

APPENDIX F

Approved Environmental Document

MEMORANDUM

State of Alaska

Department of Transportation and Public Facilities
Central Region Design and Engineering Services
Preliminary Design and Environmental

To: Matt Dietrick
NEPA Program Manager

Date: 3/26/2020

From: Brian Elliott
Regional Environmental Manager

Project Name: Dowling Road Seward
Highway Interchange
Reconstruction

Subject: Programmatic Categorical
Exclusion (PCE)

Project No: CFHWY00359/TBD

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327.

The project meets the criteria for classification as a categorical exclusion (CE) per 23 CFR 771.117(d)(13) and meets the conditions outlined in the November 13, 2017, Programmatic Categorical Approval 2.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by 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.

Enclosures: PCE Documentation

cc: Kevin Jackson, P.E., Project Manager, Highway Design (w/ attachment)
Drew von Lindern, Environmental Impact Analyst, PD&E (w/o attachment)

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: Dowling Road Seward Highway Interchange Reconstruction
- B. Federal Project Number: TBD
- C. State Project Number: CFHWY00359
- D. Primary/Ancillary Project Connections:

The proposed work was initially included under the below parent project, before being separated and advanced as an independent project:

Z536260000 Seward Highway Reconstruction Phase II: Diamond Blvd to Dowling Rd

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

F. List of Attachments:

- Figure 1: Location and Vicinity Map
- Figure 2: Preferred Alternative
- Figure 3: Wetland Locations
- Appendix A: Section 106 Documentation
- Appendix B: Wetland Documentation
- Appendix C: Section 4(f) Consultation
- Appendix D: Public and Agency Scoping Documentation

G. Project Scope (Use STIP Project Description)

STIP Need ID 29730: Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow.

H. Project Purpose and Need:

The purpose of the proposed project is to complete the Seward Highway expansion from a 4 lane divided facility to a 6 lane divided facility as well as improve the safety and connectivity, and increase capacity at the roundabout interchange on Dowling Road. Previous projects reconstructed the Seward Highway to the north and south of the existing bridge. Currently, the Seward Highway has to narrow down to match the existing bridge. Additionally, the existing roundabout terminals on Dowling Road were constructed using a smaller than optimal diameter due to ROW constraints. One of the previous Seward Highway projects purchased ROW adjacent to the interchange on the north side recognizing that additional property was needed to construct an improved interchange. The project will also extend the service life and reduce maintenance costs of the facility. Peak-hour congestion is expected to worsen, as steady and planned growth in the area has resulted in increased travel demands by the public.

I. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327 and is proposing to reconstruct the Dowling Road/Seward Highway interchange in Anchorage, Alaska (Figures 1-2).

The proposed project would include the following:

- Reconstructing the existing Seward Highway bridge to facilitate the full width of the adjacent highway and center median
- Reconstructing the existing Dowling Road roundabouts and frontage roads
- Minor horizontal and vertical realignments
- Pedestrian and bicycle facility improvements
- Upgrading curb ramps to comply with Americans with Disabilities Act (ADA) standards
- Replacing or improving signage, striping, and lighting
- Drainage improvements
- Vegetation clearing
- Utility relocations

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

	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Additional right-of-way required. If no, skip to 2.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Permanent easements required.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of parcels: <u>9</u>			
b. Full or partial property acquisition required.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated number of full parcels: <u>0</u>			
Estimated number of partial parcels: <u>3</u>			
c. Property transfer from state or federal agency required. <i>If yes, list agency in No. 4 below.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Number of business relocations: <u>0</u>			
ii. Number of residential relocations: <u>0</u>			
e. Last-resort housing required.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 <u>E.O. 12898</u> (FHWA Order 6640.23A, June 2012)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The project will involve use of ANILCA land that requires an <u>ANILCA Title XI</u> approval.		<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

A majority of the right-of-way (ROW) required for the proposed project was documented and acquired under the Seward Highway Reconstruction Phase II: Dimond to Dowling parent project. The proposed project would additionally require the partial acquisition of three parcels that are necessary to accommodate the reconstructed interchange. No full parcel acquisitions, business relocations, or residential relocations would be required. Parcels for acquisition were identified on the north side of the interchange and are considered "sliver takes". Additionally, the proposed project will require permanent easements at nine locations for utilities, drainage, ROW, and public use purposes.

