



State of Alaska  
Department of Transportation & Public Facilities

**CATEGORICAL EXCLUSION DOCUMENTATION FORM**  
(NEPA Assignment Program Projects)

*The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.*

**I. Project Information**

**A. Project Name:** Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road to Pittman Road

**B. State Project Number:** CFHWY00562

**C. Federal Project Number:** 0001723

**D. Primary/Ancillary Project Connections:** Seldon Road Extension Phase I: Windy Bottom/Beverly Lakes Road to Pittman Road (MSB-funded project)

**E. COA Determination:** Unlisted CE

**F. Project Scope:**

**TIP or STIP:** STIP

**Need ID:** 32724

**Project Scope:**

The project extends Seldon Road on a new alignment to the north from its current terminus at Beverly Lake Road (a residential subdivision road) and connect to Pittman Road. Project development includes completion of design and right-of-way along with full construction of a new arterial level facility with separated bike path.

**G. Project Purpose And Need:**

The purpose of this project is to continue the roadway connection between Church Road and Pittman Road, the next link in the east-west corridor running from Palmer to Houston. The project would provide a roadway alignment for vehicles to travel east and west, an alternate route to the Parks Highway, improve overall traffic circulation in the area, and provide better facilities for pedestrians. Project is part of the Matanuska-Susitna Borough Long-Range transportation Plan adopted in 2017.

## H. Project Description:

The Alaska Department of Transportation and Public Facilities (DOT) is proposing to complete the Seldon Road extension from the western Phase I terminus at the Beverly Lakes Road/Windy Bottom Road intersection to Pittman Road in Wasilla, AK (Figures 1-2). The proposed project would:

- 1) Extend Seldon Road with a 2.25 mile two-lane arterial facility
- 2) Construct frontage roads to tie into the existing road network
- 3) Reconstruct portions of adjacent roads to meet current standards and create new intersections
- 4) Construct a new 10-foot wide separated pedestrian pathway on the south side of the new facility
- 5) Construct a new trailhead parking area at the new Pittman Road intersection
- 6) Relocate utilities
- 7) Construct new drainage facilities
- 8) Clear and grub vegetation
- 9) Install new or replace roadside hardware, including signing and striping

## Attachments

### Environmental Consequences

#### Project Plans & Location Information

- appendix\_a\_figures.pdf CFHWY00562.pdf

#### Historic Properties and Cultural Impacts

- CFHWY00562\_2013\_Initiation\_letters.pdf CFHWY00562.pdf
- Seldon Rd\_Initiation\_Package.pdf CFHWY00562.pdf
- CFHWY00562 Seldon Rd\_Findings Package.pdf CFHWY00562.pdf
- Regional\_Cultural\_Resource\_Specialist\_Agreement.pdf CFHWY00562.pdf CFHWY00562.pdf
- CFHWY00562\_Fnding\_Concurrence.pdf CFHWY00562.pdf
- CE\_106\_Consultation\_Responses\_and\_Survey\_Documents\_Final.pdf CFHWY00562.pdf

#### Floodplain Impacts (23 CFR 650, Subpart A)

- Appendix A.pdf CFHWY00562.pdf
- LHS CFHWY00562.pdf
- Public Involvement Documentation CFHWY00562.pdf
- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

#### Wetland and Waterbody Impacts

- appendix\_c1\_wetdel\_rpt\_appen.pdf CFHWY00562.pdf
- appendix\_c2\_wetdel\_photos.pdf CFHWY00562.pdf

#### Fish and Wildlife Impacts

- appendix\_d\_eaglenestsurvey.pdf CFHWY00562.pdf

#### Water Quality Impacts

- appendix\_f\_scoping.pdf CFHWY00562.pdf

**Noise Impacts (23 CFR 772)**

- appendix\_e\_noisereport.pdf CFHWY00562.pdf

**Comments and Coordination****Public Involvement**

- Seldon Road Extension Phase II\_ADN.pdf CFHWY00562.pdf
- Seldon Road Extension Phase II\_Frontiersman.pdf CFHWY00562.pdf
- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf
- NOI\_Floodplain.pdf CFHWY00562.pdf
- 20230314\_Seldon\_Issue Response Summary\_v3 (1).pdf CFHWY00562.pdf
- 20230314\_Seldon\_PI Chronology\_v2\_sk (1).pdf CFHWY00562.pdf
- 20230315 Seldon PI Original Documentation\_sk (1).pdf CFHWY00562.pdf

**Agency Involvement**

- appendix\_f\_scoping.pdf CFHWY00562.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.

