



TECHNICAL COMMITTEE MEETING

Wednesday, July 7, 2021, 12:00 – 2:00 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 872-3214-9461

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the July 7, 2021 Agenda
4. Approval of the June 2, 2021 Meeting Minutes Pg 2-8
5. Committee/Working Group Reports (including the Chair's Report) Pg 9-11
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. Fairbanks Road/Rail Crossing Reduction/Realignment Plan (Action Item) Pg 12-88
 - Review of public comments received, consideration of plan revisions, and recommendation for adoption
 - b. FFY2022 FAST Improvement Program Priorities (Action Item) Pg 89-102
 - Consideration of approval of revised priorities for FFY2022 construction program
8. New Business
9. Other Issues
10. Informational Items
 - a. Obligations and Offsets Pg 103-106
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, August 4, 2021



TECHNICAL COMMITTEE Meeting Minutes – June 2, 2021

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>
Telephone Number: 1 (253) 215-8782, Meeting ID: 818 5033 0707

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:01 p.m.

2. Introduction of Members and Attendee

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
**Andrew Ackerman	City of Fairbanks Engineering
**Bob Pristash	City of Fairbanks Engineering
**Bill Butler	City of North Pole
**Steven Hoke	ADEC Air Quality
**Kate Dueber	Alaska Railroad Corporation
**Judy Chapman	DOT&PF Planning
**Sarah Schacher	DOT&PF Preconstruction
**John Perreault	FNSB Planning Commission
**Kellen Spillman	FNSB Community Planning
**Michelle Denton	FNSB Transportation
**John Weinberger	Fort Wainwright Planning
**Justin Burgess	AES Transportation
**Jakob Theurich	UAF
*Deborah Todd	FAST Planning
*Don Galligan	FNSB Community Planning
John Netardus	DOT&PF
Patrick Woolery	DOT&PF
Tim Zinza	City of Fairbanks
Corey DiRutigliano	Bettisworth North
Alex Gagne-Hawes	Citizen
* FAST PLANNING Staff members	
** FAST PLANNING Technical Committee members	

Mr. Fox noted that it was John Perreault's last Technical Committee meeting and Jason McComas-Roe would be taking over for him representing the Planning Commission. Mr. Fox thanked Mr. Perreault for his service on the Technical Committee. Mr. Fox stated that we enjoyed having him on the Committee and were sorry to see him go.

3. Approval of the June 2, 2021 Agenda

Motion: To approve the June 2, 2021 Technical Committee Agenda.
(Chapman/Ackerman).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the May 5, 2021 Meeting Minutes

Motion: To approve the May 5, 2021 Meeting Minutes. (Pristash/Chapman).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Committee/Working Group Reports (including the Chair's Report)

Mr. Fox noted the following updates:

- The Annual Bike/Ped Counts were held on May 25, 26, and 27, 2021 at 27 of the 36 intersections normally counted. It was advertised heavily to get volunteers as in the past, but the intersections in the North Pole area were not covered. FAST Planning will look at outreach efforts to see if they can be improved next year. All data sheets were turned in and will be tabulated.
- The Policy Board adopted the Non-Motorized Plan Update with one minor revision to the project description for the College Road Project.
- The Policy Board approved release of the Fairbanks Road/Rail Crossing Reduction/Realignment Plan for a 45-day public review to afford the two City Councils to hear presentations on that Plan and had adequate time to comment.

6. Public Comment Period (Non-Action Items)

Alex Gagne-Hawes, 1535 MaryAnn Street, Fairbanks, AK: Mr. Gagne-Hawes commented that he wanted to check in after a few months absent from commenting on this body and the related bodies. Mr. Gagne-Hawes commented that how it looked from the outside was a normal level of public comment, which was to say; none. Mr. Gagne-Hawes commented that a DOT guy public commented on a measure a little bit ago and a couple people sneaked into the Bicycle/Pedestrian Committee. Mr. Gagne-Hawes commented that the people in the Bicycle/Pedestrian Committee looked like they really wanted to be talking to the Policy Board or the Technical Committee asking, "Why aren't there still bike lanes?" and "Why aren't these things happening?" but they were in the wrong committee he guessed, so they just went in the minutes. Mr. Gagne-Hawes commented that he looked at all the comments in the Non-Motorized Plan and most of them were written in a spreadsheet with "No action taken" written next to them, just page after page of "no action taken" and then you went to the next meeting, and they said that most people were generally in support. Mr. Gagne-Hawes stated one example very close to him was 16th Avenue, different people, people he did not even know were commenting, "Why isn't there a bike lane here?" and the comment was either "no action taken" or oh that is part of the bike lane project, so you had to deal with the Feds. Mr. Gagne-Hawes stated that it was this public comment saying, "do something;" and it just filtered into the system and disappeared so there was no accountability.

Mr. Gagne-Hawes commented trying to read the minutes, you know that we all loved deadlines, you know, in 2035 we are going to fix it all, but no one actually supported it because there was no support or funding for maintenance, so nothing was going to happen. Mr. Gagne-Hawes stated that meanwhile, the sewers were not working.

Mr. Gagne-Hawes commented that they were fixing these sewers all over town, while downtown there were still 60-year-old wooden staves that were not working. Mr. Gagne-Hawes stated that they were not going to change the roads and Barnette Street was not going to be replaced, so why was not the utility company doing anything to subsidize that. Mr. Gagne-Hawes commented that it just felt like a farce because if it was not 90 percent funded by the Federal government, we were done. Mr. Gagne-Hawes stated that it looked like kind of shotgun work and looked like they just sprayed the money

around and the contractors got ahead. Mr. Gagne-Hawes stated that the end result was that this process which took a lot funding just came back around to oh we are going to redo College Road which was this wildly unpopular thing because over on Badger Road they liked it now. Mr. Gagne-Hawes commented that it just felt like a farce. Mr. Gagne-Hawes commented they should build bike lanes, build access, document it sure, but build it. Mr. Gagne-Hawes commented that it looked very disconnected, so he sure hoped they adopted the Non-Motorized Plan and actually did something with it because it was time.

7. Old Business

a. Fairbanks Road/Rail Crossing Reduction/Realignment Plan

- **Website tour, 45-day public comment period**

Mr. Fox explained that the Road/Rail Plan was released by the Policy Board for public comment from May 21st-July 9th, 2021. Mr. Fox stated that if they had not been to the website, they should check it out at fbxings.com on the FAST Planning Website and explained where to find project info and where to provide comments directly on the projects. Mr. Fox explained that it was advertised in the newspaper and through various social media platforms and FAST Planning would be highlighting each crossing location in social media feeds during the 45-day comment period. Mr. Fox stated that comments could also be made in writing and by email.

8. New Business

a. FFY2022 FAST Improvement Program (Surface Upgrades) Priorities

Mr. Fox explained that John Netardus of DOT was actively putting together the project list with new estimates for the FY2022 FAST Improvement Program and the Policy Board had approved the priority list for the projects in 2019. Mr. Fox explained that they only had limited amounts of funding that was not enough to cover all the projects listed in the program. Mr. Fox stated that they needed to make some decisions about what would be included in next year's plan and reduce the list down to \$1.1M. Mr. Fox explained that they would form a subcommittee to assemble a list of priority projects for FFY2022.

Ms. Schacher reminded everyone to coming to the subcommittee meeting and bringing forth their project ideas to make sure that they understand DOT would not move forward with any projects that did not have local match funding in place.

Note: Kellen Spillman left the meeting at 12:52 p.m.

b. Transportation Improvement Program (TIP) Administrative Modification #4 (Action Item)

- **Review of project funding adjustments and consideration of approval of TIP Administration Modification #4**

Mr. Fox explained that the meeting packet included TIP Administrative Modification #4 and explained the changes that were made to the projects requiring modifications.

Public Comment: Alex Gagne-Hawes commented that they could tell how long they had been kicking the can down the road on the bike lane striping.

Mr. Gagne-Hawes commented that it used to be that you could design a whole city for \$356K and build it for \$1.7M and now it took \$500K to design just west

June 2, 2021

Technical Committee Meeting Minutes

Airport Way and \$1.1M to build it so clearly it was going up and it should have gotten cheaper. Mr. Gagne-Hawes commented that all these contractors and designers had been doing for the last, six, eight, ten years was building and designing for roads for you, specifically for you, under your control, and it just got more expensive. Mr. Gagne-Hawes stated that it just got harder every year somehow and the money pit got deeper. Mr. Gagne-Hawes commented that now they had a whole Coordinator's office running after all these different Planners, each of them with their \$500K projects, but it was going to take half a million dollars a year just to keep after all of them. Mr. Gagne-Hawes stated that they should have bought that \$2M complete street plan ten years ago and we would have had bike lanes now. Mr. Gagne-Hawes commented that next year they were going to spend \$2M on coordination and still not have bike lanes.

Mr. Gagne-Hawes stated that was funded was a lot of giveaways to private corporations. Mr. Gagne-Hawes continued that 25 percent was suddenly an acceptable measure of overage, an acceptable loss. Mr. Gagne-Hawes commented that he had seen 50 percent, even last year on their projects, and it just got more expensive. Mr. Gagne-Hawes commented that they could not hold the contractor accountable. Mr. Gagne-Hawes commented that he saw that Kinney Engineering censored their indirect cost rate. How shameful!

Mr. Gagne-Hawes stated that he did not appreciate this secrecy and thought it was proof immediately that the group knew they were making too much money.

Mr. Gagne-Hawes commented that it used to be the compromise for doing State work was that you had to be forthright and honest, you had to be accountable.

Mr. Gagne-Hawes stated that he guessed that was no longer the case. Shameful!

Mr. Gagne-Hawes commented that to him it was deeply shameful that when it came to dramatic improvements of their property, suddenly the School District was a private landlord, it was getting its right-of-way, it was getting its help.

Mr. Gagne-Hawes asked where the co-production was saving him money because it was all in the City, it was all his own government, and it did not seem to exist. Mr. Gagne-Hawes commented that the underlying problem was the same, they were all paid too much, and they were accountable to truckers and accident data. Mr. Gagne-Hawes commented that if they could sneak into the public comments, "no action taken, spin the wheels, produce a 400-page document, the State only paid ten percent of anything, so no it was not worth any of their time to rein in the party. Mr. Gagne-Hawes commented that he did not like spending \$15M on railroad bridges in good repair, building a giant wall across northeast Fairbanks and still no pedestrian access, still no good bike routes to the Fred Meyer complex. Mr. Gagne asked when that was going to happen.

Mr. Gagne-Hawes commented that the right-of-way planning supported that.

Mr. Gagne-Hawes stated that there was a north-south connector on GIS labeled as "City owned" and he had still not seen it in any of the project material.

Mr. Gagne-Hawes commented that he wished it would be a little more tied to doing things that caused a lot more people to be able to walk and if they could not maintain it, that was a problem.

Motion: To recommend to the Policy Board to approve Transportation Improvement Program (TIP) Administrative Modification #4. (Pristash/Denton).

Discussion: Mr. Pristash stated that listed under Cowles, he had contaminated sites, right-of-way impacts, and utility permitting since they were all a relocation cost on Cowles but had also listed the effort necessary to break the project into two parts, south and north of Airport Way. Mr. Pristash stated that they probably should focus not on that at this point but more on the contaminated sites and the permitting. Mr. Pristash stated that the basis of the request was splitting the project into two parts, and it seemed like they would not want to do that now until they heard back from Don Young and the request for the Stimulus money so he thought that the request for \$375K could be reduced to \$300K but that was just for discussion at this point.

Mr. Ackerman stated that he knew that this Amendment had put them in somewhat of a fiscally constrained or tenuous position. Mr. Ackerman stated that he knew that some things were difficult to predict and could not be foreseen but thought there were examples where they could be doing some prework to further identify the additional expenses that they sometimes ran into. Mr. Ackerman commented that it seemed like utilities seemed to be a recurring theme and making sure that those were identified as early as possible, if possible. Mr. Ackerman commented that he thought it was better if they put in some of those contingencies early on, so that budgeting was not put in the position of later in the project or design they were trying to scrounge for money.

Ms. Schacher stated that she echoed what everyone said that they were not in a great position. Ms. Schacher stated that she thought they had all been doing this long enough they knew that in construction they expended money for Change Orders and tried to set aside reserves for that at the beginning of the year. Ms. Schacher stated that likewise, in design development they incurred some unanticipated changes. Ms. Schacher stated that she agreed that planning for contingencies would be good, but the problem was that if they applied a 20 percent contingency across the whole program, that was a lot of money to be holding back on. Ms. Schacher stated that there was not much we could do this year but going forward she thought that this was an excellent way to use the Advance Construction (AC) funding so that they were not using too much of their program given the flexibility of it. Ms. Schacher commented that looking at this TIP, she felt that we would be in a better position next year to use that as an option.

Mr. Pristash commented that when trying to look ahead and come up with an estimate for design, you did not know if the project was going to pay for an existing utility until you had done enough design work to know the impact of the project. Mr. Pristash stated that the Utility Engineer at DOT could make the determination whether it was a betterment or a relocation cost to the project. Mr. Pristash commented that if you assumed that all the utilities were going to be impacted and the Utility Engineer determined that all the utilities were all impacts and not betterments to the project, your estimate was going to be high. Mr. Pristash stated that it was something they were asked to do before they had the full information to do it, which just made it difficult, and he just wanted everyone to realize that.

Vote on Motion: None opposed. Approved.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

Mr. Fox explained the obligations and offsets included in the meeting packet.

11. Technical Committee Member Comments

- Ms. Schacher commented that the Fort Wainwright Main Gate had closed effective June 2, 2021, through the end of September. Ms. Schacher stated that in addition to a number of traffic pattern changes they were seeing on the road, they would see more traffic on the Steese and on Trainor Gate Road as a result of Ft. Wainwright traffic not being able to enter and exit as before on the Steese. Ms. Schacher commented that it was already putting pressure on Third Street and the southbound left turn lane on Johansen, which was not normally a common movement, they would see more of that because of traffic diverted out of Lazelle Road and City Lights Boulevard. Ms. Schacher commented that DOT was currently doing a survey for local area residents and the community as a whole for what people thought about the installation of a roundabout on Chena Pump Road, Chena Small Tracts and Old Chena Ridge where the Borough transfer site was on Old Chena Ridge. Ms. Schacher stated that she would drop the link to the website with more information and where the survey was into the chat box. Ms. Schacher stated that if they lived in or knew anyone in the area they could go ahead and pass the word. Ms. Schacher commented that they were just considering it right now and had not made any firm plans to do anything. Ms. Schacher stated that DOT would fund it through their Highway Safety Improvement Plan (HSIP), and it would not come out of FAST Planning funding. Ms. Schacher stated that they were just interested in what people thought and their experiences with driving in the area. Ms. Schacher stated that she wanted to extend an offer that she and Ms. Chapman were willing to meet with Mr. Gagne-Hawes. Ms. Schacher commented that she saw that he was a regular meeting attendee and always had great comments. Ms. Schacher stated that she thought it was difficult to have a dialog in this forum when he made his public comments because they could not always respond back to some of the comments he made or questions he had. Ms. Schacher stated that she wanted to make herself and Ms. Chapman available if he wanted to sit down and talk about any of the things he brought up at these meetings they were happy to do that. Ms. Schacher stated that he could get their emails from the FAST Planning website.
- Mr. Weinberger commented that this morning was interesting because it was a changing dynamic on Ft. Wainwright, in that they were putting everybody through some small intersections but did not have any traffic going out on Gaffney so that intersection would not have as much traffic going on it. Mr. Weinberger commented that the Johansen was an inbound only, so they would not see anything leaving and more vehicles would be leaving Trainor. Mr. Weinberger commented that they had also west of the scales on the Richardson Highway they opened the South Gate and the Badger Gate was also open. Mr. Weinberger commented that they should feel free to reach out to him by phone or email if they had any questions on what they were doing out there.

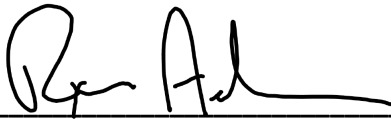
12. Adjournment

Motion to Adjourn: (Weinberger/Chapman). The meeting adjourned at 1:25 p.m. The next Technical Committee meeting is Wednesday, July 7, 2021.

Approved: _____ **Date:** _____
Jackson Fox, Chair
FAST Planning Technical Committee

**Policy Board
Action Items
June 16, 2021**

Motion: To approve Transportation Improvement Program (TIP) Administrative Modification #4. (Ward/Welch). None opposed. Approved.



Ryan Anderson, P.E.
Chair, Policy Board

6/16/2021

Date

MEMORANDUM**State of Alaska**

Department of Transportation & Public Facilities
Program Development and Statewide Planning

TO: John MacKinnon
Commissioner

DATE: June 28, 2021

THRU: Benjamin White, Director 
Program Development

TELEPHONE NO: (907) 465-2744

FROM: Maren Brantner 
STIP Manager

SUBJECT: Recommend Approval of FAST
2019-2023 TIP Administrative
Modification #4

The Fairbanks Area Surface Transportation Planning (FAST) Planning Policy Board approved the Administrative Modification #4 to the FAST FFY 2019-2023 Transportation Improvement Program (TIP) on June 16, 2021.