Review of the U.S. Environmental Protection Agency Environmental Justice Screening and Mapping Tool on January 15, 2020 indicated the project area is relatively varied in regard to minority, low income, and other disadvantaged populations and none would be affected disproportionately. No ANILCA land use is necessary and no adverse ROW impacts are expected as a result of the proposed project.

TCEs and TCPs may be required during construction. These impacts are discussed further in Section II, Part P.

B. Social and Cultural Impacts

- 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, non-drivers, 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:

<u>YES</u>	<u>NO</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project proposes to acquire a sliver ROW parcel from the ballfield and slightly relocate the fencing at Polaris K-12 School, located at the southeast quadrant of the intersection. However, any changes to school boundaries is anticipated to be negligible and no significant or adverse impacts are expected. It is also anticipated that some business driveway relocations would be required; however, access to adjacent properties would not be affected and existing vehicular and pedestrian travel patterns would be maintained. The proposed project is expected to have a beneficial impact for both motorized and non-motorized users of the area, as it would improve the safety, accessibility, and transportation efficiency of the facility. No adverse impacts to neighborhoods, community cohesion, or disadvantaged social groups are expected as a result of the proposed project. Short-term traffic delays, detours, and lane closures during construction may have a temporary effect on travel patterns and accessibility. These impacts are discussed further in Section II, Part P.

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. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The project will adversely affect established businesses or business districts. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Summarize the economic impacts, if any: | | |

No adverse or long-term economic impacts are expected as a result of the proposed project. The proposed project area is generally zoned as light industrial and is bounded by a variety of commercial properties, automotive services, vacant land, and a public school located at the southeast quadrant of the intersection. In addition, several of the properties directly adjacent the intersection have already been acquired by DOT&PF, as described in Section II, Part A. It is anticipated that some business driveway relocations would be required; however, no adverse impacts to businesses or business districts are expected. Existing travel patterns would be maintained and no business access would be completely removed. Short-term traffic delays, detours, and lane closures during construction may have a temporary effect on area businesses. These impacts are discussed further in Section II, Part 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 <u>Anchorage 2020 Comprehensive Land Use Plan (Feb. 2001); Anchorage 2040 Land Use Plan (Sept. 2017)</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Project is consistent with transportation plan(s).
Identify the transportation plan(s) and date. <u>Anchorage Bowl 2025 Long-Range Transportation Plan with 2027 Revisions (LRTP, Apr. 2007); AMATS 2015-2018 Transportation Improvement Program (TIP, Aug. 2014); Interim 2035 Metropolitan Transportation Plan (Nov. 2015); Alaska Statewide LRTP Let's Keep Moving 2036: Policy Plan (Dec. 2016)</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | |
|--|----------------------------|-------------------------------------|
| 3. Project would induce adverse indirect and cumulative effects on land use or transportation. <i>If yes, attach analysis.</i> | <input type="checkbox"/> * | <input checked="" type="checkbox"/> |
|--|----------------------------|-------------------------------------|

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

The proposed project was found to be consistent with the above land use and transportation plans when reviewed on January 15, 2020, as detailed below. Existing land use would not change and future land use and development opportunities would not be adversely impacted. No adverse impacts to land use or transportation systems are expected as a result of the proposed project.

Anchorage 2020 Comprehensive Land Use Plan (LUP)

The proposed project is consistent with multiple goals within the Anchorage 2020 Comprehensive LUP:

- A balanced supply of commercial, industrial, institutional, and transportation land uses which is compatible with adjacent land uses and has good access to transportation networks
- A transportation system, based on land use, that moves people and goods safely, conveniently, and economically, with minimal adverse impact of the community
- A forward looking approach to community growth and redevelopment

Anchorage 2040 LUP

This LUP supplements the Municipality of Anchorage (MOA) 2020 Comprehensive LUP and includes multiple goals, policies, strategies, and actions aimed at managing growth within the Anchorage Bowl. The proposed project is consistent with the following goals in the 2040 LUP:

- Coordinated and targeted infrastructure investments catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life
- Anchorage coordinates transportation and land use to provide safe, efficient, and affordable travel choices

Anchorage Bowl 2025 LRTP with 2027 Revisions

The proposed project is consistent with multiple goals and objectives within the Anchorage LRTP, including:

- Safety and Health:
 - Improve the safety and security of people on all modes and in all areas
 - Reduce vehicular and pedestrian crashes
 - Decrease emergency response time
 - Minimize conflicts between freight and passenger/pedestrian travel
- Build, Operate, and Maintain Quality, Affordable, and Attractive Improvements:
 - Optimize the travel choices within the transportation system to maximize the associated benefits for all users while minimizing the costs to taxpayers
- Economic Vitality:
 - Optimize the transportation system to meet the needs of the [...] business communities

AMATS 2015-2018 TIP

As the AMATS TIP for Federal Fiscal Years (FFY) 2019-2022 is still under development, the previous TIP was reviewed to determine consistency. The parent project was included in the 2015-2018 AMATS TIP, with funding beyond FFY 2018 expected.

