



State of Alaska
Department of Transportation
& Public Facilities

Statewide Design &
Engineering Services

CATEGORICAL EXCLUSION

05/04/01

I. **Project Name:** Huffman Road Reconstruction, Old Seward Highway - Lake Otis Parkway

II. **Location:** Anchorage, Alaska

III. **Project Identification:**

A. Federal Number: STP-0534(1)

B. State Number: 53933

C. Attachments:

1. Figures: Vicinity Map
Typical Sections
Alternative C Plan & Profile Sheets

2. Noise Analysis

3. Environmental Reconnaissance Survey

4. Environmental Site Assessments: Four Residential Properties
Tesoro North Store #15
Williams Express, 1530 Huffman Road
Fire Station No. 9

5. Wetlands Report:

D. ATP/PDA Date: 1/6/99

IV. **Existing Facility Description:** Huffman Road within the project corridor is designated as a collector in the Central Region Traffic Report. Based on traffic counts performed by DOWL Engineers (DOWL) and the Alaska Department of Transportation and Public Facilities (ADOT&PF) in August 2000, the average daily traffic west of the New Seward Highway is about 13,100 and is about 14,000 east of the New Seward Highway. Official MOA and ADOT&PF counts list the annual average daily traffic (ADT) at 12,000 for the entire corridor.

Huffman Road provides access to an active commercial district and a growing Hillside population. The roadway at the west end of the corridor (the commercial section, New Seward Highway to Old Seward Highway) is a three-lane section with a mixture of curb and gutter (urban section) and drainage ditches (rural section). This three-lane section includes two through lanes and a shared center left-turn lane. The travel lanes are

typically 3.5 to 3.8 meters wide and the center turn lane is 4.2 meters wide. Pedestrian facilities consist of discontinuous sections of sidewalk along the north side near the Old and New Seward Highways. The properties adjacent to the west end are predominantly commercial with driveway access to Huffman Road.

The roadway at the east end of the corridor (the residential section, New Seward Highway to Lake Otis Parkway) is a two-lane section with the exception of an eastbound left-turn lane at Lake Otis Parkway and the turn and merge lanes associated with the interchange at the New Seward Highway. The travel lanes are 3.0 to 3.6 meters wide with a 1.7 to 2.6 meter wide paved shoulders. Pedestrian facilities consist of a combination of separated trails and sidewalks along the south side of the road.

Huffman Road generally slopes to the west with an average slope of about 2.0 percent and a maximum grade of 4.6 percent. The terrain within the corridor is considered rolling.

V. Purpose and Need for Project: Huffman Road within the project corridor has limited pedestrian facilities, a high accident driveway at the Carrs store, storm drainage system deficiencies, and intersection and roadway segment capacity deficiencies. The Huffman Road Reconstruction project is needed to address these issues. The purpose of this project is to identify upgrades required to enhance pedestrian and bicycle facilities, improve access through the corridor, to improve turning movement accommodation, correct drainage deficiencies and bring Huffman Road up to current standards for alignment, grade, width, lighting, and surfacing. Capacity improvements to meet the 20 year projected traffic volumes will also be considered. Safety improvements to be considered may include left-turn lanes at major intersections, improved visibility, and lighting, and conversion of the Carrs driveway to a right in right out (RIRO) only driveway. The majority of accidents at the Carrs driveway involve vehicles exiting left (east) from Carrs.

VI. Proposed Action: The proposed action of the Huffman Road Reconstruction project is to reconstruct Huffman Road from the Old Seward Highway to Lake Otis Parkway. The project will provide missing links of pedestrian pathways and improve drainage, access, and capacity. The description of the build alternatives are split into west and east segments to aid in description of the improvements. The west segment extends from the Old Seward Highway to the New Seward Highway. The east segment extends from the New Seward Highway to Lake Otis Parkway. All alternatives except "No-Build" include signing, striping, drainage, and lighting improvements. In general, the proposed action (Alternative C) is described as follows:

Alternative C

West Segment - Old Seward Highway to New Seward Highway - 5-Lane Section:

- Expand to a five-lane section, including four 3.6-meter lanes and a 4.2 meter two-way center, left-turn lane.
- Add curb and gutter for drainage (eliminate ditch drainage).
- Add separated paved multi-use trail on the north side and sidewalk on the south side of road.
- Convert Carrs east driveway into a right-in right-out (RIRO) only driveway.
- Construct a dual, left-turn lane for westbound traffic at the intersection of Old Seward Highway and Huffman Road.

