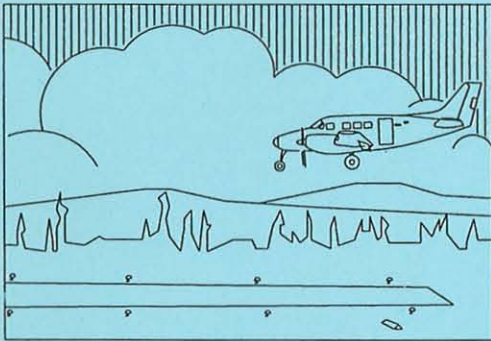


FINDING OF NO SIGNIFICANT IMPACT

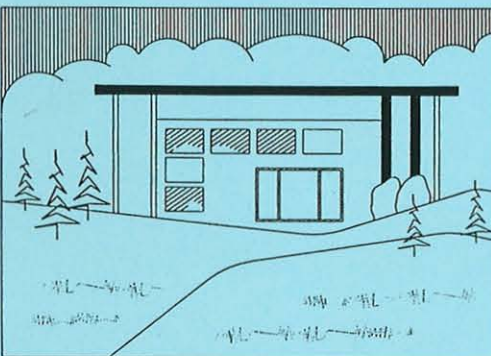
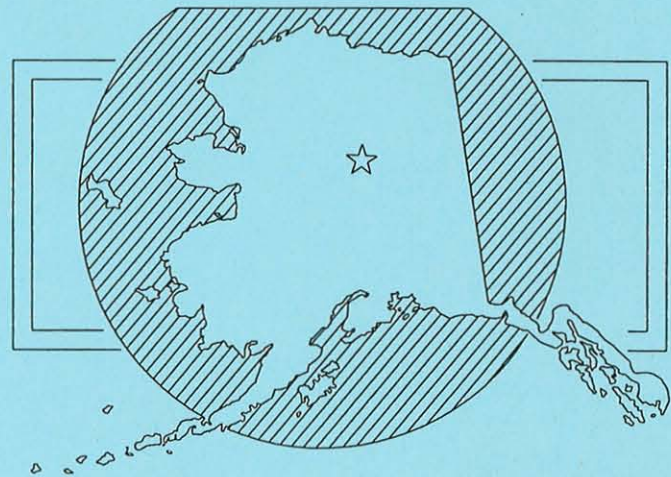
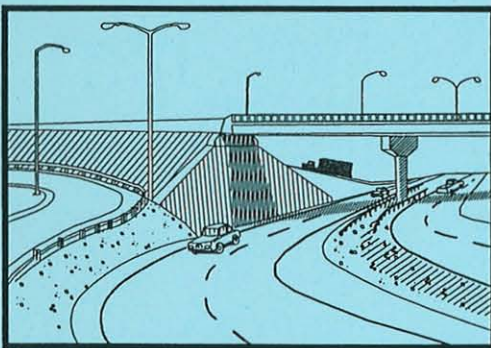
UNIVERSITY AVENUE REHABILITATION & WIDENING

PROJECT NO. RS-M-0617(3)/63213



STATE OF ALASKA

Department of Transportation
and Public Facilities



NORTHERN REGION

SEPTEMBER 2005

**U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

UNIVERSITY AVENUE REHABILITATION AND WIDENING PROJECT

Project Number RS-M-1617(3)/63213

Selected Alternative:

The Alaska Division Office of the Federal Highway Administration (FHWA) has selected the Build Alternative to widen and rehabilitate University Avenue.

The selected alternative will:

- 1) Construct a raised median along University Avenue from the Mitchell Expressway/Parks Highway to Thomas Street
- 2) Relocate the entrance for the Chena River State Recreation Site
- 3) Improve pedestrian facilities between the Mitchell Expressway/Parks Highway and Thomas Street.
- 4) Replace the University Avenue Bridge over the Chena River
- 5) Bridge the railroad over University Avenue.

University Avenue is located on the West Side of Fairbanks, Alaska, within Sections 5-8 and 17-18, Township 1 South, Range 1 West, Fairbanks Meridian.

A new traffic signal at the Sandvik Street and University Avenue intersection will offer safe egress for West Valley High School, Hutchison Institute of Technology, and University of Alaska Fairbanks (UAF) University Park Building vehicular traffic and reduce peak traffic loading at the Geist/Johansen/University Avenue Intersection.

Adding turn lanes at the existing Geist Road/Johansen Expressway, Airport Way will provide increased capacity, and Rewak Drive signalized intersections. The raised median installed between Rewak Drive and Airport will serve to improve safety for cross-traffic and left-turn movements.

A new traffic signal will be installed at Davis Road.

DOT&PF will relocate Indiana Avenue to a point approximately 170 feet south of the existing Indiana Avenue location. DOT&PF will extend Halvorson Road northward to Wolf Run. These improvements will allow motorists access to University Avenue via median breaks at Goldizen Avenue and Indiana Avenue and via right-turn in and right-turn out at Widener Lane.

The raised median will reduce crashes related to left turn movements by restricting traffic to right-in/right-out access at the following:

Swenson Avenue	Widener Lane	Dead End Alley
Mitchell Avenue	Wolf Run	Thomas Street
Geraghty Avenue		

Left turn pockets in the raised median will be constructed at the following intersections:

Vian Way*	Erickson Avenue	Indiana Avenue
Davis Road	Rewak Drive	Geist Road/Johansen Expressway
Holden Road*	Airport Way	Sandvik Street/School Access
Nineteenth Avenue*	Goldizen Avenue	Cameron Street*(see errata)

*southbound turn pocket only

Crashes will be further reduced by the proposed addition of a 6-foot wide shoulder for disabled vehicles to use as a refuge.

The following driveways retain direct access to University Avenue:

East Side of University Avenue

- 330 feet south of Nineteenth Avenue**
- 490 feet south of Rewak Drive**
- 265 feet south of Rewak Drive**
- 400 feet north of Rewak Drive (access to Safeway store)
- 200 feet south of Alaska Railroad (access to GVEA substation)

West Side of University Avenue

- Opposite Widener Lane**
- Opposite relocated Indiana Avenue**
- Opposite Wolf Run**

** indicates combined driveway serving two lots

The Chena River Bridge will be replaced to accommodate the new roadway center median, shoulders, bicycle/pedestrian path and sidewalk, and meet current seismic safety standards.

A new entrance to the Chena River State Recreation Site will be constructed on Geraghty Avenue, east of Marlin Street. The existing access to the Chena River State Recreation Site will be converted to an Americans with Disabilities Act (ADA) accessible bike path entrance, with landscaping as needed, after the replacement entrance is constructed.

The existing at-grade crossing of University Avenue by the Alaska Railroad will be replaced by a grade-separated crossing. The grade separation will raise the grade of the existing railroad track by about 17 feet over University Avenue. The elevation of University Avenue will also be lowered by about four feet below the existing street elevation to provide the required minimum 16.5-foot vertical clearance between the street and the bottom of railroad crossing structure. The change in the railroad grade will begin approximately 3800 feet west of University Avenue and extend to the existing railroad bridge over Noyes Slough, located about 2000 feet east of University Avenue.

Construction of the railroad grade separation at University Avenue will conflict with the existing Fairbanks Street Bridge over the railroad, approximately 2300 feet west of University Avenue. As a consequence, the Fairbanks Street Bridge structure will be removed and a new pedestrian tunnel or facility will be constructed under the railroad. Fairbanks Street will be obliterated north of the existing high school access road and a new pedestrian path constructed through the pedestrian facility to connect Fairbanks Street to the University of Alaska campus.

Alternatives Considered:

A No Build Alternative was evaluated to determine the impacts if no action were taken. The No Build Alternative would not improve safety, existing deficiencies, or access, nor would the No Build Alternative respond to the public support for this project.

Measures to Minimize Harm:

Right Of Way and Relocation Measures

Relocation assistance will be available to all residential and business relocates without discrimination. Efforts will be made to assist businesses in relocating in the same area or another nearby location. The relocation of the businesses will not adversely affect the neighborhood.

The Build Alternative will impact a greater proportion of low-income residents if the Holiday House Apartment Complex were to be removed. Individuals will be offered relocation assistance and provided with alternate housing including, if necessary, last resort housing rent supplement for 48 months.

Relocates will be offered decent, safe and sanitary housing within their financial means. A list of available and comparable housing will be provided to those who are potentially displaced. Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for displaced individuals and families who are initial occupants, or adequate replacement dwelling will be available or be provided for subsequent occupants. The State Relocation Program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons.

