



Bicycle & Pedestrian Advisory Committee Meeting

Thursday, June 24, 2021, 5:00 – 7:00 P.M.

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID 815-6864-3575

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the June 24, 2021 Agenda
4. Approval of the May 27, 2021 Meeting Minutes Pg 2-5
5. Staff/Working Group/Chair Report
6. Public Comment Period
7. Old Business
 - a. Fairbanks Road/Rail Plan – Proposed Pedestrian Crossing Improvements (Action Item) Pg 6-35
 - b. Mapping of Priority Routes for Non-Motorized Facilities – Status Update Pg 36-43
 - c. Cycling Education
8. New Business
 - a. FAST Improvement Program FFY22 Priorities (Action Item) Pg 44-53
9. Other Issues
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, July 29, 2021, 5-7 P.M.



**Bicycle & Pedestrian Advisory Committee Web Conference
Meeting Minutes**

May 27, 2021 • 5:00-7:00 p.m.

By computer at www.fastplanning.us/keepup/zoom

By telephone at: 1 (253) 215-8782 Meeting ID: 895 5855 7880

1. Call to Order

Olivia Lunsford, Vice Chair, called the meeting to order at 5:00 p.m.

2. Introduction of Members and Attendees

*Nathan Belz, Chair (absent)

*Jesse Coleman

*Donna Gardino

*Carl Heim

*Jim Richardson

*Peter Stern

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford, Vice Chair

**Deborah Todd

Don Galligan

Erika VanFlein

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the May 27, 2021 Agenda

Motion: To approve the May 27, 2021 Agenda as presented. (Zervos/Richardson).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the April 29, 2021 Meeting Minutes

Motion: To approve the April 29, 2021 Meeting Minutes as presented.

(Zervos/Richardson).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- Our counterpart in Anchorage, AMATS BPAC will be looking at our Resolution for Alaska Administrative Code changes to Bike/Pedestrian Safety at their June 21, 2021 meeting and he will make a presentation to them at that meeting.

May 27, 2021

Bicycle & Pedestrian Advisory Committee Meeting

- The Technical Committee recommended approval of the Non-Motorized Plan Update as presented with two minor revisions that were made and accepted by the Policy Board to expand the maintenance section within the plan to discuss the budgetary issues that the State and local governments were facing and renaming the College Road Complete Streets project to the College Road Safety & Access Improvements project.
- The Technical Committee recommended release of the Road/Rail Plan for public comment.
- The Policy Board made a motion to accept the Non-Motorized Plan as presented with one minor revision to the College Road project description language to provide more flexibility for the project in the future.
- The Policy Board accepted the Road/Rail Plan as presented and approved its release for an extended 45-day public comment period, so the two City Councils were afforded an opportunity to be given presentations of the Plan and provide their comments.

6. Public Comment Period

No public comment.

7. Old Business**a. Fairbanks Road/Rail Plan – Proposed Pedestrian Crossing Improvements**

Mr. Fox explained that the Policy Board released the Fairbanks Road/Rail Plan for a 45-day public comment period ending July 9, 2021 and a link to the Plan at: <https://fbxings.com/> was provided. Mr. Fox explained that there was a comment box to receive public input on that site. Mr. Fox explained that each crossing location would be extensively highlighted to the public via social media. Mr. Fox then went over each crossing location and provided information about each one.

b. Annual Intersection Bicycle & Pedestrian Counts

Mr. Fox explained that volunteers counted 26 of the 36 intersections this year. Mr. Fox explained that the count was advertised extensively on social media and an instructional video was created by Ms. Lunsford and posted as well to provide volunteers with information for how to do the counts. Mr. Fox explained that the North Pole intersection locations got counted this year as there were no volunteers for those locations. Mr. Fox and Ms. Lunsford thanked all the volunteers for their participation this year.

c. Mapping of Priority Routes for Non-Motorized Facilities – Status Update

Mr. Fox explained that a work group from the BPAC was selected to put together a map showing priority routes for maintenance of non-motorized facilities. Mr. Fox explained that the goal was to have a product that was similar to the DOT winter maintenance priority map for roads. Mr. Fox explained all the different features and layers of the map.

8. New Business**a. Alaska House Bill No. 87 – An Act Relating to Electric-Assisted Bicycles**

Mr. Fox explained that the meeting packet contained House Bill 87 pertaining to E-Bikes that was passed in the House and forwarded on to the Senate for approval. Mr. Fox explained that House Bill 87 defined what an electric bike was and how they were regulated. Mr. Fox stated that an E-bike was not a motorcycle

May 27, 2021

Bicycle & Pedestrian Advisory Committee Meeting

or motor-driven bicycle and they were defined using three different classifications according to top assisted speed.

b. Gaffney/Airport/Richardson/Steese Intersection Project Update

Mr. Fox introduced Carl Heim of DOT provided an informational presentation about the Gaffney/Airport/Richardson/Steese (GARS) Intersection Project.

c. Cycling Education

Ms. Coleman explained that she had researched articles on cyclist licensing similar to what 16-year-olds did when they were getting their driver license. Ms. Coleman explained that two things emerged: the first was that there was a lot of calling "licensing" "registration" and information about why or why not you should register them; and the second thing she discovered was that there were a lot of bicyclists laws that were enforced heavily but no requirement that the cyclist take a test for acquiring those types of licenses. Ms. Coleman stated that there was a program that provided a Smart Cycling Course and that would accomplish what she was thinking about to entice people with community events and workshops to explain what the traffic laws were and would be best sponsored by the Fairbanks Cycle Club or a similar group.

Mr. Fox stated that there had been an event in 2018 and thought there would be a lot of people excited about that. Mr. Fox explained that they could ask Dr. Belz to provide more details about smart cycling and how to get a workshop.

Ms. Coleman stated that coming up with a good public engagement strategy was something that Ms. Lunsford could do.

Mr. Fox stated that it seemed like if they came up with a smart cycling curriculum to present at schools, he thought that would be something where they could go to the schools and teach the kids about smart cycling, the rules of the road, helmet use, reflective devices and why they were so important that was geared toward the younger riders around town.

Ms. Coleman thought it would be helpful going forward.

Mr. Fox stated that there was a small amount of money in the advertising budget that might be enough to get a few public service announcements on television.

Mr. Fox stated if there was an interest in doing that it might be helpful to use national examples and gear them towards Fairbanks.

d. Pedestrian Crossing Improvements

Mr. Fox inquired what the group wanted in terms of pedestrian crossing improvements.

Mr. Richardson stated that he thought crosswalks should be at the corners and the reason they were not was because it reduced the length of time that people had to cross but the problem was that people did not stop.

Mr. Zervos stated that the crossing on the University/Johansen was dangerous and you had to wait to get a break in traffic and then cross it. Mr. Zervos stated all they had to do was put the signal on the other side of the free righthand turn so vehicles could see them.

Mr. Fox stated that he thought those were things that were best explained by an engineer.

Mr. Heim commented that they had to stop all the cars and you could not stop them at a free left turn and he thought that they might be talking about a rectangular flashing beacon and wondered how they did that on the other side of the pork chop or a free right turn. Mr. Heim stated that it was a good question, and he would check into it for them.

Mr. Zervos stated that maybe having a flashing sign might be helpful.

Mr. Heim agreed and thought those were good ideas.

9. Other Issues

No other issues.

10. Committee Member Comments

- Mr. Stern commented that he spent time reading the Waterloo Study and what he came away with was the impression that it did not really pertain very well to what we were trying to do up here and wondered whether there were any other studies they could use with respect to winter maintenance priorities.
- Mr. Fox commented that he found another study that was more applicable to them and would send him the link.
- Ms. Lunsford commented that she biked the Johansen path that was resurfaced last year and thought it was nice.
- Mr. Fox stated that the idea for that started with the BPAC, so they were responsible for getting that built.

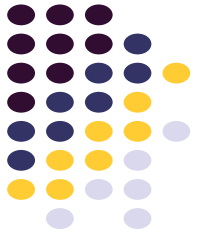
11. Adjournment

Motion to adjourn. (Stowman/Coleman). The meeting adjourned at 7:03 p.m. The next BPAC meeting is Thursday, June 24, 2021, 5-7 pm with an in-person option.

Approved: _____

Nathan Belz, Chair
Bicycle & Pedestrian Advisory Committee

Date: _____



University Avenue Crossing

ARRC ID 868402G; Mainline; MP 467.52 [Permitee: DOT&PF]

University Avenue Crossing looking North, July 2020



4-lane principal arterial
15,200 vehicles per day
40 mph

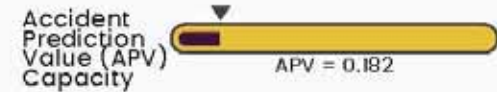


Single Track
14 trains per day
20 mph

Quick Reference to Other Plans

FMATS MTP, FMATS FMP

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance Non-Motorized Path
- School Bus Route
- Transit Bus Route

Upgrade Train Switch

University Avenue Crossing



SHORT TERM

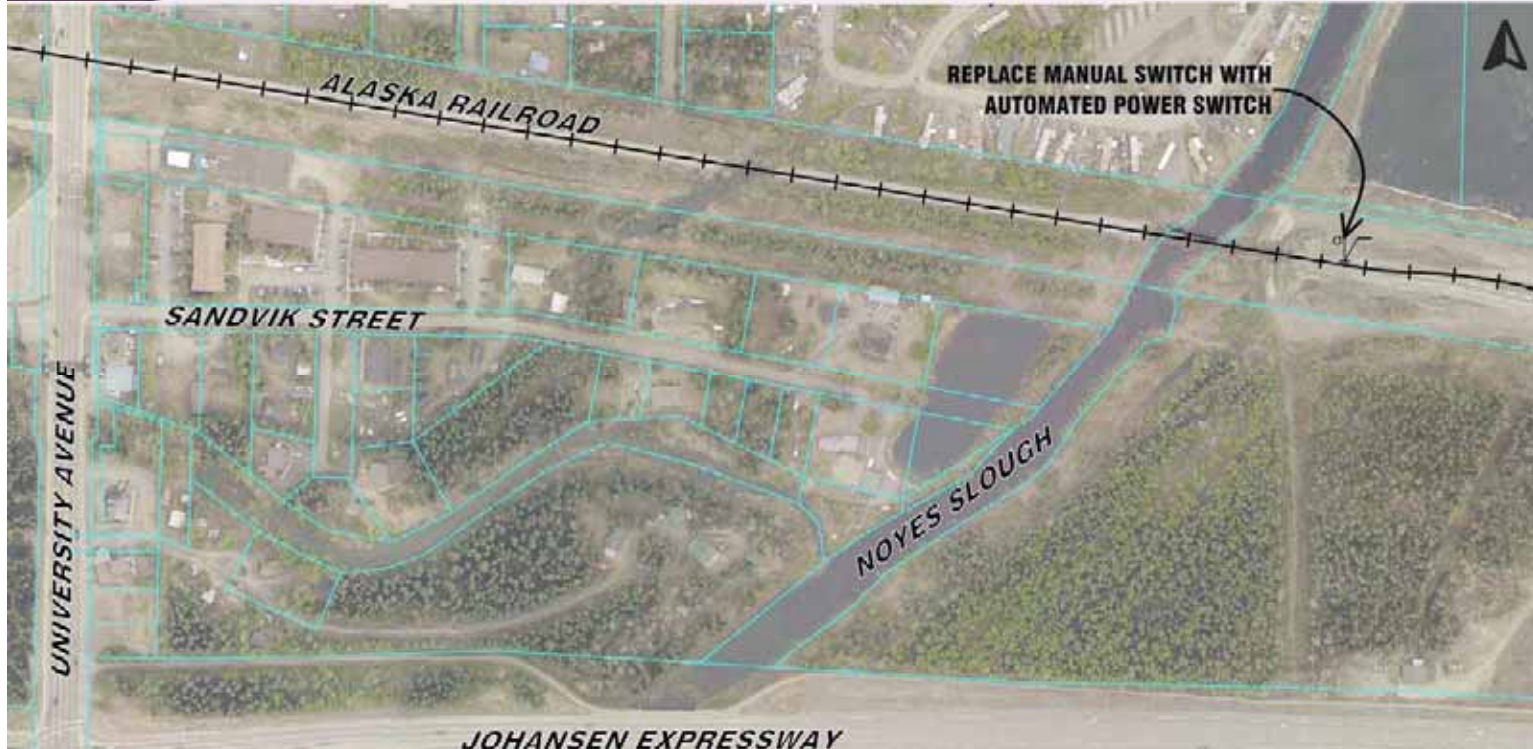


Replacing the main rail yard lead switch with a remote-control, power-operated switch would allow trains to continue into the Fairbanks rail yard without stopping, thus eliminating the blockage of the University Avenue crossing at morning rush hour.

