits therefore no floodplain/floodway impacts are anticipated.

Wetland and Waterbody Impacts - No wetlands or waterbodies were identified in the project area. Therefore no wetland or waterbody impacts are anticipated.

Fish and Wildlife Impacts - The proposed project would not involve work below ordinary high water of a fish-bearing stream or waterbody. No eagle nests were detected within 660 ft. of the project. No adverse impacts to Bald/Golden eagles, their habitat, or nesting areas as a result of the proposed project are anticipated. The proposed project would not further bisect wildlife migration corridors or segment wildlife habitat from the existing conditions. No permanent impacts to migratory birds are anticipated because vegetation and tree clearing would be minor and largely limited to ornamental plants. All such activities would follow USFWS clearing guidelines.

Invasive Species Impacts - To minimize the risk of introducing or spreading invasive species, the DOT&PF would comply with all federal, state, and local laws and regulations regarding invasive species during construction of the proposed project. Due to the limited nature of the project scope of work, the proposed project is anticipated to have minimal effect on the spread of invasive species.

Water Quality Impacts - No long-term adverse impacts to water quality are expected to occur as a result of the proposed project. No wetlands, streams, lakes, rivers, or other receiving waters are present within the project area. Stormwater within the project's road corridor is collected by the MS4 (Permit AKS-02558), which ultimately discharges to Fish Creek, an impaired waterbody. DOT&PF is subject to conditions set forth in the MS4 permit

Noise Impacts - The proposed project would not result in a permanent change in traffic patterns, volume, or any other factor that would cause a substantial change or increase in traffic noise along the project corridor. Permanent noise impacts associated with the proposed project are not expected to occur.

Social and Economic Impacts - Neighborhood and community cohesion and accessibility would be improved by the project's revised travel patterns and the addition of consistent non-motorized facilities and upgrades to pedestrian and curb ramps that would comply with ADA standards. Adverse social and cultural impacts are not anticipated for the proposed project. The proposed project would not result in any adverse economic impacts. Improving the roadway's safety and efficiency would provide long-term economic benefits to the area. Curb and roadway improvements would make it safer and easier to access businesses.

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

The purpose of the proposed project on Spenard Road Drive between Minnesota and Benson Boulevard is to:

- Improve driver and pedestrian safety
- Improve traffic operations
- Update and replace outdated and deteriorating transportation and utility infrastructure

The project purpose will be accomplished by rehabilitating Spenard Road transportation facilities to current roadway and non-motorized design standards. Spenard Road will be rehabilitated to MOA minor arterial street standards to accommodate traffic volumes forecast until 2040.

The project is needed for the following reasons:

- Spenard Road supports some of the highest pedestrian and transit uses within the Anchorage Bowl, and there are a range of operational, safety, pedestrian and transit issues that must be addressed. Current deficiencies include:
 - Pedestrian and transit facilities along the corridor are minimal, non-existent or in poor condition.
 - Pavement, curb cuts, sidewalks and curb ramps do not meet current Municipality of Anchorage (MOA) and national standard
 - Pedestrian and bicycle facilities are in relatively poor condition and do not meet ADA requirement
- Signals at 36th Avenue and Minnesota Drive are outdated.

The conditions listed above contribute to unsafe conditions for pedestrians and discourage the use of the Spenard Road corridor by pedestrians.

- There are numerous business and other entrances throughout the corridor requiring left hand turning vehicles to block one lane of through traffic flow while waiting to turn. Left hand turning vehicles have no dedicated left turn lane to allow for more efficient through traffic flow and for safer refuge from rear end collision while waiting to turn.
- The current outdated and deteriorating transportation and utility infrastructure is in need of replacement. This includes signals, signing, striping, lighting, intelligent transportation system equipment, pavement, curbs, pedestrian facilities, and drainage infrastructure.

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

The project would rehabilitate and reconstruct the existing typical roadway section from four travel lanes (two lanes in each direction) to a three-lane typical section (one, 11-foot-wide travel lane in each direction with a 14-foot-wide, two-way left turn lane) north of 36th Avenue. Lane configuration south of 36th Avenue is currently planned to retain four travel lanes. The project would also add two, 5-foot-wide dedicated bike lanes and two, 8-foot-wide multi-use pathways to Spenard Road between Minnesota Drive and Benson Boulevard. The proposed project would meet the travel demand requirements for capacity, reallocate space in the typical section to accommodate pedestrian and bicycle users, and enhance road-crossing opportunities for pedestrians. The proposed utility relocations and drainage, signing, striping, roadway lighting improvements can all be accommodated with a three-lane alternative. The proposed project expands right-of-way (ROW) to be 65 feet wide, and would include the following:

- Milling, paving, and structural section rehabilitation
- Upgrading curb ramps to comply with Americans with Disabilities Act (ADA) requirements
- Improving signing, striping, signalization, and intelligent transportation system equipment and lighting
- Improving drainage (e.g., culverts, storm drains, ditch grading)
- Rehabilitating or upgrading non-motorized facilities which may include sidewalks, pathways, and bike lanes
- Relocating utilities
- Adding streetscaping and landscaping

Improvements along Spenard Road, west of and including the intersection of Minnesota Drive to the railroad crossing, are necessary in order to accommodate the proposed changes to lane configuration heading east on Spenard from the Minnesota Drive intersection. These improvements would ensure that changes to traffic patterns and queuing would not impact the railroad crossing.

These improvements would include striping and signage of the intersection approaches, signal head upgrades or updates and associated utility work and signal pole foundation work; the proposed activities may require nominal changes to the approach curblines that would require re-grading and drainage improvements.

These improvements require minimal ground disturbance, are located within existing ROW, and don't require any acquisitions.

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

There are no project-specific environmental commitments for this project. None were stated in the original environmental document.

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:

There are no changes in the project impacts from those identified in the original environmental document. There have been no prior re-evaluations of the original environmental document.

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.

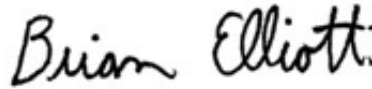
2. Does the following statement apply? "Based on the information provided I verify that this project as described at this time remains consistent with the conclusions and commitments of the original environmental document, and any prior re-evaluations, and that the environmental document remains valid."

3. Additional Information:

The project involves acquisition of a entire parcel therefore General Programmatic Approval Condition c. is not met and a programmatic CE does not apply to this project.

Re-evaluation Approval Signatures

Recommended by:



Date: 3/21/2024

Brian Elliott

Central Region Environmental Manager

Approved by:



Date: 3/26/2024

Matthew Dietrick

NEPA Manager