1. "Meadow Lakes Comprehensive Plan" (MSB, 2005). Source: <https://matsugov.us/plans/meadow-lakes-comprehensive-plan>. Accessed: 12/06/22.

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

2. Were transportation plans for this area reviewed?

1. "2035 MSB Long Range Transportation Plan" (MSB, 2017). Source: <https://matsugov.us/plans/lrtp>. Accessed: 12/06/22.
2. "2007 MSB Long Range Transportation Plan" (MSB, 2007). Source: [http://www.wasillamainstreetproject.com/documents/JUNE%2007%20LRTP\[1\].pdf](http://www.wasillamainstreetproject.com/documents/JUNE%2007%20LRTP[1].pdf). Accessed: 12/06/22.

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

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

### Summary

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

The proposed project would address the need identified in the 2005 "Meadow Lakes Comprehensive Plan" (MSB) for a new east-west road (referred to as "Seldon West") through Meadow Lakes to connect Houston to Wasilla and Big Lake, which would help alleviate traffic congestion on the George Parks Highway and provide more efficient access to adjoining communities.

The proposed project would also address part of the MSB arterial grid system inadequacy identified in the "2035 MSB Long Range Transportation Plan" (MSB, 2017) and the "2007 Long Range Transportation Plan" (MSB, 2007) by extending Seldon Road west to Pittman Road. The proposed project is also identified in the "MSB Five Arterials Planning Study" (DOT&PF, 2013) as a needed arterial facility improvement to address inadequacies in the arterial grid system between Palmer and Houston. Currently, the arterial grid between Palmer and Houston lacks alternate routes for traffic flow to the George Parks Highway. During times of peak traffic volumes operational difficulties in this arterial grid result in traffic congestion and travel delays.

The project would divert heavy residential traffic off of a subdivision collector road, Beverly Lakes Road, to the project, an arterial designed to carry the larger amounts of traffic.

The proposed project would not have adverse, indirect, or cumulative effects to local transportation or land use plans.

### 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 relocations, 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?

**B. Right-of-Way Impacts**

**Yes No**

- 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 proposed project area presents challenging physical conditions. The landscape is dotted with lakes, several streams, wetland complexes, and pockets with poor soils and high water tables. As a result, prime development land is generally focused on narrow uplands between lakes and wetlands, making it a challenge to avoid direct impact to individual properties and structures. The proposed project traverses a rural residential area comprised of 1-40 acre lots.

To minimize ROW and wetland impacts, the proposed project alignment follows a curving horizontal corridor that seeks to avoid wetland and ROW acquisition to the maximum extent practicable while balancing cut and fill.

Some ROW for the proposed project was previously acquired when the project was being managed by the MSB with utilization of non-federal funding. Acquisition of an additional partial parcel is anticipated to be required in order to develop the proposed project. The parcel itself is uninhabited and contains no structures. Although the parcel is not zoned for a specific land-use category, it is owned through partnership, by a commercial business with operations in the area. Partial acquisition of the parcel is not anticipated to adversely affect the business or its operational capacity within the Matanuska-Susitna Borough.

A "Corridor Access Management Plan" was developed to establish proposed access locations along the proposed road alignment, how existing property access will be maintained, and ways to minimize traffic interruptions and promote safety. No residential or business relocations are anticipated to occur as a result of developing the proposed project.

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

**Yes No**

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

The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at [https://ejscreen.epa.gov/mapper/ejscreen\\_v1/index.html](https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html)) does not identify any demographics that greatly exceed state or national averages.

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

**Summary**

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

The proposed project would not disproportionately affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at [https://ejscreen.epa.gov/mapper/ejscreen\\_v1/index.html](https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html)) does not identify any demographics that greatly exceed state or national averages in or adjacent to the project area. Adverse impacts would not be experienced by EJ populations within or adjacent to the project area because EJ populations are not disproportionately represented within the project area.

Although EJ populations were not found to be disproportionately represented in the project area, there are likely some individuals present that would fall into an EJ population category. The proposed project is expected to provide

beneficial impacts to them because, 1) Providing a faster connection to healthcare and to access supplies/needs, 2) Providing improved accessibility to other areas of the Matanuska Valley to both motorists and pedestrians, and 3) Providing a separated pedestrian pathway for safer pedestrian travel.