Economic Impact Measures

Mitigation will include compensation provided in the purchase of land through the right-of-way acquisition and relocation process.

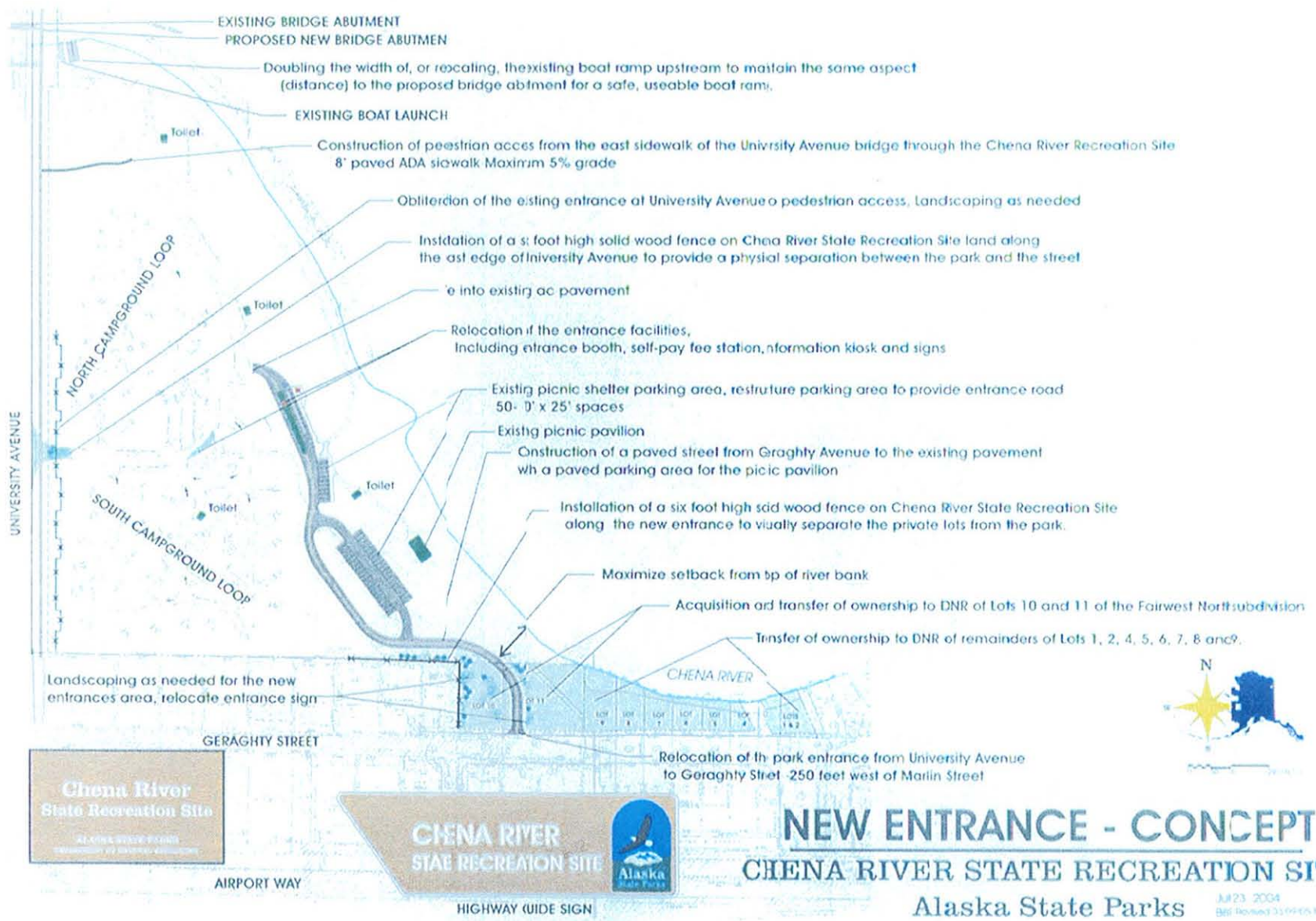
Visual Impact Measures

Mitigation for visual impacts could involve contractor-specified clearing of a minimal amount of vegetation as is necessary to construct the project. Permits for right of way landscaping will be considered on an individual basis.

Parks and Recreation Measures

A letter of agreement has been signed by DOT&PF and DNR, Division of Parks and Recreation to relocate the recreation site entrance. This letter details private property that will be acquired and entrance modifications that will be completed prior to the construction of the University Avenue Rehabilitation and Widening Project. (See Figure 1.)

Appropriate signage redirecting the public to the new entrance will be provided prior to the elimination of the existing entrance into the park. The Division of Parks and Recreation will continue to be consulted to ensure the functionality of the park is maintained and any changes are a net benefit to the public.



NEW ENTRANCE - CONCEPT

CHENA RIVER STATE RECREATION SITE

Alaska State Parks

JUL 23, 2004
BSP Revised 11/09/05.M



Noise Measures

The FHWA is committed to ensure that all feasible and reasonable mitigation measures are incorporated into projects to minimize noise and enhance the surrounding noise environment to the extent practicable.

DOT&PF will provide a noise barrier at Holiday House apartments providing the property owner wants a barrier.

A solid wood fence, 6-foot high, will be constructed parallel to the Chena State Recreation Site, as identified in the agreement with the Department of Natural Resources, Division of Parks and Recreation. The fence will serve as a pleasing delineation between the urban traffic and the overnight campground. It will also reduce noise levels from 67 to 63 dBA, a perceptible noise reduction of 4 dBA.

Hazardous Materials Measures

If hazardous materials are encountered the material will require treatment and handling to a clean-up standard higher than the conditions encountered as per ADEC or EPA requirements.

DOT&PF Standard Specification for highway construction 641-2.02 requires that the contractor prepare a Hazardous Material Control Plan (HCMP) for the handling, storage, cleanup, and disposal of petroleum products and other hazardous substances, including those listed in 40 CFR 117 and 302.

Water Body and Water Quality Measures

Surface and groundwater quality during construction will be maintained through compliance with EPA's National Pollutant Discharge Elimination System, General Permit for Construction Activities in Alaska. The Contractor will be required to prepare a site-specific Storm Water Pollution Prevention Plan (SWPPP) and a Hazardous Material Control Plan (HMCP) for review and acceptance by the DOT&PF before construction begins.

DOT&PF's Best Management Practices for Construction, Erosion and Sediment Control and Maintenance and Operations Activities Guide ("BMP's") will be used to prevent sediment, fuel and other hazardous materials from entering the Chena River during construction of the bridge and roadway.

Culverts will be inspected and checked for adequate size during the design phase of the project. A storm water collection system will be constructed to provide long-term treatment of storm water prior to its run off into the Chena River or Noyes Slough.

Wetland Impact Measures

The Build Alternative will incorporate mitigation measures, which include timing construction activities to maintain flow regimes and avoid fisheries impacts, limiting wetlands involvement by maintaining the planned construction footprint and adhering to "Best Management Practices" for erosion, sediment and pollution control.

Fish and Wildlife Measures

Project mitigation measures include utilization of construction windows established by the NMFS and ADNR/OHMP to minimize pile-driving sedimentation impacts and will ensure that there will be no adverse affect on EFH during construction of the bridge piers in the Chena River. Riparian vegetation will be restored above the riprap at the bridge over the Chena River.

Construction Impact Measures

The Build Alternative could result in short-term impacts to air quality, noise, water quality, transportation, access and economics. No permanent adverse affects to the natural environment are anticipated.

Economic & Social: Businesses impacts will be minimized by maintaining access with DOT&PF approved traffic control plans. Utility upgrades undertaken during roadway reconstruction will also require some intermittent disruption. Public involvement and community interaction to ease disruption will be undertaken through the use of the media and signage. Local and emergency access will be maintained and controlled with traffic movement by flagging and signage, under a DOT&PF approved Traffic Control Plan.

Visual: Upon completion of construction work, the Contractor will clean up all trash, rubbish, excess materials and equipment on the project site.

Air Quality Construction traffic for hauling of fill and asphalt will take place during the summer season and will not impact air quality during the winter, when air quality conditions have been problematic in the Fairbanks area. Best Management Practice's, generally watering, will be used during construction to control dust.