- Modify the islands at the diamond interchange to include three through lanes for eastbound traffic on Huffman Road at the west ramps intersection and dual, left-turn lanes for eastbound Huffman road traffic at the eastern ramp intersections.

East Segment - New Seward Highway to Lake Otis Parkway - 3-Lane Section:

- Add a 4.2-meter two-way, center left-turn lane.
- Add curb and gutter for drainage (eliminate ditch drainage).
- Add separated multi-use trail on the north side and sidewalk on the south side of road.
- Construct right-turn only lanes for east and westbound traffic on Huffman Road at the Lake Otis Parkway intersection.

VII. Alternatives to Proposed Action: Three alternatives to the Proposed Action have been developed. One is the No-Build Alternative. The other two alternatives are build alternatives. As with the Proposed Action, the descriptions of the two build alternatives are split into west and east segments. Alternatives A and B were not selected because they do not provide adequate level of service (capacity) for the corridor over the 20 year design life of the project. Alternative D was not selected because it would provide better level of service (capacity) than is required and it does not provide the separated multi use trail that is included in Alternative C.

Alternative A - No Action

Conditions within the project corridor remain as they are.

Alternative B - Modified 3 Lane Section.

West Segment - Old Seward Highway to New Seward Highway:

- Add curb and gutter for drainage (eliminate ditch drainage).
- Add separated multi-use trail on the north side, sidewalk on the south side of road
- Convert Carr's east driveway into a "right in, right out" only driveway

East Segment - New Seward Highway to Lake Otis Parkway:

- Add a 4.2 meter, two-way, center left turn lane
- Add curb and gutter for drainage (eliminate ditch drainage).
- Add separated multi-use trail on north side, sidewalk on the south side of road

Alternative D - 5 Lane Section

West Segment - Old Seward Highway to New Seward Highway:

- Expand to a five lane section including four 3.6-meter lanes and a 4.2 meter, two-way, center left turn lane
- Add curb and gutter for drainage (eliminate ditch drainage).
- Add sidewalks on both sides of road
- Convert Carrs Driveway into a RIRO only driveway.

East Segment - New Seward Highway to Lake Otis Parkway:

- Expand to a five lane section including four 3.6-meter lanes and a 4.2 meter, two-way, center left turn lane
- Add curb and gutter for drainage (eliminate ditch drainage).
- Add sidewalks on both sides of road

VIII. Material and Disposal Site(s):

Material Site(s) known (list) unknown contractor supplied *
Disposal Site(s): known (list) unknown contractor supplied *

* The material will most likely come from a commercial source, however, if the Contractor develops a material site specifically for the project, then they will be required to provide written verification that all permits, clearances and licenses necessary to develop or use these sites have been obtained before using them.

IX. Right-of-Way:

- A. Additional Required: [x] yes [] no [] n/a
Hectares/Acres: 0.42 Hectares (1.04 acres)
No. of Parcels: 19
- B. Relocation Required: [] yes [x] no [] n/a
Type of Relocation
a) Number of Businesses: _____
b) Number of Family Units: _____

For each "yes", describe known or potential impacts, their magnitude and a copy of the conceptual stage relocation study, when required.

The limits of proposed right-of-way are shown on the sheets C11 - C15.

X. Environmental Justice:

Would the project have disproportionate high and adverse human health or environmental effects (including social and economic) on minority populations and/or low-income populations?

[] yes [x] no [] n/a

If yes, describe effect and its magnitude.

