



**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 April 13, 2023 and executed by FHWA and DOT&PF.

I. Project Information

A. Project Name: AMATS: Academy Drive and Vanguard Drive Area Improvements

B. State Project Number: CFHWY00783

C. Federal Project Number: 0001753

D. Primary/Ancillary Project Connections: None.

E. COA Determination: Unlisted CE

F. Project Scope:

TIP or STIP: Both

Need ID: TIP: RDY00013

Project Scope:

2024-2027 STIP: Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) incorporated by reference, see Vol II.

AMATS FFY 2023-2026 TIP description: Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements [Brayton Drive to Abbott Road] - Project would improve and align Academy Drive and Vanguard Drive west of Abbott Road. Project would include non-motorized improvements and consider adjacent land use.

G. Project Purpose And Need:

The purpose of the project is to provide an improved travel corridor between Brayton Drive and Abbott Road. The east/west flow of traffic between Abbot Road and Brayton Drive is currently interrupted by a stop sign with a 90-degree turn at the intersection of Academy Drive and Vanguard Drive. The 90-degree intersection configuration may be reconfigured to allow more free-flow traffic conditions in the east-west direction. The project would improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

H. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT) and Municipality of Anchorage (MOA) are proposing to improve Academy Drive and Vanguard Drives in Anchorage, Alaska (Figure 1).

Improvements are anticipated to include the following: resurface and reconstruct the road surface; realign/reconfigure of approximately 1000-1500 feet of Academy and Vanguard Drives between Brayton Drive and Abbott Road; improve drainage; improve pedestrian facilities; acquire necessary right-of-way; upgrade facilities in accordance with the Americans with Disabilities Act (ADA); improve signs, lighting, and roadside hardware; relocate utilities as needed; clear and grub vegetation.

Attachments

Environmental Consequences

Project Plans & Location Information

- Project Plans and Location Info CFHWY00783.pdf

Right-of-Way Impacts

- ROW Relocation Study CFHWY00783.pdf
- Figure 2 Project Area.pdf CFHWY00783.pdf

Environmental Justice Impacts (E.O. 12898)

- 3-EJ Report CE CFHWY00783.pdf CFHWY00783.pdf
- 4-EJ Review CE CFHWY00783.pdf CFHWY00783.pdf

Historic Properties and Cultural Impacts

- 5-106 Initiation CE CFHWY00783.pdf CFHWY00783.pdf
- 6-106 Initiation Correction CE CFHWY00783.pdf CFHWY00783.pdf
- 7-106 Initiation Replies CE CFHWY00783.pdf CFHWY00783.pdf
- 8-106 Findings CE CFHWY00783.pdf CFHWY00783.pdf
- 9-106 Findings Replies CE CFHWY00783.pdf CFHWY00783.pdf
- SHPO Concurs NHPA.pdf CFHWY00783.pdf

Contaminated Sites and Hazardous Materials Impacts

- 10-DEC Contam. Site Coordination CE CFHWY00783.pdf CFHWY00783.pdf

Water Quality Impacts

- 11-DEC Drinking Water Coord. CE CFHWY00783.pdf CFHWY00783.pdf

Air Quality Impacts

- 12- FHWA Air Quality Coordination CE CFHWY00783.pdf CFHWY00783.pdf

Comments and Coordination

Public Involvement

- 13-Pub.Involv.-Newspaper Ad CE CFHWY00783.pdf CFHWY00783.pdf
- 14-Pub.Involv.-Online Notice CE CFHWY00783.pdf CFHWY00783.pdf
- 15- 3.28.24 Transportation Fair CE CFHWY00783.pdf CFHWY00783.pdf
- 16-Project Webpage CFHWY00783.pdf CFHWY00783.pdf
- 17-12.7.23 Open House CE CFHWY00783.pdf CFHWY00783.pdf

Agency Involvement

- 18-9.5.23 Agency Scoping Letter CE CFHWY00783.pdf CFHWY00783.pdf
- 19-Agency Scoping Letter Replies CE CFHWY00783.pdf CFHWY00783.pdf

II. Environmental Consequences

A. Land Use and Transportation Plans

Yes No

1. Were land use plans for this area reviewed? If yes, include source, link, and date accessed.



The following land use plans were accessed on 6.11.2024.

Anchorage 2040 Land Use Plan (2017).

https://www.muni.org/Departments/OCPD/Planning/Publications/Documents/Anchorage%202040%20Land%20Use%20Plan/Anchorage_2040_LUP_Adopted_9-26-17.pdf

Anchorage 2020, Anchorage Bowl Comprehensive Plan (2001).

https://www.muni.org/Departments/OCPD/Planning/Pubilications/SiteAssets/pages/anchorage2020/2020_Full_document.pdf

Non-Motorized Plan.

https://www.muni.org/Departments/OCPD/Planning/AMATS/pages/1_nonmotorized.aspx

a. Is the project consistent with land use plan(s)?