Noise: Heavy equipment is the major source of noise in construction. High noise levels may occur on an intermittent basis, such as during pile driving operations required for the Chena River Bridge. Construction noise at other locations will be mostly generated by moving equipment, and as such, will limit the duration of high noise levels that are experienced at a fixed location. Provisions will be included in the project specifications requiring the Contractor to make reasonable efforts to minimize construction noise through abatement measures such as work-hour controls, maintenance of mufflers, and compliance with the City of Fairbanks noise ordinance.

Historic Resources: The Contractor is required to immediately stop construction in the area if the Contractor discovers any cultural, historic, or archeological properties during construction.

Hazardous Materials: If hazardous waste is encountered during construction, the Contractor will immediately contact the DOT&PF Project Engineer for mitigation and notification procedures.

Water Body: Erosion and pollution control is required as a standard practice in construction. The Contractor will be required to obtain and comply with an approved EPA NPDES General Permit for Construction Activities in Alaska, and its associated Storm Water Pollution

Prevention Plan and a Hazardous Materials Control Plan. Best Management Practices will be implemented during construction to minimize erosion and sedimentation in wetlands and water bodies along the project corridor. The contractor's SWPPP and HMCP will need to be in accordance with the City of Fairbanks Draft MS4 permit.

Wetlands: The Contractor will not place fill or dredge material, nor operate equipment, within or on the banks of a stream except as outlined in the U.S. Army Corps of Engineers 404 Wetlands Permit or the Title 41 Fish Habitat Permit issued for this project.

Fish & Wildlife: Project mitigation measures for anadromous fish include utilization of construction windows established by the NMFS and ADNR/OHMP to minimize pile driving sedimentation impacts and will ensure that there will be no adverse affect on EFH during construction of the bridge piers in the Chena River. DOT&PF will also monitor vibration/sound pressure levels during pile driving. Limiting in-water sound pressure levels to 220dB or less during non-spawning/migration times and 180dB or less during juvenile salmon out-migration and adult spawning migration times might make it possible to drive or remove pile during salmon migration. If this option is considered DOT&PF will provide migrating fish 12 to 14 hours per day during which pile driving does not occur. DOT&PF will continue to coordinate with the National Marine Fisheries Service, the Alaska Department of Fish and Game, and the Department of Natural Resources Office of Habitat Management and Permitting to avoid and minimize impacts during construction.

Permits Required

The Selected Alternative will require the following permits:

- U.S. Army Corps of Engineers (USACE) permit for excavating or placing fill in the waters of the United States under Section 404 of the Clean Water Act, and for dredging, placing structures, or other work in or affecting navigable waters under Section 10 of the Rivers and Harbors Act
- Section 9 Permit for Bridges Over Navigable Waters, U.S. Coast Guard (USCG), for construction of bridges over navigable waters
- FNSB Floodplain Permit
- Title 41 Fish Habitat Permit, AK Department of Natural Resources (DNR), for construction in specified anadromous streams
- National Pollution Discharge Elimination System Permit (NPDES), U.S. Environmental Protection Agency (EPA), for point-source discharge of wastewater or storm water into the waters of the United States
- 401 Certificate of Reasonable Assurance, DNR, for activities requiring a permit under the Clean Water Act
- Permits for right of way landscaping will be considered on an individual basis.

This project will require a ADEC Section 401 Certificate of Reasonable Assurance (Water Quality) in addition to the wetlands permit issued by the U.S. Army Corps of Engineers (USACE) and an EPA Storm Water Pollution Prevention Plan and a Hazardous Material Control Plan approved by DOT&PF.

EPA Region 10 has prepared a Draft Municipal Separate Storm Sewer System (MS4) for the City of Fairbanks, City of North Pole, University of Alaska-Fairbanks, and DOT&PF-Northern Region Office. Permit requirements are based on Section 402(p) of the Clean Water Act and EPA's "Phase II" regulations for municipal storm water discharges. This permit will impose operator regulations relevant to this project in conjunction with the existing Construction General Permit. The draft MS4 permit may not be in effect until April 2006.

The storm water treatment system will comply with the City of Fairbanks MS-4 Municipal Stormwater permit from the EPA. It will be a net benefit to the Chena River and Noyes Slough, both of which are impaired water bodies.

Section 10 of the Rivers and Harbors Act of 1899 requires that an U.S. Army Corps of Engineers permit be obtained for certain structures or work in or affecting navigable waters of the United States such as the Chena River.

A U.S. Coast Guard Section 9 Bridge Permit will be required because the Chena River is navigable.

A FNSB Floodplain Permit will be required to demonstrate project consistency with the regulatory floodplain.

Public Hearing Summary:

DOT&PF issued the following public notices for the EA public hearing and issued the EA document in the following manner:

- Display advertisements in the Fairbanks Daily News Miner were published on August 8 and September 6, 2005, announcing the hearing and availability of the EA
- The meeting was announced on a local radio station on September 7th, 2005
- Meeting announcement cards were mailed to 350 stakeholders on August 26, 2005.
- A meeting notice was published online in the State of Alaska DOT&PF Public Notices website
- The public hearing, and subsequent interviews, were reported by KUAC News
- Copies of the EA were sent to resource agencies with a request for comments
- Copies of the EA were sent to cooperating entities including the Fairbanks North Star Borough (FNSB) and the City of Fairbanks
- Ads and notices also announced that the EA was made available online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/project_pages/university_avenue/
- Copies of the EA were available and handed out at the public hearing and provided on request

FHWA and DOT&PF held the public hearing on September 7, 2005 in the Noel Wien Library. Certification of this public hearing may be found in Appendix 1. Project team members present at the meeting included FHWA Environmental Project Management; DOT&PF Design, Environmental, and Right of Way sections; and R&M Engineering, Inc. engineering consultants. Project team members explained displays and handouts in a walk-through, open house format and took notes of general comments. A recorder was available for attendees wishing to make a

recorded statement. Fifty-one individuals signed in as attendees and one written comment sheet was turned in at the public hearing.

DOT&PF received phone calls, and emails regarding the project (See Appendix 1).

In addition, the Department visited a number of residents and businesses along University Avenue and provided both copies and an explanation of the changes at their specific property, including:

- Restaurant/bar owner
- Veterinary services provider
- Furniture repair and adjoining facility owner
- Residents off of Goldizen

Comments and responses, categorized by comment type, include:

Bill Pike Property owner at Swenson inquired about the median restricting left turns.

Response: DOT&PF discussed the safety issues and traffic volumes that led to the decision to install a raised median. Sent a drawing specific to the location to indicate right of way impact. Sent an environmental assessment and handouts from the hearing.

Dirk Peterson, the Margaret Boyd Trust representative from Wells Fargo Bank inquired about a copy of the EA and appreciated being able to download and review it online.

Response: DOT&PF walked the inquirer through the web links to be sure he could find and download the environmental document.

Cherry and Shawn Patterson, Residents off of Goldizen provided a plat of their property to ensure DOT&PF had the most accurate representation for evaluating driveway and access options. The Patterson's do not want all acquisition for access to parcels fronting University Avenue to come from their property. They would consent to shared access with Firmin Murakawi.

Response: DOT&PF accepted the plat drawings, verified that the EA is correct, and transmitted the plat to the individuals responsible for the survey.

Comments received at the hearing included:

1. *Linda Zanazzo*, Director of Facilities Services, UAF: Expressed concerns that the project will affect a row of parking at the old University Park building and close off driveway access to the facility.

Response: Assured Linda that access will be safer with the new signal at Sandvik Street and DOT&PF will coordinate with her drafter to look over the survey information.

2. *Ken Weaver* and his wife reside at 520 University Avenue. He discussed change in access via Ward Street. He knows his hedge is in the DOT&PF ROW

Response: DOT&PF discussed proposed access and acknowledged that the hedge may be affected.

3. *Baker*, owner of the Trophy Cache: Knows that his property will be acquired as a part of this project and will like it to be acquired sooner than later. Mr. Baker can't sell now because of the project and he hesitates to improve it.

Response: Acknowledged the intent to acquire, but that it will take some time, and are working to move the project forward as quickly as the process allows.

4. *Mark Nielson*, resides just north of Baker: He expressed his concerns about losing direct access to University Ave. He understands our safety objectives, and that it will be a long time until project is actually constructed.

Response: We emphasized the safety benefits, but noted that this part of the project has fewer accidents and will be constructed later than other parts of the project.