\$0.5M



An analysis of traffic operations suggests the automated switch would decrease train delays by approximately 13 minutes per vehicle.



College Road Crossing

ARRC ID 868405C; Eielson Branch; MP G01.11 [Permitee: DOT&PF]

College Road Crossing looking Southeast, July 2020



4-lane minor arterial
19,500 vehicles per day
35 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance	Transit Bus Route
School Bus Route	Emergency Response Route
HazMat Route	Non-Motorized Path

Pedestrian Crossing Improvements

College Road Crossing



MID TERM



\$1.2M

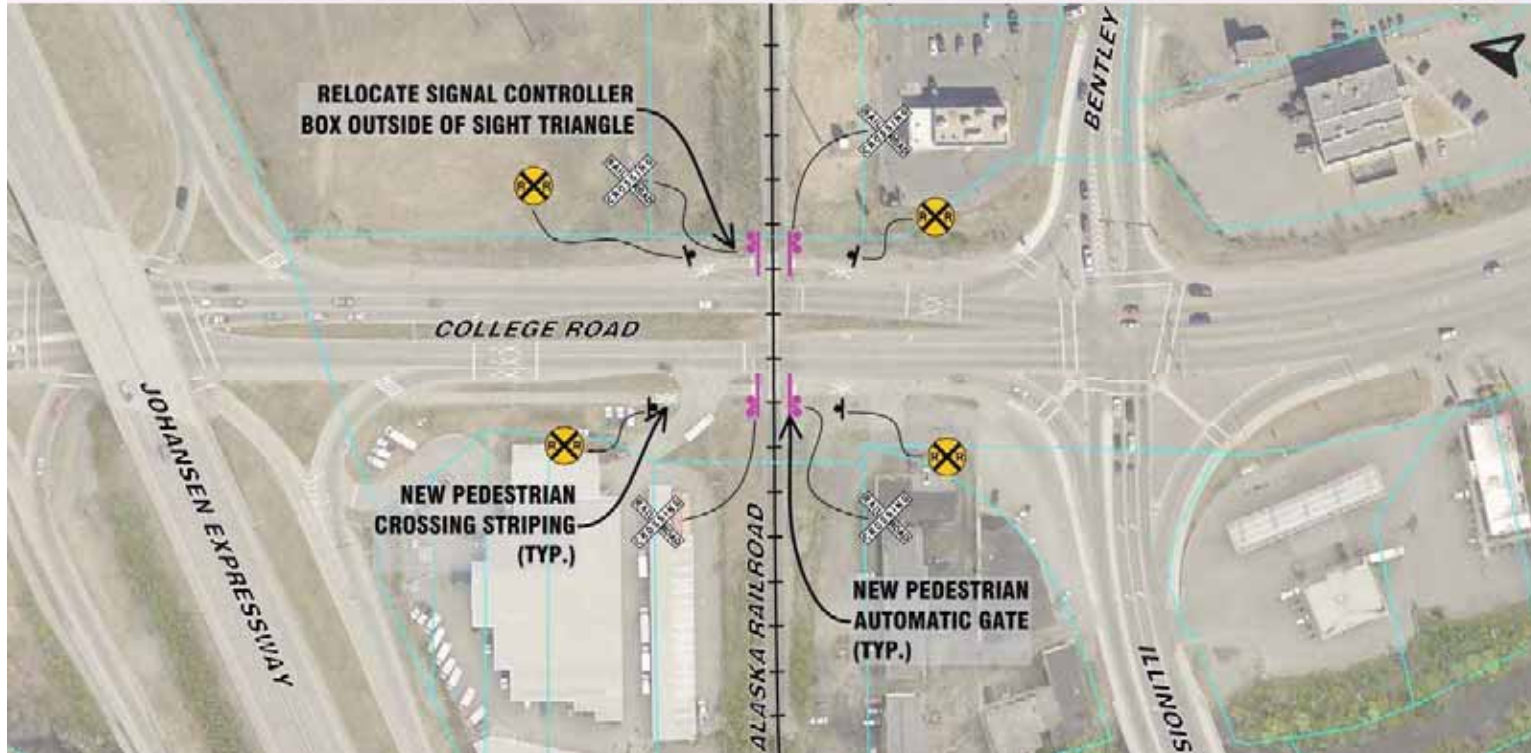


DOT&PF Priority



Installing pedestrian traffic control to existing pedestrian crossings on both sides of the road would bring this crossing up to current ARRC standards.

Relocating the signal controller to be outside of the sight distance triangles would improve safety.





Helmericks Avenue Crossing

ARRC ID 910372E; Eielson Branch; MP G01.35 [Permitee: DOT&PF]

Helmericks Avenue Crossing looking North, June 2018

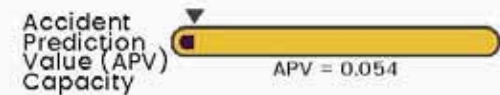


2-lane local road
5,900 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- School Bus Route
- Transit Bus Route
- Emergency Response Route

Non-Motorized Path



Construct Railroad Overpass: College Rd to C St

College Road, Helmericks Avenue
Old Steese Highway,
Steese Expressway and C Street Crossings



LONG TERM



Delay Reductions

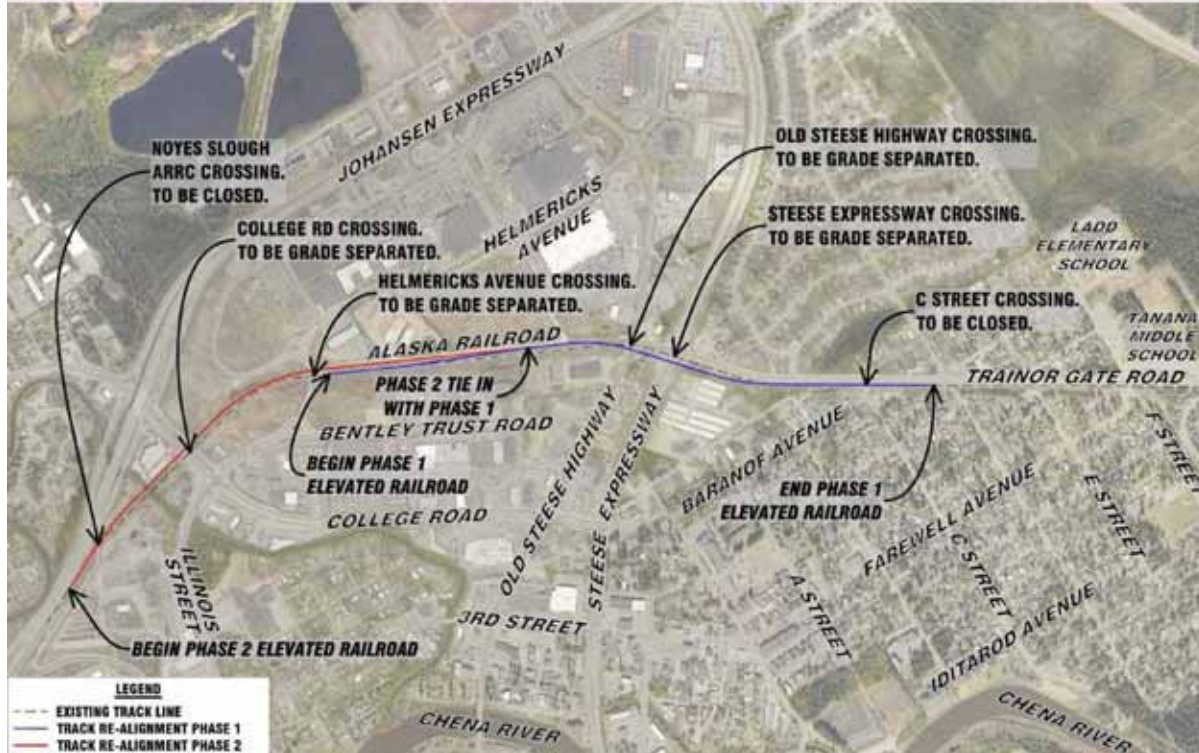
Crash Reductions

Emission Reductions

Maintenance Reductions

DOT&PF Priority

\$67.0M



Raising the railroad tracks between Noyes Slough and Farewell Street would grade separate four road crossings, reducing train/vehicle conflict points, improving safety, and decreasing vehicle delay.

This alternative would require the C Street crossing to be closed.

Old Steese Highway Crossing

ARRC ID 868406J; Eielson Branch; MP G01.88 [Permitee: DOT&PF]

Old Steese Highway Crossing looking Northeast, July 2020



3-lane minor arterial
11,000 vehicles per day
35 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance	Transit Bus Route
Vehicle Storage	Emergency Response Route
School Bus Route	Non-Motorized Path

Quick Reference to Other Plans

Rich/Steese PEL, FAST NMTP (Draft)

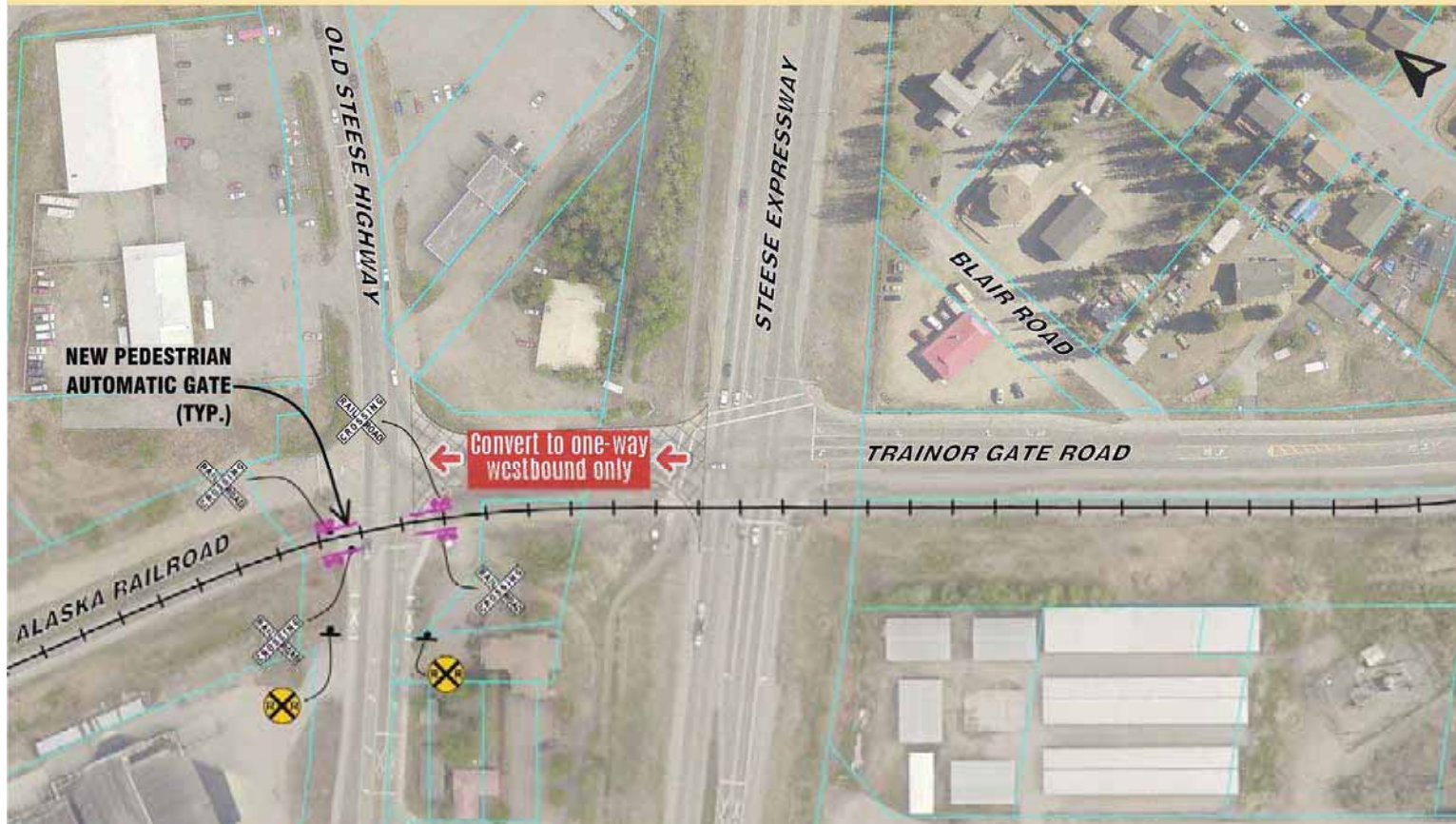
Reconfigure Trainor Gate Road

Old Steese Highway Crossing



PROGRAMMED PROJECT

As part of the Old Steese Highway Reconstruction project (Z624870000), DOT&PF is evaluating the conversion of Trainor Gate Road between Old Steese Highway and Steese Expressway to be one-way, westbound only. This conversion would address the concerns identified at the Old Steese Highway crossing.