2. Were transportation plans for this area reviewed?



The following transportation plans were accessed on 6.11.2024.

MTP 2040 Long Range Transportation Plan - Anchorage Bowl & Chugiak-Eagle River (2020)

https://www.muni.org/Departments/Assembly/Documents/AO%202021-27_7_2040%20LRTP%20PZC%202020-0134%20DOCUMENT.PDF.pdf

MTP2040 Link-Connect-Move Anchorage Bowl & Chugiak-Eagle River (2020).

https://www.muni.org/Departments/OCPD/Planning/AMATS/MTP/2040/Chapters/2040/Chapters/2040_MTP_Chapter_7_Recommendations.pdf

Alaska Strategic Highway Safety Plan 2023-2027

<https://dot.alaska.gov/stwdplng/shsp/assets/Alaska-SHSP-2023-2027-with-VRU-Nov-2023.pdf>

Alaska Highway Safety Plan, Federal Fiscal Year 2024-2026

https://dot.alaska.gov/highwaysafety/assets/pdf/AKDOT_FY24-26_3HSP.pdf />

Alaska Moves 2050: Statewide Freight Plan - FINAL - January 2023

<https://dot.alaska.gov/alaskamoves2050/>

Alaska Statewide Long Range Transportation Plan, Lets Keep Moving 2036: Policy Plan

https://dot.alaska.gov/stwdplng/areaplans/lrtpp2016/docs/LRTPpolicyplan_finalsigned_12-16.pdf

a. Is the project consistent with transportation plan(s)?



3. Would the project induce adverse indirect and cumulative effects on land use or transportation?



Summary

Summarize how the project is consistent or inconsistent with land use and transportation plan(s).

The project is consistent with the following land use and transportation plans reviewed.

LAND USE PLANS

Anchorage 2040 Land Use Plan (2017). The project is compatible with Goal 6 of this plan which calls for coordinating transportation and land use to provide safe, efficient, and affordable travel choices. The project advances the goal's concept of accessibility, making it easier for people to get to their destinations.

Anchorage 2020, Anchorage Bowl Comprehensive Plan (2001). This plan acknowledges that inadequate intersections (Chapter 2, Page 32, Automobile Travel) are a concern in the Municipality and that they are a primary cause of traffic delay and traffic flow inefficiency. The project is compatible with the goal (Chapter 3, page 37, Land Use and Transportation) to improve mobility and access such that the transportation system moves people and goods safely, conveniently, and economically, with minimal adverse impact on the community

AMATS Non-Motorized Plan - The project is compatible with and contributes to the vision of the AMATS Non-Motorized Plan (Chapter 1, Section 1.2), which includes:

- the vision of developing an integrated network of routes accessible for pedestrians to travel throughout Anchorage
- the vision to provide a complete, connected, and continuous non-motorized network of various facility types.

TRANSPORTATION PLANS

MTP 2040 Long Range Transportation Plan - Anchorage Bowl & Chugiak-Eagle River (2020)

This project is compatible with Goal 3B, "improve...intersections to safely and efficiently handle projected traffic." The plan specifically recommends improvement to the intersection in Table 7-1, project#103 to include realigning the Academy Drive and Vanguard Drive intersection including non-motorized improvements with consideration of adjacent land use and for the purpose of connectivity and access improvement.

MTP2040 Link-Connect-Move Anchorage Bowl & Chugiak-Eagle River (2020). The project is compatible with the plan's goal to create a safe and efficient transportation network that will enhance our quality of life. This project (#103) is specifically identified and recommended a short-term road project for completion in the timeframe 2018-2030. The plan identifies this project as one that serves to balance community welfare and quality of life with supporting a transportation system that is safe, efficient, and economically feasible.

Alaska Strategic Highway Safety Plan 2023-2027. The project is consistent with the plan's "Safe System Approach" that includes:

- the plan's "Safe Road Users" emphasis of reducing the vulnerability of pedestrians to accidents and
- the plan's "Safe Roads and Safe Speeds" emphasis of reducing accidents at intersections in an effort to meet the plan's vision towards zero deaths and serious injuries so all surface transportation users arrive safely at their destination.

Alaska Highway Safety Plan, Federal Fiscal Year 2024-2026 (2003)

The project is consistent with this plans intention of "Alignment With Alaska's 2023-2027 Strategic Highway Safety Plan." (page 3). This includes alignment with the same goals noted previously for the Alaska Strategic Highway Safety Plan 2023-2027.

Alaska Moves 2050: Statewide Freight Plan - January 2023.

This project is compatible with Alaska Moves 2050 goal to move people and goods efficiently by strategically supporting all transportation modes, improving accessibility, safety, personal mobility, and interconnectedness. The project would improve intersection efficiency and safety, provide for pedestrian improvements, and improve connections between Brayton and and Abbott Roads

Alaska Statewide Long Range Transportation Plan, Lets Keep Moving 2036: Policy Plan

This project is compatible with the goals of the Alaska 2036 Long Range Transportation Policy Plan, particularly with goal #7, page 6, to manage and operate the transportation system to improve operational efficiency and reduce safety risks.