5. *Jerry Bowers*, owns property at the corner of Davis Road and University Avenue. Mr. Bowers indicated that the right of way width of Davis Road is shown incorrectly. He would like to retain direct access to University Avenue from his parking lot, because the front of his building faces University Avenue. He is willing to work out an alternative access, if necessary.

Response: Detailed survey and plat analysis will come next during the design phase to determine the right of way in front of his building. DOT&PF will continue to work with him on access alternatives.

6. *Mark Rockwell*, of Rockwell Engineering by Vian: Mr. Rockwell asked who will build the access shown via Vian Way. He said when he went for a re-zone at the borough to allow the use of his property for the contracting business, some of the neighbors objected. They were concerned that the truck traffic will affect their neighborhood.

Response: We told Mr. Rockwell that the project will build the access on Vian Way in front of his property. We appreciated the notification regarding his neighbor's concerns.

7. *A resident on Swenson St.:* Wants a signal at Erickson.

Response: Signals are only installed at locations where nationwide warrants are met, and DOT&PF Traffic Section will continue to count traffic to determine if Erickson meets these warrants at some future time.

8. *Derrick Price*, with Fountainhead Development (Sophie's Plaza) : Asked about the increase of safety with raised median.

Response: When shown the design guidelines and traffic projections used in identifying the decision for a raised median, he understood and later sent an email enquiry about the cost estimate. We responded with the information that the estimate assumed that topsoil would be placed in the median, not asphalt.

9. *Zitos*, reside at the corner of Johansen Expressway and University Avenue: The Zitos expressed their concern that they were getting older and concerned about their health. They want to sell as soon as possible, and inquired about the project schedule and order of events prior to construction.

Response: Provided our best estimate of project schedule with emphasis on the timing of the possible acquisition phase.

10. *Neighbor to North of Zito:* Accepts plan and wants to know when Right of way will be acquired and when the project will be constructed.

Response: Provided our best estimate of project schedule with emphasis on the timing of the possible acquisition phase.

11. *Warren Cummings*, Fire Department Chief (City of Fairbanks): Concerned about safety in pedestrian tunnel connecting UAF Campus to West Valley High School. Asked about clearance on railroad overpass access for fire trucks with medians.

- Response: We appreciated the additional information about the safety issue for the pedestrian tunnel, and will continue to develop options in coordination with the Alaska Railroad Corporation (ARRC) and UAF.*
12. Resident off Swenson Avenue: Understood refuge of left-turn pockets, seemed relieved.
Response: Thank you for your input.
13. Roselli, owner of Fairbanks Furniture Refinishing at the corner of Rewak and University Avenue. He does not want front access reduced.
Response: On-site discussion included observation of current access. We will continue to work with him on other options for his access that achieve DOT&PF safety goals.
14. Anna Plager, Parks and Recreation, DNR: Would like the Chena River State Recreation Site entrance relocation constructed with the first part of the project.
Response: We explained that the areas of greatest safety concerns are expected to be constructed first and acknowledge that the park entrance area is an area to prioritize.
15. GVEA: Westbound left egress from Cameron Street is a safety concern.
Response: Will include this in the final design considerations.
16. Sandvik resident: Likes signal idea.
Response: Thank you for your input.
17. Todd Boyce, FNSB Community Planning Department: Asked about landscaping the raised median. Todd knows the realities of landscape maintenance issues.
Response: DOT&PF introduced Todd, FNSB to the FNSB Parks and Recreation representative who had expressed interest in the landscaping task. We discussed options and project timing together.
18. Barry Donnelen (Attorney/Engineer – Chamber Trans.) Considered University Avenue to best serve the function of a “ring road” around Fairbanks, and discouraged its use for destination businesses.
Response: Thank you for your input.
19. Firmin Murakami, property owner south of Goldizen. Expressed his interest in his property on University Avenue.
Response: We discussed the access options for him as we have in the past. .
19. Ward – Property owner at corner of Goldizen and University Avenue. Discussed the access and drainage issues identified near his property.
Response: We thanked him for his input.

Errata:

- 1) A northbound left turn pocket was inadvertently left off the Nineteenth Avenue intersection drawing. This will allow fire trucks to utilize the turn pocket when returning to the fire station.
- 2) A northbound left-turn pocket was included at Cameron Street, turning into the UAF Physical Plant. This pocket will not be constructed because the University does not allow access through the existing driveway preferring to direct their employees to the safer traffic controlled intersection at College Road.
- 3) Construction Phasing – Chena River Bridge Replacement, Figure 2.2.5, page 55, is one possible construction method. A variety of options for traffic control will be considered, including those proposed by the contractor, prior to selecting the one that best appears to minimize the overall user cost.