XI. Wetlands Involvement:

[] yes [x] no [] n/a

- A. Hectares/Acres: None
B. Fill Quantities: _____ CM/CY
C. Dredge Quantities: _____ CM/CY
D. COE authorization required: [x] None Type:

If yes, complete and attach wetland jurisdictional determination and source documentation, i.e. USFWS National Wetland Inventory Maps, local wetlands plan, etc. Also, describe known or potential impacts and their magnitude.

XII. Floodplains:

- A. Will work occur in a regulatory floodplain? yes no n/a
If "yes", go to B.
- B. Is project consistent with applicable local, state and federal floodplain and protection standards? yes no n/a
- C. Is a flood hazard permit required from local Government? yes no n/a

If answer to "A" is "yes", describe known or potential impacts and their magnitude. Attach source documentation.

XIII. River or Stream Involvement:

- A. Will project affect a listed "870" Anadromous fish stream? yes no n/a
- B. Anadromous Stream Number and Name: _____
- C. Will there be work below ordinary high water? yes no n/a
If "yes" a Title 16 "870" permit is required by ADF&G.
- D. Type: Bridge Culvert Embankment Fill Diversion
- E. Quantify loss of stream or river habitat: _____ (area).
- F. Will the project affect an "840" Resident fish stream? yes no n/a
If "yes", are provisions made for fish passage? yes no n/a
- G. Is river or stream navigable and/or tidally influenced? yes no n/a
If "yes", is an U.S. Coast Guard permit required? yes no n/a
- H. Is project within or adjacent a designated or proposed Wild and/or Scenic or Recreational River? yes no n/a

Describe known or potential impacts and their magnitude. Attach correspondence from ADF&G, FWS, NMFS and USCG and land manager of Wild, Scenic or Recreational River.

Furrow Creek flows beneath Huffman Road within the project area. ADF&G has not documented any fishery resources in the open section of Furrow Creek visible upstream of the New Seward Highway or in the section between the Old and New Seward Highways where Furrow Creek flows through a piped storm drain system beneath the roadway. The section of Furrow Creek within the project area receives stormwater discharge from Huffman Road. Stormwater discharging into the Furrow Creek system will require treatment to maintain water quality in Furrow Creek. Coordination with the Municipality of Anchorage (MOA) and with ADEC will occur during design to assure that stormwater treatment options for the existing system are developed in accordance with acceptable and best management practices. A letter of non-objection from ADEC will be sought as design plans for stormwater treatment are developed.

XIV. Coastal Zone:

- A. Is the project within the coastal zone? yes no n/a
If "yes" go to B.
- B. Has coordination with the required State agencies and local coastal management district determined that the project is consistent with the ACMP? yes no n/a

Attach documentation.

****Note:** A telephone conversation with DGC indicated the project should be found consistent with the ACMP since there are no permits required other than for NPDES. However, it was suggested that a Coastal Project Questionnaire (CPQ) be submitted to DGC for review, with that review leading to the project obtaining a Certification of Consistency with the ACMP. The CPQ will be submitted later in the design phase as suggested by DGC.

XV. Water Quality:

- A. Will the project involve a public or private drinking source? [] yes [x] no [] n/a
Explain and attach correspondence from ADEC and/or EPA.
- B. Will the project result in a discharge of stormwater to waters of the U.S.? *If "yes", go to C.* [x] yes [] no [] n/a
- C. List names and locations of waters: Furrow Creek
- D. How many hectares/acres of ground disturbing activities will occur? 4.27 Hectares (10.7 Acres)
- E. Is there a municipal separate storm sewer system (MS4) NPDES permit or will runoff be mixed with discharges from an NPDES permitted industrial facility? [x] yes [] no [] n/a
If "yes", NPDES permit # AKS 05255-8

Note: for all projects, the department shall prepare an ESCP prior to PS&E and the contractor shall prepare an SWPPP prior to construction. If 2.02 hectares (5.0 acres) or more of ground are to be disturbed, the project must comply with the NPDES General Permit for Construction Activities in Alaska.