**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?

b. Date Consultation Initiation Letters sent

10/18/2013; 3/8/2022 (Appendix B)

**Attachments**

- CFHWY00562\_2013\_Initiation\_letters.pdf CFHWY00562.pdf
- Seldon Rd\_Initiation\_Package.pdf CFHWY00562.pdf

c. List consulting parties:

SHPO, CIRI, City of Wasilla, Knik Tribal Council, Native Village of Eklutna (2013); SHPO, MSB, City of Wasilla, CIRI, Knikatunu Inc., Knick Tribe, Chickaloon Moose Creek Native Association, CNV, Wasilla-Knik Historical Society (2022).

d. Were any comments received?

Comments were received from Chickaloon Village Traditional Council (CVTC), and the Knik Tribal Council (KTC), and SHPO. CIRI stated on April 4, 2022 they had no concerns with the project. The attached appendix details these comments and further consultation efforts. A summary of comments received from KTC, CVTC, and SHPO are provided below.

KTC raised concerns on March 10, 2022 about materials sources for the project. DOT&PF responded by stating it will be up to the selected contractor to select one or more materials sites, and acquire any needed permits.

CVTC stated on March 11, 2022 that areas of traditional religious and cultural importance to the tribe were present in the area and requested consultation with FHWA via government to government. However, during the government to government consultation with FHWA, CVTC did not identify any locations of traditional religious or cultural importance within the study area. The resulting documents from the consultation between CVTC and the FHWA did not identify specific sites, structures, or geographic locations of traditional religious and cultural importance to CVTC.

SHPO responded on 4/5/22 that the new alignment near the west end of the project near Pittman Road was not previously surveyed for cultural resources and a cultural resources survey of this new alignment may be necessary.

**D. Historic Properties and Cultural Impacts**

**Yes**      **No**

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

**Attachments**

- CFHWY00562 Seldon Rd\_Findings Package.pdf CFHWY00562.pdf
- Regional\_Cultural\_Resource\_Specialist\_Agreement.pdf CFHWY00562.pdf CFHWY00562.pdf

a. Date "Finding of Effect" Letters sent:

02/09/2016; 06/16/2022

b. State "Finding of Effect":

- No Effect

c. Were there any changes to consulting parties?

d. Were any comments received?

SHPO concurred with the finding of no historic properties affected on April 19, 2016 and July 11, 2022.

CVTC did not provide concurrence with the finding of no effect on July 1, 2022, and stated their opposition to the findings letter, but didn't identify any structure or specific area of cultural and religious importance to the tribe.

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

4/19/16 & 7/11/22

**Attachments**

- CFHWY00562\_Fnding\_Concurrence.pdf CFHWY00562.pdf

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

7. Are there any unresolved issues with consulting parties, including project issues or concerns of a federally-recognized Indian Tribe [36 CFR 800.16(m)]?

**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.

The proposed project is not anticipated to impact historic or cultural resources. A Cultural Resource Survey Report (Cultural Resource Consultants, 2015) was completed for the proposed project and did not identify any archaeological sites or historic properties recommended eligible for the National Register of Historic Places. A Historic and Cultural Resources Memo (Stantec, 2022) was completed for the proposed project to provide an updated cultural resources review and recommended the proposed project would have no effect on cultural resources.

The MSB found that no historic properties would be affected by the Proposed Project and the ADNR, Office of History and Archaeology concurred with the finding on April 19, 2016. Since that time, the DOT&PF has updated the design and slightly adjusted the APE and an updated finding of no historic properties affected was sent to ADNR, Office of History and Archaeology, Alaska State Historic Preservation Office (SHPO) on June 16, 2022 and other consulting parties (MSB, City of Wasilla, Cook Inlet Region Inc., Knikatu Inc., Knik Tribe, Chickaloon Moose Creek Native Association, Chickaloon Native Village, and the Wasilla-Knik Historical Society) and concurrence from the SHPO was received on July 8, 2022.

The SHPO concurred with DOT&PF's finding of no effect on July 11, 2023. The CVTC responded on July 1, 2023 that they disagreed with the finding of effect, but did not identify any specific cultural resources or historic sites of traditional religious and/or cultural importance within the APE in their response. See attached documents for a history of the Section 106 consultation process, including the government to government consultation between FHWA and CVTC.

