



State of Alaska
Department of Transportation & Public Facilities

CATEGORICAL EXCLUSION DOCUMENTATION FORM
(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023 and executed by FHWA and DOT&PF.

I. Project Information

A. Project Name: Hemmer Rd Extension and Upgrade, Palmer Wasilla Hwy to Bogard Rd (MSB)

B. State Project Number: CFHWY00885

C. Federal Project Number: 0001743

D. Primary/Ancillary Project Connections: N/A

E. COA Determination: Unlisted CE

F. Project Scope:

TIP or STIP: STIP

Need ID: 32721

Project Scope:

The Project will extend and upgrade approximately 0.50 miles of Hemmer Road (Rd) from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items.

G. Project Purpose And Need:

The purpose of the project is to extend and upgrade Hemmer Road to provide a new north-south road between the Palmer-Wasilla Highway and Bogard Road. There currently exists only one north-south connection constructed to collector road standards in the four mile stretch between the Glenn Highway and Trunk Road leading to congestion and a lack of north-south connectivity.

H. Project Description:

The project will reconstruct Hemmer Road from its intersection with Palmer-Wasilla Hwy north, and extend Hemmer Road north to Bogard Road. Project features include the construction of new two lane road. Also planned are a two-way-center-left-turn lane (if warranted), separated pathway for pedestrians and/or sidewalk, and a traffic signal at the intersection of Hemmer Road and Bogard Road. The road may currently be described as: paved road for the first quarter mile (from the Wasilla Highway), 0.13 miles of gravel road (about 325 feet of which currently function solely as a driveway for two homes), a gap of about 55 feet where no road exists, and paved road the remaining approximate 590 feet (East Folsom Drive) to its intersection with Bogard Road.

Additional improvements may include as needed:

- Paving
- Pathway and/or sidewalk
- Roadway lighting
- Roadway realignment
- Signalization
- Shoulders
- Signing and striping
- Pedestrian amenities
- Roadside hardware
- Brush clearing and grubbing
- Drainage features

Attachments

Environmental Consequences

Project Plans & Location Information

- Project Plans and Location Info CFHWY00885.pdf

Right-of-Way Impacts

- Lots Table.pdf CFHWY00885.pdf

Historic Properties and Cultural Impacts

- CFHWY00885 Hemmer Road Extension and Upgrade PWH to Bogard Road_ALL.pdf CFHWY00885.pdf
- CFHWY00885 Hemmer Road Extension_FONHPA_ALL.pdf CFHWY00885.pdf
- 2023-00191_FHWA_Hemmer-Bogard-Rd-Ext_SHPO-Re-Response RVH.pdf CFHWY00885.pdf
- CFHWY00885 Hemmer Road Extension PWH to Bogard_lighting_signed_3.18.24.pdf CFHWY00885.pdf
- CFHWY00885 L&V and Project Area.pdf CFHWY00885.pdf
- Hemmer Road SHPO Non-Concurrence and DOT&PF Response.pdf CFHWY00885.pdf

Water Quality Impacts

- DEC Drinking Water Comments - Consultation - CFHWY00885.pdf CFHWY00885.pdf

Noise Impacts (23 CFR 772)

- 230925 Hemmer Noise Report.pdf CFHWY00885.pdf

Comments and Coordination**Public Involvement**

- Frontiersman - Hemmer Road Extension and upgrade.pdf CFHWY00885.pdf
- NOI - CFHWY00885 OPN.pdf CFHWY00885.pdf
- 2023-12-15_00885 Handout for Transportation Fair.pdf CFHWY00885.pdf

Agency Involvement

- Agency Scoping re CFHWY00885 sent 2-18-22.pdf CFHWY00885.pdf
- CFHWY00885ScopingDistributionList 2.18.22.pdf CFHWY00885.pdf
- Comments Compiled CFHWY00885.pdf CFHWY00885.pdf

Environmental Commitments**Environmental Commitments and Mitigation Measures [23 CFR 771.109(b)]**

- dec-eh-dw-recommendations-for-general-project-activities-near-a-pws-source.pdf CFHWY00885.pdf
- DEC_PWS_Map.pdf CFHWY00885.pdf

