



ENVIRONMENTAL RE-EVALUATION CHECKLIST

Project Name: **Illinois Street Reconstruction (63102)**
 Project Number (State/Federal): 63102/STP-F-M-0663(4)
 Date: **9/16/2009**

Document Type and Approval Date: EA and FONSI 7/6/2005
 Re-Evaluation Number: 1
 Date of Last Re-Evaluation: N/A

The purpose of this re-evaluation is to ensure the conclusions of the original environmental document or subsequent re-evaluation remain valid.

I. Proposed Action

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Have changes occurred in the project scope since approval of the original environmental document or subsequent environmental re-evaluation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Has there been a change in the project design parameters since the original environmental document or subsequent environmental document was approved? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3. Describe changes:

Two changes are proposed in the project from that described in the 2005 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) to accommodate traffic needs and to make the project compatible with a new planning effort completed by local units of government. Maps are attached showing the project location and vicinity (Figure 1), the July 2005 EA/FONSI proposal (Figures 2 and 3), and the current project with highlighted changes (Figure 4). The proposed project changes shown on Figure 4 are further described below.

On August 21, 2008 the Fairbanks North Star Borough (FNSB) Assembly adopted the "Vision Fairbanks Downtown Plan" ("Vision Fairbanks") as an element of the FNSB Regional Comprehensive Plan. "Vision Fairbanks" includes updates to the transportation plan for the downtown core area, one of which is the goal of converting Cushman and Barnette Streets to two-way in the future. The following project changes are proposed in part to make the Illinois Street Improvement project compatible with the "Vision Fairbanks" transportation plan

- *Barnette Street Widening - The Barnette Street Bridge would remain one-way southbound but the bridge deck would be widened from two lanes to three lanes to accommodate an extra turn lane on the bridge. At the same time the additional lane would accommodate potential future two-way traffic by providing a lane that could be converted to the northbound direction. The additional lane would be accomplished by widening the bridge deck and pier caps with no change in the pier footprint. See Figures 5 and 6.*
- *Barnette Street (7th Ave. – 1st Ave.) Deletion - The scope of the project would be reduced by deleting the segment of the project on Barnette Street between 1st Avenue and 7th Avenue, except for utility work between 1st and 2nd Avenue. See Figures 1 and 4. The details of the "Vision Fairbanks Downtown Plan" have yet to be worked out by the FNSB along this segment of Barnette Street. Removing this segment from the project until sufficient plan details are available would avoid project development that is incompatible with the future "Vision Fairbanks Downtown Plan". The 1st Ave. to 7th Ave. segment could be undertaken as a separate project in the future. A separate environmental document for the segment would be prepared at that time.*

II. Purpose and Need

N/A YES NO

4. Has there been a change in the project purpose and need from that described in the approved environmental document or subsequent environmental document?

5. Describe changes.

The purpose and need have not changed from that presented in the 2005 EA/FONSI. The purpose remains to improve pedestrian and motorist safety, appearance, and vehicle access to and from downtown. The need remains the same. The project is needed to improve the appearance of a focal area for community events and tourists, to provide adequate facilities for pedestrian use, and to address safety concerns related to confusing lane configurations, non-standard traffic patterns, and a high level of intersection accidents.

III. Environmental Consequences

N/A YES NO

Identify (yes or no) if there have been any changes in project impacts from those identified in the original environmental document or subsequent re-evaluations. For each "yes," describe the magnitude of the change and potential for significant impact.

1. Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e. new legislation, transportation infrastructure, or protected resources)?

2. Describe changes.

The Barnette Street Bridge would be widened to include an additional southbound lane. Since the time of the 2005 EA/FONSI an updated regional air quality analysis and site specific traffic analysis have been completed to determine if there would be any changes in project impacts to air quality as a result of the proposed changes. No changes in project-related air quality impacts were identified from those identified in the original environmental document. The conclusion from the June 2005 air quality analysis remains the same. No project-generated changes to air quality impacts are anticipated as a result of the project's proposed changes. See the Air Quality Conformity, Section L, for more details.