**Attachments**

- CE\_106\_Consultation\_Responses\_and\_Survey\_Documents\_Final.pdf CFHWY00562.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 Section 4(f) or 6(f) properties would be impacted by the proposed project. Additionally, LWCFA funds are not used for the proposed project; therefore, Section 6(f) is not applicable.



**F. Contaminated Sites and Hazardous Materials Impacts**

Yes No

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

Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response, Contaminated Sites Database. Source: <https://dec.alaska.gov/applications/spar/publicmvc/csp/search>. Accessed: June 14, 2022.

- 2. Are there known or potentially contaminated sites within or adjacent to the existing ROW?  Yes  No
- 3. Would a documented hazardous material site be acquired?  Yes  No
- 4. Are there contaminated sites within 1,500 feet of where excavation dewatering is anticipated?  Yes  No

**Summary**

Summarize the contaminated site impacts and mitigation, if any.

A review of the ADEC Contaminated Sites Database did not identify any contaminated sites within or adjacent to the proposed project study area.

**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?  Yes  No

**Attachments**

- Appendix A.pdf CFHWY00562.pdf
- LHS CFHWY00562.pdf
- Public Involvement Documentation CFHWY00562.pdf

- a. Does the project encroach into a regulatory floodway?  Yes  No
- b. Would the proposed action increase the base flood elevation (BFE) one-foot or greater, or any rise in a regulatory floodway?  Yes  No
- c. Is there a longitudinal encroachment into the 100-year floodplain?  Yes  No
- d. Is there significant encroachment as defined by 23 CFR 650.105(q)?  Yes  No
- 2. Does the project conform to local flood hazard requirements?  Yes  No
- 3. Is the project consistent with E.O. 11988 (Floodplain Protection)?  Yes  No

**Summary**

Summarize floodplain impacts and describe any temporary encroachment(s) and functionally dependent use(s).

The Federal Emergency Management Agency, Flood Insurance Rate Map for the Matanuska-Susitna Borough, Alaska (panels #02170C8055F and #02170C8060F, effective 9/27/2019) was reviewed and no mapped floodplains were identified within the proposed project limits.

The proposed project includes replacement of 2 culverts in the eastern portion of the project. DOT&PF identified the need to conduct a location hydraulic study (LHS) for both culverts in order to complete construction of the proposed project. The LHS is attached and a summary of findings from the LHS is below.

One unmapped floodplain exists on the north side of Beverly Lake Road adjacent to two small stream crossings of Beverly Lake Road, and an additional unmapped floodplain exists running east-west crossing Wyoming Road north of the intersection with Seldon Road. National Flood Insurance Program maps (LHS, Figure 2) shows an additional crossing west of the Wyoming/Seldon intersection, but wetland delineation efforts (LHS, Figure 5) show no stream visible in the project area at that location. Additional culverts would be installed at appropriate locations throughout the project area and adequately sized to pass the base flood with no adverse impacts.

**Attachments**

- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

**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. Wetlands?

a. Are the wetlands delineated in accordance with the “Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007”?

b. Estimated area of wetland involvement (acres): 3.9

c. Estimated fill quantity: 21,400 cubic yards

d. Estimated dredge quantities: 10,400 cubic yards

e. Wetlands Finding

**Attachments**

- appendix\_c1\_wetdel\_rpt\_appen.pdf CFHWY00562.pdf
- appendix\_c2\_wetdel\_photos.pdf CFHWY00562.pdf

i. Are there practicable alternatives to the proposed construction in wetlands?

ii. Does the project include all practicable measures to minimize harm to wetlands?

iii. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project’s impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction.

3. Waters?

a. Estimated fill quantities below:

**H. Wetland and Waterbody Impacts**

**Yes No**

OHW: 21,400 cubic yards

MHW: 21,400 cubic yards

HTL: 21,400 cubic yards

b. Estimated dredge quantities: 10,400 cubic yards

4. Does the project involve work within or over navigable waters as defined by the USACE (Section 10)?  Yes  No

5. Proposed waterbody involvement:  Yes  No

- Culvert

6. Is a USACE authorization anticipated?  Yes  No

- Nationwide Permit

7. Will the project involve navigable waters as defined by the U.S. Coast Guard (USCG) (Section 9)?  Yes  No

8. 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?  Yes  No

**Summary**

Summarize wetland and waterbody impacts and mitigation, if any.