Interim 2035 Metropolitan Transportation Plan

The proposed project is consistent with the following goals and objectives detailed in the Interim Metropolitan Transportation Plan:

- Ensure development of a balanced transportation network for people, goods, and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides a variety of transportation choices, and supports planned land use patterns
- Provide a transportation system that moves people and goods safely and securely throughout the community
- Maintain and rehabilitate the existing transportation system to minimize deterioration and the need for major reconstruction projects
- Promote the development of an effective roadway network through improvements in intersection and efficient roadway capacity

Alaska Statewide LRTP Let's Keep Moving 2036: Policy Plan

The proposed project is consistent with the following goals and objectives

detailed in the Statewide LRTP:

- Make the existing transportation system better and safer through transportation system improvements that support productivity, improve reliability, and reduce safety risks to improve performance of the system
- Manage the Alaska Transportation System to meet infrastructure condition performance targets and acceptable levels of service for all modes of transportation
- Improve transportation system safety and security

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.*
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.* *
3. Date Consultation/Initiation Letters sent October 10, 2019 *Attach copies to this form.*
 - a. List consulting parties SHPO, MOA, Native Village of Eklutna, Eklutna, Inc., Cook Inlet Region Inc. (CIRI)
 - b. If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* N/A
4. Date "Finding of Effect" Letters sent January 7, 2020 *Attach copies to this form*
 - a. State "Finding of Effect" No Historic Properties Affected
 - b. State any changes to consulting parties None
5. List responding consulting parties, comment date, and summarize:
SHPO responded to initiation letter on October 31, 2019 stating no objection
6. Are there any unresolved issues with consulting parties? *
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" February 5, 2020 *Attach copy to this form.*
8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?
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.*

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.*

The direct Area of Potential Effect (APE) for the proposed project consists of the direct footprint of ground disturbing activities, including Dowling Road from approximately 1400 feet east and west of the Seward Highway, and the Seward Highway from International Airport Road to 66th Avenue. The indirect APE includes the first row of structures adjacent to the direct APE which could experience noise, dust, vibration, visual or other indirect effects lasting beyond the construction of the project.

No eligible properties are present within either the direct or indirect APEs, therefore the proposed project was found to have no effect on historic properties. SHPO concurred with the finding of no effect on February 5, 2020.

Refer to Appendix A for Section 106 consultation documentation.

F. Wetland Impacts

- | | YES | NO |
|---|-------------------------------------|-------------------------------------|
| 1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). <i>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.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Are the wetlands delineated in accordance with the " <u>Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007</u> "? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Estimated area of wetland involvement (acres): <u>0.3</u> | | |
| 4. Estimated fill quantities (cubic yards): <u>220</u> | | |
| 5. Estimated dredge quantities (cubic yards): <u>200</u> | | |
| 6. Is a USACE authorization anticipated?
<i>If yes, identify type:</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| NWP <input checked="" type="checkbox"/> Individual <input type="checkbox"/> General Permit <input type="checkbox"/> Other <input type="checkbox"/> | | |
| 7. Wetlands Finding <i>Attach the following supporting documentation as appropriate:</i> | | |
| <input type="checkbox"/> <i>Avoidance and Minimization Checklist, and Mitigation Statement</i> | | |
| <input checked="" type="checkbox"/> <i>Wetlands Delineation.</i> | | |
| <input type="checkbox"/> <i>Jurisdictional Determination.</i> | | |
| <input type="checkbox"/> <i>Copies of public and resource agency letters received in response to the request for comments.</i> | | |
| a. Are there practicable alternatives to the proposed construction in wetlands?
<i>If yes, the project cannot be approved as proposed.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include all practicable measures to minimize harm to wetlands?
<i>If no, the project cannot be approved as proposed.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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. <i>If no, the project cannot be approved as proposed.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. Summarize the wetlands impacts and mitigation, if any. <i>Include any commitments or mitigative measures in Section V.</i> | | |