We find that FAST FFY 2019-2023 TIP Administrative Modification #4 meets all the requirements of US Code Title 23, Section 134, meets conformity and is fiscally constrained by the allocations made in the 2020-2023 Statewide Transportation Improvement Program (STIP).

Staff recommends approval. Your approval of the FAST FFY 2019-2023 TIP Administrative Modifications #4 is recommended and required as the statutory designee for all state transportation planning matters.

Approved: _____


John MacKinnon
Commissioner

Date: _____

6.29.21

Attachments: FAST FFY 2019-2023 TIP Admin Mod #4 Transmittal Memo & Email
FAST FFY 2019-2023 TIP Tables

Cc: Randi Bailey, FAST Area Transportation Planner, DOT&PF
Judy Chapman, Planning Chief, Fairbanks Field Office, DOT&PF
Ned Conroy, Community Planner, FTA
Jackson Fox, Executive Director, FAST Planning
Julie Jenkins, Acting Statewide Programs Team Leader, FHWA
James Marks, Division Operations Manager, DOT&PF



**Bicycle & Pedestrian Advisory Committee
Action Items
June 24, 2021**

Road Rail Crossing Reduction/Realignment Plan

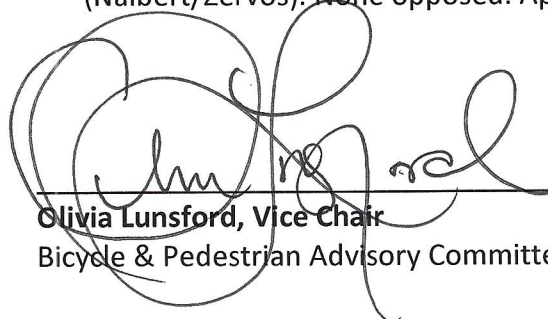
Motion: Prior to spending any money on the intersections from College Road to C Street, have the Railroad determine the feasibility for design and funding and potential timeline for the elevated track as a solution as opposed to the separate projects. (Stern/Stowman). None opposed. Approved.

Motion: For the College Road Pedestrian Crossing Improvements, consider a full-length crossing arm that covers the path and travel lane as opposed to a separate crossing-arm just for the path similar to the existing crossing arms on University Avenue and Helmericks Avenue. (Zervos/Stern). None opposed. Approved.

FAST Improvement Program FFY22 Priorities

Motion: Combine the Mitchell Expressway and Philips Field Road path projects by prioritizing the sections in worst condition of the two. (Zervos/Naibert). None opposed. Approved.

Motion: To support the 2nd Avenue Dog Park access road and adjacent path resurfacing. (Naibert/Zervos). None opposed. Approved.


Olivia Lunsford, Vice Chair
Bicycle & Pedestrian Advisory Committee

06/25/21
Date



Fairbanks Road/Rail Crossing Reduction/Realignment Plan

PRESENTATION TO FAST PLANNING

BY KINNEY ENGINEERING, LLC

JULY 2021

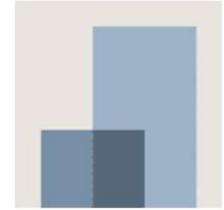
Project Team



Contracting Agency



Project Manager



Catalyst Communications

Consultant Team

Steering Committee



Jackson Fox
Olivia Lunsford



Pam Golden
Randi Bailey



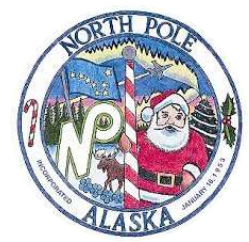
Don Galligan



Kate Dueber



Bob Pristash



Bill Butler

Fairbanks Area Road/Rail Crossing Reduction/Realignment Project Schedule

FAST PLANNING PROJECT by KINNEY ENGINEERING, LLC / HDR / CATALYST ALASKA

MAY/JUNE 2020



July/August 2020



May 2021



June 2021



August 2021



Public Involvement # 1

Online Survey

The public is invited to provide input on their experience at the area road/railroad crossings.

Existing Condition

This report will document Fairbanks' rail history, the status of the crossings, and crossings recommended for improvement.

Draft Plan Released

The draft plan will compare alternatives for the crossings recommended for improvement and will provide a detailed analysis, including a field study, of the 10 to 12 crossings most in need of improvement

Public Involvement #2

The public will be invited to review the draft plan and provide feedback.

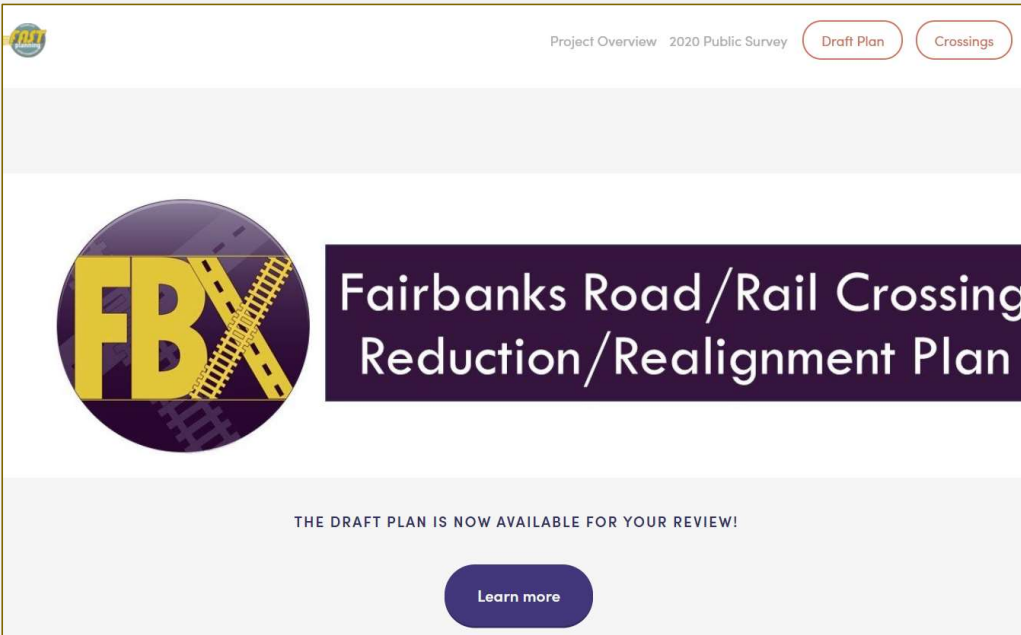
Final Plan

The final plan will incorporate public comments and will be presented to FAST Planning for plan approval.

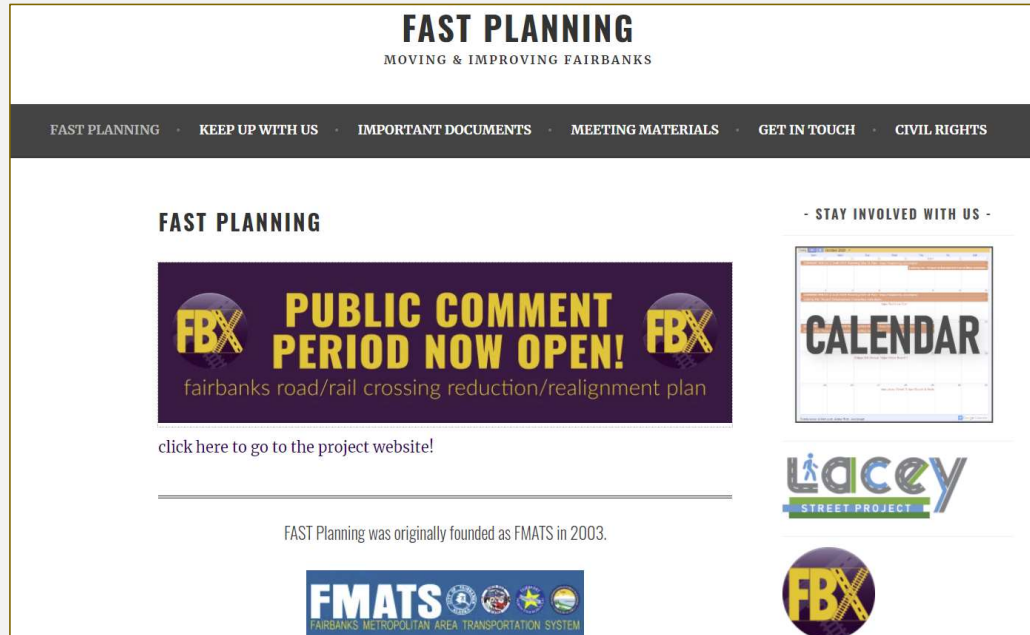
Public Comment Period May 21 – July 9, 2021

<https://fbxings.com/>

<https://fastplanning.us/>



The screenshot shows the top navigation bar with links for "Project Overview", "2020 Public Survey", "Draft Plan", and "Crossings". The main content area features a large circular logo with "FBX" and a road/rail crossing graphic. To the right, a dark purple banner reads "Fairbanks Road/Rail Crossing Reduction/Realignment Plan". Below this, a light grey box states "THE DRAFT PLAN IS NOW AVAILABLE FOR YOUR REVIEW!" with a "Learn more" button.



The screenshot shows the "FAST PLANNING" website with the tagline "MOVING & IMPROVING FAIRBANKS". A dark navigation bar contains links for "FAST PLANNING", "KEEP UP WITH US", "IMPORTANT DOCUMENTS", "MEETING MATERIALS", "GET IN TOUCH", and "CIVIL RIGHTS". The main content area has a "FAST PLANNING" header and a large purple banner announcing "PUBLIC COMMENT PERIOD NOW OPEN!" for the "fairbanks road/rail crossing reduction/realignment plan". A link says "click here to go to the project website!". On the right, there is a "CALENDAR" link and a "Lacey STREET PROJECT" logo. At the bottom, text states "FAST Planning was originally founded as FMATS in 2003." with logos for "FMATS FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM" and the "FBX" logo.

<https://fbxings.com/>

THE DRAFT PLAN IS NOW AVAILABLE FOR YOUR REVIEW!

[Learn more](#)

General Plan Comments

MAY 21, 2021 - JULY 9, 2021

Specific comments on each location can be made by choosing from the "Crossings Tab" above. Following each recommendation overview is a comment box specific to that crossing at the bottom of the page.

Name (Optional)

First Name

Last Name

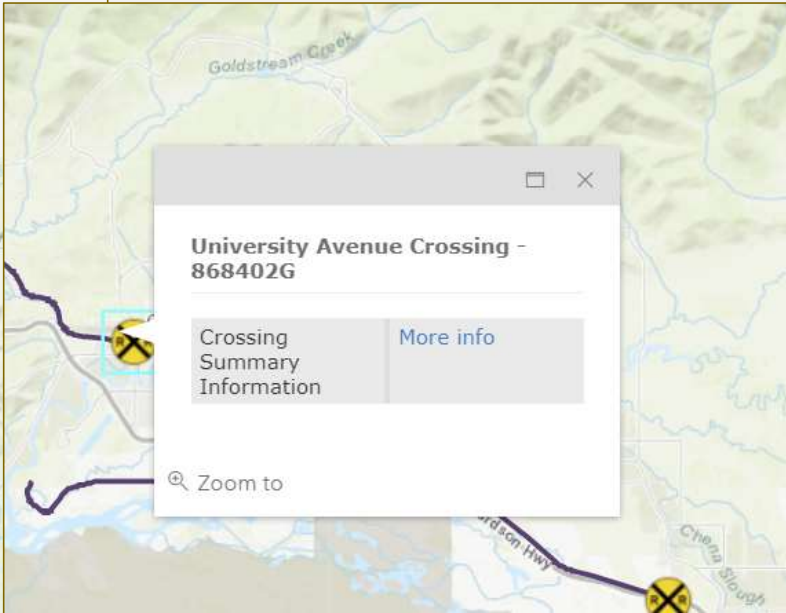
Email (Optional)

Comments (Optional) *

<https://fbxings.com/>

Project Area Map

Recommendations for specific crossings can be accessed via the map below. Click on the map below and zoom in to find information about a crossing with recommended improvements.



<https://fbxings.com/>

Project Overview 2020 Public Survey **Draft Plan** **Crossings**

THIS PAGE SUMMARIZES CONDITIONS AT THE UNIVERSITY AVENUE ROAD/RAIL CROSSING, AS WELL AS THE IMPROVEMENTS RECOMMENDED IN THE DRAFT PLAN.

We'd love to hear from you! The University Avenue Crossing Survey is at the bottom of this page

University Avenue Crossing

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

University Avenue Crossing looking North, July 2020

- University Avenue
- College Road
- Helmericks Avenue
- Old Steese
- Steese Highway
- C Street
- Farewell Avenue
- Richardson Highway (3 Mile)
- Richardson Highway (12 Mile)
- 5th Avenue (North Pole)
- 8th Avenue (North Pole)
- Laurence Road
- VFW Street
- Dyke Road
- Area Wide Plans

University Avenue Crossing

ARRC ID 868402G; Mainline; MP 467.52 [Permittee: 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
--	---

Background
The University Avenue crossing was recently reconstructed as part of the University Avenue Rehabilitation and Widening project. Non-motorized facilities include concrete sidewalks with curb and gutter on both sides of the road. The existing pedestrian crossing traffic control includes pedestrian automatic gates with flashing signals and detectable warning tiles.

The University Avenue crossing is blocked when trains travel to and from Anchorage and other points to the south. Freight trains arriving in Fairbanks are of particular concern, since the rail yard is close enough to the crossing that the trains stop in the crossing while a crew member manually operates the yard lead switch. The train travels back and forth across University Avenue several times while coupling/decoupling cars and placing them in the appropriate yard tracks. Frequently, these movements occur during the morning traffic commute period. The crossing is also blocked when the train delivers coal to the University of Alaska-Fairbanks heating plant. The existing railroad turnout is very close to the at-grade University Avenue crossing, requiring the train to stop in the crossing while a crew member manually turns the switch to access the UM plant. This happens twice a week, usually in the middle of the day, not during peak traffic periods.

Public comments received indicated delay and noise as concerns.

Costs estimated to offset from:
EMATS MTP, FMATS FMP

Safety and Operational Metrics

Hazard Index	
Accident Prediction Value (APV) Capacity	APV = 0.182
Collision History	
Exposure	

Crossing Geometrics & Other Considerations

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

26

Upgrade Train Switch

University Avenue Crossing

SHORT TERM

\$0.5M

Delay Reductions	DOT&PF Priority
Emission Reductions	ARRC Priority

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.

An analysis of traffic operations suggests the automated switch would decrease train delays by approximately 1.3 minutes per vehicle.

REPLACE MANUAL SWITCH WITH AUTOMATED POWER SWITCH

27

Comments (Optional)

Survey

Do you like the proposed improvements?

- Strongly Disagree
 Disagree
 Neutral
 Agree
 Strongly Agree

Submit

Public Review Comments

- ~280 unique visitors to the site
- 40 total comments submitted
 - 5 general comments
 - 1 comment re: Area Wide: Signals and Realignment
 - 34 crossing-specific comments

Crossing	Number of Survey Responses
C Street	8
Steese Highway	6
University Avenue	5
College Road	3
Farewell Avenue	2
Helmericks Avenue	2
Old Steese	1
Richardson Highway (12 Mile)	1
Richardson Highway (3 Mile)	1
5th Avenue (North Pole)	1
8th Avenue (North Pole)	1
Dyke Road (North Pole)	1
Laurance Road (North Pole)	1
VFW Street	1

General Take-Aways from Public Review Comments

- Folks who live near the C Street crossing are also very concerned about the noise levels.
- Elevating the tracks from C to Farewell is a little bit controversial (some love it and some hate it).
- We may need additional input from the railroad to respond to some of the comments received.

Other Comments

- DOT&PF is unable to incorporate the plan recommendations for the Old Steese Crossing into the Old Steese Highway Reconstruction project, scheduled for construction in 2024.
- DOT&PF will work with FAST Planning and the City of Fairbanks in the future on initiating this as a stand-alone project if the one-way conversion option isn't implemented in the near future

C St Crossing (8 responses)

Do you like the proposed improvements?



Strongly Disagree

3



Disagree



Neutral

1



Agree



Strongly Agree

4

Steese Hwy Crossing (6 responses)

Do you like the proposed improvements?



Strongly Disagree

2



Disagree



Neutral



Agree

3



Strongly Agree

1

University Ave Crossing (5 responses)

Do you like the proposed improvements?



Strongly Disagree



Disagree

1



Neutral



Agree

1



Strongly Agree

3

College Rd Crossing (3 responses)

Do you like the proposed improvements?



Strongly Disagree

1



Disagree



Neutral

2



Agree



Strongly Agree

Other Crossings

Farewell Ave Crossing (2 responses)

Do you like the proposed improvements?

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
	1	1		

Richardson Hwy 3 Mile (1 response)

Do you like the proposed improvements?

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
				1

Helmericks Ave Crossing (2 responses)

Do you like the proposed improvements?

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
	1	1		

Richardson Hwy 12 Mile (1 response)

Do you like the proposed improvements?

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
				1

Old Steese Hwy Crossing (1 response)

Do you like the proposed improvements?