Multiple wetland delineations and wetland field reconnaissance efforts have been completed for the proposed project. Wetlands field reconnaissance was completed in September 2013, August 2014, and a wetland delineation was completed in July 2015 to field verify existing mapped wetlands published in Cook Inlet Wetlands (Gracz, 2007). The wetland delineation focused on examining Cook Inlet Wetlands (Gracz, 2007) boundaries, and verifying stream locations within the proposed project ROW. Additionally, an updated wetland delineation was completed in June 2022 for the revised proposed project ROW and to verify previous wetland delineation boundaries.

The findings of the updated wetland delineation (June 2022) are included in the Wetlands and Waters Delineation Report (Appendix C). Development activities from construction of the proposed project would impact 3.89 acres of wetlands and/or waters of the U.S. under USACE jurisdiction. According to the functions they provide, high value wetlands include palustrine emergent (0.35 acre impacted) and scrub-shrub (2.02 acres impacted), and moderate value wetlands include palustrine forested (1.51 acre impacted). Additionally, high value streams include intermittent streams (0.01 acre impacted).

A Preliminary Jurisdictional Determination of the delineated wetland and upland boundaries was received from the USACE on February 22, 2016 and an approved Nationwide Permit (NWP) 14 (Linear Transportation Projects) was issued to the MSB on April 29, 2016 for unavoidable impacts to 0.84 acre of wetlands. Since that time the proposed project has been refined and a new USACE wetland permit, NWP 23 (Approved Categorical Exclusions), will be applied for prior to construction.

**I. Fish and Wildlife Impacts**

**Yes No**

1. Anadromous and resident fish habitat.

**I. Fish and Wildlife Impacts**

**Yes No**

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

Alaska Department of Fish and Game (ADF&G), Alaska Fish Resource Monitor. Source: <https://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=main.interactive>. Accessed: July 8, 2022.

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 Fisheries, Essential Fish Habitat Mapper. Source: <https://www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper>. Accessed: July 8, 2022.

b. Is EFH present in project area?

**3. Threatened and Endangered (T&E) Species**

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

USFWS, Information for Planning and Consultation (IPaC). Source: <https://ipac.ecosphere.fws.gov/>. Accessed: June 14, 2022.

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.**

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

1) United States Fish and Wildlife Service (USFWS), Alaska Bald Eagle Nest Atlas. Source: <https://gis.data.alaska.gov/maps/d0be8220447747f2bb25e43a36513482/about>. Accessed: June 29, 2022.

2) Stantec, Eagle Nest Survey, June 29, 2022 (Appendix D).

b. Is the project visible from an eagle nesting tree?

c. Is the project within 330 feet of an eagle nesting tree?

d. Is the project within 660 feet of an eagle nesting tree?

**I. Fish and Wildlife Impacts**

**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?

f. Is an eagle permit required?

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

**Summary**

Summarize fish and wildlife impacts and mitigation, if any.

There are no anadromous or resident fish streams identified within the proposed project study area by the ADF&G Fish Resource Monitor (Accessed online July 8, 2022 at <https://adfg.maps.arcgis.com/apps/MapSeries/index.html?appid=a05883caa7ef4f7ba17c99274f2c198f>). As part of the previous Seldon Phase II Extension project with MSB as the project proponent a fish trapping survey was conducted in 2013 to confirm fish presence/absence by using baited minnow traps placed in streams within the proposed project study area. The traps were soaked for at least 6 hours within each stream and no anadromous or resident fish species were trapped.

Portions of the proposed project would be located within areas that would require vegetation clearing prior to construction. The USFWS recommended time period to avoid vegetation clearing during bird nesting would be adhered to (May 1 - July 15). If vegetation clearing would need to occur during this time period a ground survey to identify nests would be conducted for the affected area prior to construction. Vegetation clearing limits would encompass approximately 10 feet on either side of the slope limits. The proposed project would connect an existing residential development with an existing arterial road. The proposed project is not in an area of subsistence or wildlife migration corridors. The proposed project is not anticipated to affect wildlife resources.