Reviews of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) and MOA Wetlands Mappers on July 10, 2019 identified two

wetland areas located north of the interchange, on either side of the Seward Highway (Figure 3). A wetland delineation for the parent project was completed in 2002, with reevaluation addendums completed in 2013 and 2015. A reevaluation of the previous wetland analysis results within the proposed project area was completed on July 19, 2019 and verified 0.55 acre of jurisdictional wetlands within the project study area. Wetland types identified included palustrine emergent (PEM) and palustrine scrub-shrub (PSS). Refer to Appendix B for wetland delineation and reevaluation reports.

Impacts to wetlands would include vegetation clearing and the permanent placement of embankment fill material to facilitate the interchange reconstruction. The proposed project is being designed to avoid wetlands to the greatest extent practicable while still meeting the project purpose and need. However, total avoidance of impacts to wetlands is not feasible because multiple wetlands are present adjacent the existing alignments of Dowling Road and the Seward Highway. The project proposes to excavate approximately 200 cubic yards (CY) of native material and permanently place approximately 220 CY of embankment fill material within 0.3 acre of wetlands.

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 N/A MHW N/A HTL N/A

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

No waterbodies beyond the wetlands discussed in Section II, Part F are located within or adjacent to the proposed project area. As such, no impacts to waterbodies are expected to result.

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: Alaska Dept. of Fish and Game (ADF&G) Catalog of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fishes; reviewed January 15, 2020
 - 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: National Marine Fisheries Service (NMFS) Essential Fish Habitat (EFH) Mapper; reviewed January 15, 2020
 - 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:
 - a. Project is in area of high wildlife/vehicle accidents.
 - b. Project would bisect migration corridors.
 - c. Project would segment habitat.

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 Bald Eagle Nest Atlas; reviewed January 15, 2020
 - b. Project visible from an eagle nesting tree? *
 - c. Project within 330 feet of an eagle nesting tree? *
 - d. 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? *

5. Is the project consistent with the Migratory Bird Treaty Act?

6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in Section V.*

Anadromous, Resident, and Essential Fish Habitat

No anadromous or resident fish streams or EFH are located within or adjacent to

the proposed project area.

Wildlife Resources

Review of the DOT&PF Central Region Moose-Vehicle Collisions Priority List (2006-2010), conducted January 15, 2020, indicates the proposed project area is not located in an area of high wildlife/vehicle accident occurrence. Collisions with wildlife are not expected to increase as the proposed project will not alter travel patterns, roadway capacity, or configuration. The proposed project would not further bisect migration corridors or segment habitat beyond the existing conditions. Adverse impacts to wildlife or wildlife habitat are not expected to occur as a result of the proposed project.

Bald and Golden Eagle Protection Act

Review of the USFWS Bald Eagle Nest Atlas on January 15, 2020, indicated no documented active eagle nests are present within or adjacent to the proposed project area. The proposed project is not expected to result in adverse impacts to eagles or eagle habitat as the area is located in an urban area with little to no eagle habitat present. Prior to construction, a survey may be conducted to determine the presence of active nests, and if found, USFWS would be contacted for guidance on how to proceed. Refer to Section V for additional protocol if active nests are located.

Migratory Birds

Migratory bird species may pass through the proposed project area and could be affected by vegetation clearing activities. However, vegetation clearing would be minimal and would follow, to the maximum extent possible, the USFWS *Recommended Time Periods for Avoiding Vegetation Clearing in Alaska in Order to Protect Migratory Birds* advisory. If clearing during this time period is necessary the DOT&PF will consult with the USFWS for guidance on how to proceed.

I. Threatened and Endangered Species (T&E)

YES NO

1. Database name(s) and date(s) queried: ADF&G Special Status Species Website (January 16, 2020); USFWS IPaC Mapper (January 16, 2020); USFWS Critical Habitat Portal (January 16, 2020)
2. Listed threatened or endangered species present in the project area.
3. Threatened or endangered species migrate through the project area.
4. Designated critical habitat in the project area.
5. Proposed or Candidate species present in project area.
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.
 - 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.*
 - 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.*

- | | |
|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |

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.*

In November 2012, USFWS issued a statement outlining a modification to their procedure for responding to Section 7 consultation requests for proposed activities occurring in the Anchorage and/or Matanuska-Susitna area (AMS). Currently, there are no federally listed or proposed species or designated or proposed critical habitat under USFWS jurisdiction that occur in the AMS area. Because no listed species under USFWS jurisdiction occur in the AMS area, it is reasonable to conclude that proposed projects confined to AMS will have no effect on T&E species or critical habitat.