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1				

Other Crossings (North Pole)

5th Ave Crossing (No responses)

Do you like the proposed improvements?

Strongly Disagree Disagree Neutral Agree Strongly Agree

Laurance Rd Crossing (1 response)

Do you like the proposed improvements?

Strongly Disagree Disagree Neutral Agree Strongly Agree

1

8th Ave Crossing (No responses)

Do you like the proposed improvements?

Strongly Disagree Disagree Neutral Agree Strongly Agree

VFW St Crossing (1 response)

Do you like the proposed improvements?

Strongly Disagree Disagree Neutral Agree Strongly Agree

1

Dyke Rd Crossing (1 response)

Do you like the proposed improvements?

Strongly Disagree Disagree Neutral Agree Strongly Agree

1

MAY/JUNE 2020



July/August 2020



May 2021



June 2021



August 2021



Public Involvement # 1

Online Survey

The public is invited to provide input on their experience at the area road/railroad crossings.

Existing Condition

This report will document Fairbanks' rail history, the status of the crossings, and crossings recommended for improvement.

Draft Plan Released

The draft plan will compare alternatives for the crossings recommended for improvement and will provide a detailed analysis ,

Public Involvement #2

The public will be invited to review the draft plan and provide feedback.

Final Plan

The final plan will incorporate public comments and will be presented to FAST Planning for plan approval.

Next Steps

- Incorporate public comments
- Present Final Plan to FAST Planning for plan approval

Questions?

thank you!



Fairbanks Road/Rail Crossing Reduction/Realignment Plan





Prepared For:



Prepared By:



KINNEY
ENGINEERING, LLC

3909 Arctic Blvd, Ste 400
Anchorage, AK 99503
907-346-2373
AECL1102

Table of Contents

List of Acronyms and Abbreviations..... 4

Definitions 5

1 Plan Background and Purpose 7

 1.1 Background 7

 1.2 Purpose 7

 1.3 Crossings Included in the Plan 9

 1.4 Public Outreach 10

2 Plan Development..... 11

 2.1 Inventory Crossings 11

 2.2 Identify Crossing Issues 11

 2.3 Develop Alternatives 21

3 Plan Recommendations 23

University Avenue Crossing 26

 Upgrade Train Switch 27

College Road Crossing..... 28

 Pedestrian Crossing Improvements 29

Helmericks Avenue Crossing 30

 Construct Railroad Overpass: College Rd to C St..... 31

Old Steese Highway Crossing 32

 Reconfigure Trainor Gate Road 33

Steese Expressway & Ped/Bike Pathway Crossings..... 34

 Pedestrian Crossing Improvements 35

C Street Crossing..... 36

 Reconstruct C Street Crossing 37

Farewell Avenue Crossing 38

 Reconfigure Trainor Gate Road at Farewell Avenue 39

 Trainor Gate Quiet Zone Study 40

Richardson Hwy (3 Mile) Crossing..... 41

 Richardson Highway MP 359 Interchange and Grade Separated Facility 42

Richardson Hwy (12 Mile/Peridot) Crossing 43

 Flashing Advance Warning Signs 44

5th Avenue Crossing 45



Fairbanks Road/Rail Reduction/Realignment Plan

- Old Richardson Highway Intersection Improvements (5th Avenue) 46
- 8th Avenue Crossing 47
 - Old Richardson Highway Intersection Improvements (8th Avenue) 48
- Laurance Road Crossing 49
 - Reconstruct Laurance Road Crossing 50
- VFW Street Crossing 51
 - Close VFW Street Crossing 52
- Dyke Road Crossing..... 53
 - Reconstruct Dyke Road Crossing..... 54
- Area Wide Improvements..... 55
 - Crossing Signal Control Cabinet Improvements 55
 - Fairbanks-North Pole Rail Realignment..... 56



Table of Figures

Figure 1: Map of FAST Planning Area	8
Figure 2: Overview of Crossings within the FAST Planning Area	9
Figure 3: Plan Development Process.....	11
Figure 4: Level 1 Screening Process	12
Figure 5: Sight Distance.....	14
Figure 6: Approach Skew	14
Figure 7: Vehicle Storage	15
Figure 8: Level 2 Screening Process	19
Figure 9: Vegetation within Sight Distance	20
Figure 10: Crossing in Poor Condition	20
Figure 11: Results of the Plan Development Process	22
Figure 12: Key Map of Crossings with Recommended or Programmed Improvements.....	24

Table of Tables

Table 1: Steering Committee Members	10
Table 2: Level 1 Screening Results	17
Table 3: Summary of Recommended Improvements and Programmed Projects	25



List of Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
APV	Accident Prediction Value
ARRC	Alaska Railroad Corporation
COF	City of Fairbanks
CONP	City of North Pole
DOT&PF	Alaska Department of Transportation and Public Facilities
DT	Diagnostic Team
EA	Environmental Assessment
EIS	Environmental Impact Statement
FAI	Fairbanks International Airport
FAST	Fairbanks Area Surface Transportation
FHWA	Federal Highway Administration
FNSB	Fairbanks North Star Borough
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FRIA	Fairbanks Railroad Industrial Area
HI	Hazard Index
KE	Kinney Engineering, LLC
MP	Mile Post
mph	miles per hour
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
USDOT	United State Department of Transportation



Definitions

Accident Prediction Value (APV): A calculated value intended to predict the likelihood of a crash occurring over a given period of time given conditions at a railroad crossing.

Accident Prediction Value (APV) Capacity: A percentage of the calculated APV to the threshold APV for a given railroad crossing. This is used to determine how close the crossing's calculated APV is to the value that would require consideration of the next level of protection.

Accident Prediction Value (APV) Threshold: The APV value that, given the existing protection at a railroad crossing, would indicate a need to increase the crossing protection to the next level of traffic control.

Active Traffic Control, or Active Crossing Protection: Traffic control devices at a railroad crossing that is activated by detection of an approaching train. These include flashing lights and/or automatic gates.

At-Grade Crossing: A railroad crossing where road and/or pathway facility intersect at the same elevation and user's travel paths are in direct conflict. Users must take turns to use the crossing, which may cause delay as one user waits for another. For example, a driver may have to stop and wait for a train to exit the crossing before proceeding.

Average Annual Daily Traffic (AADT): A measurement of the number of vehicles traveling on a segment of highway each day, averaged over the year.

Branch Line: A secondary railway track that diverges from a longer line to service local access or specific destinations off the main line.

Diagnostic Team (DT): A group of experienced individuals from parties of interest in a railroad-highway crossing organized to perform a study to evaluate conditions at railroad-highway crossings to make recommendations for safety improvements at the crossing(s).

Environmental Assessment (EA): A document that reviews project alternatives, considering the environmental impacts and the purpose and need of the project. An EA results in either a Finding of No Significant Impact (FONSI) or a determination that an Environmental Impact Statement (EIS) is needed. An EA is a requirement of the National Environmental Policy Act (NEPA) for actions using federal funds that result or may result in a significant effect on the human environment.

Exposure Factor: The product of vehicular AADT and train movements that may correlate to the probability of conflicts and vehicular delay and used as a qualitative measurement to compare the general difference between the separate crossings.

Hazard Index (HI): A qualitative rating of relative safety at rail crossings. The Hazard Index computes a rating based on vehicle traffic, train traffic, and a traffic control factor.

Passive Traffic Control, or Passive Crossing Protection: Traffic control at a railroad crossing involving only signs and pavement striping.



Private Crossing: An at-grade crossing located where the tracks cross a travel way, but the road does not meet conditions for public crossing. Private crossings usually restrict public use by an agreement which the railroad has with the property owner, or by gates or similar barriers.

Public Crossing: An at-grade crossing located where the tracks cross a road which is under jurisdiction of and maintained by a public authority and which is open to public travel.

Rail Yard: A network of railroad tracks used in loading, unloading, switching, storage, and preparing railroad cars.

Rail Depot: The location and facilities where train engines and railroad cars are stored or maintained when not in active operation.

Rail Transit Station: A facility that serves the primary function of boarding and alighting passengers to and from trains.

Safety Stop: A full stop performed and required for buses and heavy trucks before entering any crossing, except those signed “Exempt”, regardless of visible conflicts at the crossing. During a safety stop, the approaching vehicle stops at the typical stopping location and observes in all directions to confirm that no train or other vehicle is entering the crossing.

Separated Grade Crossing: A railroad crossing where road and/or pathway facilities intersect but at different elevations, either due to bridges, tunnels, or other shifts in elevation. At separated grade crossings, the users’ paths are not in direct conflict and all users can use the crossing at once, with no delay caused by waiting for another user to exit the crossing.

Sight Distance: The length of unobstructed vision between the operator of a vehicle and the first instance of an approaching vehicle or train that is on an intersecting path.

Sight Triangle: An area free of obstructions, which allows a vehicle approaching a railroad-highway crossing to safely observe an approaching train.

Traffic Control Devices: Signs, road markings, traffic signals, or other similar devices that are used to communicate expected actions of users of a facility, such as motor vehicles, bicycles, pedestrians, or rail. Devices are used to warn, guide, or control the operation of users to improve safety or operations.

Skew: The smallest angle between the railroad tracks and vehicular or pedestrian travel way at a crossing.

Vehicle Storage: The distance before and after a railroad crossing that is required to safely contain vehicles stopped at the crossing.



1 Plan Background and Purpose

1.1 Background

The Alaska Railroad, now known as Alaska Railroad Corporation (ARRC), began in 1903 as a 50-mile stretch from Seward heading north, and by 1930, extended between Seward, Anchorage, and Fairbanks. The Alaska Railroad has since provided for the transport of goods to support military and civilian operations, including the construction of the Trans-Alaskan Pipeline System, and passenger service. Over time, business and land development has continued to expand and transportation routes, such as roadways, trails, and pathways, have been constructed across the railroad, increasing conflicts between trains and vehicles or non-motorized modes of transportation and also creating congestion on the roadways when a train is using the crossing. Today, the 656 miles of the Alaska Railroad corridor encompasses over 470 rail/road and rail/non-motorized facility crossings, most of which are at-grade crossings.

Approximately 16% of the rail/road crossings along the Alaska Railroad are located within the urbanized area of the Fairbanks North Star Borough (FNSB), including the cities of Fairbanks and North Pole. In 1985, the FNSB prepared the Fairbanks Railroad Industrial Area (FRIA) Relocation Report, which advocated for the relocation of the railroad track, rail yard, and industrial customers outside of the Fairbanks urban core area. Several subsequent studies have looked at the relocation of the railroad track in more detail, and an environmental assessment has been prepared for Phase 1, which would relocate the railroad track outside of the core area of North Pole. A Memorandum of Agreement (MOU) between FNSB and ARRC regarding efforts to support the relocation was signed in 2007. While the relocation project would decrease congestion and improve safety, the project would be very costly (about \$800 million) and is expected to take many years to complete.

1.2 Purpose

Fairbanks Area Surface Transportation (FAST) Planning, the Metropolitan Planning Organization (MPO) for the urbanized area of the FNSB, including the city of Fairbanks (COF) and the city of North Pole (CONP), was founded in 2003 and their efforts focus on creating plans for multi-modal transportation system investments that better the local community. This Fairbanks Road/Rail Crossing Reduction/Realignment Plan (Plan) is to serve as a near term planning document that will enable FAST Planning and partnering agencies, including the Department of Transportation and Public Facilities (DOT&PF), to:

- implement a more efficient and effective approach to integrate road/rail crossing elements into the larger multi-modal and intermodal transportation framework
- address at-grade rail/road crossings to relieve congestions on the roadways
- improve network safety and efficiency

The FRRX Plan does not intend to replace, void, or validate those previous plans; but to serve as a more near term plan to help mitigate safety and operational issues at existing at-grade crossings.

FAST Planning funded this study using Surface Transportation Program funding from the Federal Highway Administration (FHWA). Fort Wainwright was excluded from the study because FHWA funding is not eligible for use on planning efforts or projects on military bases. Figure 1 shows the FAST Planning boundary and the rail lines and branches included in the study.

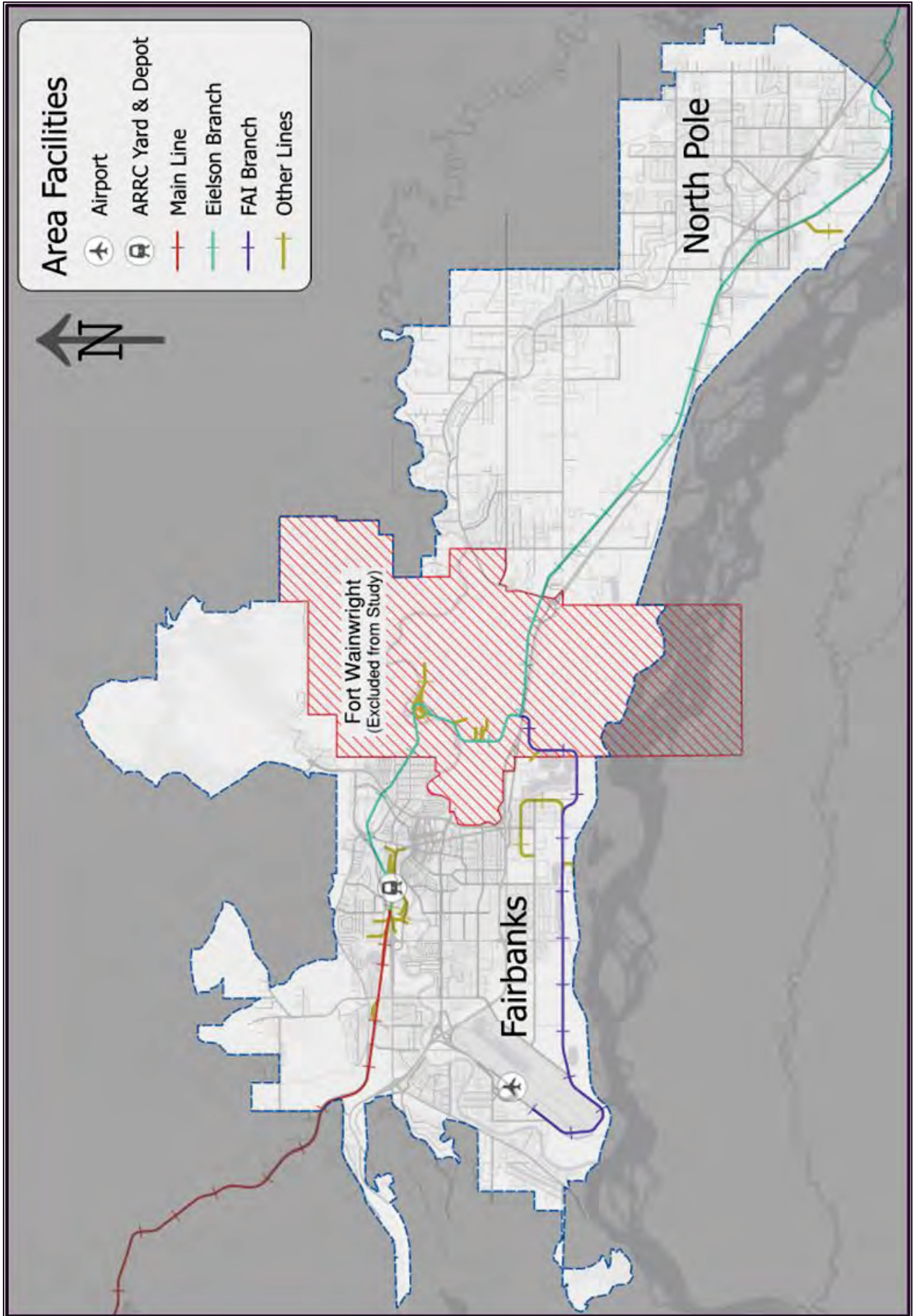
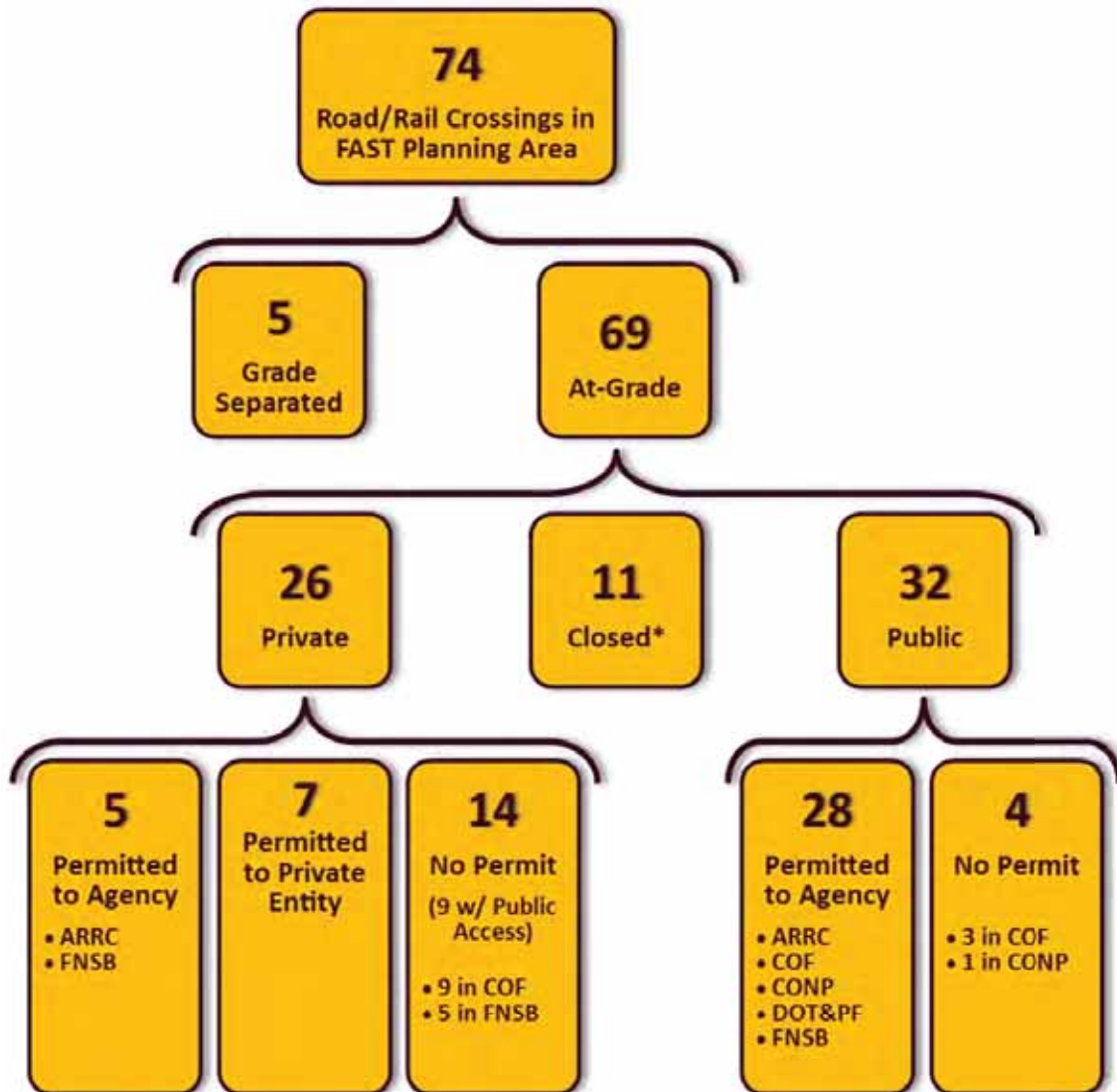