As stated in XIII, River and Stream Involvement, stormwater will continue to be discharged into the existing Furrow Creek storm drain system. Stormwater treatment will be required and will be coordinated with MOA and ADEC to assure that accepted and best management practices are designed and incorporated, and that a letter of non-objection from ADEC is obtained.

XVI. Fish & Wildlife:

- A. Is there an eagle nest(s) within the project corridor? [] yes [x] no [] n/a
If "yes", provide documentation/coordination with USFWS to mitigate impacts to acceptable levels.
- B. Will any impacts to fish and/or wildlife occur as a result of the project? [] yes [x] no [] n/a
If "yes", explain and provide documentation/coordination with USFWS, NMFS, and/or ADF&G to mitigate impacts to acceptable levels (include threatened and endangered species informal Section 7 coordination, if required).
- C. Will the project create a substantial adverse impact to Essential Fish Habitat (EFH)? [] yes [x] no [] n/a
If "yes", attach EFH Assessment and coordination with NMFS.

XVII. Threatened & Endangered Species Clearance:

- A. Date USFWS &/or NMFS Contacted: August 4, 1999 letter to both agencies
- B. Does this project impact any listed threatened or endangered Species or their critical habitat? [] yes [x] no [] n/a

If no, attach documentation.

See USFWS letter dated August 23, 2000.

XVIII. Cultural Resources/Section 106 Consultation:

- A. Date SHPO Contacted: August 4, 1999 letter to SHPO
- B. Any National Register listed eligible/potentially eligible sites in project area? yes no n/a
Note: Coordinate as necessary with SHPO, certified local government, Park Service, Forest Service, tribal entities, etc. If "no", go to C. If "yes", attach Section 106 Determination.
- C. Covered under 3/17/86 Letter of Agreement, Paragraph _____ n/a

XIX. Hazardous Waste:

- A. Are there any known potentially contaminated sites along the corridor? yes no n/a
- B. Will right-of-way be acquired or is extensive excavation required adjacent to known contaminated site(s)? yes no n/a
If "yes", conduct and attach ISA, go to C. If "no", no significant impacts are expected.
Environmental Reconnaissance Survey and Site Assessments are attached.
- C. Is the existing and/or proposed right-of-way contaminated? yes no n/a
- D. Is there potential for encountering hazardous waste during construction? yes no n/a

The potential for encountering hazardous waste during construction exists along three adjacent parcels. In particular, it is recommended that testing be performed in areas of excavation along this site:

- 1211 Huffman Road (Tesoro Northstore #5)
Two residential properties have potential for hazardous waste, but occur in areas with little excavation anticipated:
- Lot 1, Block 1, Beacon Park Subd. (According to the current property owners, there was an AST for gasoline storage located within 20 – 30 feet of Huffman Road prior to 1976. However, no evidence of soil contamination was found during the site reconnaissance.)
- Parcel 2 of T2N, R3W, Sec. 29 (leach field ~3m from road)

Note: An Initial Site Assessment is recommended for all projects where right-of-way acquisition and/or extensive excavation is proposed. If contamination is known to be substantial, a detailed site investigation and proposed cleanup must be completed during the environmental phase. Attach documentation and correspondence from ADEC and EPA.

A detailed Phase II Site Investigation will be conducted during the design phase to determine if the existing or proposed right-of-way is contaminated in the vicinity of the Tesoro Northstore #5. In addition, the amount of contaminated material [soil or water] to be handled during construction will be estimated, and disposed of in accordance with an approved DEC corrective action plan. The plan will include an estimate clean up cost.

XX. Solid Waste:

- A. Are there any permitted solid waste disposal facilities or

unpermitted dumpsites adjacent to the project? yes no n/a
If "yes", go to B.