Since the 2005 EA/FONSI, the EPA in 2007 recommended new lower standards for acceptable levels of fine particulate matter (PM 2.5). On December 22, 2008 the Environmental Protection Agency (EPA) notified the State of Alaska that the City of Fairbanks does not meet the EPA's daily standards for PM 2.5. A small portion of the Fairbanks North Star Borough including the City of Fairbanks is expected to be formally designated a PM 2.5 non-attainment area in 2009 leading to PM 2.5 conformity requirements effective in 2010. As a result of updated regional and site specific analyses, no project-generated changes to PM 2.5 air quality impacts are anticipated as a result of the project's proposed changes. See the Air Quality Conformity, Section L, for more details.

Since the 2005 EA/FONSI approval, the Alaska Department of Transportation and Public Facilities has adopted its new 2009 Traffic Noise Abatement Guidance. The traffic noise conclusions presented in the 2005 EA/FONSI were re-evaluated considering the new 2009 guidance, current traffic volume predictions, and the addition of a lane on the Barnette Street Bridge. As a result, the conclusions of the 2005 EA/FONSI concerning traffic noise were determined to remain valid. See the Noise Impact, Section N, for more details.

A. Right-of-Way Impacts

N/A YES NO

1. Have the right-of-way requirements changed?

2. Have the project's effects on minorities or disadvantaged persons or those disproportionately affected changed? (E.O. 12898)

3. Describe changes.

Right-of-way requirements have not changed. The project's effects on minorities, disadvantaged persons, or disproportionately-affected persons have not changed.

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| B. <u>Social Impacts</u> | | | |
| 1. Would there be any changes in the neighborhoods or community cohesion for the various social groups as a result of the proposed action? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Are there any changes in travel patterns and accessibility (such as vehicular, commuter, bicycle, or pedestrian)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Are there any changes to the impacts on school districts, recreation areas, churches, businesses, police and fire protection, etc.? Include the direct impacts and the indirect impacts that may result from the displacement of households and businesses. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Are there any changes to the effects of the project on the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Describe changes. | | | |

A third southbound lane would be added to the proposed Barnette Street Bridge. With this change the project would continue to meet its objectives of improving pedestrian and motorist safety, appearance, and vehicle access to and from downtown.

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|--------------------------|-------------------------------------|
| C. <u>Economic Impacts</u> | | | |
| 1. Are there any changes in the economic impacts of the action on the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Are there any changes in the potential impacts of the proposed action on established businesses or business districts, or changes in any opportunities to minimize or reduce such impacts by the public and/or private sectors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Describe changes. | | | |

No changes in impacts to businesses or overall economic impact would occur as a result of the proposed changes.

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| D. <u>Local Land Use and Transportation Plan</u> | | | |
| 1. Have there been changes in the local land use or transportation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. If yes, is the project consistent with the changes to the local transportation land use plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Would project changes induce adverse secondary and cumulative effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Describe changes. | | | |

On August 21, 2008 the Fairbanks North Star Borough (FNSB) Assembly adopted the "Vision Fairbanks Downtown Plan" (Vision Fairbanks) as an element of the FNSB Regional Comprehensive Plan. "Vision Fairbanks" includes updates to the transportation plan for the downtown core area, one of which is the goal of converting Cushman and Barnette Streets to two-way traffic in the future.

The following proposed project changes would be made consistent with the "Vision Fairbanks" transportation plan.
 1) *The Barnette Street Bridge would be widened to include an additional southbound lane to accommodate an additional turn lane on the bridge. At the same time the additional lane would accommodate potential future two-way traffic by providing a lane that could be converted to the northbound direction.*

- 2) *The segment of the project on Barnette Street between 1st Avenue and 7th Avenue would be removed from the project. This change will avoid development in the downtown area that may be incompatible with the "Vision Fairbanks Downtown Plan" for which details are yet to be worked out.*

E. Cultural Resources Impacts

N/A YES NO

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Are there changes in the project's effect on cultural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Has there been a change in the status of National Register-listed eligible, or potentially eligible, sites in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Describe changes. | | | |

There are no changes to cultural resource impacts.