II. Environmental Consequences

A. Land Use and Transportation Plans

Yes **No**

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

Matanuska-Susitna Borough Comprehensive Development Plan

<https://matsugov.us/docs/general/14173/borough-wide-comprehensive-plan.pdf>

12/26/2023

Matanuska-Susitna Borough Core Area Comprehensive Plan 2007 Update

<https://matsugov.us/docs/plans/14442/sandy-formatted-core-area-comp-plan1.pdf>

12/26/2023

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

2. Were transportation plans for this area reviewed?

MSB 2035 Long Range Transportation Plan

<https://matsugov.us/docs/general/13985/Combined-Document.pdf>

12/26/2023

Alaska Statewide Active Transportation Plan, Master Plan 2019

https://dot.alaska.gov/stwdplng/areaplans/modal_system/docs/AK-Statewide-Active-Transportation-Plan.pdf

12/26/2023

2022 MSB Official Streets and Highways Plan

<https://matsugov.us/docs/general/22822/OSHP-2022-Final.pdf>

12/26/2023

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

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

Summary

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

This project is consistent with land use and transportation plans developed for the Matanuska-Susitna Borough (MSB). The project supports such concepts as improving the efficiency and safety of the existing transportation system and providing transportation choices as the MSB Comprehensive Development Plan calls for. Agreement is found with the MSB 2035 Long Range Transportation Plan and the MSB Core Area Comprehensive Plan 2007 Update. The 2022 MSB Official Streets and Highways Plan classifies Hemmer Road as a major collector in support of corridor planning. The project is anticipated by the MSB 2035 Long Range Transportation Plan. The project additionally supports principles of the Alaska Statewide Active Transportation Plan, Master Plan 2019 which indicates intent "to improve safety, increase accessibility, and promote healthy lifestyles in our communities" and "to develop a safer and more efficient active transportation network and infrastructure to encourage walking and bicycling."

B. Right-of-Way Impacts

Yes No

- 1. Are there any temporary right-of-way (ROW) impacts (e.g., Temporary Construction Easements (TCEs), Temporary Construction Permits (TCPs), utility relocates, construction staging area)?
- 2. Is additional permanent ROW required?
 - a. Are there any full parcel acquisitions?
 - b. Are more than 25 partial parcel acquisitions required?
 - c. Are business or residential relocations required?
- 3. Will there be property transfer from a local, state, or federal agency?
- 4. Will the project require an ANILCA Title XI approval?

Summary

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

The project is likely to require some permanent ROW acquisition. Nine potential sliver takes have been identified. Additionally, TCEs and/or TCPs may be required.

Attachments

- Lots Table.pdf CFHWY00885.pdf

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

Yes No

- 1. Is there potential to affect environmental justice (EJ) populations?

Summary

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

Review of the U.S. Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool indicated no low income or minority populations within the project area. Properties in the project corridor would see increased traffic while the larger area would benefit from reduced congestion. The absence of low income or minority populations within the project area supports the anticipated outcome of no such populations adversely impacted by the project.

D. Historic Properties and Cultural Impacts

Yes No

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

D. Historic Properties and Cultural Impacts

Yes No

b. Date Consultation Initiation Letters sent

10/9/2023

Attachments

- CFHWY00885 Hemmer Road Extension and Upgrade PWH to Bogard Road_ALL.pdf
CFHWY00885.pdf

c. List consulting parties:

Consulting parties for this project include the Mat-Su Borough, the Knik Tribe, Chickaloon Village Tribal Council, Native Village of Eklutna, Knikatu Inc., Chickaloon-Moose Creek Native Association, Eklutna Inc., Cook Inlet Region, Incorporated, the Alaska Association for Historic Preservation, Palmer Historical Society, Wasilla-Knik Historical Society, and the State Historic Preservation Officer.

d. Were any comments received?

On October 10, 2023 the Knik tribe indicated no further comments for the project.

4. Was a Section 106 "Finding of Effect" completed?

Attachments

- CFHWY00885 Hemmer Road Extension_FONHPA_ALL.pdf CFHWY00885.pdf

a. Date "Finding of Effect" Letters sent:

11/29/2023

b. State "Finding of Effect":

- No Effect

c. Were there any changes to consulting parties?

d. Were any comments received?

On December 28, 2023, SHPO responded to the Finding of Effect with non-concurrence and stated a belief that Hemmer Road should be reconsidered as potentially eligible under Criterion B for association with the Hemmer family.

on January 31, 2024 DOT&PF responded to SHPO's concerns.