J. Invasive Species

YES NO

1. Database name(s) and date(s) queried: ADF&G Invasive Species Website (January 15, 2020); Alaska Exotic Plants Information Clearinghouse (AKEPIC) Mapper (January 15, 2020)
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.*

Several invasive plant species were identified in the vicinity of the proposed project. To minimize the risk of introducing invasive species and to comply with Executive Order 13112, ground disturbing activities will be kept to a minimum and erosion and sediment control materials would be made from weed-free materials. Disturbed areas will be revegetated in accordance with the DNR revegetation manual. The proposed project will not have any adverse invasive species impacts.

K. Contaminated Sites

YES NO

1. Database name(s) and date(s) queried: Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Mapper (November 20, 2018, January 16, 2020)
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 IV.*

One active contaminated site is located adjacent to the project area (Table 1).

Table 1 – Contaminated Site Information

Activity Status	Site Name	Issue	Location	Hazard ID/ File No.
Active	Laidlaw Transit Inc.	Petroleum contamination from aboveground storage tank	1135 Dowling Road	1209 2100.38.207

Consultation with the ADEC Contaminated Sites (CS) Program indicated the proposed project would be unlikely to encounter contamination from the identified site and impacts from hazardous waste are not expected. The area is located outside of proposed limits of disturbance and DOT&PF will not require any acquisitions from the contaminated parcel.

Refer to Appendix D for hazardous waste consultation documentation.

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). <i>If yes, indicate CO <input checked="" type="checkbox"/> or PM-10 <input type="checkbox"/> or PM-2.5 <input type="checkbox"/>, and complete the remainder of this section. If no, skip to Section M.</i> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. The project is exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). <i>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.</i> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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: <u>January 30, 2019</u> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? <i>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).</i> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. A CO project-level analysis was completed meeting the requirements of <u>Section 93.123</u> of the conformity rule. The results satisfy the requirements of <u>Section 93.116(a)</u> for all areas or <u>93.116(b)</u> for nonattainment areas. <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of <u>Section 93.123</u> of the conformity rule. The results satisfy the requirements of <u>Section 93.116</u> . <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 7. A PM-10 project-level air quality analysis was completed meeting the requirements of <u>Section 93.123</u> of the conformity rule. The results satisfy the requirements of <u>Section 93.116</u> . <i>Attach a copy of the analysis.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> * | <input type="checkbox"/> |
| 8. Summarize air quality impacts, mitigation, and agency coordination, if any. <i>Include any commitments or mitigative measures in <u>Section V</u>.</i> | | | |

A review of the U.S. Environmental Protection Agency list of Nonattainment and Maintenance Areas on (January 15, 2020), indicated the proposed project is located within a maintenance area for carbon monoxide. However, the proposed project is exempt from the requirement to conduct an air quality analysis per 40 CFR 93.126. The proposed project is not expected to permanently adversely impact air quality from current conditions.

Potential temporary air quality impacts from construction activities are discussed in Section II, Part P.

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 FIRM Map Panel 0200050761D, effective 9/25/2009

*

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.*

Review of the MOA Floodplain Mapper and the FEMA FIRM Map Panel identified above on January 15, 2020 determined no floodplains or regulatory floodways are located within the proposed project area. As such, no impacts to floodplains will occur as a result of the proposed project.

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:

The proposed project does not involve any of the actions listed in N.1 that would require a traffic noise analysis. No noise impacts will occur as result of the proposed project because the general alignment and lane configurations are not changing. Construction noise impacts are discussed in Section II, Part P.

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:

Campbell Creek, Fecal Coliform Bacteria

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

33 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?

a. If yes, list APDES permit number and type: MS4 Permit No. AKS052558

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.

Stormwater in the proposed project area is generally captured by a curb and gutter storm drain system that discharges to the closest receiving water body authorized by the joint MOA/DOT&PF MS4 permit: Campbell Creek.