The proposed project would construct a new road in a mixed-use development surrounded by other existing roads, residences, and several businesses. Wildlife, including moose, will be able to cross the road to reach the segmented habitat and vegetation will be cleared beyond the road shoulders to allow for appropriate sight distance and avoidance of wildlife-vehicle collisions. ADF&G and USFWS were sent an agency scoping letter regarding the proposed project, and neither agency responded with comments or concerns about the project segmenting wildlife habitat.

Steve Lewis, USFWS Alaskan raptor wildlife biologist, recommended a 660-foot buffer of the project footprint to complete an accurate eagle nest survey. Two eagle nest surveys have been conducted for the proposed project study area. One aerial survey was conducted in 2013 and no eagle or other raptor nests were observed. A second aerial survey was conducted June 2022 and no eagle or other raptor nests were observed (Appendix D). The proposed project would not affect eagles or their nests. If a new eagle nest is observed prior to construction in the proposed project vicinity the USFWS would be consulted.

**Attachments**

- appendix\_d\_eaglenestsurvey.pdf CFHWY00562.pdf

**J. Invasive Species Impacts**

**Yes No**

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

University of Alaska Anchorage, Alaska Center for Conservation Science, Alaska Exotic Plants Information Clearinghouse (AKEPIC). Source: <https://accs.uaa.alaska.edu/invasive-species/non-native-plants/>. Accessed: June 14, 2022.

2. Are invasive species present in project area?

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

**Summary**

Summarize invasive species impacts and mitigation, if any.

A review of the AKEPIC indicates 12 non-native plants in an approximate 1-acre area near Pittman Road at Cloudy Lake, adjacent to the project area. There is the potential for some invasive species to occur. To minimize the introduction of additional invasive species to the area, the contractor would comply with Executive Order 13112 to mitigate invasive species by; 1) ensuring that ground disturbing activities are minimized, and disturbed areas are re-vegetated with seed recommended for the region by Alaska Department of Natural Resources (ADNR)'s A Revegetation Manual for Alaska; and 2) erosion and sediment control materials would be locally produced products to minimize potential importation of new propagules from outside Alaska.

**K. Water Quality Impacts**

**Yes No**

- 1. Will there be temporary degradation of water quality?
- 2. Is a public or private drinking water source or protection area within or adjacent to the project?

**Attachments**

- appendix\_f\_scoping.pdf CFHWY00562.pdf

- 3. Would the project result in a discharge of storm water to a WOTUS? [40 CFR 230.3(o)]
- 4. Would the project discharge storm water into or affect an ADEC-designated Impaired Waterbody?
- 5. Will the project involve more than one (1) acre of ground-disturbing activities?
- 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?

**Summary**

Summarize the water quality impacts and mitigation, if any.

A review of the Alaska Department of Environmental Conservation (ADEC) Drinking Water Protection Areas Map indicates the proposed project is located near two Public Water Systems (PWS) (AK2224078 and AK2225967). The proposed project intersects the drinking water protection footprints of these Public Water Systems. DOT&PF has initiated consultation with the drinking water division of ADEC regarding this issue and ADEC provided a list of recommendations to DOT&PF to protect these PWS during construction (Appendix F). DOT&PF will provide the construction project manager with this recommendation list when the project is certified for construction.

The Proposed Project will comply with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit, regulated by the ADEC, for storm water discharges associated with construction. Prior to construction the Contractor will prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The Contractor will use Best Management Practices (BMPs) to protect water quality, including minimization of erosion and sediment runoff during construction.

**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.

The Alaska Department of Environmental Conservation, Division of Air Quality, Air Non-Point and Mobile Sources website accessed on June 17, 2022 found the proposed project study area is not located within an air quality maintenance or nonattainment area. Air quality impacts from construction are anticipated to be minimal and temporary and no long-term air quality impacts are anticipated.

<b><u>M. Noise Impacts (23 CFR 772)</u></b>	<b>Yes</b>	<b>No</b>
1. Will there be temporary noise impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project involve any of the following Type I project actions listed below (23 CFR 772.5)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• 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.		
4. Does the noise analysis identify a noise impact?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Summary**

Summarize noise impacts and mitigation, if any.