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

2/15/2024

Attachments

- 2023-00191_FHWA_Hemmer-Bogard-Rd-Ext_SHPO-Re-Response RVH.pdf
CFHWY00885.pdf

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

Summary

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

A professionally qualified individual from DOT&PF, accompanied by a representative of the Chickaloon Village Tribal Council, performed a field survey of the project site. A report of investigations was submitted to the repository maintained by the Office of History and Archaeology. Initially SHPO did not concur with the DOT&PF finding of no adverse effect on a historic property, however concurrence was received from SHPO on February 15, 2024. Based upon the field work and research which identified no historic properties within the project APE that are eligible for listing, and based on SHPO concurrence, the project anticipates no effect on historic properties. No environmental commitments or mitigative measures are required for this project. A PA 106 Streamlined Project Review Screening Record was executed by a DOT&PF PQI on March 18, 2024, to include street lighting. The form indicated that the additional work included no activities which are not covered under the Appendix B Programmatic Allowances and/or which do not meet the conditions.

Attachments

- CFHWY00885 Hemmer Road Extension PWH to Bogard_lighting_signed_3.18.24.pdf CFHWY00885.pdf
- CFHWY00885 L&V and Project Area.pdf CFHWY00885.pdf
- Hemmer Road SHPO Non-Concurrence and DOT&PF Response.pdf CFHWY00885.pdf

E. Section 4(f)/6(f) Impacts

Yes No

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

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

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

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

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

Summary

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

No recreational facilities are present within or adjacent to the project area and no historic properties were identified within the project APE . No section 6(f) funded resources exist within or adjacent to the project area. It is anticipated that there will be no use of a Section 4(f) resource and no conversion of a Section 6(f) resource as neither is present.

F. Contaminated Sites and Hazardous Materials Impacts

Yes No

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

Alaska DEC Contaminated Sites
<https://www.arcgis.com/apps/mapviewer/index.html?webmap=315240bf84aa0b8272ad1cef3cad3>
3/13/2024

F. Contaminated Sites and Hazardous Materials Impacts

Yes No

- 2. Are there known or potentially contaminated sites within or adjacent to the existing ROW?
- 3. Would a documented hazardous material site be acquired?
- 4. Are there contaminated sites within 1,500 feet of where excavation dewatering is anticipated?

Summary

Summarize the contaminated site impacts and mitigation, if any.

A review of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database indicated no contaminated sites within, adjacent to, or within 1,500 feet of the project area. The project is anticipated to have minimal potential for encountering contaminated soils during construction, however should this occur, ADEC would be consulted for guidance.

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

Yes No

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

Summary

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

A review of the Federal Emergency Management Agency Flood Insurance Rate Map panels 02170C8135E (effective date 3/17/2011) indicated that the project area is located within an area of minimal flood hazard (Zone X). Encroachment into a floodway or a base floodplain is not anticipated as a result of the project.

H. Wetland and Waterbody Impacts

Yes No

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

a. Estimated fill quantities below:

Summary

Summarize wetland and waterbody impacts and mitigation, if any.

A small pond adjacent to the project area may be utilized to receive stormwater from the finished project, and minor ditch work and/or vegetation grubbing could occur in its immediate vicinity. It is anticipated there will be no impact to WOTUS. Should it be necessary to work within any WOTUS, the project will be designed to minimize WOTUS impacts to the extent practicable and such work would fall within the parameters of a nationwide 404 permit.

I. Fish and Wildlife Impacts

Yes No

1. Anadromous and resident fish habitat.

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

National Oceanic and Atmospheric Administration (NOAA) Fisheries Essential Fish Habitat Mapper

https://www.habitat.noaa.gov/apps/efhmapper/?page=page_2&views=view_34

3/13/2024

Alaska Department of Fish and Game (ADF&G) Alaska Fish Resource Monitor

<https://experience.arcgis.com/experience/1a4eb07b42ff4ebb8c71ba45adaedf0c/>

4/11/2024

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

2. Essential Fish Habitat (EFH).

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

National Oceanic and Atmospheric Administration NOAA Fisheries Essential Fish Habitat Mapper

https://www.habitat.noaa.gov/apps/efhmapper/?page=page_2&views=view_34

3/13/2024

b. Is EFH present in project area?

3. Threatened and Endangered (T&E) Species

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

On November 1, 2012, the USFWS issued a letter stating that there are no federally listed or proposed species, or designated or proposed critical habitat under USFWS jurisdiction in the Matanuska-Susitna or Anchorage areas. No impact to threatened or endangered species or critical habitat areas is expected as a result of the project.