B. Right-of-Way Impacts

Yes No

1. Are there any temporary right-of-way (ROW) impacts (e.g., Temporary Construction Easements (TCEs), Temporary Construction Permits (TCPs), utility relocates, construction staging area)?

☒ ☐

2. Is additional permanent ROW required?

☒ ☐

a. Are there any full parcel acquisitions?

☒ ☐

b. Are more than 25 partial parcel acquisitions required?

☐ ☒

c. Are business or residential relocations required?

☒ ☐

Attachments

- ROW Relocation Study CFHWY00783.pdf

i. Number of residential relocations: 0

ii. Number of business relocations: 2

3. Will there be property transfer from a local, state, or federal agency?

☐ ☒

4. Will the project require an ANILCA Title XI approval?

☐ ☒

Summary

Summarize ROW impacts, if any. Include any project-specific commitments or mitigative measures in Section V.

The project would likely require:

- four partial parcel acquisitions from a church, a commercial storage yard, an office building, and a cleared lot with a coffee hut.
 - Access and circulation of traffic may be impacted by driveway relocations and/or reconstructions. There is potential for loss of parking or a need to reconstruct and/or reconfigure parking. There may be less vehicle storage and maneuvering space on the parcels.
- two full parcel acquisitions from commercial properties
 - The Municipality of Anchorage (MOA) has already acquired in advance of the project, the full property in the northwest quadrant of the Academy/Vanguard Intersection and relocated the business that once occupied the two buildings. Up to the entire lot could potentially become MOA dedicated right-of-way as a result of the project. The entire lot is expected to remain in MOA ownership. See Figure 2. The full parcel acquired in advance by the MOA was acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). All future relocations and acquisitions necessary for the project would likewise be accomplished in accordance with the Uniform Act.
 - The triangular lot in the west quadrant of the Abbott Road/Vanguard Drive Intersection is anticipated to be acquired in full for the project and the business within the lot's building would be relocated. This full parcel would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). A conceptual stage relocation study was prepared to preliminarily assess the property and business proposed for acquisition and relocation, and identify any potential difficulties with the process. Results of the study found multiple available replacement properties within the price range bracket of the proposed impacted property and did not identify any

Attachments

- Figure 2 Project Area.pdf CFHWY00783.pdf

C. Environmental Justice Impacts (E.O. 12898)

Yes No

1. Is there potential to affect environmental justice (EJ) populations? ☒ ☐
2. Include source, link, and date accessed of databases used.

EPA Environmental Justice Screening Tool <https://www.epa.gov/ejscreen> 5.15.24.

3. Are environmental justice (EJ) populations present within or adjacent to the project area? ☒ ☐
4. Will the project have an adverse effect on EJ populations? ☐ ☒

Summary

Summarize EJ population impacts and mitigation, if any. Include any project-specific commitments or mitigative measures in Section V.

The EJ Study Area for this project is established to include all properties within 0.25 miles of the project. This is a typical study area size for an EJ evaluation. A review of the EPA's online Environmental Justice (EJ) Screening and Mapping tool was completed on **May 15, 2024**. The EJ Report generated by the site revealed that the EJ Study Area's population consists of predominately people of color at 55% of the population. The statewide and national averages are 42% and 39% respectively. Based on the 55% people-of-color demographic, the overall population in the study area meets the definition of an EJ population.

Since the EPA's EJ Screening Tool identifies the overall population in the study as an EJ population, an EJ analysis was completed. This analysis is attached. The conclusion of the analysis is that, when weighing the adverse effects with the benefits of the project, the overall project effect to the EJ population would be considered beneficial.

Attachments

- 3-EJ Report CE CFHWY00783.pdf CFHWY00783.pdf
- 4-EJ Review CE CFHWY00783.pdf CFHWY00783.pdf

D. Historic Properties and Cultural Impacts

Yes No

1. Is a National Register of Historic Places listed or eligible property in the proposed Area of Potential Effect (APE)? ☐ ☒
2. Was a programmatic allowance processed for the project under the Section 106 Programmatic Agreement? ☐ ☒
3. Was Section 106 consultation initiated or a Direct to Findings worksheet completed? ☒ ☐
 - a. Was a direct to findings worksheet completed? ☐ ☒

D. Historic Properties and Cultural Impacts**Yes No****b. Date Consultation Initiation Letters sent**

7.24.23 and 7.25.24

Attachments

- 5-106 Initiation CE CFHWY00783.pdf CFHWY00783.pdf
- 6-106 Initiation Correction CE CFHWY00783.pdf CFHWY00783.pdf
- 7-106 Initiation Replies CE CFHWY00783.pdf CFHWY00783.pdf

c. List consulting parties:

State Historical Preservation Officer, Alaska Association for Historic Preservation/Preservation Alaska, Cook Inlet Regional Corporation, Chickaloon Moose Creek Native Assoc., Government Building (Council) Ne'iine' Hwnax, Eklutna, Incorporated, Native Village of Eklutna, Knikatu, Inc., Knik Tribal Council, Municipality of Anchorage.

d. Were any comments received?☒ ☐

1. Alaska Association for Historic Preservation, 7.26.2023, "We have no objection to the proposed APE and know of no historic resources within it you haven't identified."
2. State Historic Preservation Officer, 8.3.2023, "we have no objections to the defined area of potential effects (APE) or level of effort proposed for identification at this time."