Steese Expressway & Ped/Bike Pathway Crossings

ARRC IDs 868296B & 910244W; Eielson Branch; MP G01.94 & G01.93 [Permitee: DOT&PF]

Steese Expressway & Ped/Bike Pathway Crossings looking Northeast, July 2020



6-lane divided principal arterial
17,200 vehicles per day
45 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans

Alaska State Rail Plan,
FMATS MTP, FMATS FMP,
Rich/Steese PEL

Safety and Operational Metrics



Crossing Geometrics & Other Considerations



Sight Distance

Emergency Response Route



Vehicle Storage

Non-Motorized Path



School Bus Route

Pedestrian Crossing Improvements

Steesse Expressway Crossing



MID TERM



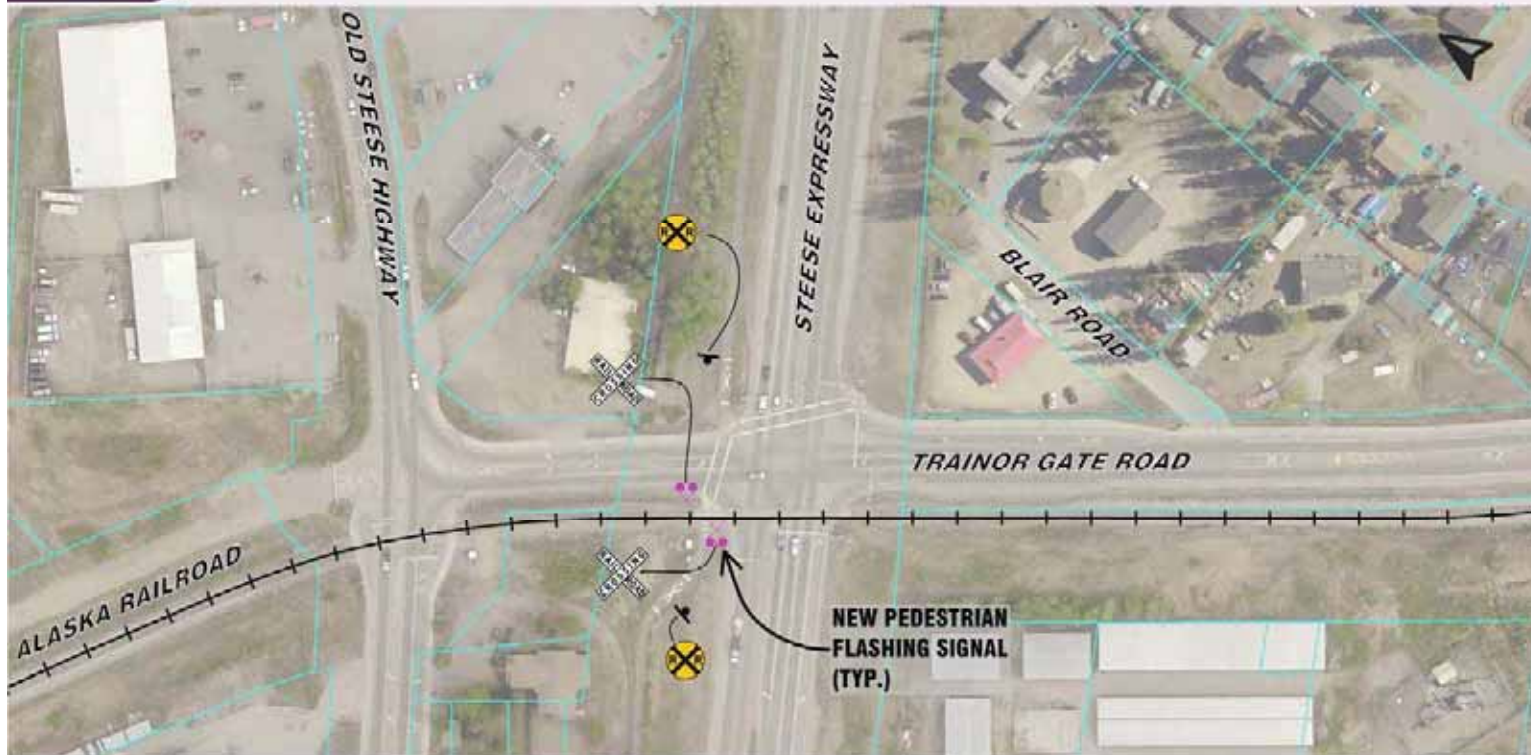
\$1.2M



Installing pedestrian traffic control to existing pedestrian crossings would bring this crossing up to current ARRC standards.



Consider this alternative in conjunction with the Old Steese Highway Reconstruction project.



C Street Crossing

ARRC ID 868470R; Eielson Branch; MP G02.26 [Permitee: City of Fairbanks]

C Street Crossing looking South, July 2020



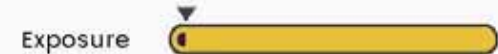
2-lane minor collector
1,200 vehicles per day
25 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance School Bus Route

Vehicle Storage Emergency Response Route

Approach Grade

Reconstruct C Street Crossing

C Street Crossing



MID TERM



ARRC Priority



\$1.0M



CHALLENGES
Right-of-Way

Flattening the approach grade at the C Street crossing would reduce the possibility for long, low trailers getting stuck on the tracks and would enhance safety by improving sight distance for all vehicles. The existing vegetation should be removed from the sight triangles, further improving sight distance.



Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Farewell Avenue Crossing

ARRC ID 868410Y; Eielson Branch; MP G02.68 [Permitee: DOT&PF]



Farewell Avenue looking North, July 2020

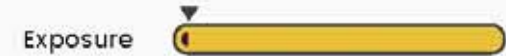
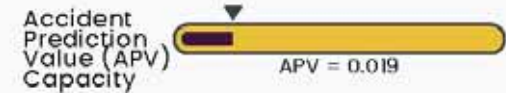
3-lane major collector
1,000 vehicles per day
30 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Emergency Response Route
- Vehicle Storage
- Non-Motorized Path
- School Bus Route

Reconfigure Trainor Gate Road at Farewell Avenue

Farewell Avenue Crossing



MID TERM

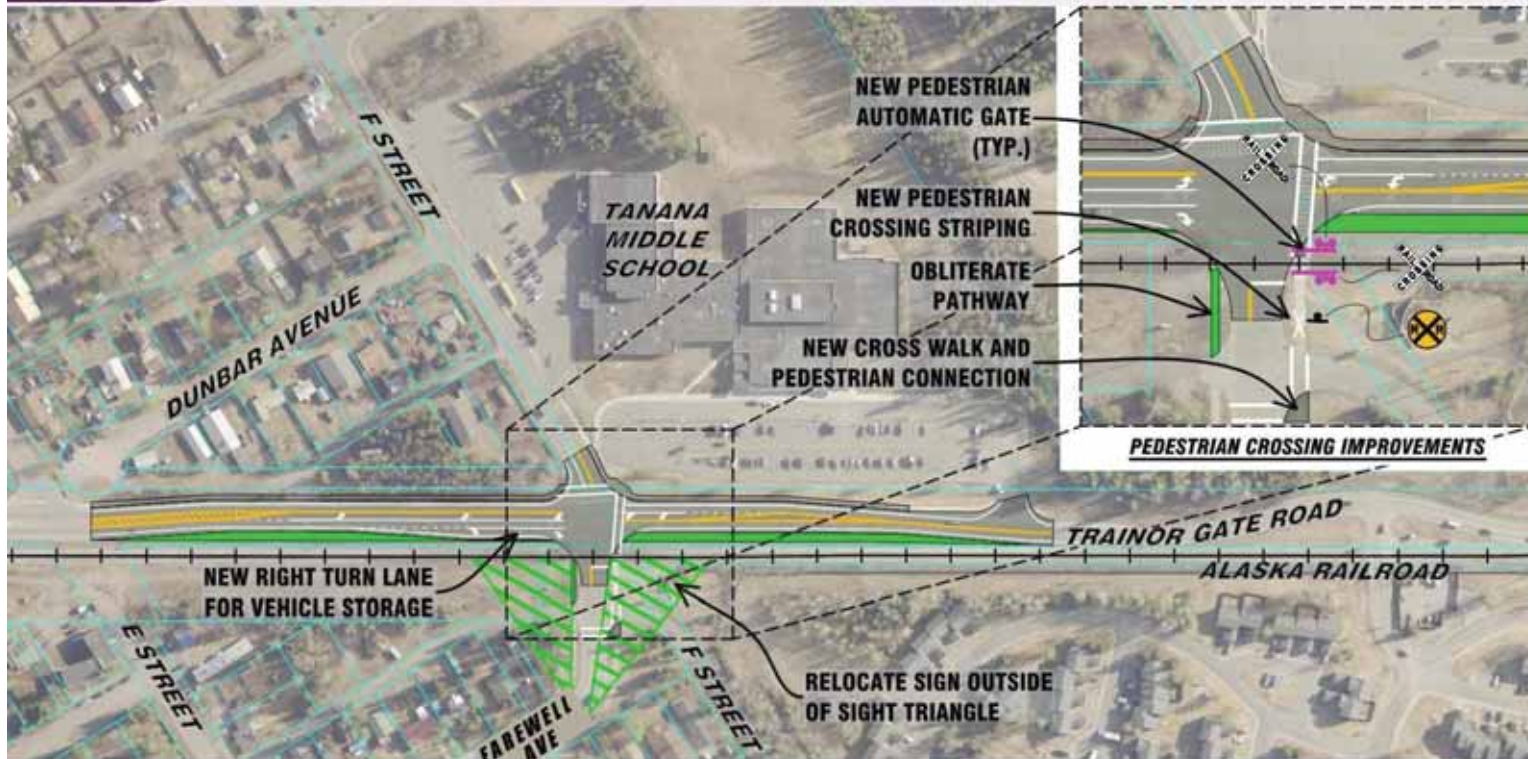


\$4.1M



The proposed improvements provide a lane that will store right turn vehicles when there is a train, allowing eastbound through traffic to continue to flow. Changes to the pedestrian crossings encourage pedestrians to cross Farewell Avenue further from the tracks, heightening drivers' awareness of pedestrians. The pedestrian track crossing lines up with the school crossing on Trainor Gate Road. Improvements to the school crossing of Trainor Gate Rd should be included, if possible.

Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Trainer Gate Quiet Zone Study

C Street and Farewell Avenue Crossings



SHORT TERM



\$6.8M

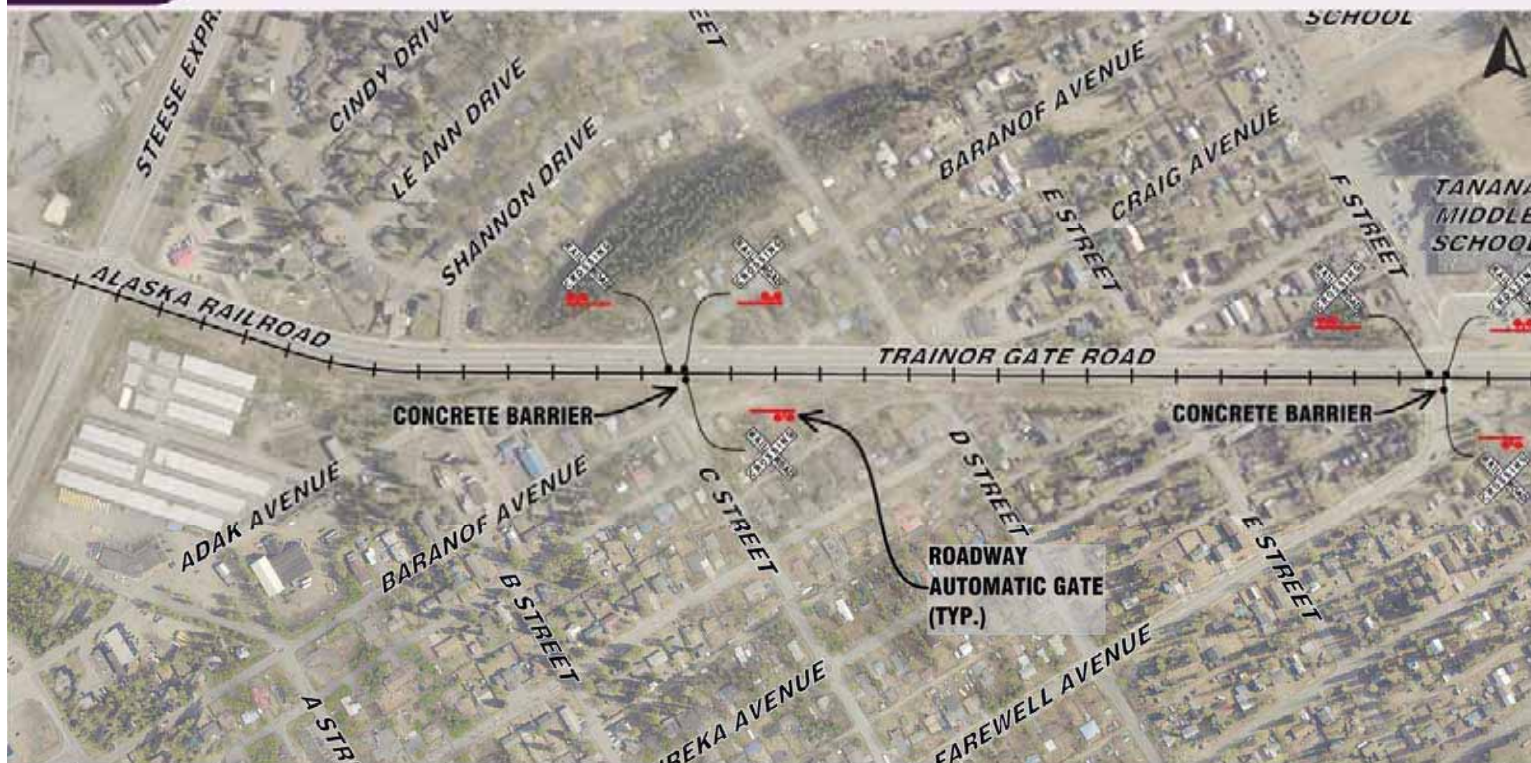


This recommendation results from a large volume of public comment.

Designating a quiet zone along Trainer Gate Road between the Steese Expressway and Fort Wainwright Military Base would reduce noise from train horns within the surrounding residential neighborhoods.



An engineering study is needed to determine what improvements are necessary to install a quiet zone. Quiet zone designations are not directly pursued by the ARRC. A third party requests and seeks approval from FRA.



Richardson Hwy (3 Mile) Crossing

ARRC ID 868428J; FAI Branch; MP H0.20 [Permitee: ARRC]

Richardson Highway (3 Mile) Crossing looking Southeast, Google Earth



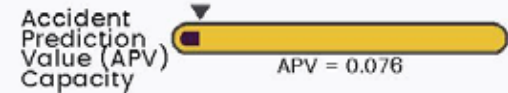
6-lane divided interstate
25,800 vehicles per day
55 mph



Single Track
2 trains per day
10 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

School Bus Route Emergency Response Route

HazMat Route

Transit Bus Route

Quick Reference to Other Plans
Alaska State Rail Plan,
Rich/Steese PEL,
FMATS MTP, FAST NMTP (Draft)

Richardson Highway MP 359 Interchange and Grade Separated Facility

Richardson Hwy (3 Mile) Crossing



PROGRAMMED PROJECT

DOT&PF's Richardson Highway MP 359 Interchange and Grade Separated Facility project (Z607340000/0A24033) will grade separate this crossing and the Richardson Highway. This will improve safety and operations at the crossing by removing the train/vehicle conflict points. In addition, the presence of a train would not cause vehicle delay at this crossing.



Richardson Hwy (12 Mile/Peridot) Crossing

ARRC ID 868453S; Eielson Branch; MP G14.73 [Permitee: DOT&PF]

Richardson Highway (12 Mile) Crossing looking Northwest, Google Earth



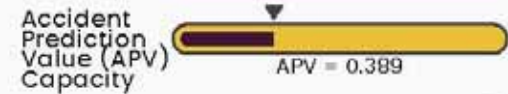
6-lane divided interstate
13,800 vehicles per day
55 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Approach Skew
- School Bus Route
- HazMat Route
- Emergency Response Route
- Transit Bus Route

Quick Reference to Other Plans

FAST NMTP (Draft)

Flashing Advance Warning Signs

Richardson Hwy (12 Mile/Peridot) Crossing



SHORT TERM



\$1.1M

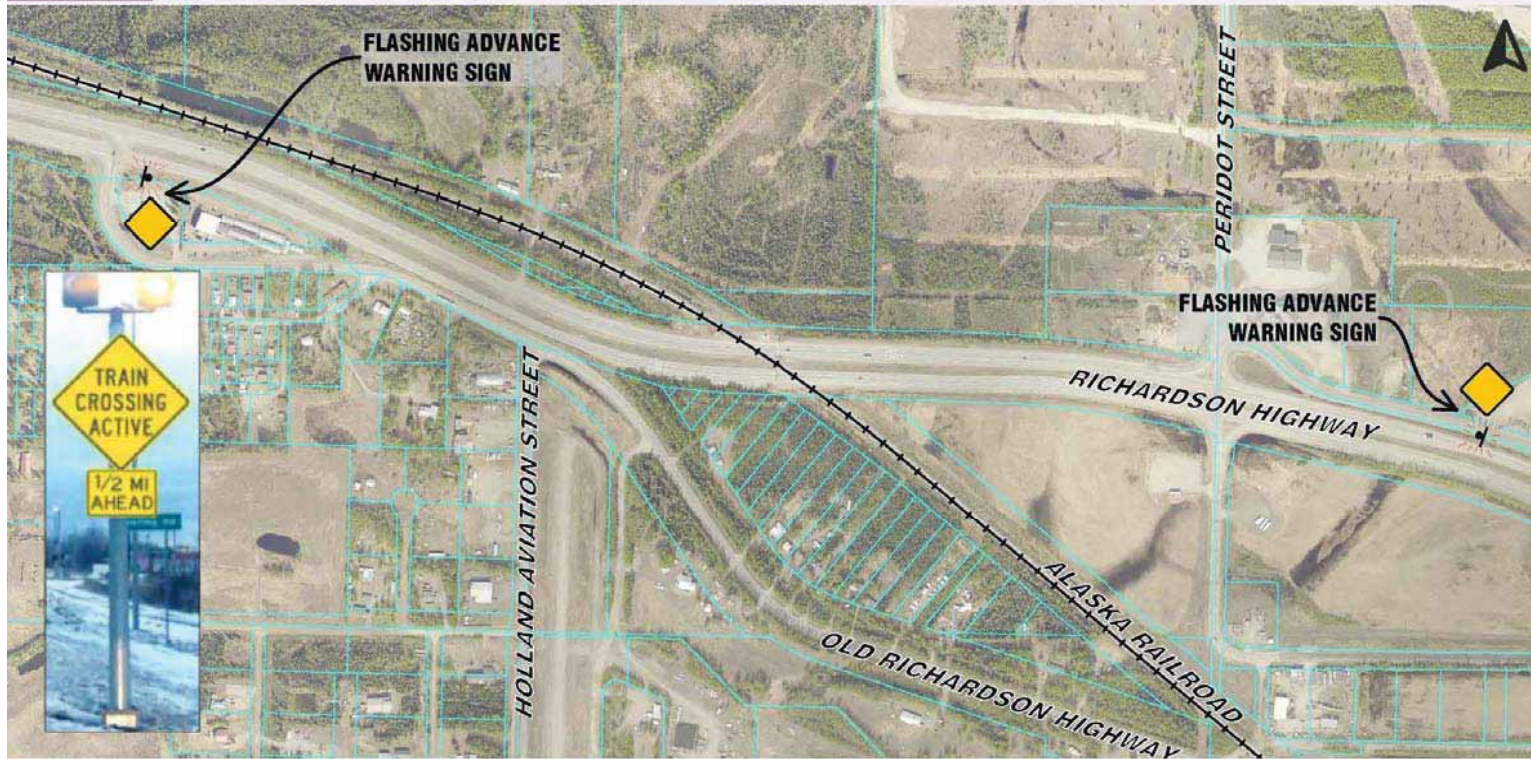


DOT&PF Priority



Adding flashing advance warning signs on the Richardson Highway (like the one shown in the inset photo), interconnected with the rail crossing, will increase safety.

The signs will provide additional warning to vehicles nearing the crossing, reducing the potential for train/vehicle conflicts.





5th Avenue Crossing

ARRC ID 868461J; Eielson Branch; MP G16.18 [Permitee: DOT&PF]



5th Avenue Crossing looking Southwest, May 2017

2-lane minor collector
2,200 vehicles per day
25 mph



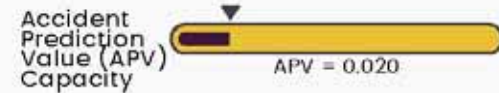
Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



FMATS MTP, FMATS FMP,
FAST NMTP (Draft)

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance	Emergency Response Route
Vehicle Storage	Transit Bus Route
School Bus Route	

Old Richardson Highway Intersection Improvements (5th Avenue)

5th Avenue Crossing



PROGRAMMED PROJECT

DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0820010) includes improvements at the 5th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.



The project will:

- provide continuity of pedestrian pathways.
- increase space between stopped vehicles and tracks.
- increase sight of approaching trains.
- increase visibility of stop control at Santa Claus Lane and 5th Avenue.

Construction is anticipated in 2022.



8th Avenue Crossing

ARRC ID 868463X; Eielson Branch; MP G16.37 [Permitee: City of North Pole]

8th Avenue Crossing looking Northeast, August 2018



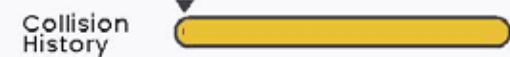
2-lane minor collector
700 vehicles per day
25 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance School Bus Route

Vehicle Storage Emergency Response Route

Approach Skew Transit Bus Route

Non-Motorized Path

Old Richardson Highway Intersection Improvements (8th Avenue)

8th Avenue Crossing



PROGRAMMED PROJECT

DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0620010) includes improvements at the 8th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.



The project will:

- provide continuity of pedestrian pathways.
- slightly reduce pedestrian delay.
- increase space between stopped vehicles at crosswalk and tracks.

Construction is anticipated in 2022.