Figure 1: Map of FAST Planning Area

1.3 Crossings Included in the Plan

Of the 74 crossings in the FAST Planning area, 69 are at-grade, and many reside in industrial and commercial areas of Fairbanks, including the downtown urban core, and North Pole. Figure 2 depicts the breakdown of the crossings. In total, the 69 existing at-grade crossings were evaluated for safety and operational performance.



*Public access and tracks remain for most of the closed crossings.

**Crossings that are not permitted are very rarely maintained, resulting in poor crossing conditions.

Closed Crossings typically require a physical barrier to prevent roadway access (e.g. ditch and concrete barriers) or train access (tracks removed).

Public Crossings are located on a platted road and have public roadway access. Government agencies with construction and maintenance authority for the road should be the permittee of the crossing.

Private Crossings are located where a private entity owns the land on both sides of the crossing. Public access should be restricted for private crossings.

Figure 2: Overview of Crossings within the FAST Planning Area



1.4 Public Outreach

Public involvement for this plan engaged agencies, stakeholders, and the general public. In addition, the study was presented to FAST Planning Policy Board, FAST Planning Technical Committee, and the Fairbanks Chamber of Commerce Transportation Committee.

Development of this Plan was advised by a Road/Rail Steering Committee, who provided local and technical perspective on recommendations and planning efforts. Table 1 presents the Road/Rail Steering Committee members.

Table 1: Steering Committee Members

Agency	Member
State of Alaska Department of Transportation and Public Facilities (DOT&PF) (Contract Manager)	Randi Bailey
FAST Planning (Project Manager)	Jackson Fox
FAST Planning	Olivia Lunsford
Alaska Railroad Corporation (ARRC)	Kate Dueber Rachel Maddy ¹
Fairbanks North Star Borough (FNSB)	Don Galligan
City of Fairbanks (COF)	Bob Pristash
City of North Pole (CONP)	Bill Butler
DOT&PF Traffic and Safety	Pam Golden

¹ Attended first Steering Committee meeting only.

In addition to the Steering Committee meetings, one-on-one stakeholder interviews were held to gather overall institutional knowledge and to learn their cares and concerns regarding local at-grade crossings. Stakeholders included local business and industry representatives, roadway maintenance personnel, public planners and managers, emergency response personnel, and school bus operators.

Public comments were solicited for concerns at crossings in the FAST Planning boundary. Feedback was gained through interactive surveys, social media, and a project website. Comments collected indicate that increasing safety at crossings, reducing delay, and reducing the number of crossings are the public's top priorities.

2 Plan Development

This Plan was developed through the following process depicted in Figure 3:



Figure 3: Plan Development Process

2.1 Inventory Crossings

An inventory of all the crossings within the FAST Planning area was completed. ARRC, the Federal Railroad Administration (FRA) online database, and the FNSB GIS mapping were consulted to ensure all applicable crossings were captured and to gather existing condition information. Elements of the existing conditions include roadway and rail traffic data and physical characteristics, crossing permittee, public facilities that may be impacted by the crossings, and the crossing’s impact on the surface transportation system. From these resources, a GIS database of the at-grade crossings within the study area was created specifically for this plan.

2.2 Identify Crossing Issues

Under the direction of the Steering Committee, the study team screened the crossings to identify those where improvements could have the most impact by implementing a two-level screening process. Level 1 screening rated crossings based on desktop evaluations. From this, crossings recommended for further evaluation were presented to the Steering Committee, who advised additional criteria to be considered for the Level 2 screening process. Level 2 screening including more refined desktop evaluations, including vehicle delay analysis, public comment considerations, and a field review of selected crossings.

2.2.1 Level 1 Screening

Figure 4 illustrates the Level 1 screening process. The study team prepared a desktop evaluation of all 69 crossings in the FAST Planning boundary and ranked them using safety assessment and operational metrics. The crossings ranking the highest in the safety and operational metrics were scrutinized for geometric issues and other factors that would indicate a need for further evaluation. The team additionally identified those that were potential candidates for elimination (closure of the crossing) or consolidation (closing one or more crossings and improving a nearby crossing that serves the same business or community). Public comment was also incorporated during the Level 1 screening process.

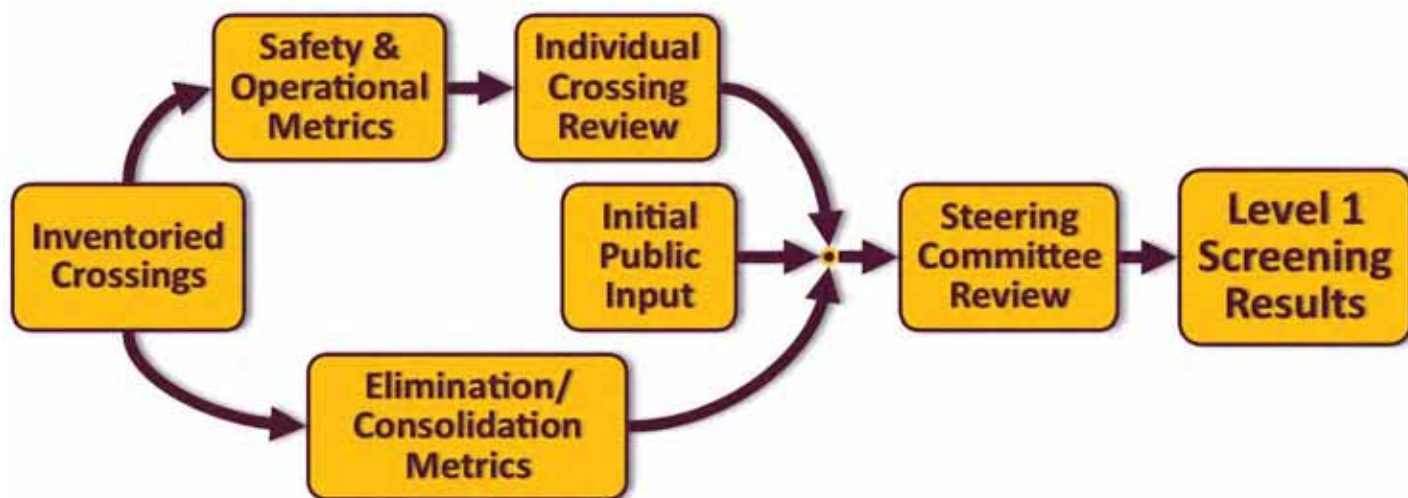


Figure 4: Level 1 Screening Process

2.2.1.1 Level 1 - Safety and Operational Metrics

Safety and operational metrics incorporated roadway average annual daily traffic, daily train movements, exposure factor, Hazard Index, Accident Prediction Value, and crash history.

Roadway Average Annual Daily Traffic

Average Annual Daily Traffic (AADT) was assessed for existing (2018) and estimated for future (2045) years. Crossings with higher AADTs have more likelihood of conflicts between vehicles and trains at the crossing, are more likely to have unfamiliar drivers using the crossing, and are more likely to experience other operational issues, such as adjacent intersection delay and queuing.

AADT is the number of vehicles crossing the tracks each day, averaged over a year.

Daily Train Movements

Average daily train movements were reported by AARC in January 2021. A high daily train movement count may indicate more frequent conflicts between vehicles and trains at the crossing, resulting in increased likelihood of congestion.



Exposure

Exposure combines the AADT and daily train movement metrics, providing a surrogate measure of the probability of conflicts and vehicle delay at a crossing. It is calculated as the AADT multiplied by the daily train movements. Exposure does not measure actual conflicts or congestion since it does not take into account the changes in vehicle volume by time of day. Thus, where train movements occur outside of vehicle peak hours, there are fewer actual conflicts; whereas where train movements occur during vehicle peak hours, there are more actual conflicts.

Hazard Index

The Hazard Index (HI) is a comparative measure of the relative safety of at-grade crossings, used to compare crossings and aid in prioritization of improvements. It considers number of vehicles and trains using the crossing, as well as the type of traffic control at the crossing. The most widely used HI rating formula is the New Hampshire Hazard Index.

Accident Prediction Value

The Accident Prediction Value (APV) estimates the likelihood of a crash occurring during a period of time at a specific crossing. The most commonly used crash prediction formula is the United States Department of Transportation (USDOT) Accident Prediction Model. This model incorporates multiple physical elements of the crossing, traffic data, and past crash history. The calculated APV of a crossing can be compared to threshold values to determine if additional crossing protection or traffic control is required at a crossing. Crossing protection is classified as passive (signs and markings only) or active (automatic gates and/or flashing signals). The study team also used APV capacity (a percentage calculated by dividing the calculated APV by the threshold APV for each crossing) to measure the likelihood that a crossing would need the next level of traffic control (moving from passive to active or from active to separated grade) based on safety.

FACTORS AFFECTING APV

- Vehicle and train traffic
- Number of tracks at crossing
- Number of road lanes
- Road surface at crossing
- Train speeds
- Roadway functional classification
- History of crashes at crossing
- Traffic Control Devices

Crash History

This study reviewed crashes that occurred at each crossing within the five-year period of 2013 to 2019. In general, Alaska has a low rate of crossing-related crashes; therefore, any crossing with a recent crash history was included for further evaluation.

2.2.1.2 Level 1 – Crossing Geometrics

Level 1 screening of crossing geometrics were completed using aerial photos. Metrics evaluated included sight distance, approach skew, and vehicle storage.

Sight Distance

Sight distance triangles, as illustrated in Figure 5, refer to the unobstructed sight lines that drivers on a road or pathway need in order to see an approaching train and safely either stop or continue through the crossing. Sight distance is measured both for drivers stopped and for those approaching the crossing at speed. The required sight distance depends on the maximum train speed and on the posted roadway speed limit. Crossings that appeared to have an obstruction within the desired sight distance were flagged for further review.

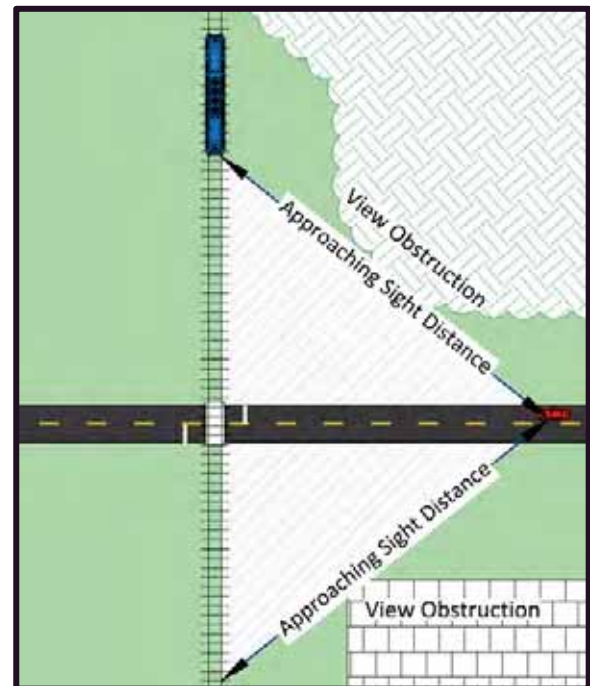


Figure 5: Sight Distance

Approach Skew

Approach skew, as shown in Figure 6, refers to the smallest angle between the roadway and the railroad track at an at-grade crossing. The 1988 Alaska Policy on Railroad/Highway Crossings (the Alaska Policy) states “Roadway approaches to the crossing should be at or nearly 90 degrees. Short radius curves or skew angle approaches below 75 degrees will not be permitted.” Sharp skews at a crossing require drivers to twist their head and body uncomfortably, making it difficult for a driver to see an oncoming train and assess whether or not it is safe to cross the tracks. Crossings that appeared to have a skew beyond 75 degrees were flagged for further review.



Figure 6: Approach Skew

Vehicle Storage

Vehicle storage refers to the distance between the tracks and a nearby roadway intersection (see Figure 7). When there is not enough room for vehicles to queue between the tracks and the intersection, drivers may stop on the tracks, which could contribute to crashes between trains and stopped vehicles and/or between vehicles. The minimum vehicle storage length should be at least equal to the length of the longest vehicle expected to frequently use the crossing; however, it is desirable to be able to store the entire vehicle queue.

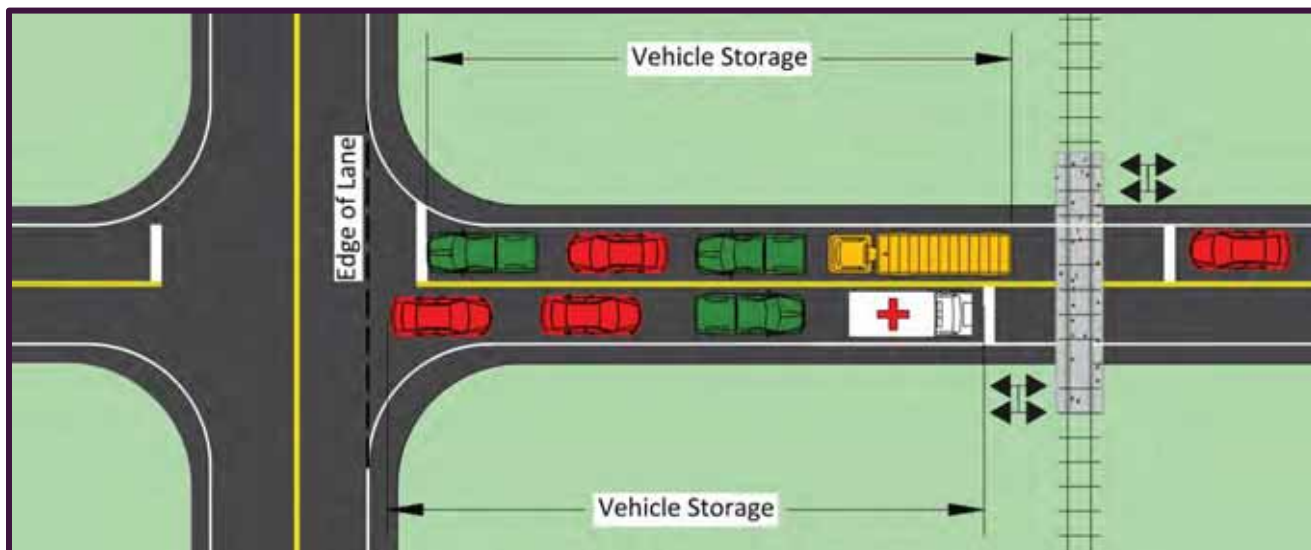


Figure 7: Vehicle Storage

2.2.1.3 Level 1 – Elimination/Consolidation Metric

During the Level 1 screening process, the existing crossings were reviewed for elimination or consolidation candidates. The Alaska Policy encourages minimizing the density of crossings by restricting proximity of a crossing to another crossing. This metric was the base for evaluating crossing candidates for elimination or consolidation.