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

4. Marine Mammals.

a. Is the project located in the marine environment?

5. Wildlife Resources:

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

b. Would the project bisect migration corridors?

c. Would the project segment habitat?

6. Bald and Golden Eagle Protection Act.

I. Fish and Wildlife Impacts

Yes No

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

Southeast Alaska GIS Library Documented Eagle Nest Sites

<https://data-seakgis.opendata.arcgis.com/datasets/seakgis::documented-eagle-nest-sites/explore?location=61.606973%2C-149.184175%2C13.37>

12/27/2023

- b. Is the project visible from an eagle nesting tree? Yes No
- c. Is the project within 330 feet of an eagle nesting tree? Yes No
- d. Is the project within 660 feet of an eagle nesting tree? Yes No
- e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest? Yes No
- f. Is an eagle permit required? Yes No
- 7. Is the project consistent with the Migratory Bird Treaty Act? Yes No

Summary

Summarize fish and wildlife impacts and mitigation, if any.

Fish

Review of the NOAA Fisheries Essential Fish Habitat Mapper and the ADF&G Alaska Fish Resource Monitor there are no fish streams or water bodies present within the project area, and no work is anticipated to occur within the small pond adjacent to the project area. No impact to fish or EFH is anticipated.

Wildlife

Review of the ADF&G Moose-Vehicle Collisions (MVC) in Alaska MatSu webpage indicated that from 2013-2016 the project area had one incident of MVC and two others in the vicinity. The vicinity of the project demonstrated a moderate potential for MVC on the ADF&G heat map. No other wildlife species found within the project area are likely to cause a similar level of common driving hazard, though other wild or domestic animals may be found in the area. The project would likely result in increased traffic in the immediate area, thus potentially disrupting local wildlife. It is not anticipated the potential disruption would significantly alter wildlife habitat or migration corridors due to the many square miles of moose habitat in the surrounding area. In addition to the viability of the region for moose habitat, special focus is made to benefit this species in the nearby Palmer Hay Flats State Game Refuge to the southwest and the nearby Matanuska Valley Moose Range to the northeast. Some wildlife may avoid the project area during construction activities, but the project is not likely to cause significant adverse impacts to wildlife.

Migratory Birds and Eagle Nests

Review of the USFWS Information for Planning and Consultation (IPAC) system indicated that migratory birds migrate through and may nest within the project area and could be disturbed by clearing operations. Vegetation clearing would be avoided from May 1 through July 15, as recommended by the USFWS guidelines. Bald and Golden eagles are found within the project area according to IPAC. Prior to construction, DOT&PF may conduct a survey of the project area to determine if active eagle nests occur within the primary (330 foot) or secondary (660 foot) zones. If active eagle nests are identified within 660 feet of the project area prior to or during construction, DOT&PF will seek guidance from the USFWS on how to proceed.

J. Invasive Species Impacts

Yes No

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

Alaska Exotic Plants Information Clearinghouse

<https://aknhp.uaa.alaska.edu/apps/akepic/>

3/11/2024

2. Are invasive species present in project area? Yes No

3. Does the project include all practicable measures to minimize the introduction or spread of invasive species, making the project consistent with E.O. 13112 (Invasive Species)? Yes No

Summary

Summarize invasive species impacts and mitigation, if any.

A review of the University of Alaska, Anchorage Exotic Plants Information Clearinghouse Invasive Plants Mapper identified non-native plant surveys with positive results for non-native species within or adjacent to the project area. Ground cover disturbing activities would be minimized, and disturbed areas re-vegetated with native soil and seed to minimize potential introduction of invasive species, in accordance with Executive Order 13112.

K. Water Quality Impacts

Yes No

1. Will there be temporary degradation of water quality? Yes No

2. Is a public or private drinking water source or protection area within or adjacent to the project? Yes No

Attachments

- DEC Drinking Water Comments - Consultation - CFHWY00885.pdf CFHWY00885.pdf

3. Would the project result in a discharge of storm water to a WOTUS? [40 CFR 230.3(o)] Yes No

4. Would the project discharge storm water into or affect an ADEC-designated Impaired Waterbody? Yes No

5. Will the project involve more than one (1) acre of ground-disturbing activities? Yes No

6. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility? Yes No

Summary

Summarize the water quality impacts and mitigation, if any.