4. Was a Section 106 "Finding of Effect" completed?☒ ☐**Attachments**

- 8-106 Findings CE CFHWY00783.pdf CFHWY00783.pdf
- 9-106 Findings Replies CE CFHWY00783.pdf CFHWY00783.pdf

a. Date "Finding of Effect" Letters sent:

10.5.23

b. State "Finding of Effect":

- No Effect

c. Were there any changes to consulting parties?☐ ☒**d. Were any comments received?**☒ ☐

State Historic Preservation Officer, 10.6.2023, the "Alaska State Historic Preservation Office confirms receipt of your Section 106 documentation."

5. Date State Historic Preservation Officer (SHPO) concurred with "Finding of Effect":

10.12.23

Attachments

- SHPO Concurs NHPA.pdf CFHWY00783.pdf

D. Historic Properties and Cultural Impacts**Yes No**

6. Will there be an adverse effect on a historic property?

☐ ☒**Summary**

Summarize impacts to historic properties and mitigation, if any. List affected sites (by AHRS number only) and any commitments or mitigative measures. Also include any project-specific commitments or mitigative measures in Section V.

There are no eligible properties in the project area therefore there are no project-related impacts to historic properties and no proposed project-specific mitigation.

E. Section 4(f)/6(f) Impacts**Yes No**

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

a. Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance?

☒ ☐

b. Does a Section 4(f) resource exist within or adjacent to the project area?

☐ ☒

2. Section 6(f) (36 CFR 59)

a. Does a Section 6(f) Land and Water Conservation Fund Act (LWCFA) resource exist within or adjacent to the project area?

☐ ☒**Summary**

Summarize Section 4(f)/6(f) involvement, if any.

The project has no Section 4(f) or Section 6(f) involvement.

F. Contaminated Sites and Hazardous Materials Impacts**Yes No**

1. Include source, link, and date accessed of databases used.

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=315240bfbaf84aa0b8272ad1cef3cad3>.

The Alaska Department of Environmental Conservation's (ADEC) Contaminated Sites Mapper was accessed on 12.21.2023.

2. Are there known or potentially contaminated sites within or adjacent to the existing ROW?

☐ ☒

3. Would a documented hazardous material site be acquired?

☐ ☒

4. Are there contaminated sites within 1,500 feet of where excavation dewatering is anticipated?

☒ ☐

Summary

Summarize the contaminated site impacts and mitigation, if any.

The Alaska Department of Environmental Conservation's (ADEC) Contaminated Sites Mapper was reviewed on 5.15.2024. The mapper shows five contaminated sites within 1500 feet of the project area. The status of all five sites is clean-up complete or clean-up complete with institutional controls. All five sites had petroleum contamination in the soils that was removed and treated. Four of the five sites did not indicate groundwater contamination. One site did identify diesel groundwater contamination but not at a level to require further remediation actions. The potential for encountering contamination during construction is low since soil contamination has been removed and treated at each site and groundwater contamination was encountered at only one site at levels that required no further action. DEC has been contacted to inquire about any potential concerns with dewatering within 1500 feet of mapped contaminated sites. DEC agreed that encountering contamination during construction is unlikely and expressed that DEC has no concerns with this project and sees no need for special measures like pre-project sampling. DEC's 1.30.24 email is attached.

If an unexpected encounter of contamination does occur, ADEC would be notified to determine if investigation and cleanup action are needed.

More detail about the five mapped contaminated sites in the project vicinity from DEC records is in the table located in the attached DEC coordination emails.

Attachments

- 10-DEC Contam. Site Coordination CE CFHWY00783.pdf CFHWY00783.pdf

G. Floodplain Impacts (23 CFR 650, Subpart A)

Yes No

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. Does the project encroach into a mapped base floodplain or a potential unmapped base floodplain? | ☐ | ☒ |
| 2. Does the project conform to local flood hazard requirements? | ☒ | ☐ |
| 3. Is the project consistent with E.O. 11988 (Floodplain Protection)? | ☒ | ☐ |

Summary

Describe any encroachments into mapped and unmapped floodplains and summarize impacts. For c(26, 27, or 28) CE classifications describe whether encroachments are functionally dependent.

The project would not result in any encroachments into mapped or unmapped floodplains. None are located in the project area.