B. Would project impact operation of or involve purchase of or construction through any existing or abandoned solid waste disposal site? *If "yes", explain* yes no n/a

XXI. Air Quality Conformity:

A. Is project in a non-attainment area? yes no n/a
If "yes", go to B.

B. Is project exempt per 40 CFR 51.460 (Table 2)? yes no n/a
If "no", attach Conformity Determination.

XXII. Noise:

A. Are there noise sensitive receivers/land uses adjacent the proposed project (Land use category A and B)? yes no n/a
If "yes" go to B, if "no", then no significant noise impact.

B. Would the project result in substantial changes in vertical or horizontal alignment or increase the number of through lanes adjacent to a noise sensitive land use or will the project itself create a noise impact? yes no n/a
If "yes", then a noise analysis is necessary as per the 1996 ADOT&PF Noise Abatement Policy, attach copy and go to C. If "no", then no significant noise impact.

C. Does the noise analysis demonstrate potential noise impacts? yes no n/a
If "yes", go to D.

D. Are there any feasible and reasonable measures that can be incorporated to reduce these impacts to acceptable levels? yes no n/a
If "yes" what are they and if they are not to be included in project. Explain why.

Refer to the attached Noise Analysis for further detail.

E. Is a local noise permit required? yes no n/a

A temporary noise permit may be required for construction activities. Construction contractors will need to comply with local noise ordinances.

XXIII. Area Land Use Transportation Plan:

A. Is project consistent with the State Transportation Improvement Program (STIP)? yes no n/a

B. Is the project consistent with local government transportation plan? yes no n/a

For each "no", explain and attach correspondence.

XXIV. Construction Impacts:

A. Temporary degradation of water quality? yes no n/a

- B. Temporary degradation of air quality due to dust and emissions from construction equipment? [x] yes [] no [] n/a
- C. Temporary delays and detours of traffic? [x] yes [] no [] n/a
- D. Other construction impacts, including noise? [x] yes [] no [] n/a
If any "yes", describe known or potential impacts and their magnitude.

Construction (temporary) impacts from work on the Huffman Road Reconstruction project can be expected. A brief summary of potential construction impacts follows:

Noise and airborne dust levels would increase during project construction. Both are limited by municipal regulations. The Contractor will need to take all reasonable measures to limit dust and other airborne particulates. Such measures include watering for dust control. Noise levels above a given level would be allowed only by obtaining a temporary waiver.

Excavation during construction could encounter contaminated soil or water. Proper handling of contaminated materials is necessary to contain contamination. The Contractor would handle these materials in accordance with an ADEC-approved corrective action plan, thereby minimizing the potential for further impact.

Dewatering activities may be required during construction. If so, dewatering would be accomplished in accordance with ADEC's general permit for dewatering. In addition, construction activity will be performed under National Pollutant Discharge Elimination System (NPDES) regulations. An erosion and sediment control plan will be included in the project construction documents and the Contractor will be required to develop a Stormwater Pollution Prevention Plan.

Project construction will generate waste products such as existing pavement and excavation materials that are deemed not suitable for incorporation into the new embankment. These materials will be disposed of in approved waste sites.

Traffic detours and delays will be unavoidable during construction. Traffic-related impacts include effects on access to businesses. General traffic control plans (TCPs) will be included in the project construction plans. In addition, the Contractor will be required to submit detailed TCPs for approval before beginning work in an area. Steps to accommodate pedestrians as well as vehicles will be required in the TCPs and their implementation.

Based on the numerous construction requirements the Contractor must adhere to, there should be no significant impact resulting from construction activities.

XXV. Section 4(f)/6(f):

- A. Are there any publicly owned parks, recreation areas, or wildlife and waterfowl refuges; or historic sites of national, state or local significance (as determined by the Federal, State, or Local officials having jurisdiction over the park, area, refuge, or site)? *If "yes", go to B.* [] yes [x] no [] n/a
- B. Would there be a "use" of any land from these 4(f) properties? [] yes [] no [x] n/a
*If "yes", attach Section 4(f) evaluation, and go to C.
 If "no", then no 4(f) impact.*
- C. Were any funds from the Land/Water Conservation Fund