During construction, ground disturbing activities and storm water runoff may result in temporarily increased turbidity of nearby streams, wetlands, and other water bodies. A small pond is located immediately adjacent to the project area, and no other WOTUS have been identified within or adjacent to the project area. Adverse impacts to water quality would be minimized by implementing a Stormwater Pollution Prevention Plan and utilizing best management practices during construction. Additionally, DEC's Recommendations for General Project Activities near a PWS (public water source) will be followed as it pertains to the several PWS in the project area, thus minimizing or altogether avoiding negative impacts to those resources.

L. Air Quality Impacts

Yes No

1. Will there be temporary degradation of air quality?

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

Summary

Summarize air quality impacts and mitigation, if any.

A review of the EPA Air Data Air Quality Monitors web page utilizing non-attainment layers for criteria pollutants indicated that the project is not located within an air quality non-attainment or maintenance area. As a result regional and project level air quality conformity is not required. Air quality impacts from project construction are anticipated to be minimal and temporary. No significant long-term impacts to air quality are anticipated as a result of the project.

M. Noise Impacts (23 CFR 772)

Yes No

1. Will there be temporary noise impacts?

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

- An increase in the number of through lanes.
- Construction of highway on a new location.

3. Are any lands listed in 23 CFR 772.11(c) adjacent to the project? Identify all below.

- Category B: Residential.
- 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.
- 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.

4. Does the noise analysis identify a noise impact?

Summary

Summarize noise impacts and mitigation, if any.

Noise levels were predicted for 15 receiver sites within the project area. The predicted noise levels indicated that no receivers are expected to approach or exceed the respective noise abatement criteria under the 2045 Build condition. Furthermore, while some receivers are indicated to have large increases (over 10 dBA) in noise levels from existing to build conditions, the increase is below the defined 15 dBA needed to be considered a substantial impact.

The noise analysis concluded that there are no noise impacts under the 2045 Build condition and that no noise abatement measures are recommended.

Attachments

- 230925 Hemmer Noise Report.pdf CFHWY00885.pdf

N. Social and Economic Impacts

Yes **No**

- 1. Would the project affect neighborhoods or community cohesion? Yes No
- 2. Would the project affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.? Yes No
- 3. Would the project affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged? Yes No
- 4. Would the project affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)? Yes No
 - a. Would the project include temporary delays and detours of traffic? Yes No
- 5. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. Yes No
- 6. The project will adversely affect established businesses or business districts. Yes No
 - a. Would the project have temporary impacts on businesses? Yes No

Summary

Summarize social and economic impacts and mitigation, if any.

The addition of roadway resulting in a new North/South connection between Palmer Wasilla Highway and Bogard Road will serve to reduce congestion in the vicinity. The project will not affect school boundaries, recreation areas, or neighborhood or community cohesion. Police and fire protection may experience improvements to access and response times due to the establishment of a new North/South direct route between the two arterial roadways (Bogard Road and Palmer-Wasilla Hwy). Addition of separated pathway will provide improvements for bicyclists and pedestrians. Minor impacts to a church, businesses, and travelers caused by temporary delays and detours during construction may occur. The project is anticipated to benefit the region long term through reduction of traffic congestion. Local offices, long-term care facilities and places of worship may be impacted with minor improvements in accessibility of the facilities due to improved road, and in some cases may be impacted by partial acquisitions required for road construction. No adverse social or economic impacts are anticipated. Reduction in congestion does not harm social or economic aspects of a community as no routes are removed and no access to homes, business, places of worship, or facilities for recreation is reduced.

III. Comments and Coordination

A. Public Involvement**Yes No**1. Was public involvement for project completed? 2. Was the project public noticed? a. Newspaper name and date of notice:

Frontiersman

2/27/2022

Attachments

- Frontiersman - Hemmer Road Extension and upgrade.pdf CFHWY00885.pdf

b. Alaska Online Public Notice date:

2/23/2022 to 3/25/2022

Attachments

- NOI - CFHWY00885 OPN.pdf CFHWY00885.pdf

c. Were public notices completed for specific resource impacts (e.g., floodplain, Section 4(f))? 3. Was a public meeting held? 4. Is there any unresolved controversy on human, natural, or economic grounds? **Summary**

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

This project is not generally controversial. The project area is not heavily populated, and the overall area will benefit from another North/South connector road within the region. No public comments were received. The project was one of 34 projects featured at the 1/25/24 Mat-Su Transportation Fair held at the Alaska State Fairgrounds, Raven Hall in Palmer, Alaska. The fair was attended by 256 individuals who signed in, and many more who did not sign the attendance roster. DOT&PF employees and representatives were available to answer project-related questions at the transportation fair.