H. Wetland and Waterbody Impacts

Yes No

- | | | |
|--|--------------------------|-------------------------------------|
| 1. Would the project affect wetlands or other Waters of the U.S. (WOTUS), as defined by the U.S. Army Corps of Engineers (USACE) (Section 404). | ☐ | ☒ |
| 2. Is a USACE authorization anticipated? | ☐ | ☒ |
| 3. Will the project involve navigable waters as defined by the U.S. Coast Guard (USCG) (Section 9)? | ☐ | ☒ |
| 4. Will the project affect a designated Wild and Scenic River or land adjacent to a Wild and Scenic River, including those on the Nationwide Rivers Inventory? | ☐ | ☒ |

a. Estimated fill quantities below:

Summary

Summarize wetland and waterbody impacts and mitigation, if any.

No wetlands, other waters of the U.S., navigable waters, or Wild and Scenic Rivers would be affected by the project. None are located in the project area.

I. Fish and Wildlife Impacts

Yes No

1. Anadromous and resident fish habitat.

a. Include source, link, and date accessed of databases used.

The Alaska Department of Fish and Game Interactive Mapping Site was accessed on 5.15.24.
<https://experience.arcgis.com/experience/1a4eb07b42ff4ebb8c71ba45adaedf0c/>

b. Is anadromous or resident fish habitat present in project area (Title 16.05.841 and 16.05.871)?

☐ ☒

2. Essential Fish Habitat (EFH).

a. Include source, link, and date accessed of databases used.

The Alaska Department of Fish and Game Interactive Mapping Site was accessed 5.15.24.
<https://experience.arcgis.com/experience/1a4eb07b42ff4ebb8c71ba45adaedf0c/>

b. Is EFH present in project area?

☐ ☒

3. Threatened and Endangered (T&E) Species

a. Include source, link, and date accessed of databases used.

The U.S. Fish and Wildlife Service IPaC Site (Information for Planning and Consultation) was accessed 5.15.24.
<https://ipac.ecosphere.fws.gov/location/index>

b. Are listed threatened or endangered species present in the project area?

☐ ☒

4. Marine Mammals.

a. Is the project located in the marine environment?

☐ ☒

b. Enter beginning and ending dates of MMPA consultation.

5. Wildlife Resources:

a. Is the project in an area of high wildlife/vehicle accidents?

☐ ☒

b. Would the project bisect migration corridors?

☐ ☒

c. Would the project segment habitat?

☐ ☒

6. Bald and Golden Eagle Protection Act.

a. Include source, link, and date accessed of databases used.

I. Fish and Wildlife Impacts**Yes No**

The Alaska Department of Fish and Game Moose Vehicle Collisions in Alaska website was accessed on 5.15.2023.

<https://www.arcgis.com/apps/MapSeries/index.html?appid=ecd4734b2937470f9d52bd121434b0bb>

The USFWS Bald Eagle Nest Sites database was accessed on 5.15.24.

<https://eagle.abrinc.com/>

- | | | |
|---|-------------------------------------|-------------------------------------|
| b. Is the project visible from an eagle nesting tree? | ☐ | ☒ |
| c. Is the project within 330 feet of an eagle nesting tree? | ☐ | ☒ |
| d. Is the project within 660 feet of an eagle nesting tree? | ☐ | ☒ |
| e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? | ☐ | ☒ |
| f. Is an eagle permit required? | ☐ | ☒ |
| 7. Is the project consistent with the Migratory Bird Treaty Act? | ☒ | ☐ |

If project is not likely to adversely affect or likely to adversely affect, enter beginning and ending dates of ESA consultation.

Summary

Summarize fish and wildlife impacts and mitigation, if any.

- The Alaska Department of Fish and Game Interactive Mapping Site was accessed 5.15.24. No streams, fish-bearing or otherwise, are located in the project area. None will be affected by the project. No EFH is located in the project area.
- Regarding migratory birds, the project would not fragment habitat, change migratory routes, or substantially diminish available bird habitat. Vegetation clearing and grubbing would not be permitted within the bird nesting window as described by USFWS for this region, except as allowed by federal, state, and local laws and approved by the Project Engineer. For these reasons, adverse impacts to migratory birds are not expected to occur as a result of the proposed project.
- The U.S. Fish and Wildlife Service IPaC Site (Information for Planning and Consultation) was accessed 5.15.24. There are no listed species or critical habitats in the project area.
- A review of the Moose Vehicle Collisions in Alaska website on 5.15.24 identified the project area as having low potential for moose-vehicle collisions (MVCs). No records of moose/vehicle collisions were found on the project segment of Academy/Vanguard Drives. The project is not surrounded by frequented moose habitat and does not segment a migration corridor. Although wildlife may temporarily avoid the project area during construction, habitat in the project area is minimal and the proposed project is not likely to result in permanent adverse impacts to wildlife.
- The USFWS Bald Eagle Nest Sites database was reviewed on 5.15.24. No nests were identified within 660 feet of the project area. The urban setting surrounding the project is not highly suitable as habitat for eagles. No effects to eagles are anticipated. Prior to construction, the Alaska Department of Transportation and Public Facilities (DOT&PF) may conduct a survey of the project area to determine if active eagle nests occur within the primary (330 ft) or secondary (660 ft) zones. If an active eagle nest is identified within 660 feet of the project area prior to, or during construction, DOT&PF will seek guidance from the USFWS on how to proceed. With implementation of any necessary conservation measures in coordination with USFWS, no adverse effects to bald eagles is anticipated.