Proximity to Other Crossings

Ideally at-grade crossings would be a minimum of two miles apart. The Alaska Policy prohibits construction of new at-grade crossings if there is another crossing within two miles or if there is a reasonable alternative to a crossing, such as a feeder road. Given the urban setting for many of the crossings within the study area, the two-mile separation is unachievable at most locations. However, consolidating or eliminating crossings where multiple access points are available in order to reduce the density of train-vehicle conflict points should be investigated. In general, at a crossing to be closed, the existing tracks would remain and methods such as installing concrete barriers and ditching would be deployed to prohibit vehicles from crossing the tracks at these locations.



2.2.1.4 Level 1 – Public Comment

During the Level 1 screening process, the public had an opportunity to comment on issues and concerns for specific crossings. Any crossing that received a public comment that was applicable to the Plan was identified for further review.

2.2.1.5 Level 1 Screening Results

From the Level 1 screening, 39 of the 69 existing at-grade crossings were advanced to Level 2 screening. These crossings are presented in Table 2. Of these, 27 crossings were selected based on the safety, operational, or geometric assessments. Two additional crossings were added based on public comments only. Additionally, 13 crossings were identified as possible candidates for elimination or consolidation because there were multiple access points to a facility or neighborhood; 3 of these crossings are also identified for further evaluation. An “X” indicates screening metrics for which each crossing ranked in the top 30 crossings.

Table 2: Level 1 Screening Results

DOT Crossing Inventory Number	Street/Road Name	Safety Metrics			Operational Metrics			Crossing Geometric Metrics		
		Combined % APV, Crash Sensitivity, HI	Crash History	Road AADT	High Train Movement	Exposure Factor	Vehicle Storage Issue	Possible Skew Issue	Possible Sight Distance Issue	
910315R	Sheep Creek Road (Extension) [Mainline; MP 465.46]		X	X	X		X			
868375M*	Noatak Drive @ Old Chena Pump Road						X			
868402G	University Avenue [Mainline; MP 467.52]		X	X	X		X		X	
868395Y	Phillips Field Road [Other; MP G00.48]			X			X	X	X	
868394S	Driveway Street [Other - FE Loop; MP G00.40]	X		X	X		X		X	
910286H	Charles Street [Other - FE Loop; MP G00.68]			X	X		X		X	
910345H	University Avenue/Perimeter Road [FAI Airport; MP H7.50]			X				X		
868475S	Peger Road [FAI Airport; MP H4.99]			X			X		X	
868473D	South Lathrop Street [FAI Airport; MP H4.05]	X		X	X		X			
868432Y	South Cushman Street [FAI Airport; MP H3.05]	X		X			X			
910287P	East Van Horn Road [FAI Airport; MP H2.70]			X			X			
868405C	College Road [Eielson Branch; MP G01.11]		X	X			X			
910372E	Helmericks Avenue [Eielson Branch; MP G01.35]		X	X			X			
868406J	Old Steese Highway [Eielson Branch; MP G01.88]		X	X			X		X	
910244W	Ped/Bike Pathway @ Steese Expressway [Eielson Branch; MP G01.93]									
868296B	Steese Expressway [Eielson Branch; MP G01.94]	X	X	X			X			
868407R●	C Street [Eielson Branch; MP G02.26]	X		X			X			
868410Y	Farewell Avenue [Eielson Branch; MP G02.68]			X			X			
868428J	Richardson Highway (3 Mile) [FAI Airport; MP H0.20]			X			X			
868434M	Badger Road [Eielson Branch; MP G08.28]		X	X			X		X	
868441X	Dennis Road [Eielson Branch; MP G09.31]		X	X			X			
868442E*	Baptist Church Driveway @ Old Richardson Highway [Eielson Branch; MP G09.54]						X			
868453S	Richardson Highway (12 Mile) [Eielson Branch; MP G14.73]		X	X			X		X	
868456M	Cross Way [Eielson Branch; MP G15.79]	X	X	X			X			
868461J	5th Avenue - North Pole [Eielson Branch; MP G16.18]			X			X		X	

● Crossing Candidates for Elimination/Consolidation *Crossings with Public Comment Only



Fairbanks Road/Rail Reduction/Realignment Plan

DOT Crossing Inventory Number	Street/Road Name	Safety Metrics			Operational Metrics		Crossing Geometric Metrics		
		Combined % APV, Crash Sensitivity, HI	Crash History	Road AADT	High Train Movement	Exposure Factor	Vehicle Storage Issue	Possible Skew Issue	Possible Sight Distance Issue
868463X	8th Avenue - North Pole [Eielson Branch; MP G16.37]			X		X	X	X	X
868480N	Laurance Road [Eielson Branch; MP G17.55]		X	X		X	X	X	
868482C	VFW Street [Eielson Branch; MP G18.36]						X		X
868484R	Dyke Road [Eielson Branch; MP G19.03]			X			X		X
910293T	FNSB Landfill Access Road [FAI Branch; MP H2.45]						X		X
868430K	FNSB Landfill Access Road [FAI Branch; MP H2.60]						X		X
868468G	Industrial Avenue @ Everts Air [FAI Branch; MP H9.55]						X		
868469N	Industrial Avenue @ Northern Air Cargo [FAI Branch; MP H9.80]						X		
910282F	Flowline Driveway @ Phillips Field Road [Other; MP 469.11]						X		
910283M	Livengood Avenue - Flowline Driveway @ Phillips Field Road						X		X
910284U	Fox Avenue @ Phillips Field Road [Other; MP 469.16]						X		X
868397M	Good Avenue [Other; MP 469.25]						X		
910237L	News Miner Driveway - Old Depot Driveway @ Driveway Street [Other; MP G00.20]						X		
910362Y	OK Lumber Driveway @ Phillips Field Road [Other; MP G00.47]						X		X

• Crossing Candidates for Elimination/Consolidation *Crossings with Public Comment Only

2.2.2 Level 2 Screening

Based on the Steering Committee’s input, the 39 crossings advanced from Level 1 screening were ranked relative to each other based on three categories – safety, maintenance, and elimination/consolidation. The intent of the maintenance metric was to include lower volume crossings where a low-cost solution could provide a benefit. In addition, all crossings already included in an active project were omitted from the secondary screening criteria assessment. Figure 8 illustrates the Level 2 screening process.



Figure 8: Level 2 Screening Process

2.2.2.1 Level 2 – Safety Metric

Metrics reviewed for the safety category included HI, APV, crash assessment, geometric concerns, and safety related public comments. All the metrics were normalized based on the maximum values or maximum number of occurrences per individual crossing when computing the safety score. A summation of the metrics was taken for a total safety issue score per crossing.

2.2.2.2 Level 2 – Maintenance Metric

Crossings with possible maintenance issues included those with public comments noting poor crossing condition as well as any crossing identified during the preliminary screening as having possible sight distance issues due to overgrowth of vegetation (see Figure 9 and Figure 10 for examples). These crossings were then ranked relative to each other based on the safety category.



Figure 9: Vegetation within Sight Distance



Figure 10: Crossing in Poor Condition

2.2.2.3 Level 2- Elimination/Consolidation Metric

Crossings that were noted as elimination/consolidation candidates from the preliminary screening criteria were ranked relative to each other based on the safety issues category.

2.2.2.4 Field Review/ Level 2 Screening Results

For each of the three categories, a list of the top ten ranked crossings was compiled. These lists were further refined using engineering judgement and in consideration of public comments, such as noise complaints. The refined list of crossings was submitted to the Steering Committee for comment and concurrence.

In total, eleven crossings were selected for further evaluation due to safety or maintenance concerns. These crossings were reviewed in the field by the study team, accompanied by representatives of ARRC. The existing sight distance and vehicle storage were measured; the existing signage, striping, and signal controls, if applicable, were inventoried; and traffic operations were observed. Each crossing was discussed by the team and possible alternatives for improvement were identified.

The study team also visited four crossings identified as possible elimination/consolidation candidates. The team found limited benefit for eliminating or consolidating most of these crossings.



2.3 Develop Alternatives

Based on the field evaluations, a range of improvements to the selected crossings was developed. These alternatives were reviewed by the Steering Committee and adjustments were made in response to their comments, including the inclusion of some additional alternatives. These alternatives were then evaluated to determine the benefits provided. Benefits evaluated include:

- Reduction in vehicle delay
- Reduction in vehicle emissions
- Safety improvement (reduction in likelihood of crashes)
- Reduction in train noise where noise was identified as a concern
- Reduction in crossing maintenance efforts
- Meeting current standards

In addition, planning level costs for design and construction of the alternatives were developed.

Based on input from the Steering Committee, several alternatives have been recommended. These were assigned a time frame for implementation based on cost and prioritization by key stakeholder groups.

A flow chart summarizing the results throughout the various stages of the plan development process is presented in Figure 11.



Fairbanks Road/Rail Reduction/Realignment Plan

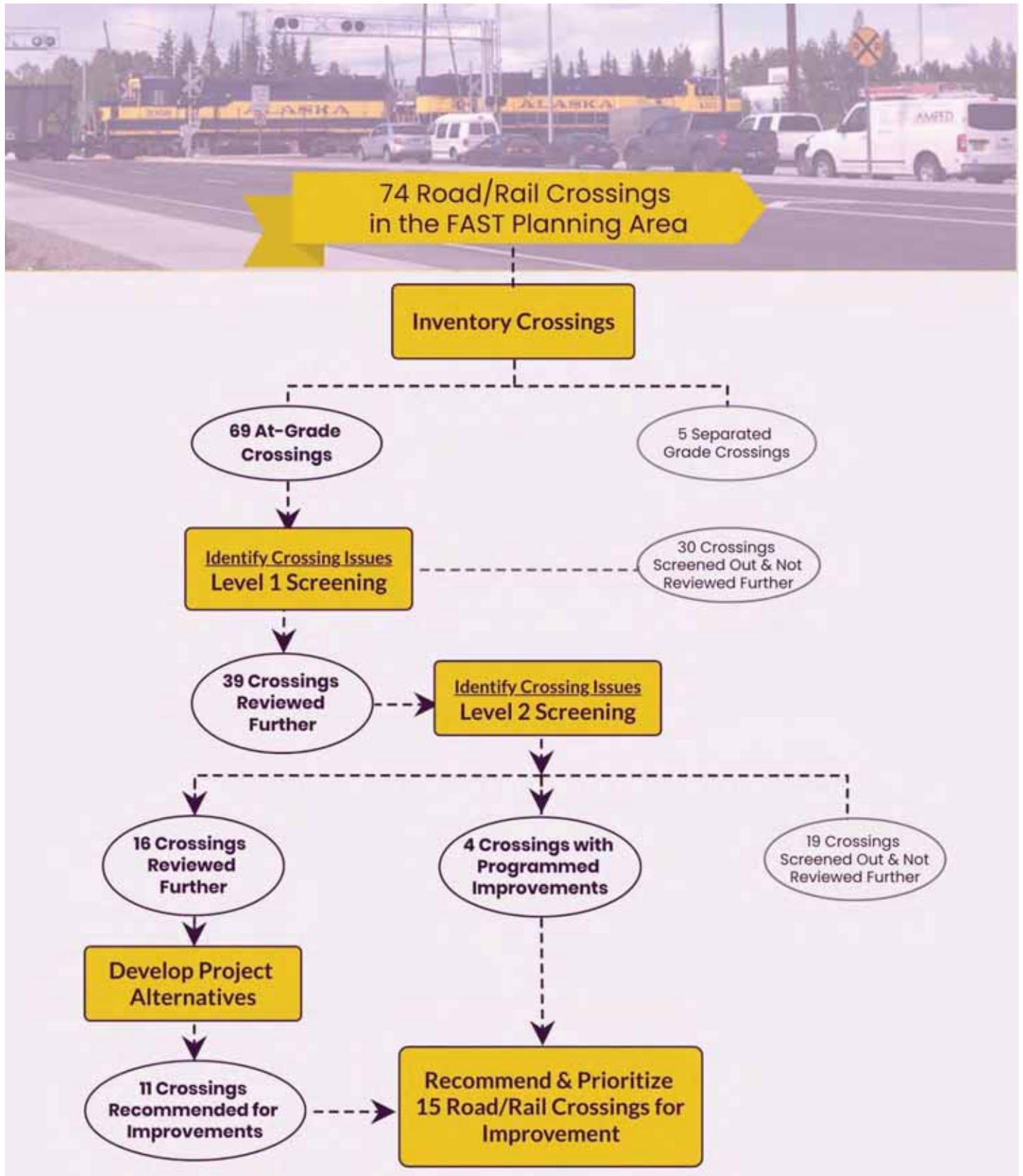


Figure 11: Results of the Plan Development Process



3 Plan Recommendations

Crossings for which improvements are recommended are presented in this section, along with performance metrics to describe the safety, operational, and other considerations for each crossing that was identified as part of this Plan. Where a recommendation was made in a previous planning document that includes the area of the selected crossing, those plans are listed on the crossing summary sheet. The recommended improvement(s) for each crossing are also presented.

This section also includes crossings with “Planned Projects” – those where project design was underway prior to the development of this Plan, but construction is expected after the Plan is approved. Including crossings with planned projects in this section allows readers to understand the full breadth of the near term improvements to crossings in the FAST Planning area.

A brief explanation of the Fairbanks-North Pole Rail Realignment project is also included.

Figure 12 shows an overview of all of the FAST Planning area crossings with those identified for recommended or programmed improvements emphasized. The recommended improvements and programmed projects are also summarized in Table 3.

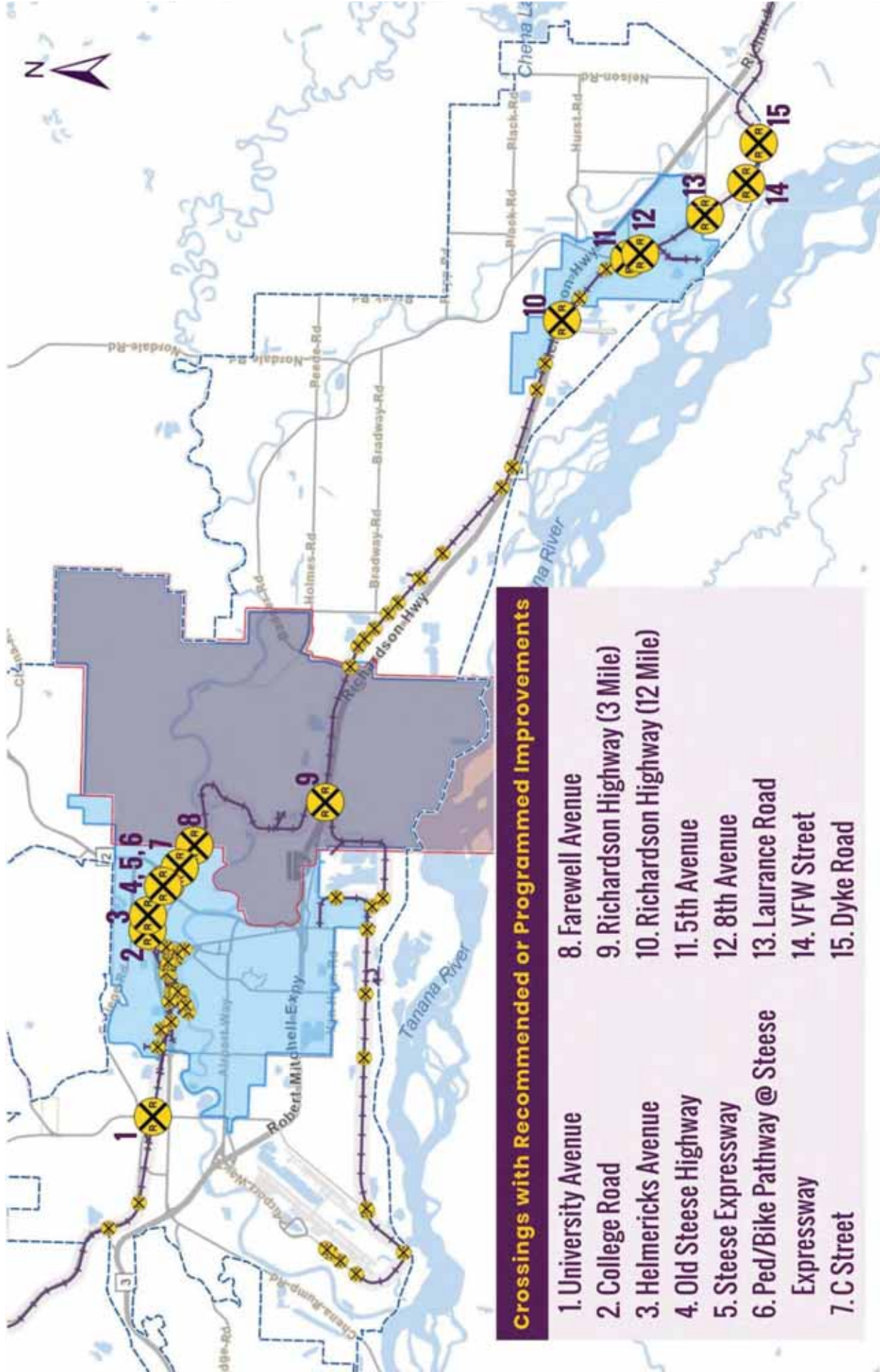


Figure 12: Key Map of Crossings with Recommended or Programmed Improvements



Fairbanks Road/Rail Reduction/Realignment Plan

Table 3: Summary of Recommended Improvements and Programmed Projects

RECOMMENDED IMPROVEMENTS			
Short Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
1	868402G – University Avenue	Upgrade Train Switch	0.5
7	868470R – C Street	Trainor Gate Quiet Zone Study	6.8
8	868410Y – Farewell Avenue		
10	868453S – Richardson Hwy (12 Mile/Peridot)	Flashing Advance Warning Signs	1.1
Multiple	Multiple	Crossing Signal Control Cabinet Improvements (High Priority)	2.5
Mid-Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
2	868405C – College Road	Pedestrian Crossing Improvements	1.2
5	910244W – Ped/Bike Pathway	Pedestrian Crossing Improvements	1.2
6	868296B – Steese Expressway		
7	868470R – C Street	Reconstruct C Street Crossing	1.0
8	868410Y – Farewell Avenue	Reconfigure Trainor Gate Road at Farewell Avenue	4.1
13	868480N – Laurance Road	Reconstruct Laurance Road Crossing	3.3
14	868482C – VFW Street	Close VFW Street Crossing	1.8
15	868484R – Dyke Road	Reconstruct Dyke Road Crossing	0.4
	various	Crossing Signal Control Cabinet Improvements (Low Priority)	4.5
Long Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
2	868405C – College Road	Construct Railroad Overpass: College Rd to C Street	67.0
3	910372E – Helmericks Avenue		
4	868406J – Old Steese Highway		
5	910244W – Ped/Bike Pathway		
6	868296B – Steese Expressway		
7	868470R – C Street		
Very Long Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
N/A	Multiple	Fairbanks-North Pole Rail Realignment	>500.0
PROGRAMMED PROJECTS			
Key Map ID	Crossing	Project Name	Anticipated Year of Construction
4	868406J – Old Steese Highway	Old Steese Highway Reconstruction	2024
9	868428J – Richardson Highway (3 Mile)	Richardson Highway MP 359 Interchange and Grade Separated Facility	2023
11	868461J – 5 th Avenue Crossing	Old Richardson Highway Intersection Improvements (5 th Avenue)	2022
12	868463X – 8 th Avenue Crossing	Old Richardson Highway Intersection Improvements (8 th Avenue)	2022