Attachments

- 2023-12-15_00885 Handout for Transportation Fair.pdf CFHWY00885.pdf

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

2/18/2022

Attachments

- Agency Scoping re CFHWY00885 sent 2-18-22.pdf CFHWY00885.pdf
- CFHWY00885ScopingDistributionList 2.18.22.pdf CFHWY00885.pdf

2. Was an agency scoping meeting held?

B. Agency Involvement

Yes No

3. Was a field review completed with agencies?

Summary

Summarize agency coordination efforts for this project.

Responses (attached) were received from the following agencies and their subareas:

ADEC - Air Quality - stated a conformity analysis is not required. Additionally, permitting and procedures were addressed related to open burning and other construction processes which could result in emission of particulates into ambient air.

ADEC - Public water system sources in the vicinity of the project were identified, and *Recommendations for General Project Activities near a PWS* was attached.

ADEC - Solid Waste - expressed no concerns related to this project.

ADF&G - Expressed that a fish habitat permit is not required at this time.

Chickaloon Village Traditional Council requested a project level meeting, notes attached.

Alaska Department of Natural Resources - State Historic Preservation Officer (SHPO) expressed an expectation to address concerns or issues through the Section 106 consultation process.

Attachments

- Comments Compiled CFHWY00885.pdf CFHWY00885.pdf

IV. Permits and Authorizations

<u>A. Permits and Authorizations</u>	Yes	No
1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Coast Guard, Section 9	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)	<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. Requires 401 Cert	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. ADEC APDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Eagle Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Incidental Take Authorization	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Local (Borough or City) permit (e.g., noise)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary

The above-indicated permit will be acquired as needed. It is anticipated the APDES Construction General Permit will be utilized as the project will impact in excess of one acre.

V. Environmental Commitments

<u>A. Environmental Commitments and Mitigation Measures [23 CFR 771.109(b)]</u>	Yes	No
1. Are there project-specific environmental commitments for this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Summary

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

DOT&PF and their Contractor(s) shall:

DEC's Recommendations for General Project Activities near a PWS will be followed as it pertains to the several PWS in the project area

Attachments

- DEC_PWS_Map.pdf CFHWY00885.pdf
- dec-eh-dw-recommendations-for-general-project-activities-near-a-pws-source.pdf CFHWY00885.pdf

VI. Environmental Documentation Approval

A. Environmental Documentation Approval

Yes No

1. Do any unusual circumstances exist, as described in 23 CFR 771.117(b)?

2. Does the project meet the criteria of one of the following DOT&PF Programmatic Approvals authorized in the Nov. 13, 2017 "Chief Engineer Directive - Programmatic Categorical Exclusions"?

Summary

This project is an unlisted CE, thus the General Programmatic Approval Conditions do not come into consideration. For this reason an unlisted CE can not be programmatic.

VII. (e) Constraints

A. 23 CFR 771.117(e) Constraints

Yes No

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

1. An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements.

2. An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899.

3. A finding of "adverse effect" to historic properties under the National Historic Preservation Act.

4. The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 [Section 4(f)] except for actions resulting in de minimis impacts.

5. A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act.

6. Construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions.

7. Changes in access control.

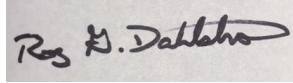
8. A floodplain encroachment other than functionally dependent uses (e.g. bridges, wetlands) or actions that facilitate open space use (e.g. recreational trails, bicycle and pedestrian paths).

9. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

Summary

Environmental Documentation Approval Signatures

Prepared by:



Date: 4/30/2024

Roy Dahlstrom
Environmental Impact Analyst II

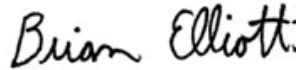
Reviewed by:



Date: 4/30/2024

Chris Bentz
Project Manager

Approved by:



Date: 4/30/2024

Brian Elliott
Central Region Environmental Manager

Recommended by:



Date: 4/30/2024

Matthew Dietrick
NEPA Manager