A Noise Discipline Report (Michael Minor & Associates, 2022) for the proposed project was completed (Appendix E) to provide a traffic noise impact and abatement analysis meeting the requirements of the Federal Highway Administration (FHWA) and the DOT&PF, and in accordance with DOT&PF 2018 Noise Policy. The noise study consisted of an on-site inspection and noise monitoring. The Noise Discipline Report concluded that noise from construction would be similar to other highway construction projects and that typical DOT&PF construction noise mitigation measures could be included in the project specifications such as; 1) No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays, or between the hours of 10 p.m. and 7 a.m. on other days, without the approval of the DOT&PF construction project manager, 2) All equipment used shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have unmuffled exhaust, and 3) All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency. No noise abatement measures were considered since there are no receivers that meet the impact noise abatement criteria (NAC) of 66 decibels (dB) nor any substantial increases of +15 dB.

**Attachments**

- appendix\_e\_noisereport.pdf CFHWY00562.pdf

<b><u>N. Social and Economic Impacts</u></b>	<b>Yes</b>	<b>No</b>
1. Would the project affect neighborhoods or community cohesion?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the project affect the elderly, handicapped, non-drivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**N. Social and Economic Impacts**

**Yes No**

- a. Would the project include temporary delays and detours of traffic?
- 5. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.
- 6. The project will adversely affect established businesses or business districts.
- a. Would the project have temporary impacts on businesses?

**Summary**

Summarize social and economic impacts and mitigation, if any.

The proposed project is not anticipated to adversely affect neighborhoods, or community cohesion. The proposed project would provide neighborhood residents greater accessibility and community connection with major arterials for easier access to city amenities.

The proposed project is not anticipated to adversely affect travel patterns and accessibility. The proposed project would provide improved accessibility to other areas of the Matanuska Valley to both motorists and pedestrians. Additionally, the proposed project would provide a separated pedestrian pathway for safer pedestrian travel.

The proposed project would not disproportionately affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged. The Environmental Protection Agency, Environmental Justice Screening and Mapping Tool (accessed online September 15, 2022 at [https://ejscreen.epa.gov/mapper/ejscreen\\_v1/index.html](https://ejscreen.epa.gov/mapper/ejscreen_v1/index.html)) does not identify any demographics that greatly exceed state or national averages. The proposed project would provide a faster connection to healthcare and to access supplies/needs.

The proposed project would create accessibility to currently undeveloped properties along the proposed road corridor which has the potential to provide economic land development opportunities. The proposed project is not anticipated to result in negative economic impacts.

**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:

Mat-Su Valley Frontiersman, 2/2/2022

Anchorage Daily News, 1/30/2022

**Attachments**

- Seldon Road Extension Phase II\_ADN.pdf CFHWY00562.pdf
- Seldon Road Extension Phase II\_Frontiersman.pdf CFHWY00562.pdf



**A. Public Involvement**

**Yes**      **No**

**b.** Alaska Online Public Notice date:

01/28/2022

**Attachments**

- Notice of Intent to Begin Engineering and Environmental Studies.pdf CFHWY00562.pdf

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

**Attachments**

- NOI\_Floodplain.pdf CFHWY00562.pdf

**3.** Was a public meeting held?

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

Mat-Su Transportation Fair, 9:00 am, 10/20/2022;

Meadow Lakes Community Council, Zoom, 7:00 pm, 10/12/2022;

Meadow Lakes Elementary, 5:00 pm, 11/13/2014

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

**Summary**

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

**Public Scoping**

A Public Involvement Plan was developed for the Proposed Project and includes public involvement scheduled from Fall 2022 through Fall 2023 (Appendix F). A public meeting was held via zoom October 12, 2022 with the Meadow Lakes Community Council and the project team presented a project overview, project cost, schedule, and provided an opportunity for public comments. A presentation outline from that meeting is included in Appendix F. Additionally, the project team attended the Transportation Fair October 20, 2022 and held a table to provide information, a fact sheet (Appendix F), and answer questions on the proposed project. Public involvement documentation during January 2022-December 2022 public scoping is included in the attached documents. The topic of comments included Beverly Lake Road traffic/impacts, MSB involvement, construction timeline, associated costs, fish involvement, flooding issues, future road extension, road ownership, pedestrian pathway, right-of-way acquisition, roundabout intersection, school crossing, and trucking use. Detailed comments received and responses to comments are included in the attached documents.