F. Wetlands Impacts

N/A YES NO

(If yes, resource coordination required)

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Are there changes in project scope or design that affect the wetland impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Acres (original/proposed): _____ | | | |
| 3. Fill quantities (original/proposed): _____ | | | |
| 4. Dredge quantities (original/proposed): _____ | | | |
| 5. Describe any changes from the original environmental document and subsequent environmental re-evaluations. | | | |

There are no changes in wetland impacts as a result of the project changes. The footprint of activities within waters remains the same.

G. Fish and Wildlife Impacts

N/A YES NO

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Are there changes in the effects on fish and wildlife resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Do project changes require consultation with NMFS per Essential Fish Habitat (EFH) regulations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Has there been a change in the effects on wildlife resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Does the project affect bald eagles or golden eagles? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Describe changes. | | | |

There are no changes to fish and wildlife resources or impacts.

H. Threatened and Endangered Species (T&E) Impacts

N/A YES NO

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Has there been a change in status of listed T&E species directly or indirectly affected by the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Describe changes. | | | |

There are no changes to threatened and endangered species impacts.

I. Water Body Involvement

N/A YES NO

- | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 1. Have there been any changes in the project's effects on water bodies? <i>If yes, complete 2-4 and describe in 5.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project affect a navigable water body (as listed by USCG)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Does the project affect navigable waters of the U.S. (as defined by the Corps)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Does the project affect a Catalogued Anadromous Fish Stream (41.14.870)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Describe changes. | | | |

There are no changes to project's effects on a water body involvement.

J. Alaska Coastal Management Program (ACMP)

N/A YES NO

- | | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| 1. Are there changes that affect the standards of the ACMP? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Are there changes to a local coastal management district that affect the consistency finding? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. If yes to #2, is the project consistent with local coastal management policies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Describe changes. | | | |

The project is not located within the coastal management area.

K. Hazardous Waste

N/A YES NO

- | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Have there been any changes in the status of known or potentially contaminated sites along the corridor? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. If buildings or residences are relocated, have they been evaluated for hazardous waste, such as asbestos? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Describe changes. | | | |

There are no changes in status regarding hazardous waste impacts.

L. Air Quality Conformity

N/A YES NO

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Does the project as proposed affect a nonattainment area, which will require a revised conformity determination? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Describe changes. | | | |

At the time of 2005 EA/FONSI approval, the project area was within an U.S. Environmental Protection Agency (EPA) designated air quality maintenance area for carbon monoxide (CO). This status remains the same.

To re-evaluate air quality status on a regional basis, the local unit of government was contacted to confirm that the project is part of the most recent transportation plans and has been determined to be in conformity with the State Implementation Plan (SIP) for air quality based on a regional emissions analysis. The Fairbanks Metropolitan Area Transportation System (FMATS) completed the most recent conformity analysis for their 2006-2008 Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) for the Fairbanks Metropolitan Planning Area. This project was included. The most recent analysis found the transportation plans to be in conformity with the State Implementation Plan (SIP) for air quality based on a regional emissions analysis.

Air quality status has also been re-evaluated on a project-specific basis. The project-specific conclusions from the June 2005 air quality analysis, as presented in the 2005 EA/FONSI, remain the same. The 2005 air analysis predicted maximum 1-hour and 8-hour CO concentrations at all project locations would remain below the National Ambient Air Quality Standards. The proposed project changes serve only to improve air quality results by means of improving traffic flow on Barnette Street. Both proposed changes, increasing the Barnette Street Bridge from two lanes to three lanes and eliminating the reduction of Barnette Street (1st Avenue – 7th Avenue) from three lanes to two lanes, serve to improve traffic flow thereby improving air quality.

The 2004 traffic analysis used to support the 2005 air quality analysis found that the future-year level-of-service (LOS) at the worse-case intersections was predicted to be at or above LOS C. The predicted level of service at these intersections is shown in the table below. Given that the proposed project changes serve to improve traffic flow, the LOS is predicted to remain at or above LOS C for the present project proposal.