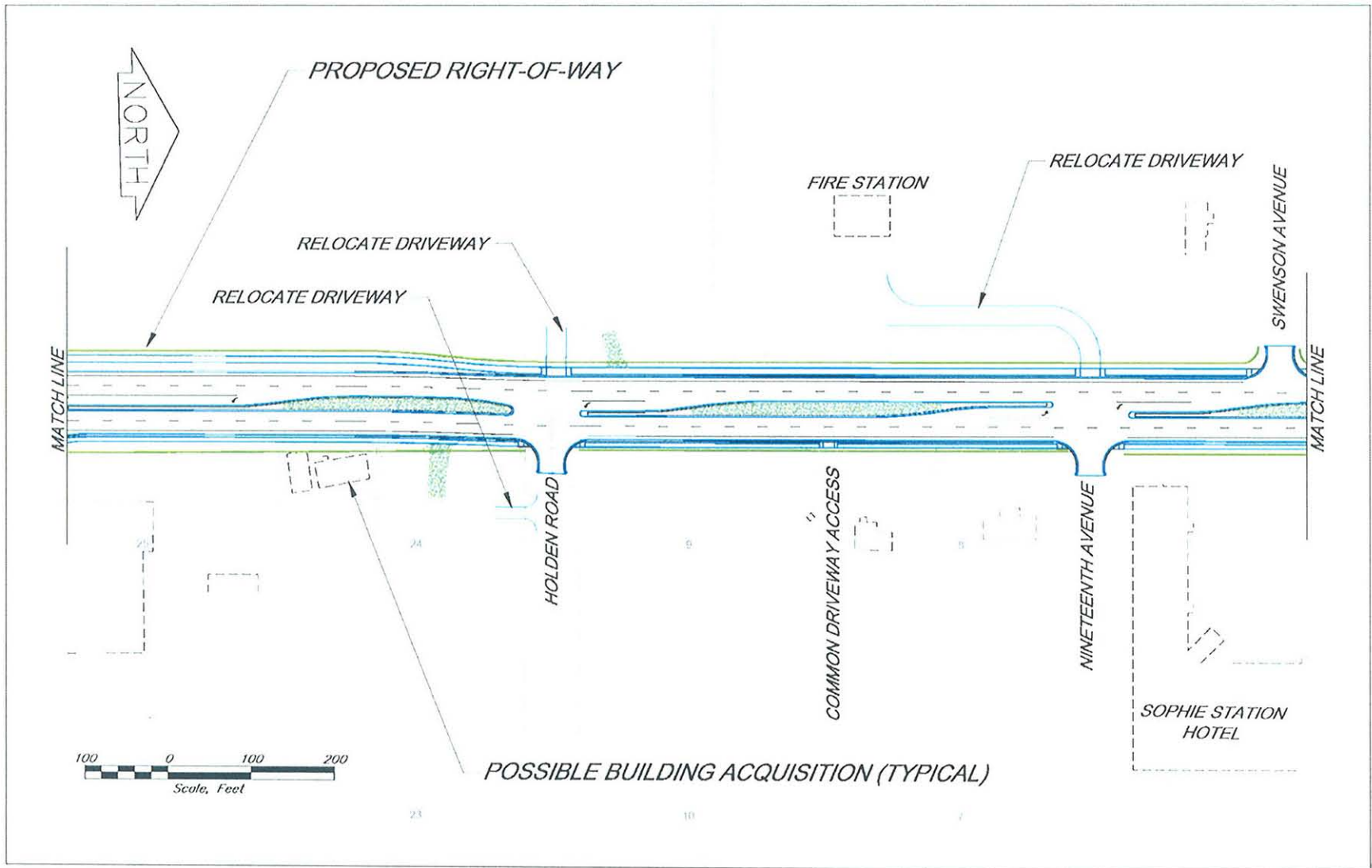


Figure 1.0.2 Build Alternative

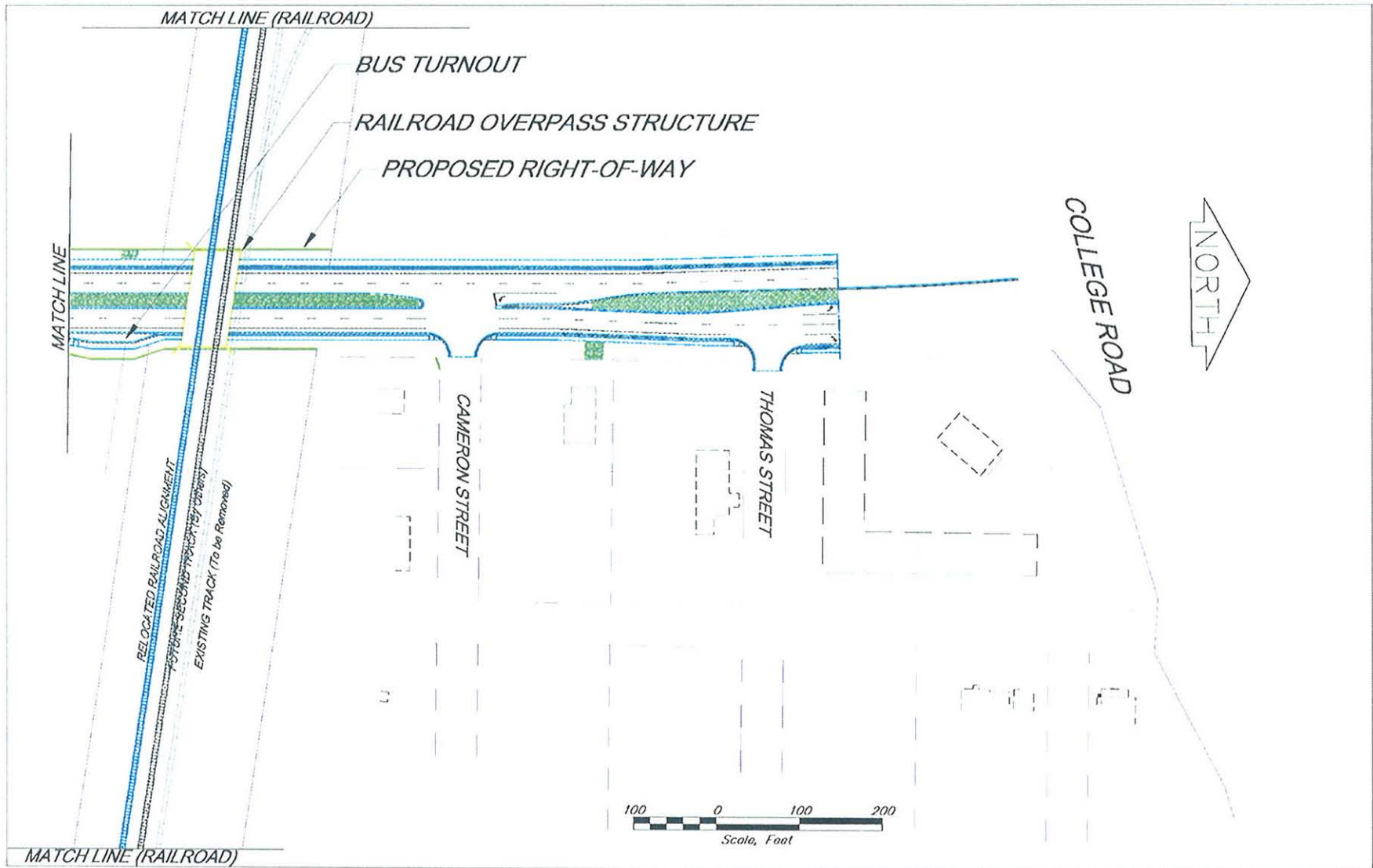


Figure 1.0.8 Build Alternative
19

Conclusion:

The FHWA has determined that the Build Alternative selected in this decision will have no significant impact on the human and natural environment. This FONSI is based on the attached EA, which FHWA independently evaluated and determined adequately and accurately discusses the need, environmental issues, and impacts of this proposed project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Edrie Vinson

Edrie Vinson, Environmental Project Manager
Federal Highway Administration

September 30, 2005
Date

Appendix 1



COMMENT SHEET

University Avenue Rehabilitation & Widening
Project RS-M-0617(3)/63213
Noel Wien Library, 1215 Cowles Street
Wednesday, September 7, 2005 4-7 p.m.



We welcome any written comments from the public. Thank you for taking the time to be involved. Comments may be submitted until September 16, 2005.

NAME: Roger Burns

MAILING ADDRESS: 2559 Dale Road

E-MAIL ADDRESS (optional): rburns@ak.net

COMMENTS: ^{proposed}
The Alaska Railroad construction which will remove the existing Fairbanks Street bridge proposes a new pedestrian underpass tunnel.

Very bad! ~~bad~~. West Valley H.S. (or somebody) has thinned out the trees East of Fbks street & South of ARR tracks because of assaults. Hide & grab highschool girls.

The pedestrian route from Geist Rd to UoFA needs to be above ground and have high visibility to protect the users.

For further information, please contact Janet Brown, P.E., Engineering Manager, by telephone at (907) 451-2283 or by email to janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

[Fwd: University Ave. Widening Question]

Subject: [Fwd: University Ave. Widening Question]
From: Janet Brown <janet_brown@dot.state.ak.us>
Date: Fri, 23 Sep 2005 12:55:52 -0800
To: Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Subject: Re: University Ave. Widening Question
From: Janet Brown <Janet_brown@dot.state.ak.us>
Date: Thu, 08 Sep 2005 11:21:10 -0800
To: Derik Price <fhadmin@mosquitonet.com>

Hi Derik,

It was good talking with you last night.

Looks like the estimate assumes topsoil would be placed in the raised median, not asphalt. That's the difference.

If you have any other questions or comments, just let me know.

Janet

Derik Price wrote:

Greetings Janet - Thank you for talking with me last night about DOT's plans for wideing University Ave. In reviewing the information I obtained last night I had one question for you. In the handout titled 'ACCESS MANAGEMENT CONSIDERATIONS, UNIVERSITY AVENUE REHAB & WIDENING' on page 9 there is an estimated cost conversion table for the TWLTL vs. Raised. Under the raised half there is no "Quantity" figure for 'Asphalt pavement and base course'. I assume this was an error? Please let me know what that figure is, or why there isn't one. Thank You Again, Derik T. Price Fountainhead

Subject: [Fwd: Comments on Environmental Assessment for University Avenue Rehabilitation and Widening]

From: Janet Brown <janet_brown@dot.state.ak.us>

Date: Mon, 19 Sep 2005 11:29:35 -0800

To: Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Bruce,

I think Christy's requests are reasonable and can be included in the FONSI.

What do you think?

Janet

Subject: Comments on Environmental Assessment for University Avenue Rehabilitation and Widening

From: "Everett, Christy A POA" <Christy.A.Everett@poa02.usace.army.mil>

Date: Fri, 16 Sep 2005 17:20:22 -0800

To: janet_brown@dot.state.ak.us

Hi Janet,

I apologize for the last minute nature of this response. Although these issues will be addressed during the permit application process, a discussion in Section 3.13.3, Build Alternative for the Wetland Impacts section as to whether existing culverts were adequately sized and placed, and if any changes are proposed would be useful. My other comment is on Section 3.13.5 Minimization and Mitigation. One method of minimizing impacts to fish habitat on the Chena River could be restoration of riparian vegetation above the riprap at the bridge (willow plantings). Some discussion of this would also seem appropriate.

Thanks for the opportunity to comment.

Christy Everett
Fairbanks Field Office Manager

Fwd: University Ave Expansion]

Subject: [Fwd: University Ave Expansion]

From: Janet Brown <janet_brown@dot.state.ak.us>

Date: Tue, 20 Sep 2005 08:54:53 -0800

To: Bruce W Campbell <bruce_campbell@dot.state.ak.us>, R&M Engineering Consultants <rmengr@mosquionet.com>

Subject: University Ave Expansion

From: John Bast <jbast@gci.net>

Date: Mon, 19 Sep 2005 16:45:05 -0800

To: janet_brown@dot.state.ak.us

Janet,

My name is John Bast and we talked last week about placing a break in the meridian for access in to our office at 570 University Avenue. The building was built to support a second story and I was planning on adding another level in the future. This would increase the traffic in and out of our office and without a break in the meridian it would be difficult for patients to enter our office when coming from the South. We have no frontage road to travel on either behind or to the side of our building. Please consider this and plan a break for us through the meridian at one of our two driveways. Thank You.