University Avenue Crossing

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

University Avenue Crossing looking North, July 2020



<p>4-lane principal arterial 15,200 vehicles per day 40 mph</p>			<p>Single Track 14 trains per day 20 mph</p>
---	--	--	--

Background

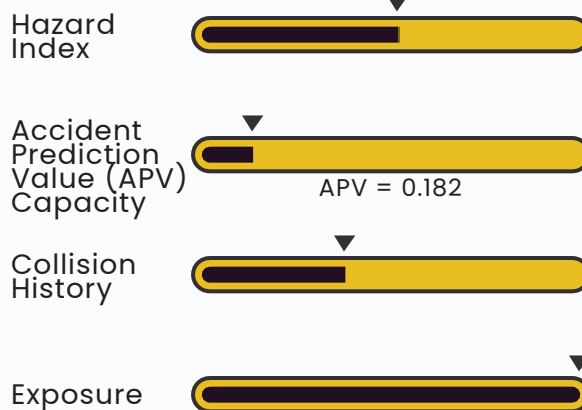
The University Avenue crossing was recently reconstructed as part of the University Avenue Rehabilitation and Widening project. Non-motorized facilities include concrete sidewalks with curb and gutter on both sides of the road. The existing pedestrian crossing traffic control includes pedestrian automatic gates with flashing signals and detectable warning tiles.

The University Avenue crossing is blocked when trains travel to and from Anchorage and other points to the south. Freight trains arriving in Fairbanks are of particular concern, since the rail yard is close enough to the crossing that the trains stop in the crossing while a crew member manually operates the yard lead switch. The train travels back and forth across University Avenue several times while coupling/decoupling cars and placing them in the appropriate yard tracks. Frequently, these movements occur during the morning traffic commute period. The crossing is also blocked when the train delivers coal to the University of Alaska-Fairbanks heating plant. The existing railroad turnout is very close to the at-grade University Avenue crossing, requiring the train to stop in the crossing while a crew member manually turns the switch to access the UAF plant. This happens twice a week, usually in the middle of the day, not during peak traffic periods.

Public comments received indicated delay and noise as concerns.

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



\$0.5M



Delay Reductions



DOT&PF Priority



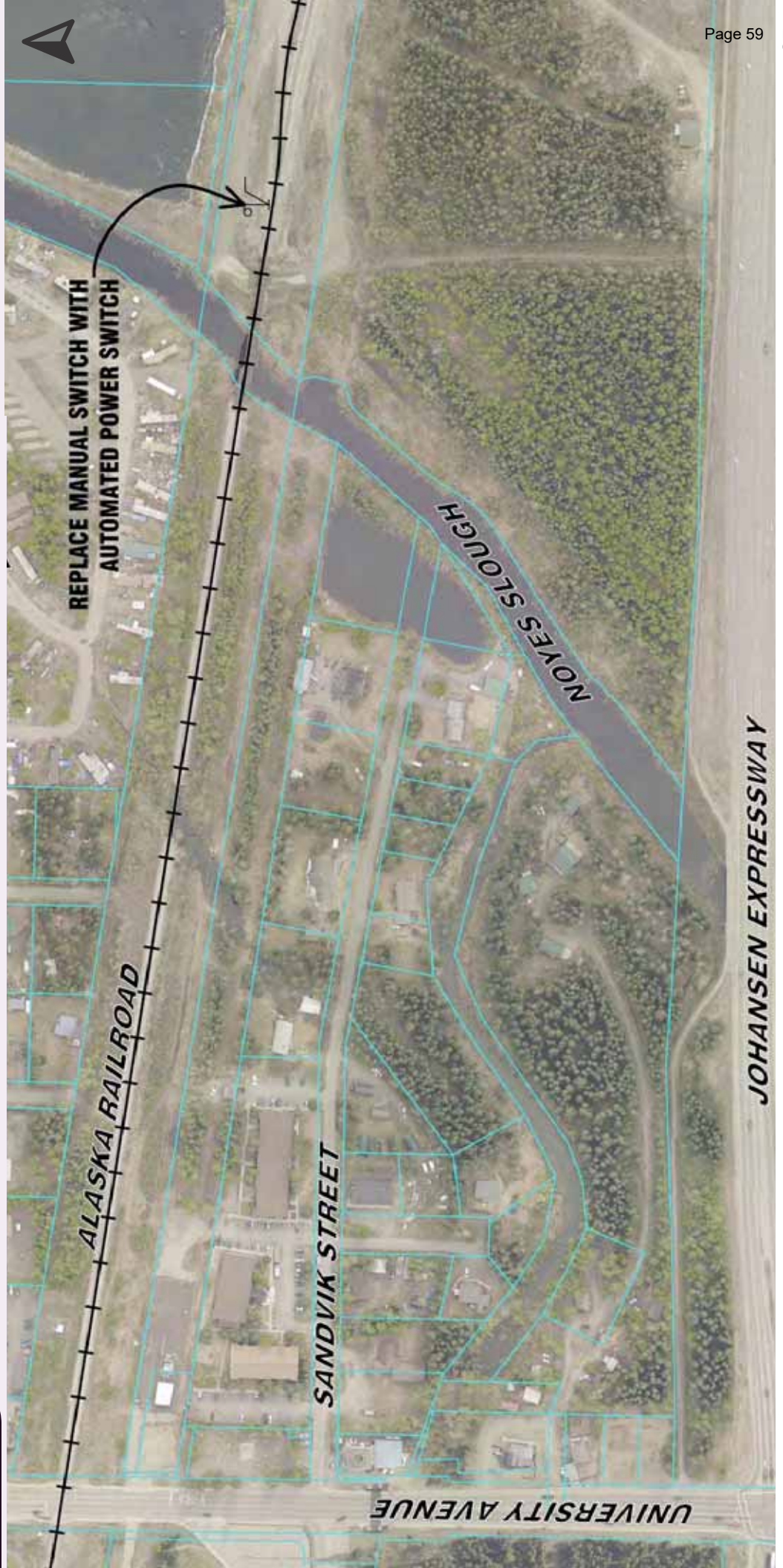
Emission Reductions



ARRC Priority

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.

An analysis of traffic operations suggests the automated switch would decrease train delays by approximately 1.3 minutes per vehicle.



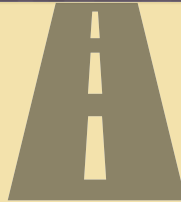
College Road Crossing

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

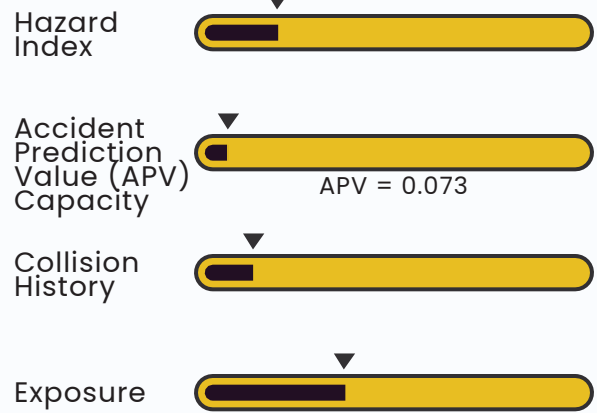
Background

The College Road crossing is located between two signalized intersections on College Road: the Johansen Expressway interchange ramps signal and the Illinois Street signal. During peak traffic hours, queues from the signals sometimes extend across the railroad tracks.

At the crossing, non-motorized facilities include asphalt pathways separated from the road by a vegetated buffer on both sides of the road. The pedestrian facilities currently lack crossing traffic control devices.

Public comments for this crossing mentioned minor delays and incidences of drivers racing through the crossing as to avoid being stopped for trains.

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

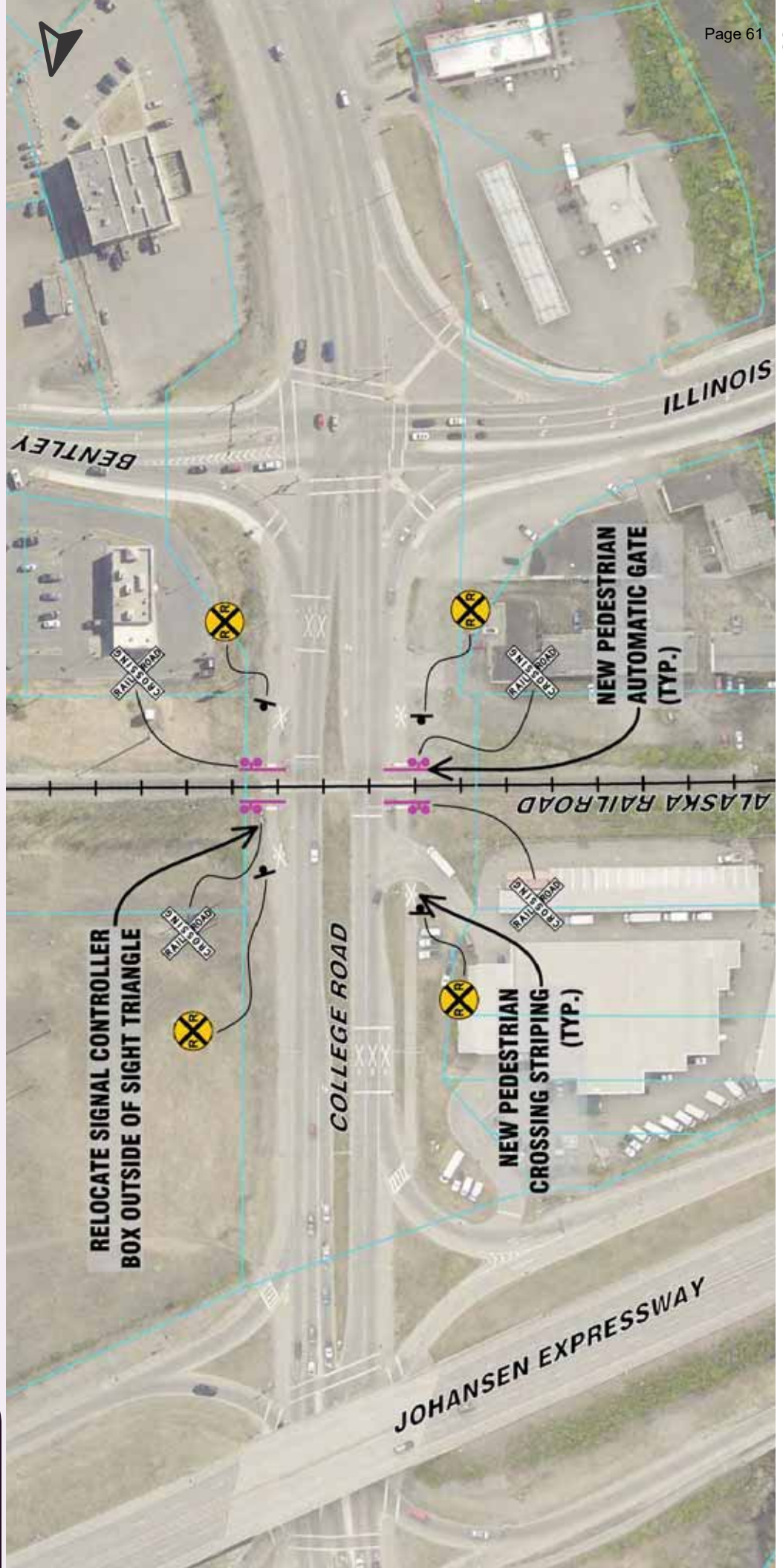


\$1.2M



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.



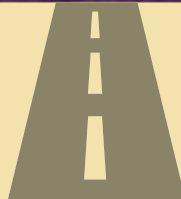
Helmericks Avenue Crossing

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

Background

The Helmericks Avenue crossing was constructed in 2013 as part of the Helmericks Avenue Extension project. In 2016, the pavement markings were redone as part of another statewide project.

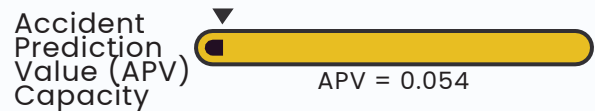
This crossing is located on a roadway horizontal curve and between two close roundabout intersections. In addition, the crossing is near a railroad horizontal curve. The geometrics of the railroad and roadway makes vehicular movements through the crossing awkward. The crossing contains flashing signals and automatic gates.

At the crossing, non-motorized facilities include a concrete sidewalk with curb and gutter on one side of the road. The sidewalk shares crossing traffic control with the road, which includes automatic gates with flashing signals. The facility appears to be missing detectable warning tiles at the crossing approaches.

Public comments for this crossing mentioned minor delays, but overall, the crossing is in an acceptable condition.

While this crossing did not rank high compared to other crossings for safety or operational improvements, it is being considered for system improvements that include the higher ranked crossings of College Road, Old Steese Highway, and Steese Expressway.