Intersection	2025 LOS– 2004 Traffic Analysis
1 st Avenue & Cushman Street	C
1 st Avenue & Barnette Street	C
Cushman/Illinois/Barnette/Terminal	B

Since 2005 EA/FONSI approval, the EPA in 2007 recommended new lower standards for acceptable levels of fine particulate matter (PM 2.5). The Fairbanks area has intermittently exceeded the proposed standards. Primary sources of PM 2.5 include woodstoves, distillate oil, and industry. Mobile emissions from vehicles make up a lesser source (estimated 10-30%). On December 22, 2008 the Environmental Protection Agency (EPA) notified the State of Alaska that the City of Fairbanks does not meet the EPA's daily standards for PM 2.5. A small portion of the Fairbanks North Star Borough including the City of Fairbanks is expected to be formally designated a PM 2.5 non-attainment area in 2009 leading to PM 2.5 conformity requirements in 2010.

The results of the air quality re-evaluation for CO on both a regional and site specific basis are expected to be applicable for PM 2.5. No project-generated reduction in air quality as it relates to PM 2.5 is anticipated as a result of the project's proposed changes. The proposed project changes would serve to improve traffic flow on Barnette Street. At the three worse-case intersections the LOS is predicted to remain at or above Level C. While future traffic volumes are predicted to increase, the proposed project would improve traffic flow contributing to reduced vehicle idling and emissions. In addition, the introduction of mandated emission-reducing exhaust control technologies in future years would offset the projected increased number of emitting vehicles.

In September 2009 a re-evaluation of the 2005 project-level air quality analysis was sent out to the following air quality contacts to give opportunity for interagency comments: Cynthia Heil (Alaska Department of Environmental Conservation), Wayne Elson (Environmental Protection Agency), Glenn Miller (Fairbanks North Star Borough), Ned Conroy (Federal Transit Administration), and Mike Vanderhoof (Federal Highway Administration). The 2009 air quality analysis re-evaluation concluded that the 2005 air quality analysis remains valid and no new hot-spot analysis is needed. All of those contacted had either no comment or expressed agreement with this conclusion. A summary of the coordination efforts and individual comments received are attached to this document.

Based on the information described above, the project, with its proposed changes, conforms with the purpose of the current State Implementation Plan and the requirements of the Clean Air Act.

- | M. Floodplains Impacts | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|--------------------------|-------------------------------------|-------------------------------------|
| 1. Have there been changes in the project effects on a regulatory floodway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project remain consistent with local flood protection standards and E.O. 11988? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

M. <u>Floodplains Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
3. Have there been changes in the status of local flood hazard ordinances?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Describe changes.			

There are no changes to floodplain impacts.

N. <u>Noise Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Has there been a change in noise sensitive receivers/land uses adjacent to the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Has there been a substantial change in vertical or horizontal alignment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Has the number of through lanes or the project itself created a noise impact?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Has a noise analysis demonstrated potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Are there feasible and reasonable measures that can reduce impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Do changes in the project require a local noise permit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Describe changes.			

The traffic noise conclusions of the 2005 EA/FONSI were re-evaluated concerning issues that could potentially change those conclusions. These issues include a change in traffic volume predictions, the recent change in the AKDOT&PF traffic noise abatement guidance, and the widening of the Barnette Street Bridge. After analyzing these issues, the conclusions in the 2005 EA/FONSI regarding traffic noise were determined to remain valid for the reasons described below.