Laurance Road Crossing

ARRC ID 868480N; Eielson Branch; MP G17.55 [Permitee: DOT&PF]



Laurance Road Crossing looking East, July 2020

2-lane major collector
750 vehicles per day
40 mph



Single Track
4 trains per day
15 mph

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Vehicle Storage HazMat Route

Approach Skew Emergency Response Route

School Bus Route

Quick Reference to Other Plans

FAST NMTP (Draft)

Reconstruct Laurance Road Crossing

Laurance Road Crossing



MID TERM



DOT&PF Priority



\$3.3M



ARRC Priority



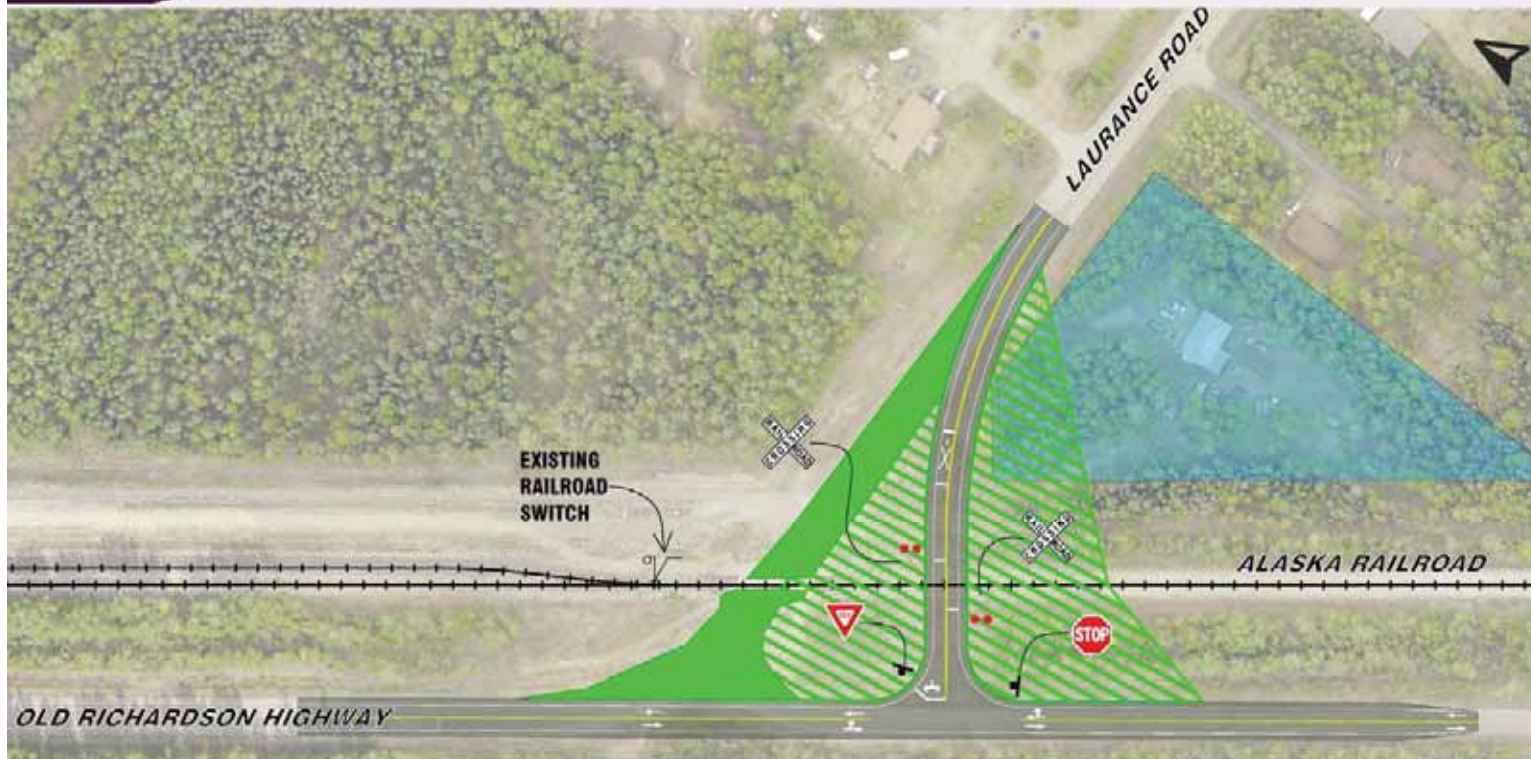
Reconstructing Laurance Road to be more perpendicular to the tracks will remove the excessive skew and improve safety. Mitigating the skew will also increase sight distance.



CHALLENGES
Right-of-Way



This alternative should be considered in conjunction with improving the Dyke Road crossing and eliminating the VFW Street crossing.



VFW Street Crossing

ARRC ID 868482C; Eielson Branch; MP G18.36 [Permitee: None, Orphan Crossing.]



VFW Street Crossing looking North, July 2020

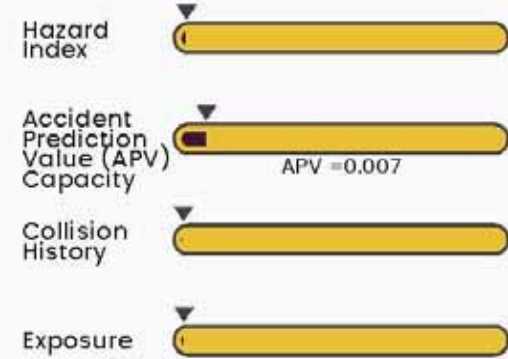


2-lane local road
100 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Vehicle Storage
- Approach Skew
- Approach Grade

Close VFW Street Crossing

VFW Street Crossing



MID TERM



Crash Reductions



DOT&PF Priority



Maintenance Reductions



ARRC Priority



\$1.8M



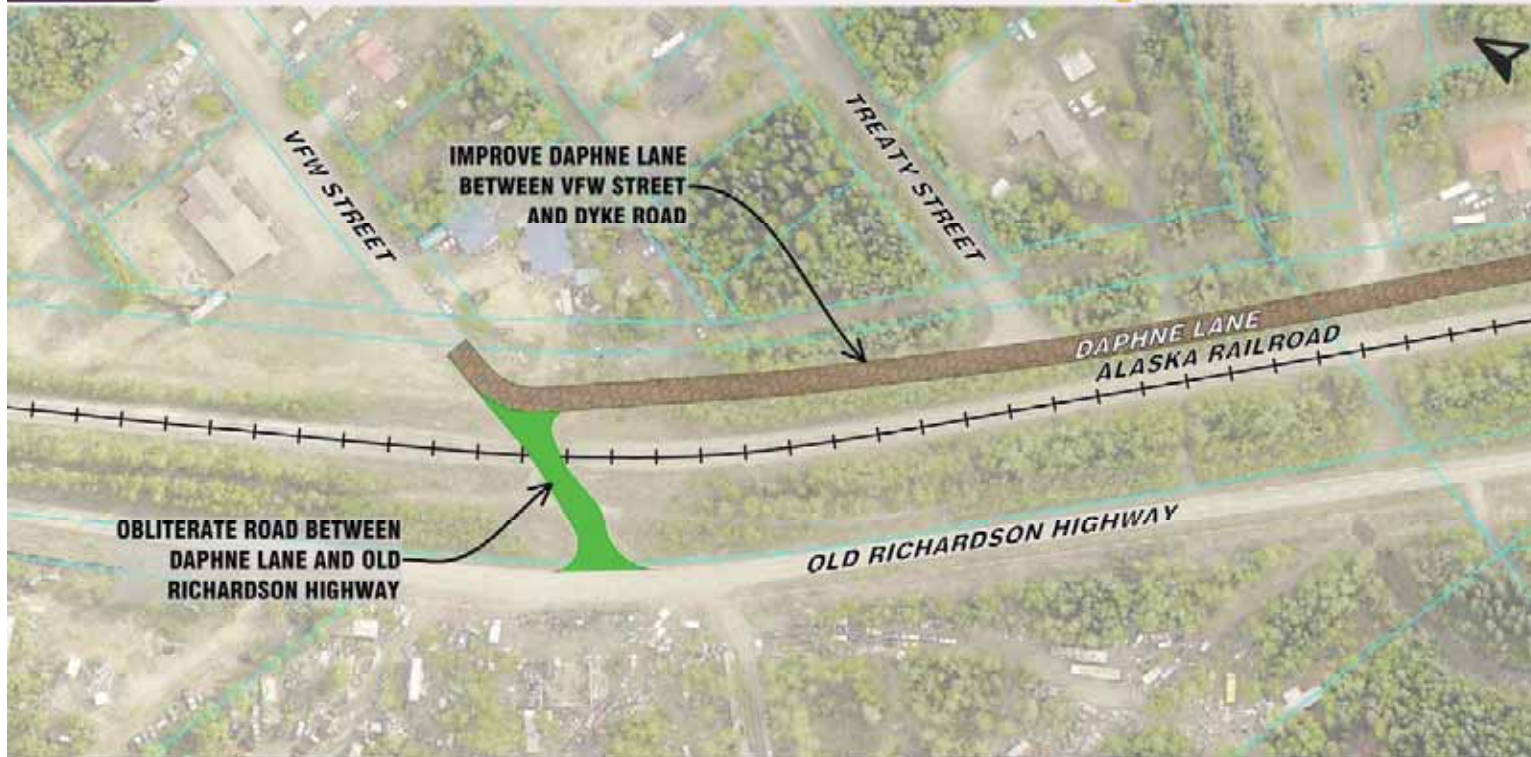
Closing this crossing would improve safety by eliminating conflict between vehicles and trains.



Consider this alternative in conjunction with improving the Laurance Road and Dyke Road crossings.



CHALLENGES
Daphne Lane is an orphan road.



Dyke Road Crossing

ARRC ID 868484R; Eielson Branch; MP G19.03 [Permitee: DOT&PF]

Dyke Road Crossing looking South, July 2020



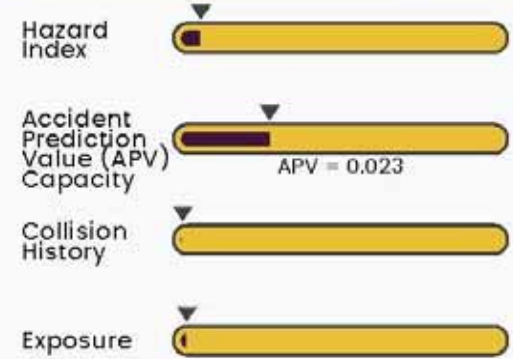
2-lane minor collector
665 vehicles per day
25 mph



Single Track
4 trains per day
10 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Vehicle Storage
- Approach Grade

Quick Reference to Other Plans

FAST NMTP (Draft)