According to the ADEC Alaska Water Bodies Interactive Map (January 17, 2020), Campbell Creek is listed as impaired from elevated levels of fecal coliform bacteria from urban runoff and has an established Total Maximum Daily Load (TMDL). Exceedances of fecal coliform TMDLs due to the proposed project are not likely as storm water runoff from road surfaces doesn't generally contain fecal coliform bacteria. The proposed project would not substantially increase the amount of impervious surface area or alter drainage patterns and no permanent water quality impacts are expected.

Water quality impacts during construction are discussed in Section II, Part P.

P. Construction Impacts

N/A YES NO

- | | | | |
|----|---|-------------------------------------|-------------------------------------|
| 1. | There will be temporary degradation of water quality. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. | There will be a temporary stream diversion. | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. | There will be temporary degradation of air quality. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. | There will be temporary delays and detours of traffic. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. | There will be temporary impacts on businesses. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. | There will be temporary noise impacts. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. | There will be other construction impacts (e.g. TCEs/TCPs, utility relocations, staging areas, etc.). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8. | Summarize construction impacts and mitigation for each 'yes' above. <i>Include any commitments or mitigative measures in Section V.</i> | | |

Water Quality

Water quality degradation during construction may result from sedimentation of storm water run-off. This impact is anticipated to be mitigated through the use of appropriate BMP's and by implementation of a Storm Water Pollution Prevention Plan in accordance with the APDES CGP.

Air Quality

Air quality degradation during construction may result from equipment exhaust and disturbed soil particles that become airborne. These impacts can be mitigated through use of BMP's such as watering to minimize dust and routine equipment maintenance.

Traffic Impacts

Two main closures are anticipated during construction: the Seward Highway will be closed during the removal and reconstruction of the bridge, and Dowling Road will be closed in the vicinity of the proposed project area during reconstruction of the roundabouts. Traffic impacts would likely include delays or detours for travelers. Other roads in the vicinity of the project may experience increased traffic volume as travelers try to avoid the construction area. These impacts can be mitigated by informing the public of closures and delays in advance through newspaper ads, signage, and other community outreach.

Business Impacts

Impacts to businesses may result from temporary closures, traffic delays, detours, or avoidance of the area by travelers during construction. This may result in reduced business transactions, but the impacts would be temporary and efforts would be made to maintain reasonable access to all adjacent businesses, where possible. Advanced public notice of construction activities would be published to reduce construction impacts on local business, residents, and road

travelers. A traffic control plan will be developed to reduce traffic delays during construction.

Noise Impacts

Noise impacts during construction may result from equipment operation, power tools or construction personnel. These impacts can be mitigated by maintaining equipment noise control devices and, when possible, conducting all construction activities during daytime hours.

Other Impacts

During construction it may be necessary to obtain temporary construction easements (TCEs) and temporary construction permits (TCPs). The TCEs and TCPs may affect the property owner during construction through general construction disturbance, but access will be maintained and all property will be returned to original condition.

Q. Section 4(f)/6(f)	<u>YES</u>	<u>NO</u>
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? <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 <u>23 CFR 774.13</u> 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 type="checkbox"/> *	<input checked="" 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 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 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 type="checkbox"/>
2. Section 6(f) (36 CFR 59)		
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"/>

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

Reviews of the following resources on December 2, 2019 indicated there are no respectively managed Section 4(f) properties within or adjacent to the proposed project: National Park Service website, Alaska Department of Natural Resources (ADNR) Division of Parks and Outdoor Recreation (DPOR) website; ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries; USFWS National Wildlife Refuge website; the Bureau of Land Management website; and the Municipality of Anchorage Parks and Recreation website. A search of the Anchorage School District website on December 2, 2019 indicated that one Section 4(f)-protected property, the playground of Polaris K-12 School, is located adjacent the proposed project at the southeast quadrant of the interchange.

A review of the National Park Service LWCFRA online listing of grants on December 2, 2019 indicated that there are no properties within or adjacent to the proposed project that received LWCFRA funds. The proposed project would not affect or result in a use or a conversion of use for resources protected by Section 6(f).

On December 12, 2019, the DOT&PF Statewide NEPA Program Manager determined the proposed project will not use the Polaris K-12 School playground and the requirements of Section 4(f) do not apply.

Refer to Appendix C for Section 4(f) consultation documentation.