- 1) **Traffic Volumes:** *The traffic volume predictions used in the 2005 air analysis are still considered valid. Updated traffic volumes would need to double to result in a barely perceptible change (3dba) in predicted noise levels. Since current traffic projections are consistent with those used in 2005, no increase in traffic noise levels is predicted as a result of traffic volume changes.*

- 2) **New 2009 Traffic Noise Abatement Guidance:** *Since the 2005 EA/FONSI the Alaska Department of Transportation and Public Facilities has replaced the 1996 Noise Abatement Policy with the 2009 Traffic Noise Abatement Guidance. The changes between the two documents, however, have resulted in no change in the conclusions of the 2005 EA/FONSI related to traffic noise impacts or abatement.*
 - A) **Traffic Impacts** - *The current definition of a traffic noise impact is less restrictive under the 2009 guidance. The department now requires predicted traffic noise levels of to be within 1 decibel (rather than 2 decibels) of the Federal noise abatement criteria to satisfy the threshold for a noise impact. Alternatively, the Department now defines a noise impact to occur with a 15 dbA rather than a 10 dbA increase in predicted noise levels between the construction year and the design year. All receptors where no noise impacts were predicted to occur under the 1996 policy remain un-impacted receptors under the 2009 guidance. Likewise, despite the impact definition change, all project receptors where noise impacts were predicted to occur in the 2005 EA/FONSI continue to have predicted impacts after applying the 2009 guidance.*
 - B) **Traffic Noise Abatement** - *Three receptors were reported to have noise impacts in the 2005 EA/FONSI. Traffic noise abatement was considered in the 2005 traffic noise analysis but in each case did not meet the reasonableness and/or feasibility criteria. The abatement criteria applied in the 2005 traffic noise analysis remain valid and applicable currently under the 2009 guidance. The 2005 noise analysis addressed abatement measures such as modifying proposed roadway alignments, modifying speed limits, and restricting truck traffic. These abatement measures continue to be considered unviable for the following reasons. Modifying the proposed alignment would require considerable property acquisition due to high development density. Modifying speed limits would not meet the purpose to provide improved vehicular access. Restricting truck traffic would adversely impact the many industrial and commercial properties lining the corridor that require the use of*

commercial trucks. The 2005 noise analysis also addressed the use of noise abatement barriers at impacted residences. In each case, noise abatement continues to be unfeasible since noise barriers, to be continuous and effective, would result in other undesirable impacts such as blocking sidewalk, driveway, and/or parking access to the front of buildings and impeding visibility to adjacent businesses.

- 3) **Barnette Bridge Widening:** The Barnette Street Bridge would be widened from 2-lanes southbound to 3 lanes southbound. The 2005 EA/FONSI concluded that traffic noise levels with the proposed build alternative would decrease slightly in the vicinity of sensitive receptors compared to the no-build alternative because 50% of the future traffic would be diverted onto a new roadway (Barnette Street) farther west of noise sensitive receptors (M1, M2, and M3). This shift of traffic away from sensitive receptors would remain with the proposed project changes. The wider bridge with an additional traffic lane would slightly shift approximately 12% of the Barnette Street bridge traffic closer to receptors M1, M2, and M3. This 12-foot shift would be insignificant in terms of changing predicted noise levels at these receptors. Under the 2005 EA/FONSI proposal these receptor are located a total of 450, 300 and 150 feet, respectively, from the center of the Barnette Street near lane. The proposed traffic shift would need to reduce these distances by one- half (225, 150, and 75 feet) in order to result in a barely perceptible 3 dbA increase in predicted noise levels. The proposed 12-foot shift is of such little magnitude that no change in predicted traffic noise levels would result at receptors in the vicinity of the shift.

O. <u>Water Quality Impacts</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Does the project now involve a public or private drinking water source?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Would project changes affect the potential discharge of storm water into Waters of the U.S.?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project affect a designated impaired water body? (If yes, complete "a".) List names and locations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chena River in the project area is on the Section 303(d) list for turbidity, sediment, and petroleum products. Noyes Slough in the project area is on the Section 303(d) list for sediment, residues, and petroleum products			
4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit, or will runoff be mixed with discharges from an NPDES permitted industrial facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Describe changes.			
No changes in water quality impacts are expected. There is no change in the project's MS4 NPDES permit need.			

P. <u>Permits and Authorizations</u>	<u>N/A</u>	<u>YES</u>	<u>NO</u>
1. Are there any changes in the status of the following permits and authorizations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Corps, Section 404/10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Coast Guard, Section 9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Department of Natural Resources (DNR), Title 41	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Flood Hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. ADEC 401	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

P. Permits and Authorizations

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| f. ADEC Storm Water Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. DNR, ACMP | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Other. <i>If yes, list.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. Describe changes.