J. Invasive Species Impacts**Yes No**

1. Include source, link, and date accessed of databases used.

The University of Alaska Anchorage Exotic Plants Information Clearinghouse Invasive Plants Mapper was accessed on 5.15.24.

<https://accs.uaa.alaska.edu/invasive-species/non-native-plants>

2. Are invasive species present in project area?

☐ ☒

3. Does the project include all practicable measures to minimize the introduction or spread of invasive species, making the project consistent with E.O. 13112 (Invasive Species)?

☒ ☐

Summary

Summarize invasive species impacts and mitigation, if any.

A 5.15.24 review of the University of the Alaska Anchorage Alaska Exotic Plants Information Clearinghouse Invasive Plants Mapper identified no invasive plant species records in the project disturbance area. However, invasive species are possible in the project area. Therefore, the following mitigation measures will be implemented to prevent or minimize the introduction and spread of invasive species.

- Avoiding the use of listed noxious species for landscaping and erosion control purposes
- Sequencing construction activities to minimize the area of disturbance
- Implementing timely seeding of project-disturbed areas with non-invasive species.

With the implementation of practicable measures to minimize the introduction or spread of invasive species during construction, the project is expected to result in no substantial invasive species impacts.

K. Water Quality Impacts**Yes No**

1. Will there be temporary degradation of water quality?

☒ ☐

2. Is a public or private drinking water source or protection area within or adjacent to the project?

☒ ☐

Attachments

- 11-DEC Drinking Water Coord. CE CFHWY00783.pdf CFHWY00783.pdf

3. Would the project result in a discharge of storm water to a WOTUS? [40 CFR 230.3(o)]

☒ ☐

4. Would the project discharge storm water into or affect an ADEC-designated Impaired Waterbody?

☒ ☐

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

Name: Little Campbell Creek

Location: 0.5 miles to the northeast of the project

Pollutant: fecal coliform bacteria

5. Will the project involve more than one (1) acre of ground-disturbing activities?

☒ ☐

K. Water Quality Impacts**Yes No**

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

☒☐

a. List APDES permit number and type:

APDES MS4 Permit# AKS-052558

Summary

Summarize the water quality impacts and mitigation, if any.

Ground disturbing activities and storm water runoff may result in temporary increased turbidity in downgradient waters during construction. With implementation of a Stormwater Pollution Prevention Plan (SPPP) and utilization of Best Management Practices, impacts to water quality during project construction are expected to be minimal.

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.

The nearest drinking water protection area (DWPA) is located approximately 200 feet southeast of the Academy Drive/Vanguard Drive intersection. DEC has provided a list of recommendations (attached) for construction activities that occur within a DWPA. DOT&PF will provide the construction project manager with these recommendations when the project is certified for construction. DOT&PF does not anticipate construction of the proposed project will result in degradation or volume changes to public or private drinking water sources.

The nearest impaired waterbody is Little Campbell Creek located 0.5 miles to the northeast of the project. Little Campbell Creek is listed for fecal coliform bacteria to which road project is not expected to contribute.

Stormwater within the project's road corridor is collected by the MS4 (Permit AKS-02558), which ultimately discharges to Little Campbell Creek, an impaired waterbody. DOT&PF is subject to conditions set forth in the MS4 permit..

L. Air Quality Impacts**Yes No**

1. Will there be temporary degradation of air quality?

☒ ☐

2. Is the project located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5)?

☐ ☒**Summary**

Summarize air quality impacts and mitigation, if any.

Anchorage was first declared a non-attainment area for carbon monoxide (CO) in 1978. As Anchorage did not violate the National Ambient Air Quality Standard for CO since 1996, the EPA approved Anchorage's attainment plan and Anchorage officially became a Carbon Monoxide Maintenance Area in 2002. The Anchorage CO Maintenance Area reached the end of its 20-years cycle on July 23, 2024. Since a NEPA decision for this project is made after July 23, 2024 conformity requirements no longer apply for the project. Coordination with FHWA confirmed that once a CO Maintenance Area has completed its 20-years cycle, the area's air quality conformity requirements are not applicable (whether regional or project-level). Attached is a coordination email with the FHWA contact who is part of the inter-agency air quality conformity team.

Temporary degradation of air quality may occur from the increased airborne particulate levels and emissions from heavy equipment and dust during construction activities. Air quality impacts from construction or the proposed project are anticipated to be minimal and temporary in nature and could be abated by watering disturbed surface areas and ensuring that construction equipment receives adequate maintenance.