Reconstruct Dyke Road Crossing

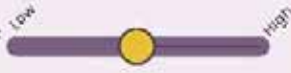
Dyke Road Crossing



MID TERM



DOT&PF Priority



\$0.4M



ARRC Priority



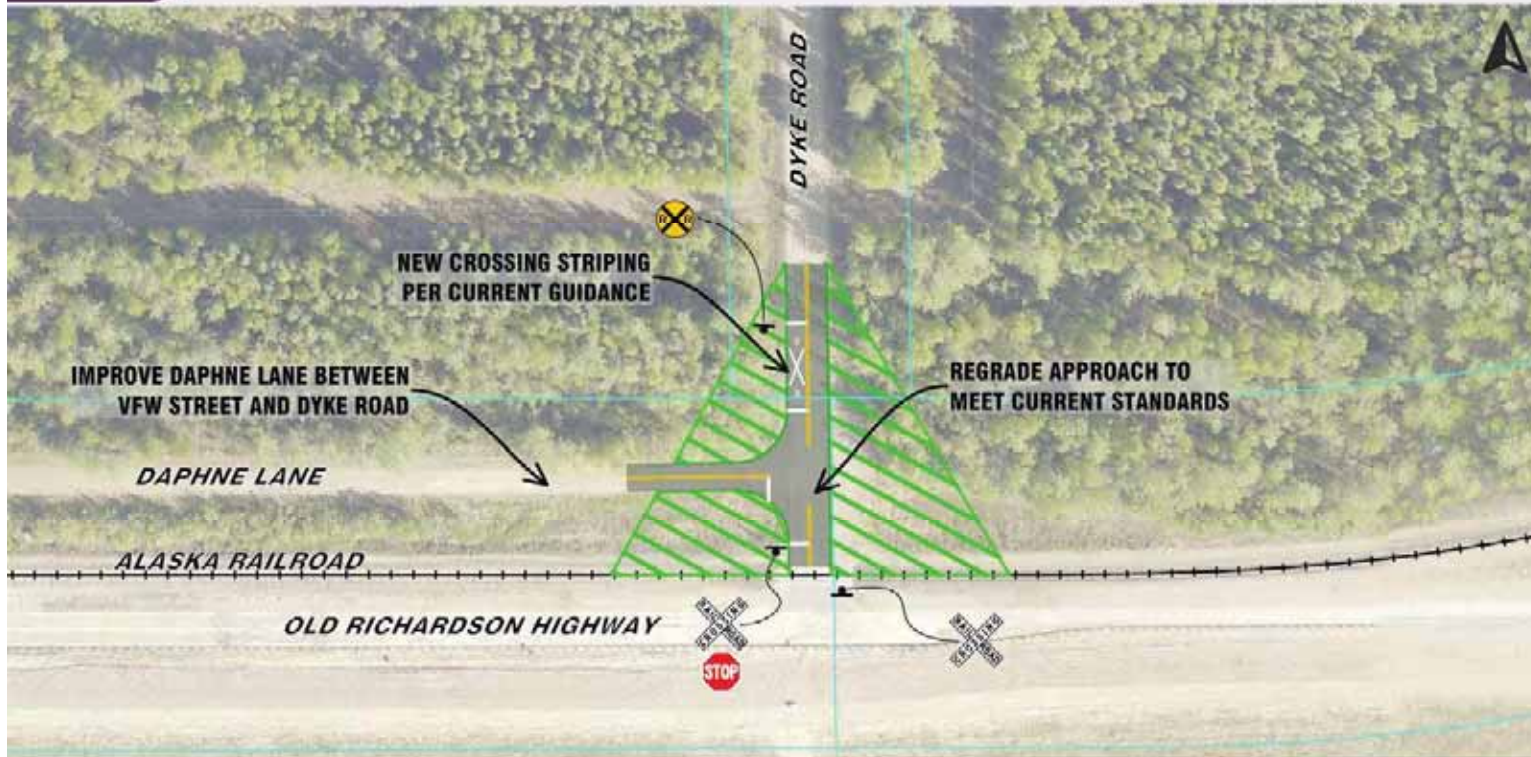
Flattening the approach grade of Dyke Road to the crossing will improve safety by enhancing sight distance. In addition, removing vegetation from the sight triangles will further increase sight distance.

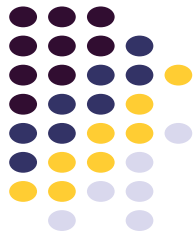


CHALLENGES
Daphne Lane is an orphan road.



This alternative should be considered in conjunction with improving the Laurance Road crossing and eliminating the VFW Street crossing.





Crossing Signal Control Cabinet Replacements

High Priority *outside of FAST Planning Area

- Sheep Creek Road (Goldstream)*
- Sheep Creek Road (Ester)
- College Road
- Old Steese Highway
- Steese Expressway
- Neely Road (Ft. Wainwright)*
- Badger Road
- Dennis Road
- 5th Avenue (North Pole)
- Laurance Road (North Pole)

SHORT TERM



\$5.5M



Low Priority

- Sheep Creek Road (N. Happy)*
- Gaffney Road (Ft. Wainwright)*
- Richardson Highway (3 Mile)

MID TERM



\$1.5M



*outside of FAST Planning Area



Mapping Layers

Line Features

- Transit Routes
- Sidewalks (City & DOT)
- Asphalt Paths
- Strava Data (heat map for walking/biking)

Point Features

- Transit Stops
- Schools
- Medical Facilities
- Social Services
- Senior Centers & Housing
- Low Income Housing
- Apartment Buildings
- Hotels
- Tourism
- Parks

Regional Features

- Low Income Populations
- Minority Populations
- Senior (>65) Populations

Features not Mapped

- Widened Road Shoulders (assumed plowed based on road priority)
- K-12 bus stops (locations change each school year; ½-mile zone near schools w/out bus service)
- Disabled/ADA Populations (not good data for our area)
- Retail & Employment (can be car-centric, especially in winter months; transit routes mapped)
- Food (grocery stores and restaurants)

DRAFT Winter Maintenance Priorities for Sidewalks/Paths

Priority Level 1 - Green

- Transit routes with bus stops
- Direct access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Highly interactive mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- High year-round walking/biking use
- *Examples:* 1st Ave, 23rd Ave, S. Cushman St, Cowles St, Airport Way, College Rd, University Ave

Priority Level 2 - Yellow

- Transit routes with bus stops
- Secondary/side street access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Moderate mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- Moderate walking/biking use
- *Examples:* Farewell Ave, Old Steese Hwy, Davis Rd, Helmericks Ave, Farmer's Lp, 5th Ave (NP)

Priority Level 3 - Orange

- Moderate mix of residential, commercial, and recreational land uses
- Moderate walking/biking use <or> primarily commuter use
- *Examples:* Johansen Expy, Steese Hwy, Chena Pump Rd, Peger Rd

Priority Level 4 - Purple

- Limited/no mix of residential, commercial, and recreational land uses
- Low walking/biking use <or> primarily recreational use
- *Examples:* Local roadways in residential areas, recreational access

Other/Limited Maintenance - Red

- Paths typically not maintained during the winter; possible candidates for grooming
- *Examples:* Birch Hill Rd, Ballaine Rd, Parks Hwy near Ester

Alaska DOT&PF Winter Maintenance Priorities for Roads

Priority Level 1

- High-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes.
- *May take up to 12 hours to clear after a winter storm.*

Priority Level 2

- Routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities.
- *May take up to 18 hours to clear after a winter storm.*

Priority Level 3

- Major local roads or collector roads located in larger urban communities.
- *May take up to 24 hours to clear after a winter storm.*

Priority Level 4

- Minor local roads that provide residential or recreational access.
- *May take up to 30 hours to clear after a winter storm.*

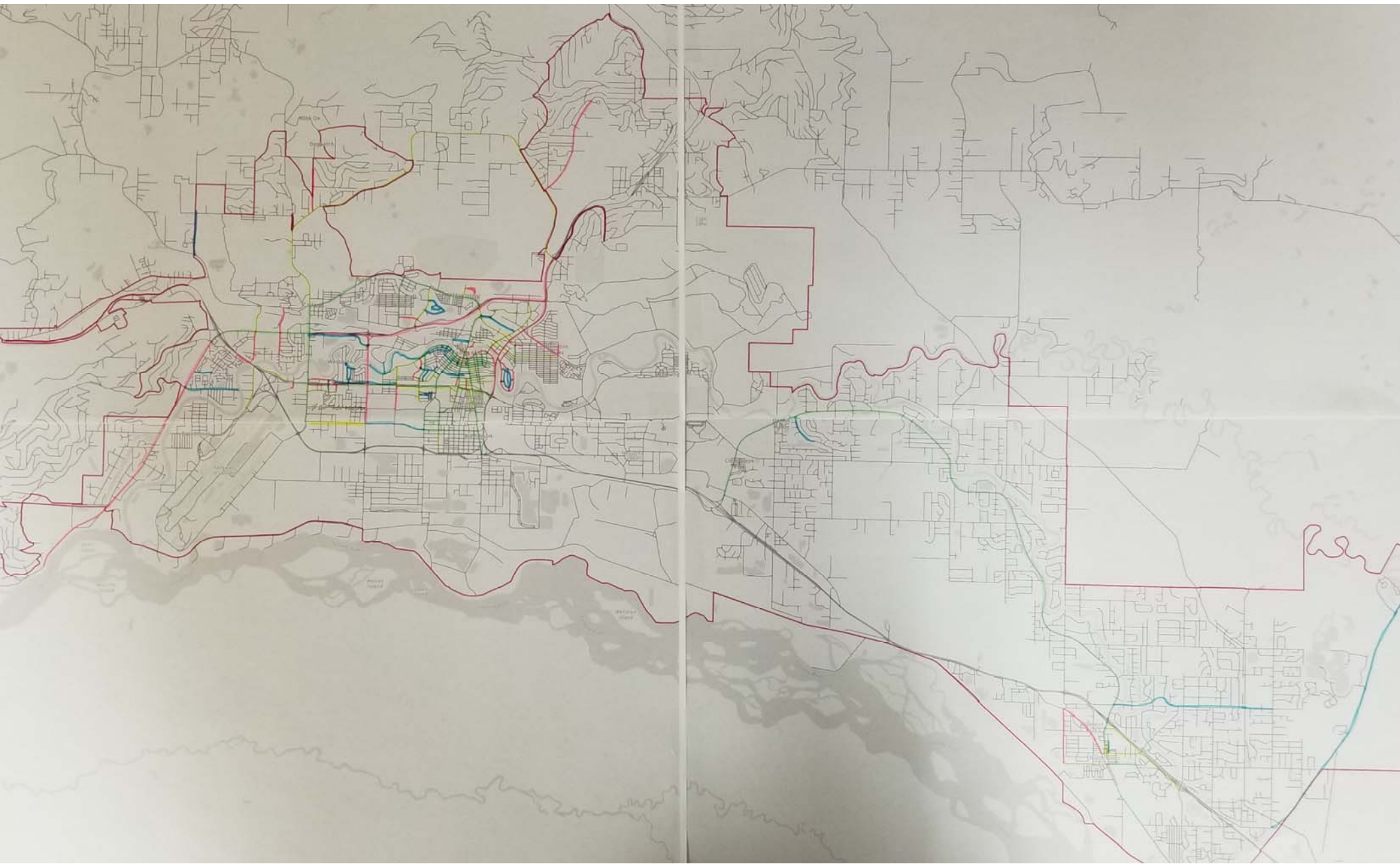
Priority Level 5

- Roadways that are designated as “No Winter Maintenance” routes, e.g. Denali Highway or Taylor Highway. Generally cleared only in spring to open road for summer traffic.

Category	Weight	Description
Transit	4	High ridership route, dense # of stops (blue, red, & purple lines)
	3	Moderate/low ridership, less dense # of stops
Schools	2	Direct access
	1	Secondary/side street access
Medical Facilities	3	Direct access - hospitals/major clinics
	2	Direct access - other
	1	Secondary/side street access
Social Services	2	Direct access
	1	Secondary/side street access
Senior Centers, Housing	2	Direct access
	1	Secondary/side street access
Low Income Housing	2	Direct access
	1	Secondary/side street access
Apartments	2	Direct access
	1	Secondary/side street access
Hotels	2	Direct access
	1	Secondary/side street access
Tourism	2	Direct access
	1	Secondary/side street access
Land Use	3	Highly interactive mix
	2	Moderate mix
Low Income, Minority, Senior Populations	3	High
	2	Moderate
Walking, Biking Use	3	High
	2	Moderate