There are no changes in the status of the permits and authorizations required.

IV. Construction Impacts

Have the following potential construction effects changed:

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 1. Construction timing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Temporary degradation of water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Temporary stream diversion? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Temporary degradation of air quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Temporary delays and detours of traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Temporary impacts on businesses? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Other construction impacts, including noise? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Describe changes. | | | |

There are no changes in construction impacts.

V. Section 4(f)/6(f)

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Has there been a change in status of Section 4(f) properties affected by the proposed action? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Would the project “use” property from Section 4(f) properties? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Has there been a change in status in Section 6(f) properties affected by the proposed action? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFA? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If yes to any of the above, attach appropriate Section 4(f) and Section 6(f) documentation.

VI. Comments and Coordination Conducted for the Re-Evaluation

- | | <u>N/A</u> | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|--------------------------|
| 1. Has public/agency coordination occurred since the environmental document was approved or since the last re-evaluation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Describe comments and coordination efforts taken for this project since approval of the environmental document or re-evaluation. Discuss pertinent issues raised by the public and government agencies. Attach applicable correspondence and responses. | | | |

Monthly meetings were held with the Fairbanks Metropolitan Area Transportation System (FMATS). In their latest meeting on August 19, 2009 FMATS decided that both the Barnette and Cushman Street Bridge would remain one-way with this project and no roundabout at the Cushman/Barnette/Terminal/Doyon Intersection would be constructed with this project. Articles summarizing this decision are attached to this document.

The local unit of government was contacted to confirm that the project as part of the most recent transportation plans has been determined to be in conformity with the State Implementation Plan (SIP) for air quality based on a regional emissions analysis.

In September 2009 a re-evaluation of the 2005 project-level air quality analysis was sent out to give opportunity for interagency comments. All of those contacted had either no comment or expressed agreement with the conclusion that the 2005 air quality analysis remains valid and no new hot-spot analysis is needed. A summary of the coordination efforts and individual comments received are attached to this document.

A public hearing addressing proposed project changes was held on June 3, 2009. A summary of comments gathered at the hearing, a list of attendees, individual written comments, and DOT&PF response letters are attached to this document.

VII. Changes in Environmental Commitments or Mitigation Measures

N/A YES NO

1. Have there been any changes in the environmental commitments or mitigation?
2. Describe changes.

There are no changes in environmental commitments as a result of the project changes.

VIII. Environmental Re-Evaluation

N/A YES NO

1. The conclusions and commitments of the original environmental document approval or subsequent re-evaluation remain valid. *If no, go to #2.*
2. The changes in the project scope, environmental consequences, or public controversy require a new, supplemental environmental document or EIS. *No. 2 requires prior consultation with the FHWA area liaison and environmental specialist.*

Prepared by: *Robert G. Effling*
Environmental Analyst or Team Leader

Approved by: *[Signature]*
Regional Environmental Coordinator

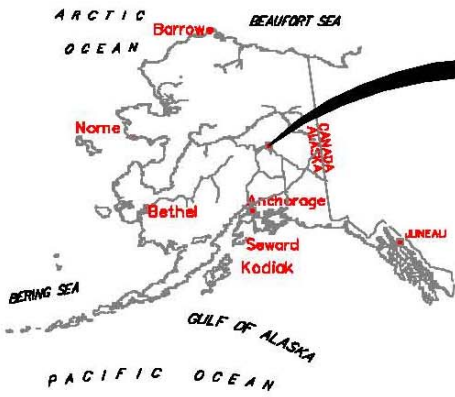
Approved by: *[Signature]*
FHWA Area Liaison