Attachments

- 12- FHWA Air Quality Coordination CE CFHWY00783.pdf CFHWY00783.pdf

M. Noise Impacts (23 CFR 772)**Yes No**

1. Will there be temporary noise impacts?

☒ ☐

2. Does the project involve any of the following Type I project actions listed below (23 CFR 772.5)?

☐ ☒**Summary**

Summarize noise impacts and mitigation, if any.

A traffic noise study is not required for the proposed project because it does not meet the 23 CFR 772.5 criteria for a noise analysis. The project does not half the distance of the roadway toward a sensitive receiver, it does not open up a new line of site to a sensitive receiver, and it does not add a through traffic lane.

Temporary construction noise impacts may result from the operation of heavy equipment, the presence of construction crews, and other associated construction activities. Proper maintenance of construction equipment would help to reduce these impacts.

N. Social and Economic Impacts**Yes No**

1. Would the project affect neighborhoods or community cohesion?

☒ ☐

2. Would the project affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.?

☒ ☐

3. Would the project affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?

☒ ☐

N. Social and Economic Impacts**Yes No**

4. Would the project affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?

☒ ☐

a. Would the project include temporary delays and detours of traffic?

☒ ☐

5. 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.

☐ ☒

6. The project will adversely affect established businesses or business districts.

☐ ☒

a. Would the project have temporary impacts on businesses?

☒ ☐**Summary**

Summarize social and economic impacts and mitigation, if any.

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. There are no unresolved issues from any federally-recognized Indian tribe (as defined by 36 CFR 800.16(m)). Vehicle and pedestrian traffic may be temporarily impacted by minor delays during construction.

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. The proposed project would not permanently change access patterns or bisect any established business districts. Although the project would relocate two businesses, there is no anticipated impact to property tax revenues as impacted businesses will move but not be removed.

To minimize temporary construction impacts to vehicles and pedestrians, traffic and pedestrian access would be maintained during construction.

III. Comments and Coordination**A. Public Involvement****Yes No**

1. Was public involvement for project completed?

☒ ☐

2. Was the project public noticed?

☒ ☐

a. Newspaper name and date of notice:

☒ ☐

A Notice of Intent was published in the Anchorage Daily News on 8.17.23.

Attachments

- 13-Pub.Involv.-Newspaper Ad CE CFHWY00783.pdf CFHWY00783.pdf

b. Alaska Online Public Notice date:

☒ ☐

A Notice of Intent was published on the Alaska Online Public Notice website on 8.15.23.

Attachments

- 14-Pub.Involv.-Online Notice CE CFHWY00783.pdf CFHWY00783.pdf

A. Public Involvement**Yes No**

c. Were public notices completed for specific resource impacts (e.g., floodplain, Section 4(f))?

☐☒

3. Was a public meeting held?

☒☐

a. Date(s), time(s), and location(s):

A public meeting was held on 12.7.2023, at 5:30pm-7:30pm at the Hanshew Middle School, 10121 Lake Otis Parkway, Anchorage, AK 99507.

In addition, the project was presented at the Anchorage Transportation Fair on Thursday, March 28, 2024.

4. Is there any unresolved controversy on human, natural, or economic grounds?

☐☒**Summary**

Summarize public comments and coordination efforts for this project. Discuss pertinent issues raised.

Public involvement efforts and comment summaries are listed below. All of the comments received during public outreach are related to the specifics of the roadway design (such as access/driveways, property impacts, desire for a signal at Abbott Road, non-motorized improvements, etc.) and they will all be evaluated and responded to as the design progresses.

Public Involvement Efforts and Comment Summaries

Public coordination efforts are summarized in the attached Concept Report, Section 7.0, Table 3, pdf page 8. A stakeholder mailing area is shown in the attached Concept Report, Appendix B, pdf pages 5-6.

A project website was launched on 11.13.2023 at the web address <https://academyvanguard.com/>. The website maintains updated information on the project. A copy of the webpage accessed on 3.14.2024 is attached.

Public comments including pertinent issues raised are included in the attached Concept Report, Appendix C, pdf page 8 under the title, "Summary of Comments and Input Received Verbally from Meeting Participants."

Two written comments from the 12.7.2023 public meeting are located in the attached Concept Report, Appendix C, pdf pages 17 and 18.

Other comments from the 12.7.2023 public meeting were placed on sticky notes on the aerial photo roll plot. These are located in the attached Concept Report, Appendix C, pdf pages 19 to 21.

Also attached is a summary of comments received about the project during the 3.24.24 Anchorage Transportation Fair.

Attachments

- 15- 3.28.24 Transportation Fair CE CFHWY00783.pdf CFHWY00783.pdf
- 16-Project Webpage CFHWY00783.pdf CFHWY00783.pdf
- 17-12.7.23 Open House CE CFHWY00783.pdf CFHWY00783.pdf

B. Agency Involvement**Yes No****1. Was an agency scoping conducted?**

A scoping letter was sent to agencies on 9.5.2023.