III. Permits and Authorizations	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Coast Guard, Section 9		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ADF&G Fish Habitat Permit (<u>Title 16.05.871</u> and <u>Title 16.05.841</u>)		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Flood Hazard		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. ADEC Non-domestic Wastewater Plan Approval		<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ADEC 401		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. ADEC APDES		<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
IV. Comments and Coordination	<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>June 27, 2018; August 1, 2019</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>Anchorage Daily News (ADN); January 16, 2019</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Alaska Online Public Notice date: <u>January 15, 2019</u>			
5. Agency scoping letters. Date sent: <u>November 21, 2018, January 22, 2020</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: N/A

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.*

Notices of Intent to Begin Engineering and Environmental Studies for the proposed project were published on the DOT&PF online public notice website on January 15, 2019 and in the ADN on January 16, 2019. Additionally, DOT&PF contracted Brooks and Associates to implement the public involvement strategy, and Appendix D – Table 1 details the public involvement activities undertaken to date. Several comments were received during the public involvement process and are summarized in Appendix D – Table 2. Most comments concerned common issues, including:

- Overall project need and design
- Bicycle and pedestrian facility concerns
- Business access concerns
- Interchange and roundabout alternatives
- Right-of-way concerns
- Safety concerns

Public involvement for the proposed project is an ongoing process and will continue beyond final design through the construction phase. Comments received during the public involvement process were individually considered and addressed, and will be incorporated to the extent practicable given the project scope.

Agency coordination included scoping letters submitted on November 21, 2018 and January 22, 2020, with two response from ADEC Contaminated Sites Program stating the project is unlikely to be impacted by contaminated soils.

Refer to Appendix D for descriptions of public involvement activities, agency scoping materials, and copies of all comments received and associated responses.

V. Environmental Commitments and Mitigation Measures

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

1. If cultural, archaeological, or historic sites are discovered during project construction, all work that may impact these resources would stop until DOT&PF consults with the State Historic Preservation Officer to determine the appropriate corrective action.
2. If contamination or hazardous materials are encountered during construction, all work in the vicinity of the contamination will stop and ADEC would be consulted to determine the appropriate corrective action.
3. If active bald or golden eagle nests are found within the project area, a primary zone of a minimum 330 feet will be maintained as an undisturbed habitat buffer around nesting eagles. If topography or vegetation does not provide an adequate screen or separation, the buffer will be extended to 0.25 mile, or a sufficient distance to screen the nest from human activities. Within the secondary zone (between 330 and 660 feet), no obtrusive facilities or major habitat modifications shall occur. If nesting occurs in sparse stands of trees, treeless areas, or where activities would occur within line-of-sight of the nest, this buffer shall extend up to 0.5 miles. No blasting, logging, or other noisy, disturbing activities within the primary or secondary zones should occur during the nesting period (Feb 1 – August 31). Prior to construction, a survey may be conducted to determine the presence of active nests, and if found, USFWS would be contacted for guidance on how to proceed.
4. Clearing and grubbing is not permitted within the migratory bird window of May 1 to July 15th, except as permitted by federal, state, and local laws and approved by the Project Engineer.
5. The contractor will be responsible for obtaining all necessary permits and clearances for material and disposal sites and borrow or equipment storage areas, including compliance with the APDES CGP

for storm water discharge, unless DOT&PF has obtained the necessary permits.

6. All construction equipment would be inspected and cleaned prior to enter and exiting the construction site to minimize spread of vegetative materials.

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.*

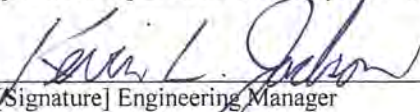
*

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

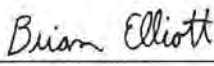
Prepared by:  Date: 3/26/2020
 [Signature] Environmental Impact Analyst

Drew von Lindern
 [Print Name] Environmental Impact Analyst

Reviewed by:  Date: 3/26/20
 [Signature] Engineering Manager

KEVIN L. JACKSON
 [Print Name] Engineering Manager

Programmatic CE

Approved by:  Date: 3/26/2020
 [Signature] Regional Environmental Manager

Brian Elliott
 [Print Name] Regional Environmental Manager

Non-Programmatic CE

Approval

Recommended by: _____ Date: _____

[Signature] Regional Environmental Manager

[Print Name] Regional Environmental Manager

Approved by:

Date: _____

[Signature] NEPA Program Manager

[Print Name] NEPA Program Manager