Prior to the utilization of federal funding and initiation of the project under NEPA, the MSB was the project proponent and completed public scoping. A public meeting was held on November 13, 2014 from 6:00 p.m. to 8:30 p.m. at Meadow Lakes Elementary, Wasilla, Alaska. A public meeting notice (Appendix F) was mailed to all residents and stakeholders and emailed to stakeholders within the vicinity of the proposed project. The meeting was also advertised in the Frontiersman (Appendix F) and local radio stations. The public meeting was an open house format where residents and stakeholders had the opportunity to discuss the proposed project with the MSB Project Manager and other project staff at different input and display stations. Comment forms were provided to those in attendance at the public meeting.

A summary of the public meeting, including verbal comments from residents and stakeholders, are included in Appendix F. In addition, a website was developed for the Proposed Project through DOT&PF and MSB and can be accessed at <http://www.seldon-phase2.com> and <http://www.matsugov.us/projects/seldon-road-extension>. A view of the websites are included in Attachment F.

**Attachments**

- 20230314\_Seldon\_Issue Response Summary\_v3 (1).pdf CFHWY00562.pdf
- 20230314\_Seldon\_PI Chronology\_v2\_sk (1).pdf CFHWY00562.pdf
- 20230315 Seldon PI Original Documentation\_sk (1).pdf CFHWY00562.pdf

**B. Agency Involvement**

**Yes No**

1. Was an agency scoping conducted?

4/13/2022 & 11/11/2014

**Attachments**

- appendix\_f\_scoping.pdf CFHWY00562.pdf

2. Was an agency scoping meeting held?

3. Was a field review completed with agencies?

**Summary**

Summarize agency coordination efforts for this project.

**Agency Scoping**

Agency scoping included an informal pre-scoping email in addition to formal scoping letters sent to applicable agencies

on April 13, 2022 and November 11, 2014(Appendix F). The project purpose and need, a description of the proposed project, potential environmental resources affected were included in the scoping materials. Additionally, an invitation to attend the November 13, 2014 public meeting was included in the November 11, 2014 scoping letter; however, no agency members attended the meeting. One agency comment was received from the USFWS on August 30, 2014 (Appendix F) that stated no federally listed or proposed species and/or designated or proposed critical habitat is within the proposed project area and no further coordination with USFWS is required.

In response to the April 13, 2022 agency scoping letters, comments were received from the Alaska Department of Environmental Conservation (ADEC) Air Quality Division, the ADEC Contaminated Sites Program, and the Alaska Department of Fish and Game (ADF&G) Habitat Section. All comments received are summarized below and included in the attached Appendix F.

The ADEC Air Quality Division commented on April 20, 2022, 1) The project does not require a conformity analysis; 2) If open burning is used to dispose of organic debris procedures to minimize smoke must be used and obtain necessary permits; and 3) Construction activities should follow 18 AAC 50.045(d) to prevent particulate matter from being emitted.

The ADEC Contaminated Sites Program commented on April 21, 2022 that they do not have any comments on the proposed project.

The ADF&G Habitat Section commented on May 5, 2022 that the proposed project does not cross any anadromous streams would be crossed and no resident fish streams would be affected by the proposed project and no ADF&G permit would be required.

#### **IV. Permits and Authorizations**

**A. Permits and Authorizations**

**Yes No**

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

Mat-Su Borough Temporary Noise Permit

- 10. Other Permits

**Summary**

The permits listed above are anticipated to be required for construction of the proposed project.

**V. Environmental Commitments**

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

**Yes No**

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

**Summary**

DOT&PF and their Contractor(s) shall:

DOT&PF anticipates that there are no *project specific* environmental commitments or mitigation measures needed to develop the proposed project.

**VI. Environmental Documentation Approval**

**A. Environmental Documentation Approval**

Yes No

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

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

**Summary**

No unusual circumstances associated with the proposed project exist.

**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.

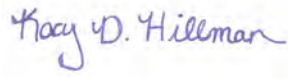
8. A floodplain encroachment other than functionally dependent uses (e.g. bridges, wetlands) or actions that facilitate open space use (e.g. recreational trails, bicycle and pedestrian paths).

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: 3/21/2023

Kacy Hillman  
Kacy Hillman, Environmental Scientist

Reviewed by:



Date: 3/21/2023

Chris Bentz  
Project Manager

Approved by:



Date: 3/22/2023

Brian Elliott  
Central Region Environmental Manager

Recommended by:



Date: 3/22/2023

Matthew Dietrick  
NEPA Manager