John Bast



COMMENT SHEET

University Avenue Rehabilitation & Widening
Project RS-M-0617(3)/63213
Noel Wien Library, 1215 Cowles Street
Wednesday, September 7, 2005 4-7 p.m.



We welcome any written comments from the public. Thank you for taking the time to be involved. Comments may be submitted until September 16, 2005.

NAME: Eileen Lanti

MAILING ADDRESS: 3490 Sandvik Rd, Fairbanks AK 99709

E-MAIL ADDRESS (optional): _____

COMMENTS:

I strongly urge you to install a traffic light at Sandvik & University Avenue. As you are aware - this has become a 4-way intersection. Many of the drivers in this area are teenagers as Hutchinson and West Valley students use the road directly across Sandvik Rd and adjacent to the U-Park Building parking lot.
Thank you.

RECEIVED
RECEIVED
SEP 20 2005
ENVIRONMENTAL SECTION
ENVIRONMENTAL SECTION

For further information, please contact Janet Brown, P.E., Engineering Manager, by telephone at (907) 451-2283 or by email to janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT RS-M-0617(3)/63213
PUBLIC MEETING**



Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Chuck Houts	ADOT+PF	451-2238	M	W
Cheri Benson	UAF/Facilities	474-5903	F	W
TODD BOYCE	FNSSB	459-1266	M	W
Janette Hanneman	3370 Davis Road 99709-5303	479-6686	F	W
Ruth Bohms	Po Box 80155 FBKS 99708	479-6970	F	W
Linda Zanozzo	UA Facilities Po Box 757380, FBKS 99715	474-5013	F	W
Pat Thayer	ADOT+PF	451-5448	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING**



**PROJECT RS-M-0617(3)/63213
PUBLIC MEETING
Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET**

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
KATHLEEN DICKINSON	2301 PEGER RD Kathleen.dickinson@DOT.STATE.US	451-5414	F	W
Dorothy D Throop	PO BOX 82033 Fairbanks AK 99708	479-3052	F	W
Mark Rockwell	1825 WOODBINE FBK AK 99709	455-6030	M	W
Dave Bloom	ADOT			
Jim Wellman	R & M			
Janet Brown	DOT	451-2283	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT RS-M-0617(3)/63213
PUBLIC MEETING**



Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Bruce Campbell	bruce_campbell@dot.state.ak.us 2301 Pease Rd F66, Ab 99709	451-5242	M	W
Paul Schmidt	PO Box 71267 Fairbanks, AK 99707-1267 pschmidt@co.fairbanks.ak.us	459-1074	M	W
Pha Freese	1167 Madison Ave. FDKs AK 99709	479-4463	F.	W
Eileen M. Lantz	3490 Sandvik Rd Fairbanks AK 99709	479-6644	F	W
DAN & DONNA Holtema	P.O. Box 80085 Fairbanks AK 99708	479-447	M + F	
Bill & Irene Jones	P.O. Box 8949 College 99708	479-2655	BOTH	Any time
Greg Wyman	PO BOX T1249 F6125 99707	451-5629	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT RS-M-0617(3)/63213
PUBLIC MEETING**



**Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET**

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
BARRY DONNELLAN	PO BOX 73795 99707 BARRYD@ALASKA.net	456-2309	M	
Lida Donnellan	PO BOX 73795 99707	456-2309	F	
Ben Shilling	3500 Wolf Run 99709 bens@ak-epa.com	474-1631	M	
Andrew Niemiec		451-2210	M	
KEN WEAVER	530 UNIV. AVE.	479-6637	M	
Pat Weaver	" " "	"	F	
JOAN F. BENNETT	DOT & PF ROW	5423	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT RS-M-0617(3)/63213
PUBLIC MEETING**



**Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET**

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Sherry L. Abrahams	875 University Ave. Fairbanks AK 99709	479-2762	F	W
John Cook & ELIZABETH COOK	Jpcook@ptn.usla.net POB 12511 99707-2511	488-3383	F	W
Mark A. Nielsen	1410 Ivans Alley Fairbanks 99709	479-0988	M	W
ERNIE Misewicz	656 7th Ave Fairbanks, AK 99701	450-6615	M	W
Anna Plager	3700 Airport Way 99709	451-2698	F	W
Derik T. Price	1500 Queens Way Fbx	458-6104	M	
Roger Burns	2559 Dale Road	479-2724	M	

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT RS-M-0617(3)/63213
PUBLIC MEETING**



Wednesday, September 7, 2005 4-7 p.m.

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NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
MARY ANN NICKLES	-NEW- manickles@alaska	456-6074	F	W
Linda Heck	ADOT/PE	451 5295	F	W
CAROLYN NETHKEN	PO Box 82363	457-3304	F	W
D.A. NETHKEN	PO Box 82363	457-3304	M	W
WARREN B CUMMING	3292 JEFFERSON DR FAIRBANKS 99709 5036	479-2112	M	W
David Throop	PO Box 2033	479-3052		

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
UNIVERSITY AVENUE REHABILITATION & WIDENING**



**PROJECT RS-M-0617(3)/63213
PUBLIC MEETING
Wednesday, September 7, 2005 4-7 p.m.
SIGN IN SHEET**

NAME (PLEASE PRINT)	MAILING ADDRESS &*EMAIL	TELEPHONE NUMBER	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Mike Wright	GUEST			
Jodi Gounours (SP?)				
C. Ward				
Jerry Bowers	B.I.C.			
Catherine Jones				
Edrie Vinson	FHWA			
Firmín Muvakami				

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)



September 2005

Alaska Department of Transportation and Public Facilities

University Avenue Rehabilitation and Widening

Questions and Answers

PROJECT GOALS:

1. Improve safety for motorist and pedestrians.
2. Improve efficient movement of traffic.
3. Replace deficient facilities.

Safety would be improved for **motorists** by:

1. Installing raised medians throughout with turn lanes at cross streets and signalized intersections.
2. Installing turn pockets at intersections.
3. Signalizing Sandvik Street and Davis Road intersections.

Safety would be improved for **pedestrians** by:

1. Upgrade the sidewalk along the west side of University Avenue with a ten-foot wide multi use path.
2. Replace the east side sidewalk with a new 5-foot wide sidewalk.
3. Construct ADA facilities to accommodate more users.

Efficiency would be improved by:

- A. Adding turn pockets at intersections to allow more traffic to keep moving.
- B. Bridging the railroad over University Avenue to allow both train and vehicles to move through the area at the same time.

Deficient Facilities scheduled for replacement include:

- A. Replacing the University Avenue Bridge to current seismic design standards.
- B. Widening pedestrian facilities to increase safety and allow multiple uses.

Why is a raised median proposed?

Safety. We acknowledge raised medians would be less convenient than the existing completely unrestricted access.

- Design guidelines indicate a raised median is warranted when traffic volumes exceed 20,000 average daily traffic (A.D.T.). The traffic volumes in 2003 at the University Avenue Bridge were 19,150 and projected in the design year (2035) to be 29,200 vehicles per day.
- Crashes would be reduced by over 220 crashes per year from the existing four lane and over 40 crashes per year from installation of a two way left turn lane.
- University Avenue is the principal north-south arterial on the west side of Fairbanks. That means its primary function is to carry through traffic efficiently. Its secondary purpose is to provide direct access to adjacent properties.
- In 1991 the University Avenue Widening Project Record of Decision proposed rehabilitating University Avenue with a two way left turn lane and raised center medians at major intersections, or approximately 33 percent of the roadway. The Record of Decision provided for constructing continuous raised medians the length of University Avenue in the future.
- Pedestrian safety would be improved by consolidating left turns onto and off of University Avenue at cross streets.

The Geist Road /Johansen Expressway intersection has the most crashes of any intersection in Fairbanks. What's being done to reduce crashes there?