Date: *9/16/09*

Date: *9/16/09*

Date: *9.29.09*

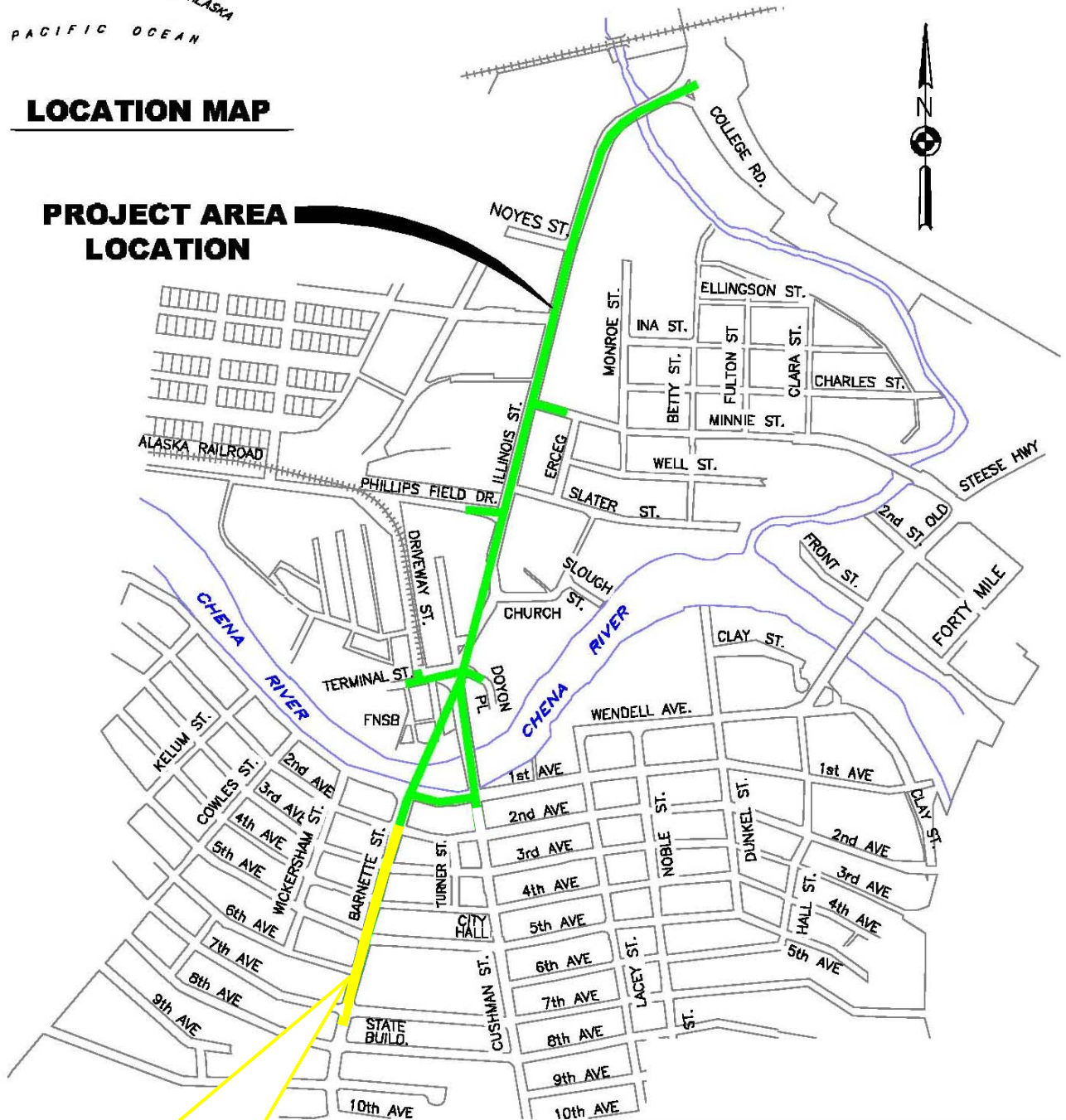
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FAIRBANKS

LOCATION MAP

PROJECT AREA LOCATION



REMOVED FROM PROJECT SCOPE
SINCE 2005 EA/FONSI

**ILLINOIS STREET RECONSTRUCTION PROJECT
VICINITY MAP**

AUGUST 2009

FIGURE 1