The following comments were received in reply.

- 9.7.2023 - The State Historic Preservation Officer (SHPO) replied acknowledging receipt of the agency scoping letter.
- 9.11.2023 - The Alaska Association for Historic Preservation (AAHP) replied stating, "We do not find anything that we feel warrants comment."

Attachments

- 18-9.5.23 Agency Scoping Letter CE CFHWY00783.pdf CFHWY00783.pdf

2. Was an agency scoping meeting held?**3. Was a field review completed with agencies?****Summary**

Summarize agency coordination efforts for this project.

A scoping letter was sent to agencies on 9.5.2023.

The following comments were received in reply.

- 9.7.2023 - The State Historic Preservation Officer (SHPO) replied acknowledging receipt of the agency scoping letter .
- 9.11.2023 - The Alaska Association for Historic Preservation (AAHP) replied stating, "We do not find anything that we feel warrants comment."

Attachments

- 19-Agency Scoping Letter Replies CE CFHWY00783.pdf CFHWY00783.pdf

IV. Permits and Authorizations

A. Permits and Authorizations**Yes No**

- | | | |
|---|-------------------------------------|-------------------------------------|
| 1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit | ☐ | ☒ |
| 2. Coast Guard, Section 9 | ☐ | ☒ |
| 3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841) | ☐ | ☒ |
| 4. Flood Hazard | ☐ | ☒ |
| 5. ADEC Non-domestic Wastewater Plan Approval | ☐ | ☒ |
| 6. Requires 401 Cert | ☐ | ☒ |
| 7. ADEC APDES | ☒ | ☐ |
| 8. Eagle Permit | ☐ | ☒ |
| 9. Incidental Take Authorization | ☐ | ☒ |
| 10. Local (Borough or City) permit (e.g., noise) | ☐ | ☒ |
| 10. Other Permits | ☐ | ☒ |

Summary

The permits needed for this project are noted above.

V. Environmental Commitments**A. Environmental Commitments and Mitigation Measures [23 CFR 771.109(b)]****Yes No**

- | | | |
|---|--------------------------|-------------------------------------|
| 1. Are there project-specific environmental commitments for this project? | ☐ | ☒ |
|---|--------------------------|-------------------------------------|

Summary

Summarize changes to environmental commitments and mitigation measures from original environmental document.

DOT&PF and their Contractor(s) shall:

There are no project-specific environmental commitments for this project.

VI. Environmental Documentation Approval

A. Environmental Documentation Approval**Yes No**

- | | | |
|---|--------------------------|-------------------------------------|
| 1. Do any unusual circumstances exist, as described in 23 CFR 771.117(b)? | ☐ | ☒ |
| 2. Does the project meet the criteria of one of the following DOT&PF Programmatic Approvals authorized in the Nov. 13, 2017 "Chief Engineer Directive - Programmatic Categorical Exclusions"? | ☐ | ☒ |

Summary

The project class of action is an "unlisted CE". As a result, the project is not eligible for any programmatic approvals.

VII. (e) Constraints**A. 23 CFR 771.117(e) Constraints****Yes No**

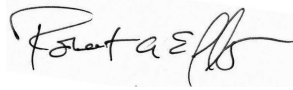
Does the project involve any of the following? Supporting information for responses must be provided in the impact discussions for each of the applicable impact categories. *If YES is selected for any item, the project cannot be approved under 23 CFR 771.117(c)(26-28).*

- | | | |
|--|--------------------------|--------------------------|
| 1. An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements. | ☐ | ☐ |
| 2. An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. | ☐ | ☐ |
| 3. A finding of "adverse effect" to historic properties under the National Historic Preservation Act. | ☐ | ☐ |
| 4. The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 [Section 4(f)] except for actions resulting in de minimis impacts. | ☐ | ☐ |
| 5. A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act. | ☐ | ☐ |
| 6. Construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions. | ☐ | ☐ |
| 7. Changes in access control. | ☐ | ☐ |
| 8. A floodplain encroachment other than functionally dependent uses (e.g. bridges, wetlands) or actions that facilitate open space use (e.g. recreational trails, bicycle and pedestrian paths). | ☐ | ☐ |
| 9. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers. | ☐ | ☐ |

Summary

Environmental Documentation Approval Signatures

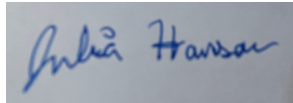
Prepared by:



Date: 8/20/2024

Robert Effinger
Environmental Team Leader

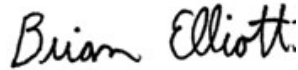
Reviewed by:



Date: 8/20/2024

Julia Hanson
HYD Project Manager

Approved by:



Date: 8/21/2024

Brian Elliott
Central Region Environmental Manager

Recommended by:



Date: 8/21/2024

Matthew Dietrick
NEPA Manager