Safety and Operational Metrics

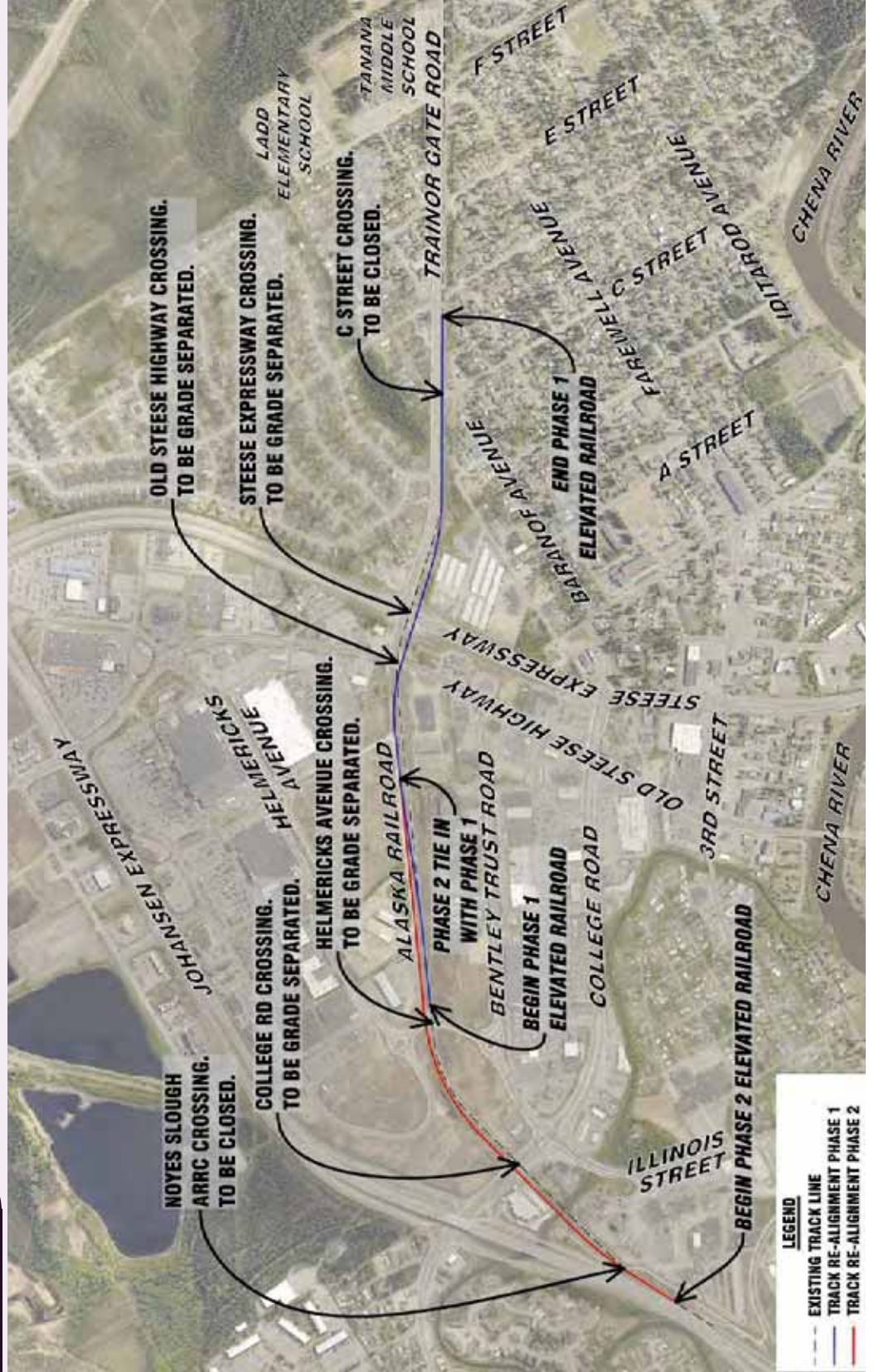


Crossing Geometrics & Other Considerations

	School Bus Route	Non-Motorized Path
	Transit Bus Route	
	Emergency Response Route	

Construct Railroad Overpass: College Rd to C St

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



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

Summary

This crossing was evaluated as a pair with the Steese Expressway crossing (868296B). At the crossing, non-motorized facilities include concrete sidewalks separated from the road by an asphalt buffer on both sides of the road. The field review indicated that the pedestrian traffic control devices at the Old Steese Highway crossing do not meet current standards. Additionally, the railroad tracks and Trainor Gate Road are in such close proximity that pedestrian staging space between the crossing and Trainor Gate Road is constricted. There have been numerous "stuck on track" incidents, where drivers mistakenly turn onto the tracks instead of onto the roadway.

Operationally, the project team observed that queues for eastbound traffic stopped at the Steese Expressway are occasionally long enough that the queue reaches across the railroad tracks on Old Steese Highway (for northbound traffic on Old Steese Highway turning right onto Trainor Gate Road).

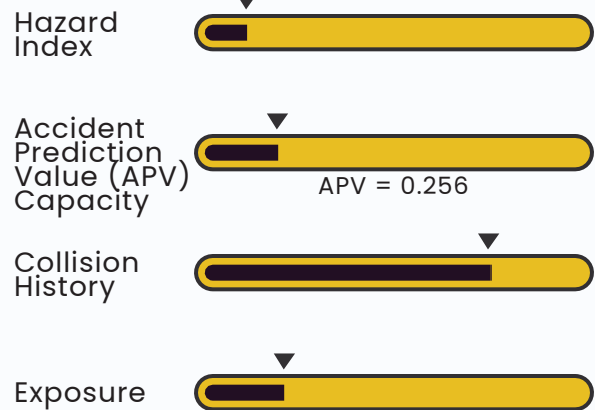
Public comments for this crossing indicated delay and noise are a concern. Additionally, the public expressed concern for safety when the vehicles queue across the tracks.

There is a DOT&PF project to reconstruct the Old Steese Highway. Short term alternatives should be coordinated with that project.

Quick Reference to Other Plans

Rich/Steese PEL, FAST NMTP (Draft)

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

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

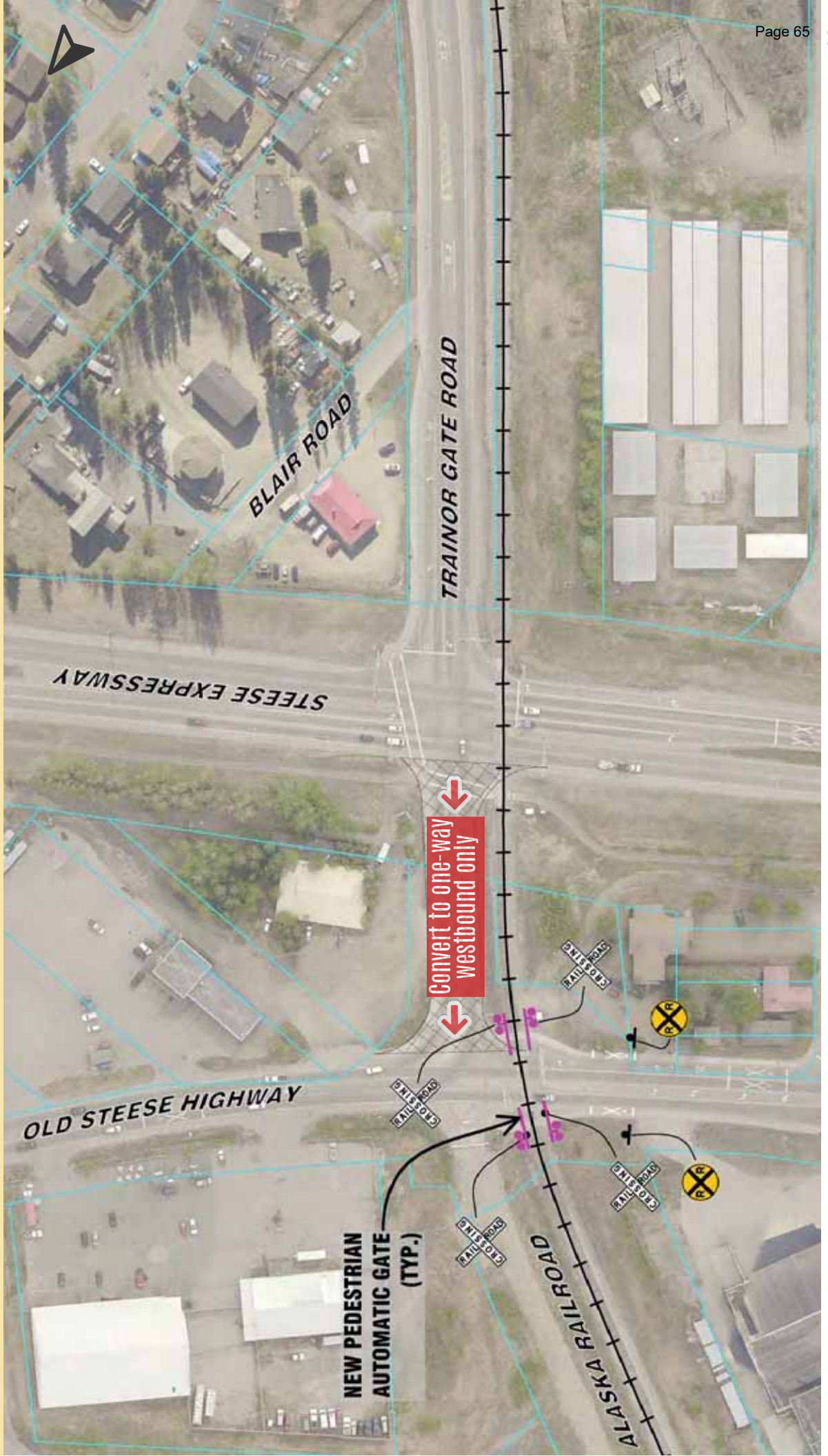
Reconfigure Trainor Gate Road

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 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

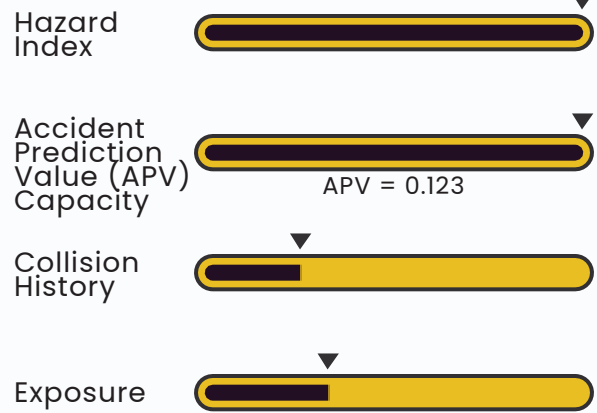
Summary

This crossing was evaluated as a pair with the Old Steese Highway crossing (868406J). At the crossing, non-motorized facilities include an asphalt pathway separated from the road by a vegetated buffer on one side of the road.

The field review indicated that the pedestrian traffic control devices at the Steese Expressway crossing do not meet current standards. Additionally, the railroad tracks and Trainor Gate Road are in such close proximity that pedestrian staging space between the crossing and Trainor Gate Road is constricted.

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



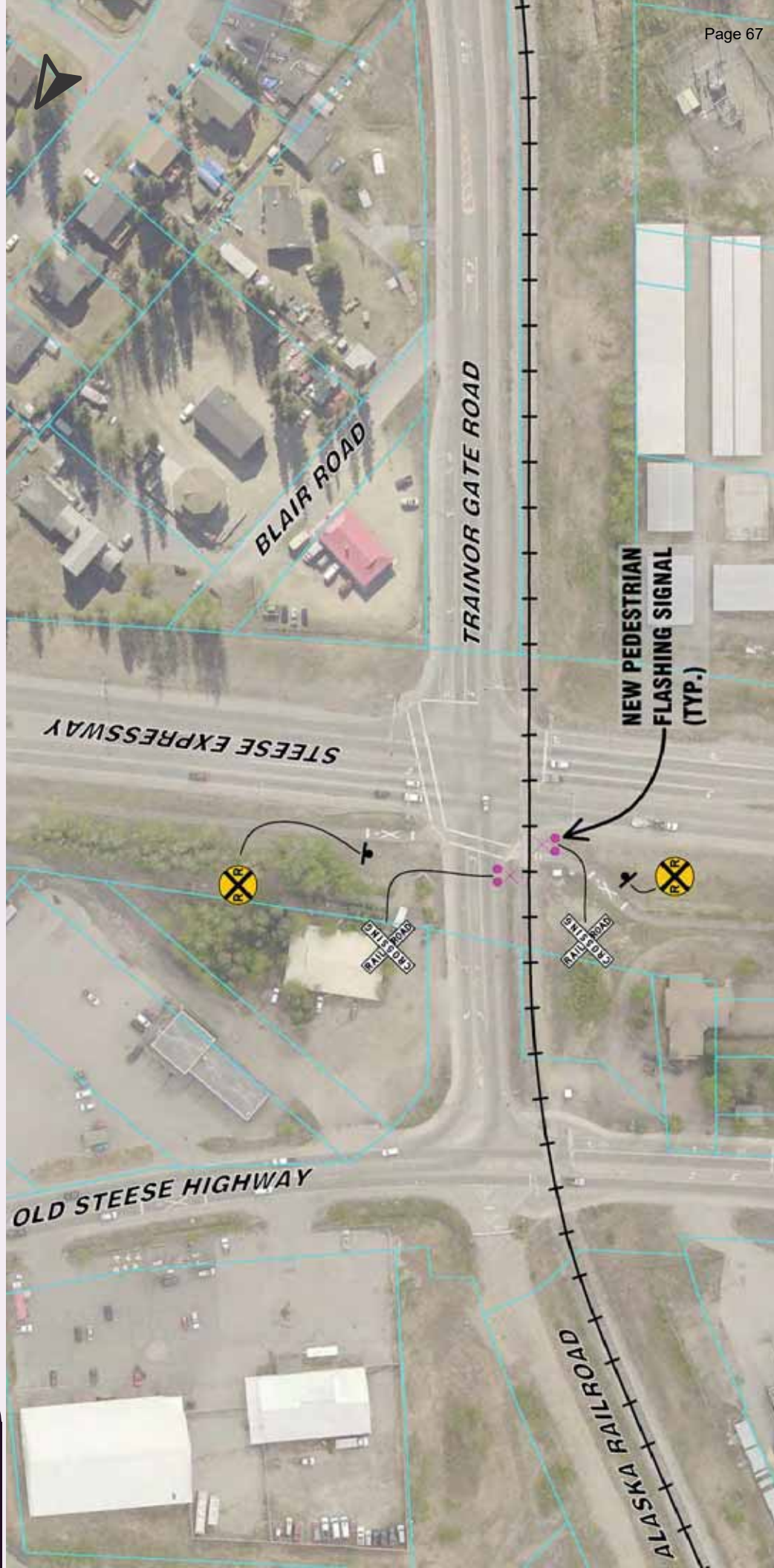
\$1.2M



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

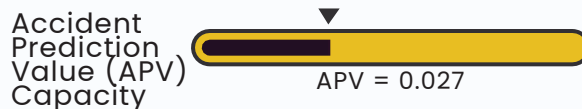
Summary

The C Street crossing and the Farewell Avenue crossing (868410Y) were two of four at-grade crossings along the south side of Trainor Gate Road that were consolidated in 2010, leaving these two crossings open.

Numerous public comments identified noise concerns for this crossing. In addition, the project team observed that the approach and departure slopes at the C Street crossing appear to be steeper than current standards.

There are no non-motorized facilities present at this crossing.

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

\$1.0M

ARRC Priority

Low High

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

Summary

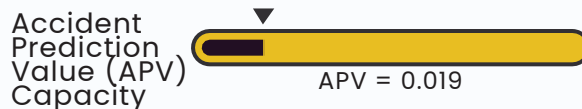
The Farewell Avenue crossing and the C Street crossing (868407R) were two of four at-grade crossings along the south side of Trainor Gate Road that were consolidated in 2010, leaving these two crossings open.

Operationally, when a train is present at the Farewell Avenue crossing, eastbound motorists on Trainor Gate wanting to turn right onto Farewell Avenue must queue in the through lane, blocking eastbound through vehicles. In this situation, it is estimated that only 35% of eastbound vehicles arriving at the intersection can continue without stopping. At the crossing, non-motorized facilities include concrete sidewalks separated from the road by a vegetated buffer on both sides of the road. The pedestrian facilities currently lack crossing traffic control devices.

Children attending Tanana Middle School cross the tracks and cross Trainor Gate Road to get to school. Any project for this area should consider improvements for school age pedestrians crossing the tracks and crossing Trainor Gate Road.

Numerous survey participants identified noise concerns for this crossing.