- Right turn pockets would be installed northbound and southbound. This is expected to reduce cost of rear-enders and side-swipes by 60%, per the Alaska DOT&PF Highway Safety Improvement Program "Accident Cost Reduction Factors".
- A signal would be installed at Sandvik Street. This would allow northbound traffic exiting West Valley, Hutchison Technical Institute and Old University Park School to avoid the Geist Road/Johansen Expressway intersection. This would likely the number of angle accidents, therefore reducing the cost of crashes by 60%, but increase the cost of rear-enders by 25%.
- The Fairbanks Metropolitan Area Transportation System (FMATS) Long Range Transportation Plan shows the area west of University Avenue and south of Geist Road would access via Goldizen Avenue. This would allow southbound traffic to avoid the Geist Road/Johansen Expressway intersection.
- Although former studies indicated grade separation at University Avenue and Geist Road/Johansen Expressway, this proposal has been reconsidered. This intersection is expected to remain at-grade for the next 20 years, per the FMATS Long Range Transportation Plan.
- Dual left-turn lanes would be created for north bound traffic on University Avenue.



University Avenue

Why isn't a two way left turn being proposed?

Because it would not be as safe as a raised median. Due to the current volume of traffic on University Avenue, it would be irresponsible to install a two way left turn lane. The volumes of traffic on University Avenue will soon exceed the design guideline volumes recommended for a two way left turn lane. A two way left turn lane was an appropriate choice 15 years ago, when the traffic volumes were lower.

We acknowledge that U-turns will increase in some locations with a raised median.

A raised median is the better choice now because it would prevent more accidents than a two way left turn lane.

Does the preferred alternative include landscaping in the median?

This is an opportunity for a local government entity to step forth and offer to fund and maintain landscaping on University Avenue, just as it has on Airport Way. Until then, it is expected that the center median would be paved in order to keep maintenance costs low.

When would construction take place?

The University Avenue Project would be constructed in four phases:

- First phase** – Thomas Street By College Road to Chena River Recreation Site, including replacement of the University Avenue Bridge and installation of a signal at Sandvik Street.
- Second phase** – Chena River Recreation Site to Erickson Avenue.
- Third phase** – Railroad overcrossing University Avenue.
- Fourth phase** – Erickson Avenue to Mitchell Expressway.



Crashes 1994-2001

What are the Economic Impacts of Raised Medians?

The economic impacts of the use of raised medians have been studied in many recent research projects that have been conducted throughout the country. The impact of restricting left turns has been found to be dependent not only upon the extent that access to adjacent property increases or decreases, but also on the type of activity involved and the background economic conditions.

Some activities, such as a large shopping center or office complex attract their clientele from a large area, and the overall travel time to the facility time plays a major role. Other activities, such as service stations and drive-in restaurants, rely on intercepting pass-by traffic. In such cases, left turn restrictions may adversely affect business.

Key findings of the past studies of the economic impacts of access restrictions on commercial properties, conducted throughout the country, include the following:

- Perceptions of business owners before a median was installed were more pessimistic than what usually happened.
- Business owners usually reported no change in pass-by traffic after median installations.
- Most business types (including specialty retail, fast-food restaurants and sit-down restaurants) reported increases in business activity.
- Most adverse economic impacts were realized during the construction phase of the median installations.
- Employment within the corridors of access management projects experienced upward trends overall, with some exceptions during construction phases.
- Along the corridors where property values were studied, land values stayed the same or increased, with very few exceptions.
- Corridors with completed access management projects performed better in terms of retail sales than the surrounding communities. Business failure rates along access-managed corridors were at or below statewide averages.
- Businesses surveyed along access managed corridors typically reported sales at least as high after the project was in place.

The results of these studies indicate that median projects have little overall adverse impact on business activity. Although some businesses report increase in sales and some report decreases, the majority report no change in business activity following a median project.

More information is online at:

www.dot.state.ak.us/stwdplng/projectinfo/project_pages/university_ave

Comment periods ends on September 16, 2005.

If you have comments or questions, please contact:

Janet Brown, P.E.
Engineering Manager
State of Alaska
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709
Telephone: (907) 451-2283
FAX (907)451-5126
janet_brown@dot.state.ak.us

Edrie Vinson
Environmental Project Manager
Federal Highway Administration
P.O. Box 21648
Juneau, Alaska 99802-1648
Telephone: (907)586-7464
FAX: (907)586-7420
edrie_vinson@FHWA.dot.gov



University Avenue Rehabilitation and Widening Project

Executive Summary

Project Goals

1. Improve safety for motorists
2. Improve safety for pedestrians and bicyclists
3. Provide efficient movement of traffic
4. Replace deficient facilities

Construction is planned in the following phases:

- Rewak to Chena Bridge
- Chena Bridge to Sandvik Street
- Sandvik to Thomas Street
- Railroad crossing
- Mitchell Expressway to Rewak

What is the plan to reduce congestion at the University Avenue Railroad Crossing?

- Bridge the Railroad over University Avenue
- Remove existing Fairbanks Street Bridge over the railroad tracks
- Install new Fairbanks Street to campus pedestrian tunnel under the railroad tracks

Project Milestones

- 2005 Complete environmental document, selecting build or no-build alternatives.
- 2006-2007 Design
- 2007-2010 Advertise first constructions phase
- Schedule and costs



**ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

TITLE VI REPORT

Section: Environmental Section Region: DOT&PF-Northern Region
 Prepared/Facilitated by: Janet Brown, Bruce Campbell, & R&M Consultants-Fairbanks
 Meeting Location: Noel Wien Library Date: 9/7/05 Time: 4-7 p.m.
 Project No. (Federal/State): RS-M-0617(3)/63213
 Project Name: University Avenue Rehabilitation and Widening

Purpose (check all that apply):

Public Meeting EIS *CAG (Citizen's Advisory Group)
 Project Scope EA Other: _____

Method of advertisement: Fairbanks Daily News-Miner (newspaper), DOT&PF website
public notices, postcard mailout to mailing list

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 50 (attach copy of sign-in sheet)

Number of Minority present: 2 Number of Women present: 23

Was an interpreter required? YES **NO**

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

Relocation of low-income residents in the
Holiday House Apartments,

- If applicable, were Title VI issues addressed in the meeting? How?

DOT&PF Right-of-Way section explained relocation and assistance programs DOT&PF will use and make available.

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

*Total number of citizens on CAG Board: _____

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

OPEN HOUSE

University Avenue Rehabilitation and Widening

Project Number RS-M-0617(3)/63213

Wednesday, September 7, 2005

from 4-7 p.m.

Noel Wien Library

1215 Cowles

Fairbanks, AK 99701

The Alaska Department of Transportation and Public Facilities and the Alaska Division Office of the Federal Highway Administration (FHWA) announce the availability of the Environmental Assessment (EA) and a Public Open House for the University Avenue Rehabilitation and Widening project. The proposed project includes plans to:

- 1) Construct a raised median along University Avenue from the Mitchell Expressway/Parks Highway to Thomas Street.
- 2) Relocate the entrance for the Chena River State Recreation Site.
- 3) Improve pedestrian facilities between the Mitchell Expressway/Parks Highway and Thomas Street.
- 4) Replace the University Avenue Bridge over the Chena River.

The Environmental Assessment is available online at www.dot.state.ak.us/stwdplng/projectinfo/project_pages/university_ave or by contacting:

Janet Brown, P.E., Engineering Manager
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2283
Fax: (907) 451-5126
TDD: (907) 451-2363
Email address: janet_brown@dot.state.ak.us

You may send comments via letter, email, telephone, or fax until **September 16, 2005**.

Notice of Wetland Involvement, Executive Order 11990
Air Quality Conformity public comment
Environmental Justice, Executive Order 12898
Protection and Enhancement of the Cultural Environment Executive Order 11593
Floodplain Management Executive Order 11988

If you are a person with a disability and you need special accommodations to participate in this meeting, please contact Ms. Brown at the telephone number listed above.

ACCT #105948

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A0-2526ENV-004

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
ENVIRONMENTAL SECTION
2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316

AGENCY CONTACT

DEBORAH TODD

DATE OF A.O.

AUGUST 12, 2005

PHONE

(907) 451-2237

FAX: (907) 451-5103

DATES ADVERTISEMENT REQUIRED:

AUGUST 16, 28 AND SEPTEMBER 6, 2005

THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY
ON THE DATES SHOWN.

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DOT&PF LOGO AROUND IT

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FAIRBANKS DAILY NEWS-MINER
ADVERTISING DEPARTMENT
P. O. BOX 70710
FAIRBANKS, AK 99707-0710

ATTN: MS. LINDA NESS

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2										
3										
4										

REQUISITIONED BY:

Deborah Todd


DIVISION APPROVAL

[Signature]

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA

SS.



**DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES**

OPEN HOUSE

UNIVERSITY AVENUE REHABILITATION
PROJECT NUMBER RS

WEDNESDAY, SEPTEMBER 26, 2009
NOEL WIEN 11:00 AM - 12:00 PM
1215 COWLEY AVENUE, FAIRBANKS, AK 99709-5316

The Alaska Department of Transportation and Public Facilities is currently conducting an Environmental Assessment (EA) for the University Avenue Rehabilitation and Widening project. The EA includes plans to:

- 1) Construct a raised median along University Avenue/Expressway/Parks Highway to Thomas Street
- 2) Relocate the entrance for the Chena River Street
- 3) Improve pedestrian facilities between the Median and Thomas Street
- 4) Replace the University Avenue Bridge over the Chena River

The Environmental Assessment is available online at www.adot.state.ak.us/working/projectinfo/projects

Jane Brown, P.E., Engineering Manager
Dept. of Transportation and Public Facilities
2301 Peger Road, Fairbanks, AK 99709-5316
Telephone: (907) 451-2283
Fax: (907) 451-5126
TDD: (907) 451-2363
Email address: jane.brown@dot.state.ak.us

You may send comments via letter, email, telephonic, or in person.

Notice of Wetland Involvement, Air Quality Conformity, Environmental Justice, Executive Order 13175, Protection and Enhancement of the Cultural Environment, and Floodplain Management Executive Order 13132.

If you are a person with a disability and you need to participate in this meeting, please contact Ms. B. Israel above.

Before me, the undersigned, a notary public, this day personally appeared Marena Burnell, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

8/28/2009

ST OF AK/DEPT TRANS

14 1

110

UNIV. AVE. OPEN HOUSE

100748 14872210

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Marena Burnell

Subscribed and sworn to before me on this 31 day of AUGUST, 2009


Sharon Dracelle
Notary Public in and for the State Alaska.

My commission expires August 26, 2009



AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

OPEN HOUSE

UNIVERSITY AVENUE REHABILITATION PROJECT NUMBER RS

WEDNESDAY, SEPTEMBER 14, 2005

NOEL WIENL
1215 COWLEY

The Alaska Department of Transportation and Division Office of the Federal Highway Administration availability of the Environmental Assessment for University Avenue Rehabilitation and Widening includes plans to:

- 1) Construct a raised median along University Expressway/Paris Highway to Thomas Street
- 2) Relocate the entrance for the Chena River
- 3) Improve pedestrian facilities between the median and Thomas Street
- 4) Replace the University Avenue Bridge over the Chena River

The Environmental Assessment is available on www.dot.state.ak.us/stuepbrg/projects/univ

Janet Brown, P.E., Engineer
Department of Transportation
2301 Peffer Road, Fairbanks, Alaska
Telephone: (907) 451-4511
Fax: (907) 451-4511
TDD: (907) 451-4511
Email address: janet.brown@alaska.gov

You may send comments via letter, email, telephonic or in person to the meeting location listed above until September 16, 2005.

Notice of Wetland Involvement
Air Quality Conformity
Environmental Justice, Fairness
Protection and Enhancement of the Cultural Resources
Floodplain Management Exemption

If you are a person with a disability and you wish to participate in this meeting, please contact Ms. [Name] listed above.

} SS.

Before me, the undersigned, a notary public, this day personally appeared Marena Runnell, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

FRIDAY, SEPTEMBER 9, 2005

ST. OF AV/DEPT. TRANS

14

1101

UNIV. AVE OPEN HOUSE

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

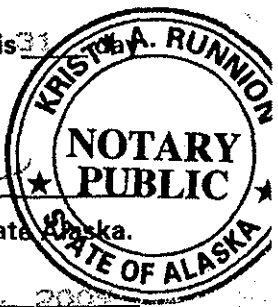
Marena Runnell

Subscribed and sworn to before me on this 31

of AUGUST, 2005

[Signature]

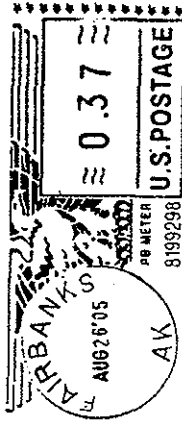
Notary Public in and for the State of Alaska.



My commission expires March 16, 2008



State of Alaska
 Department of Transportation
 and Public Facilities
 Environmental Section
 2301 Peger Road
 Fairbanks, AK 99709-5316



Fairbanks, AK 99709

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Alaska Department of Transportation and Public Facilities
 In Cooperation With
 Alaska Division Office of the Federal Highway Administration
 Invites you to the

**University Avenue Widening and Rehabilitation
 Environmental Assessment Public Hearing
 Project STP-RS-M-0617(3)/63213**

When: Wednesday, September 7, 2005 from 4 to 7 p.m.
 Where: Noel Wien Library, 1215 Cowles Street, Fairbanks

We are making the Environmental Assessment available for the
 University Avenue Rehabilitation and Widening Project.

Project goals are to improve the safety and efficiency of
 University Avenue. We are especially interested in your
 comments and issues of concern to you about University Avenue.

For more information, please contact Janet Brown, P.E.,
 Engineering Manager, ADOT&PF, at (907) 451-2283, email to
janet_brown@dot.state.ak.us or Edrie Vinson, Environmental
 Project Manager, FHWA, at (907) 586-7464, email to
edrie.vinson@fhwa.dot.gov.

- Notice of Wetland Involvement, Executive Order 11990
- Air Quality Conformity Public Comment
- Environmental Justice Executive Order 12898
- Protection and Enhancement of the Cultural Environment
 Executive Order 11593
- Floodplain Management Executive Order 11988

If you require special accommodations to participate, please
 contact Ms. Brown at the number listed above. The Text
 Telephone (TDD) number is (907) 451-2363.

**UNIVERSITY AVENUE REHABILITATION & WIDENING
PROJECT NO. 63213
MAILING LIST
as of Friday, August 26, 2005**

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Catholic Bishop of Northern AK
1316 Peger Road
Fairbanks, AK 99709-5199

AK Pacific Capital c/o Childers Business Ent
5203 Sillary Circle
Anchorage, AK 99508-4944

College Mall LLC
P. O. Box 80525
Fairbanks, AK 99708-0525

AK Riverways, Inc.
1975 Discovery Drive
Fairbanks, AK 99709-4577

Denali Foods, Inc.
3301 Denali St., Ste. 200
Anchorage, AK 99503-4032

Arctic Coastal Aviation Company
1410 Ivans Alley
Fairbanks, AK 99709-6005

DJD Enterprises
1600 College Road
Fairbanks, AK 99709-4173

Arctic Field Services, LLC
1818 S. University Avenue, #9
Fairbanks, AK 99709-4947

Dresser Family Trust
P. O. Box 82745
Fairbanks, AK 99708-2745

Assembly of God Full Gospel Korean
3558 Goldizen Road
Fairbanks, AK 99709-3634

Eneput Childrens Center, Inc.
P. O. Box 80452
Fairbanks, AK 99708-0452

Bachner Rental Company, Inc.
P. O. Box 82130
Fairbanks, AK 99708-2130

Fbks. Community Mental Health Center, Inc.
1716 University Avenue
Fairbanks, AK 99709-4904

Bedrock Enterprises LLC
1316 Bedrock Street
Fairbanks, AK 99701-4918

FFCA Acquisition Corporation
17207 N Perimeter Drive
Scottsdale, AZ 85255-5401

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Hickel Investment Company
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University Plaza LLC
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MEMORANDUM

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Department of Transportation & Public Facilities
Northern Region Preconstruction

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(see list below)
Northern Region

DATE: May 17, 2005

TELEPHONE NO: (907) 451-2283

THRU: Chuck Howe
~~Regional Environmental Coordinator~~
Northern Region

FAX NO: (907) 451-5126

FROM: Janet Brown, P.E. *JB*
Engineering Manager
Northern Region

SUBJECT: University Avenue
Rehabilitation and Widening
Project RS-M-0617(3)/63213
Preliminary Environmental
Document Review

Please review the Preliminary Environmental Document for the University Avenue Rehabilitation and Widening project. This document is for in-house review only and not for public distribution. Please submit your comments to Janet Brown, P.E., Engineering Manager, by June 14, 2005.

hw BWC/dt

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