ID #	Road	From	To	Type	Maintenance	Transit	Schools	Medical Facilities	Social Services	Senior Centers, Housing	Low Income Housing	Apartments	Hotels	Tourism	Land Use Mix	Low Income, Minority, Senior Populations	Walking, Biking Use	Score
0	Noble St	1st Ave	Airport Way	Sidewalk	COF	4	0	3	2	2	2	2	2	0	3	3	3	26
1	Cowles St	1st Ave	E/W Cowles St	Sidewalk	COF	4	2	3	1	2	2	2	0	0	3	3	3	25
2	17th Ave	E Cowles St	S Cushman St	Sidewalk	COF	4	2	3	2	1	2	2	0	0	3	3	2	24
3	College Rd	University Ave	Johansen Expy	Sidewalk	DOT&PF	4	2	2	0	0	2	2	1	2	3	3	3	24
4	Gillam Way	Airport Way	22nd Ave	Sidewalk	COF	4	2	2	2	2	2	2	0	0	2	3	3	24
5	10th Ave	Barnette Magnet	Steese Hwy	Sidewalk	COF	3	2	3	2	0	2	2	2	0	3	2	2	23
6	5th Ave	Cowles St	Hall St	Sidewalk	COF	4	2	1	1	0	1	5	1	0	3	2	2	22
7	7th Ave	Cowles St	Noble St	Sidewalk	COF	4	2	2	2	2	2	2	1	0	3	2	0	22
8	E Cowles St	W Cowles St	23rd Ave	Sidewalk	COF	4	2	3	2	0	2	1	0	0	2	3	3	22
9	Lacey St	1st Ave	12th Ave	Sidewalk	COF	4	0	1	2	2	2	2	1	0	3	3	2	22
10	23rd Ave	Lathrop St	S Cushman St	Sidewalk	COF	4	1	2	2	1	2	1	0	0	3	3	2	21
11	Barnette St	1st Ave	Airport Way	Sidewalk	COF	3	2	2	2	0	1	2	1	0	3	2	3	21
12	Wendell Ave	Lacey St	Chena River	Sidewalk	COF	4	0	1	2	0	1	2	1	2	3	3	2	21
13	Cushman St	1st Ave	Airport Way	Sidewalk	COF	4	0	2	2	0	0	2	2	2	3	0	3	20
14	Lathrop St	W Cowles St	25th Ave	Sidewalk	COF	4	0	3	2	0	2	1	0	0	2	3	3	20
15	S Cushman St	Airport Way	Old Rich Hwy	Sidewalk	COF	4	0	1	2	1	2	2	0	0	3	3	2	20
16	University Ave	Farmers Loop	Mitchell Ave	Sidewalk	DOT&PF	4	2	2	0	1	1	2	2	0	3	0	3	20
17	2nd Ave	Bonnified St	Clay St	Sidewalk	COF	0	0	2	2	2	2	2	2	2	3	2	0	19
18	Badger Rd (NP)	Old Rich Hwy	Santa Claus Ln	Path	DOT&PF	3	2	1	0	0	1	2	2	0	2	2	3	18
19	Aurora Dr	College Rd	Hanson Rd	Sidewalk	COF	4	1	0	2	1	0	2	0	0	2	2	3	17
20	Minnie St	Illinois St	Old Steese Hwy	Sidewalk	COF	0	1	2	0	2	2	2	0	0	3	3	2	17
21	Santa Claus Ln (NP)	Badger Rd	5th Ave	Sidewalk	DOT&PF	3	2	2	0	1	0	2	1	1	3	0	2	17
22	W Cowles St	E Cowles St	Lathrop St	Sidewalk	COF	4	0	3	2	2	0	1	0	0	2	0	3	17
23	4th Ave	Wickersham St	Dunkel St	Sidewalk	COF	0	2	2	2	0	2	2	1	0	3	2	0	16
24	Airport Way	Sportsmans Way	Steese Hwy	Path	DOT&PF	0	1	2	1	1	1	2	2	0	3	0	3	16
25	Illinois St	College Rd	Chena River	Sidewalk	COF	3	2	2	1	0	1	1	1	0	2	0	3	16
26	Lathrop St	1st Ave	Airport Way	Sidewalk	COF	4	2	0	0	0	1	2	0	0	2	2	3	16
27	21st Avenue	Lathrop St	Cowles St	Sidewalk	COF	0	0	1	2	0	2	2	0	0	2	3	3	15
28	3rd Ave	Kellum St	Hall St	Sidewalk	COF	0	0	2	1	2	2	2	1	0	3	2	0	15
29	8th Ave	Barnette St	Noble St (+hotels)	Sidewalk	COF	0	0	0	2	2	2	2	2	0	3	2	0	15
30	Chena Pump Rd	Chena Ridge Road	Geist Rd	Path	DOT&PF	3	0	2	0	1	1	2	0	0	3	0	3	15
31	Geist Rd	Chena Pump Rd	University Ave	Path	DOT&PF	4	2	2	0	0	0	1	0	0	3	0	3	15
32	Hamilton Ave	Craig Ave	Glacier Ave	Sidewalk	COF	0	2	2	2	2	0	2	0	0	3	0	2	15
33	1st Ave	Grant St	Clay St	Sidewalk	COF	0	0	2	2	0	0	0	2	2	3	0	3	14
34	8th Ave (NP)	Santa Claus Ln	Blanket Blvd	Path	CONP	3	2	0	0	2	0	2	0	0	2	0	3	14
35	Bjerremark St	23rd Ave	27th Ave	Sidewalk	COF	0	0	2	2	0	2	2	0	0	3	3	0	14
36	Dunkel St	Wendell Ave	5th Ave	Sidewalk	COF	0	0	0	2	0	2	2	0	0	3	3	2	14
37	Airport Frontage Rd	Wilbur St	Gillam Way	Sidewalk	DOT&PF	0	2	2	1	0	0	0	2	0	3	0	3	13
38	Davis Rd	University Ave	Peger Rd	Sidewalk	DOT&PF	3	0	2	0	0	1	2	0	0	2	0	3	13
39	Gaffney Rd	Barnette St	Steese Hwy	Sidewalk	COF	3	2	2	2	0	0	1	0	0	3	0	0	13
40	Kellum St	Lathrop St	10th Ave	Sidewalk	COF	0	1	2	2	0	0	2	0	0	3	0	3	13
41	Old Steese Hwy	Johansen Expy	Chena River	Sidewalk	COF	4	0	2	1	0	1	0	0	0	3	0	2	13
42	16th Ave	Schailable St	Gillam Way	Sidewalk	COF	0	2	0	0	0	1	2	0	0	2	3	2	12
43	2nd Ave	Moore St	Grant St	Sidewalk	COF	4	0	0	0	0	0	2	0	0	3	0	3	12
44	NPHS Blvd (NP)	Homestead Dr	Old Rich Hwy	Sidewalk	CONP	3	2	0	0	0	0	2	0	0	2	0	3	12
45	Rewak Dr	University Ave	Washington Dr	Sidewalk	COF	4	0	2	0	0	0	1	0	0	3	0	2	12
46	S Cowles St	23rd Ave	29th Ave	Sidewalk	COF	0	0	0	0	0	2	2	0	0	2	3	3	12
47	15th Ave	Schailable St	Gillam Way	Sidewalk	COF	0	2	0	0	0	2	2	0	0	2	3	0	11
48	6th Ave	Cushman St	Noble St	Sidewalk	COF	4	0	0	0	0	1	2	1	0	3	0	0	11
49	Danby St	College Rd	Johansen Expy	Path	DOT&PF	4	2	0	0	0	0	0	0	0	2	0	3	11
50	Margaret Ave	Wedgewood Dr	College Rd	Sidewalk	COF	0	2	0	0	0	0	2	2	0	2	0	3	11
51	Stacia St	14th Ave	23rd Ave	Sidewalk	COF	0	0	0	0	0	2	2	0	0	2	3	2	11
52	12th Ave	Turner St	Federal Bldg	Sidewalk	COF	0	0	3	2	2	0	0	0	0	3	0	0	10

53	14th Ave (Airport Frontage)	Gillam Way	Eielson St	Sidewalk	COF	0	1	1	1	0	2	0	0	0	2	3	0	10
54	3rd St	Old Steese Hwy	Hamilton Ave	Sidewalk	DOT&PF	0	1	1	2	0	0	1	0	0	3	0	2	10
55	5th Ave (NP)	Santa Claus Ln	St Nicholas Dr	Path	CONP	0	1	0	0	2	0	2	0	0	2	0	3	10
56	Boat St	Hoselton Rd	Sportsmans Way	Path	DOT&PF	3	0	0	0	0	0	0	2	0	2	0	3	10
57	College Rd	Johansen Expy	Hamilton Ave	Sidewalk	DOT&PF	3	0	2	0	0	0	0	0	0	3	0	2	10
58	Farewell Ave	3rd St	Trainor Gate Rd	Sidewalk	COF	3	2	0	0	0	0	2	0	0	0	0	3	10
59	Helmericks Ave	Bentley Trust Rd	Old Steese Hwy	Sidewalk	COF	4	0	0	0	0	0	0	1	0	3	0	2	10
60	Lathrop St	Airport Way	McCarty Ave	Sidewalk	COF	4	0	0	0	0	0	0	0	0	3	0	3	10
61	Snowman Lane (NP)	3rd Ave	5th Ave	Sidewalk	CONP	0	2	0	0	0	0	2	0	0	3	0	3	10
62	St Nicolas Dr (NP)	Santa Claus Ln	Buzby Rd	Sidewalk	DOT&PF	3	0	0	0	0	0	2	0	0	2	0	3	10
63	11th Ave	Barnette St	Noble St	Sidewalk	COF	0	0	3	1	0	0	0	0	0	3	2	0	9
64	Farmers Lp	University Ave	Steese Hwy	Path	DOT&PF	3	1	0	0	0	0	2	0	0	0	0	3	9
65	Hoselton Rd	Airport Way	Boat St	Path	DOT&PF	3	0	1	0	0	0	0	2	0	0	0	3	9
66	McGown St	Kellum St	Cowles St	Sidewalk	COF	0	0	0	2	0	0	2	0	0	2	0	3	9
67	Thompson Dr	E Tanana Lp	Geist Rd	Sidewalk	UAF	4	2	0	0	0	0	0	0	0	0	0	3	9
68	Wilbur St	Carlson Center	Airport Way	Sidewalk	COF	4	0	0	0	0	0	0	0	0	2	0	3	9
69	Chena Riverwalk	Barnette St	Airport Way	Path	FNSB	0	0	0	0	0	0	0	1	1	3	0	3	8
70	Eagle Ave	3rd St	Slater Dr	Sidewalk	COF	0	0	0	1	0	0	2	0	0	2	0	3	8
71	Kennicott Ave	Lathrop St	Cowles St	Sidewalk	COF	4	0	0	0	0	0	0	0	0	2	0	2	8
72	Old Rich Hwy (NP)	Homestead Dr	5th Ave	Path	DOT&PF	0	1	0	0	2	0	2	0	0	0	0	3	8
73	Sportsmans Way	Airport Way	Old Airport Rd	Path	DOT&PF	0	0	0	0	0	0	2	2	0	2	0	2	8
74	Turner St	10th Ave	Gaffney Rd	Sidewalk	COF	0	0	0	0	0	1	2	0	0	3	2	0	8
75	W Barnette St	10th Ave	Airport Way	Sidewalk	COF	0	0	3	2	0	0	0	0	0	3	0	0	8
76	Wickersham St	1st Ave	5th Ave	Sidewalk	COF	0	0	2	0	0	0	0	1	0	3	0	2	8
77	Airport Frontage Rd	University Ave	Market St	Sidewalk	DOT&PF	0	0	2	0	0	0	0	0	0	3	0	2	7
78	Church St	Illinois St	Slough St	Sidewalk	COF	0	0	0	0	0	0	1	0	1	2	0	3	7
79	Craig Ave	Hamilton Ave	Dunbar Ave	Sidewalk	COF	0	2	0	0	0	0	0	0	0	2	0	3	7
80	F St	Craig Ave	Trainor Gate Rd	Sidewalk	COF	0	2	0	0	0	0	0	0	0	2	0	3	7
81	Front St	Old Steese Hwy	Steese Hwy	Sidewalk	COF	0	0	2	0	0	0	0	0	0	3	0	2	7
82	Johansen Expy	University Ave	Steese Hwy	Path	DOT&PF	0	0	0	0	0	0	0	2	0	2	0	3	7
83	Peger Rd	Johansen Expy	Davis Rd	Sidewalk	DOT&PF	0	0	2	0	0	0	0	0	0	2	0	3	7
84	Steese Hwy	Farmers Loop	Airport Way	Path	DOT&PF	0	0	2	0	0	0	0	0	0	2	0	3	7
85	3rd Ave (NP)	Santa Claus Ln	Snowman Ln	Sidewalk	CONP	0	2	0	0	0	0	2	0	0	2	0	0	6
86	4th Ave (NP)	Snowman Ln	North Pole Elem	Sidewalk	CONP	0	2	0	0	0	0	2	0	0	2	0	0	6
87	Chena Pump Rd	Chena Ridge Road	Tanana Boat Launch	Path	DOT&PF	0	0	0	0	0	0	2	0	1	0	0	3	6
88	Homestead Dr (NP)	Old Rich Hwy	NPHS Blvd	Path	CONP	0	1	0	0	0	0	2	0	0	0	0	3	6
89	Stewart St	2nd Ave	Crosson Ave	Sidewalk	COF	0	2	0	0	0	0	2	0	0	2	0	0	6
90	Wedgewood Dr	Margaret Ave	Wedgewood Resort	Sidewalk	???	0	2	0	0	0	0	2	2	0	0	0	0	6
91	6th Ave	Cowles St	Barnette St	Sidewalk	COF	0	0	0	0	0	1	0	0	0	2	2	0	5
92	9th Ave	Cushman St	Noble St	Sidewalk	COF	0	0	0	0	0	0	0	2	0	3	0	0	5
93	Auburn Dr	Pearl Creek Elem	Farmers Loop	Path	DOT&PF	0	2	0	0	0	0	0	0	0	0	0	3	5
94	Crosson Ave	Stewart St	Lathrop St	Sidewalk	COF	0	2	0	0	0	0	0	0	0	0	0	3	5
95	Doyon Pl	Illinois St	Gordon Weir Park	Sidewalk	COF	0	0	0	0	0	0	0	0	0	3	0	2	5
96	Fairbanks St	Geist Rd	Teal Ave	Sidewalk	DOT&PF	0	0	0	0	0	0	2	0	0	0	0	3	5
97	Fairbanks St	E Tanana Lp	Geist Rd	Sidewalk	UAF	0	2	0	0	0	0	0	0	0	0	0	3	5
98	Geraghty Ave	University Ave	Airport Frontage Rd	Sidewalk	COF	0	0	0	0	0	0	0	0	0	3	0	2	5
99	Kalakaket St	Airport Frontage Rd	Rewak Dr	Sidewalk	COF	0	0	0	0	0	0	0	0	0	3	0	2	5
100	Loftus Rd	Geist Rd	Birch Ln	Sidewalk	DOT&PF	0	2	0	0	0	0	0	0	0	0	0	3	5
101	McGrath Rd	Farmers Loop	Willow Grouse Rd	Path	DOT&PF	3	0	0	0	0	0	0	0	0	0	0	2	5
102	Mitchell Expy	Steelhead Rd	Loftus Rd	Path	DOT&PF	0	0	0	0	0	0	2	0	0	0	0	3	5
103	Slater Dr	Eagle Ave	Eagle Ave	Sidewalk	COF	0	0	0	1	0	0	1	0	0	0	0	3	5
104	Terminal St	FNSB Admin	Illinois St	Sidewalk	COF	0	0	0	0	0	1	0	0	0	2	2	0	5
105	Trainor Gate Rd	Old Steese Hwy	Tanana Middle	Sidewalk	COF	0	2	0	0	0	0	0	0	0	0	0	3	5
106	Turner St	2nd Ave	4th Ave	Sidewalk	COF	0	0	0	2	0	0	0	0	0	3	0	0	5
107	Washington Dr	Geraghty Ave	Rewak Dr	Sidewalk	COF	0	0	2	0	0	0	0	0	0	3	0	0	5
108	Wembley Ave	Aurora Dr	Danby St	Sidewalk	COF	0	1	0	2	0	0	0	0	0	0	0	2	5
109	Wilbur St	Airport Way	Davis Rd	Sidewalk	COF	0	0	0	0	1	0	0	1	0	0	0	3	5
110	10th Ave	Stewart St	Cowles St	Sidewalk	COF	0	2	0	0	0	0	0	0	0	2	0	0	4



**FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #4, DRAFT 05.28.2021**

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
19096 32818	NFHWY00434 NFHWY00506 NFHWY00603	FAST Improvement Program Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, sidewalks, dust control, signage replacement and intersection upgrades. <i>State pays design match and local governments pay construction match, per agreement.</i>	STP	Design				305.7		
			FAF			368.4				
			SM			36.6	30.3			
			FAF	Utilities		21.4				
			SM			2.1				
			AC	Construction	1,731.9					
			ACC			-1,731.9				
			STP			2,563.8	1,012.1			
			FAF		939.4	159.7	152.3			
			SM		86.1	15.9				
			3PF		186.7	86.6	15.1	100.5		
Project Total					2,944.1	1,522.6	167.5	1,448.6	0.0	0.0
30229	NFHWY00271 NFHWY00524	FAST Intersection Improvement Program Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FAST Planning boundary.	FAF	Design	341.1					
			SM		33.9					
			STP	Utilities			4.5			
			SM				0.5			
			STP	Construction	132.3		268.4			
			FAF			220.9				
			3PF		13.1	21.7	26.6			
Project Total					520.4	242.5	300.0	0.0	0.0	0.0
TBD	TBD	FAST Safety and Efficiency Program Low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include but are not limited to signing, striping, lighting upgrades, signal timing, signal controller upgrades and maintenance.	ILLU	All						
Project Total					0.0	0.0	0.0	0.0	0.0	0.0

FAST Improvement Program FFY21 Priorities (Not Constructed)

Policy Board approved October 16, 2019

City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 271,000	City Priority #1, repave w/ storm drain improvements
	Eureka Avenue (Hamilton Avenue to E Street)	\$ 648,000	City Priority #2, repave w/ storm drain improvements
	Pratt Avenue (2nd to Front Street)	\$ 49,787	City Priority #5, repave w/ drainage improvements (ditches)
City of North Pole	CONP Driveway Aprons	\$ 757,931	Previously nominated, reduced to 157 driveway locations and 8 alley approaches
	Total	\$ 1,726,718	

FFY21 Contingency Projects (pending available funding)

FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$ 88,374	Gravel to pavement, consider repaving adjacent path
	South Cushman Extension	\$ 137,782	New E-1 gravel surface, needs match and maintenance commitment
Alaska DOT&PF	Phillips Field Road Path (University Avenue to Peger Road)	\$ 297,631	BPAC nomination, repave, includes ~\$54k in fence replacement
	Total	\$ 523,787	

FAST Improvement Program FFY22 Priorities (NEW Proposal)

FAST Improvement Program Subcommittee Recommendation - June 14, 2021

City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 352,500	Repave roadway w/ storm drain improvements; includes 25% contingency
City of North Pole	CONP Driveway Aprons	\$ 548,000	3-foot aprons; includes 25% contingency
Alaska DOT&PF	Phillips Field Road Path (University Avenue to Peger Road)	\$ 251,000	Repave path and replace fence section(s); includes 25% contingency
	Total	\$ 1,151,500	

FFY21 Contingency Projects (pending available funding)

FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$ 97,500	Gravel to pavement; includes 25% contingency
	South Cushman Extension	\$ 137,900	New E-1 gravel surface; includes 25% contingency
City of Fairbanks	Pratt Avenue (2nd to Front Street)	\$ 52,000	Repave w/ drainage improvements (ditches); includes 25% contingency
	Total	\$ 287,400	

FAST Improvement Program **FFY21** Priorities

Policy Board approved October 16, 2019

City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 271,000	City Priority #1, repave w/ storm drain improvements
	Eureka Avenue (Hamilton Avenue to E Street)	\$ 648,000	City Priority #2, repave w/ storm drain improvements
	Pratt Avenue (2nd to Front Street)	\$ 49,787	City Priority #5, repave w/ drainage improvements (ditches)
City of North Pole	CONP Driveway Aprons	\$ 757,931	Previously nominated, reduced to 157 driveway locations and 8 alley approaches
Total		\$ 1,726,718	

FFY21 Contingency Projects (pending available funding)

FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$ 88,374	Gravel to pavement, consider repaving adjacent path
	South Cushman Extension	\$ 137,782	New E-1 gravel surface, needs match and maintenance commitment
Alaska DOT&PF	Phillips Field Road Path (University Avenue to Peger Road)	\$ 297,631	BPAC nomination, repave, includes ~\$54k in fence replacement
Total		\$ 523,787	

FAST Improvement Program **FFY22** Priorities

FNSB Rural Services	Aztec Road Service Area Priority #1 Roads		
	Charolette Road	\$ 174,244	Repave
	Choctaw Road	\$ 139,349	Repave
	Glenn Street	\$ 168,164	Repave
	Ione Street	\$ 72,908	Repave
	Pueblo Street	\$ 150,764	Repave
	Shoshone Drive	\$ 126,130	Repave
	Vicki Lane	\$ 296,721	Repave, lowest priority in road group
	Aztec Road Service Area Priority #2 Roads		
	Copper Street	\$ 435,587	Repave
Aztec Road	\$ 285,676	Repave, lowest priority in road group	
Total		\$ 1,849,543	

FAST Improvement Program **Future** Contingency Projects

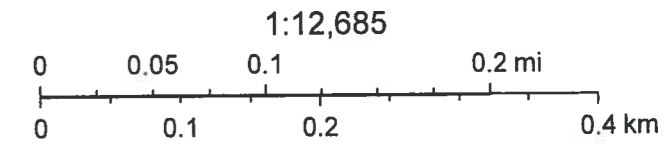
City of Fairbanks	4th Avenue (Bonnifield to Barnette Street)	\$ 450,000	City Priority #3, repave w/ storm drain improvements and sidewalk replacement
	8th Avenue (Cowles to Barnette Street)	\$ 260,000	City Priority #4, repave w/ storm drain improvements
	Chena Landing Loop Path	\$ 39,845	BPAC nomination, repave, needs match and maintenance commitment
Alaska DOT&PF	Mitchell Expressway Path (Geist to Loftus to Steelhead Road)	\$ 624,616	Repave, includes ~\$220k in fence replacement
	Farmer's Loop Extension Path	TBD	BPAC nomination, repave
UAF	Steese Highway Path (Johansen Expy to Trainor Gate Rd)	TBD	BPAC nomination, repave
	Tanana Drive (Yukon to North Tanana Drive)	\$ 236,670	Previously nominated, needs match commitment
Total		\$ 1,611,132	

FairbanksNorthStar GIS Map



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- Parcels w/ Taxroll Info
- Parcel Labels
- Green: Band_2
- Blue: Band_3
- Red: Band_1
- Road Labels Small
- Imagery_2017_Pictometry_Fairbanks

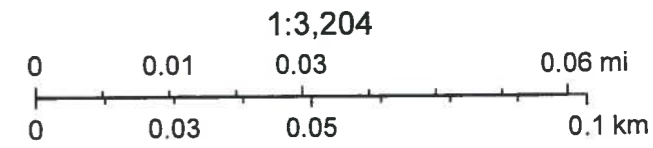


FairbanksNorthStar GIS Map



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Parcels w/ Taxroll Info	Parcel Labels	Green: Band_2
Road Labels Small	Imagery_2017_Pictometry_Fairbanks	Blue: Band_3
Red: Band_1		





This project includes resurfacing of the FNSB Dog Park Access Road using basaltic E-1 material.

400ft x 22ft
Cost Estimate: \$30,000

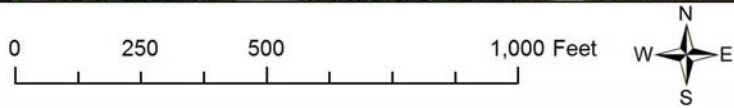
FMATS Improvement Program Proposal

Dog Park Access Road Resurfacing



Fairbanks North Star Borough
907 Terminal Street
Fairbanks, AK 99701
(907) 459-1000





This project includes resurfacing of South Cushman Extension from Northland Wood to the Levee using 6" of basaltic E-1 material. It also rehabilitates the existing drainage ditches along both sides of the road corridor to ensure positive drainage.

1000ft x 40ft
Cost Estimate: \$170,000

FMATS Improvement Program Proposal

South Cushman Extension Resurfacing and Drainage Rehabilitation



Fairbanks North Star Borough
907 Terminal Street
Fairbanks, AK 99701
(907) 459-1000