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

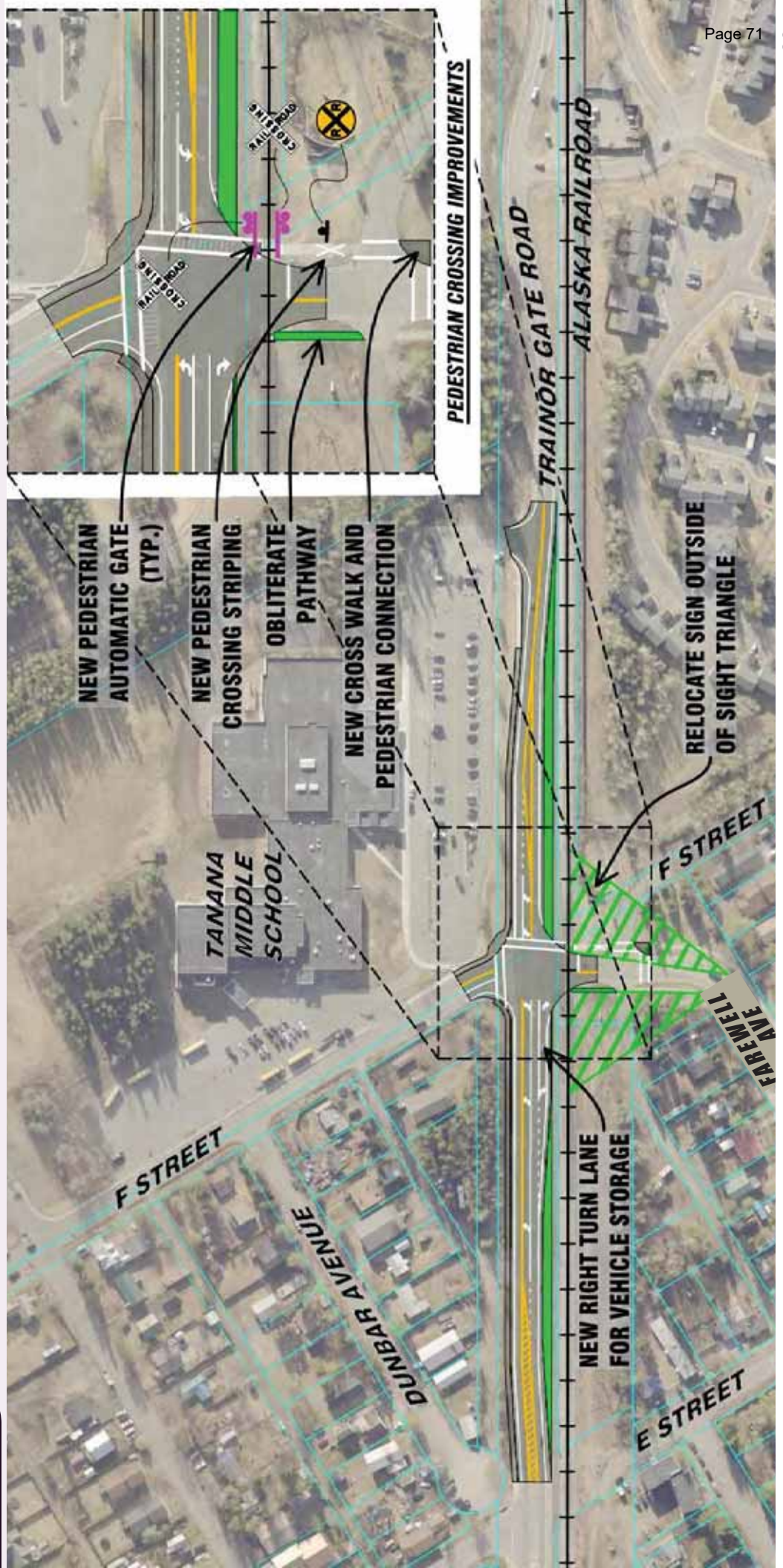
\$4.1M



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

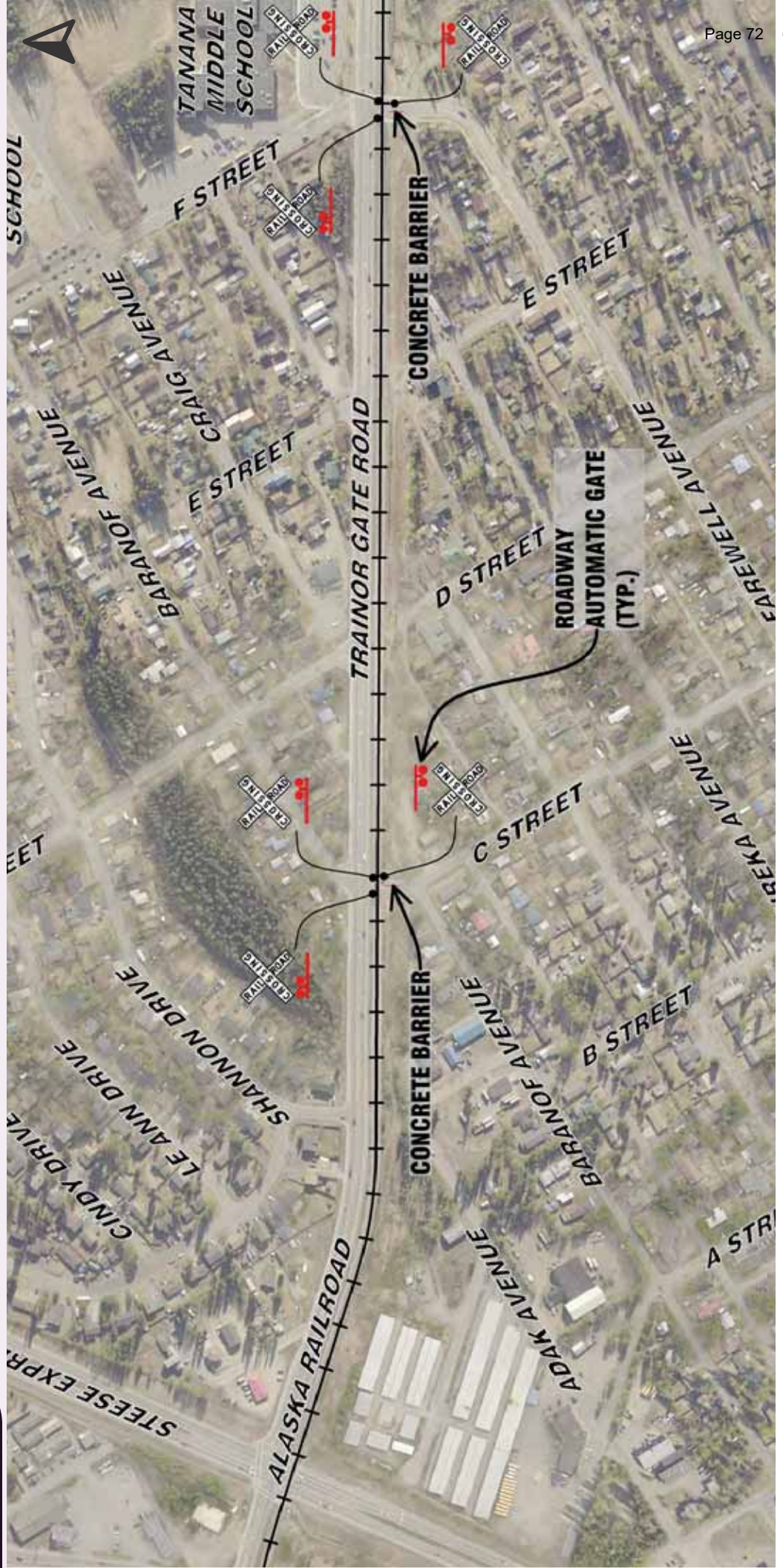
This recommendation results from a large volume of public comment.



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.



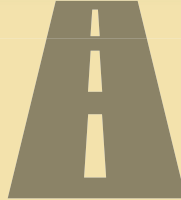
Richardson Hwy (3 Mile) Crossing

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

Summary

The Richardson Highway (3 Mile) crossing is located near a railroad horizontal curve. This is one of two remaining at-grade railroad crossings on the Richardson Highway near Fairbanks.

There are no non-motorized facilities present at this crossing.

Public comments mentioned minor delay and a gap in tracks being a hazard to snowplows.

DOT&PF has a project planned to grade separate this crossing and the Richardson Highway, with the highway over the tracks. Construction of that project is anticipated to begin in 2022.

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/OA24033) 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

Summary

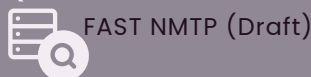
The Richardson Highway (12 Mile/Peridot) crossing is located near a roadway horizontal curve and a railroad horizontal curve. This is one of two remaining at-grade railroad crossings on the Richardson Highway near Fairbanks.

There are no non-motorized facilities present at this crossing.

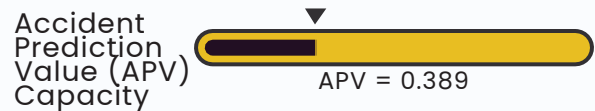
Public comments mentioned minor delay and the gap in tracks being a hazard to snowplows. In addition, there have been eight vehicle crashes recorded at this crossing between 2012 and 2018, which is the highest number of recorded incidences of all the crossings in the study area.

DOT&PF has a project planned to grade separate the Old Richardson Highway and Richardson Highway just west of this crossing; however, that project terminates just before this crossing. Construction of that project is anticipated to begin in 2023.






Quick Reference to Other Plans



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

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

Flashing Advance Warning Signs

Richardson Hwy (12 Mile/Peridot) Crossing



SHORT TERM



\$1.1M

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.



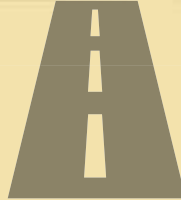
5th Avenue Crossing

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

Summary

A diagnostic team (DT) study was completed for the 5th Avenue crossing in 2019. The DT study found that this crossing lacks sufficient sight distance and lacks sufficient vehicle storage.

There are no non-motorized facilities present at this crossing; however, pedestrians regularly use this crossing.

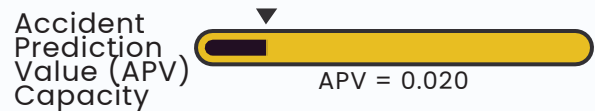
Public comments indicated delay at this crossing due to bus traffic. Comments also state a lack of pedestrian facilities over the tracks are a concern, as well as lack of vehicle storage between the crossing and Old Richardson Highway.

There is a DOT&PF project to improve the crossings at 5th Avenue and at 8th Avenue.

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 (NFHWY00158/0620010) includes improvements at the 5th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.

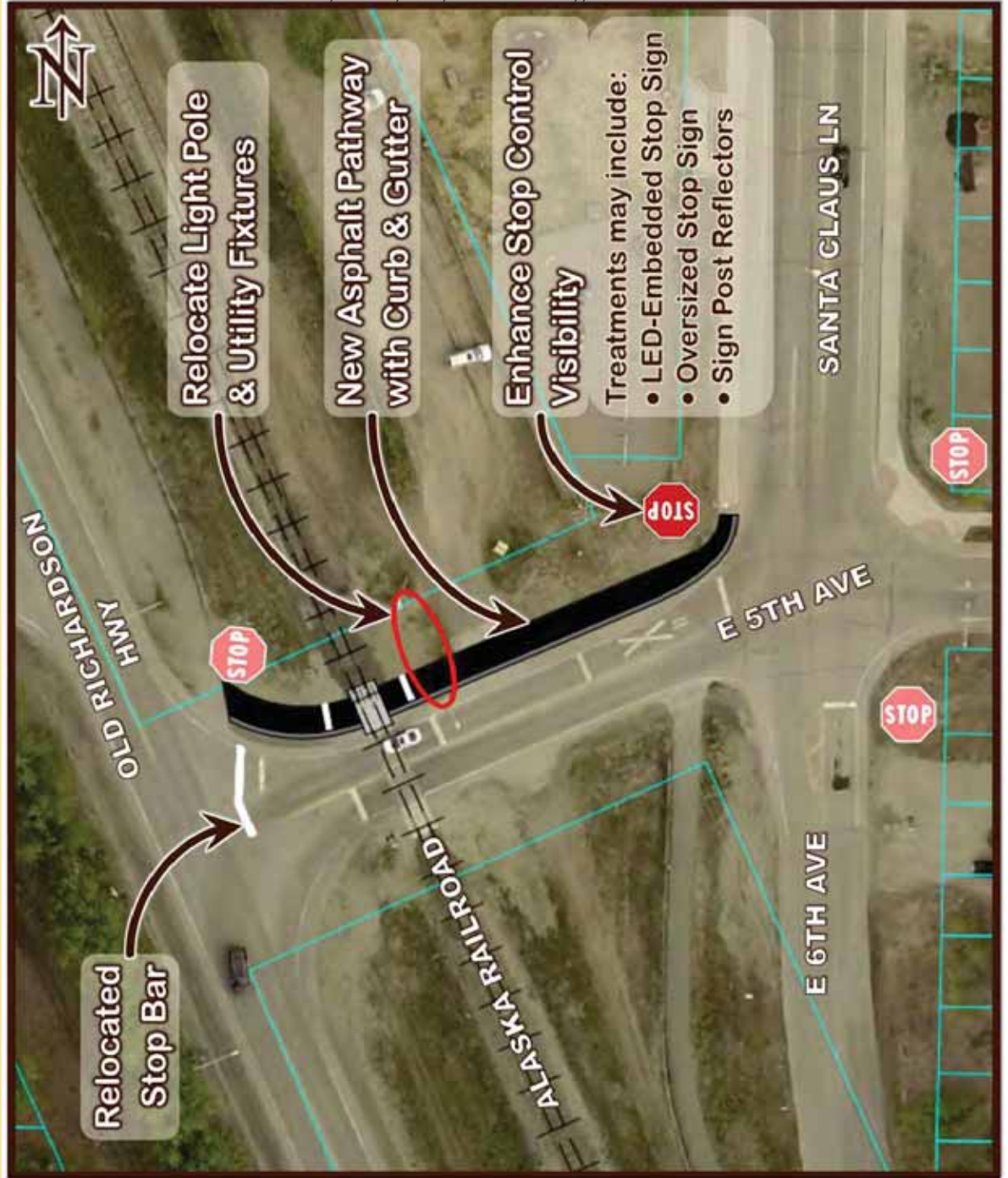


Image courtesy of DOT&PF Northern Region <http://dot.alaska.gov/nreg/olrchr/>

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

Summary

A diagnostic team (DT) study was completed for the 8th Avenue crossing in 2019. The DT study found lack of sufficient sight distance, lack of adequate pedestrian traffic control devices, and lack of sufficient vehicle storage are of concern.

At the crossing, non-motorized facilities include an asphalt pathway separated from the road by a vegetated buffer on one side of the road. The pedestrian facilities partially share crossing traffic control devices with the road.

School bus congestion occurs during the school dismissal peak of the adjacent middle and high schools and lasts for 15 to 20 minutes.

Public comments indicated delay at this crossing due to bus traffic and stated crashes have occurred here because of the bus queue.

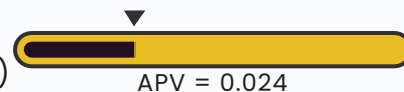
There is a DOT&PF project to improve the crossings at 5th Avenue and at 8th Avenue.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



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)



DOT&PF's Old Richardson Highway Intersection Improvements project (NFWHY00158/0620010) includes improvements at the 8th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.

PROGRAMMED PROJECT

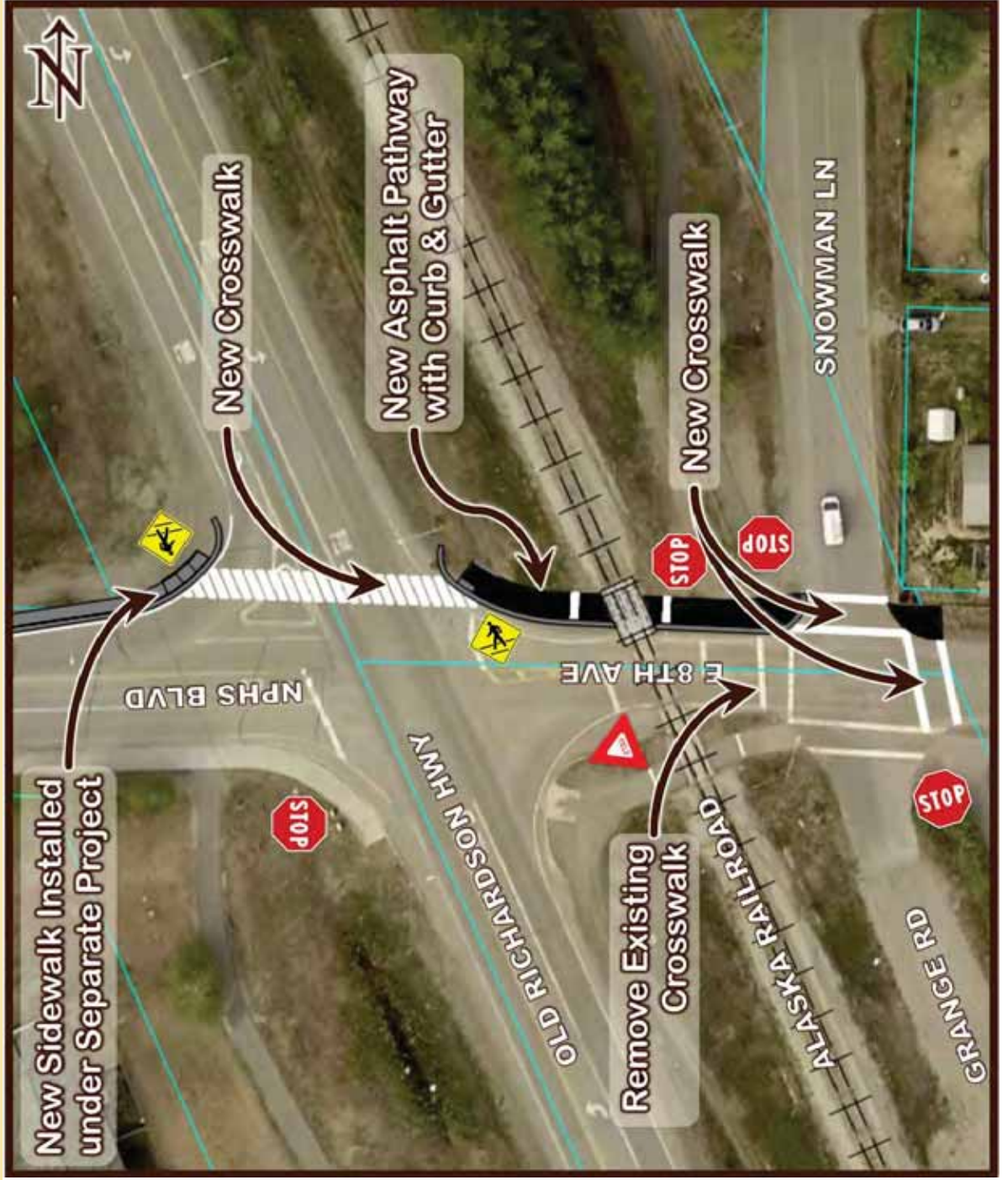


Image courtesy of DOT&PF Northern Region <http://dot.alaska.gov/nreg/oldrich/>

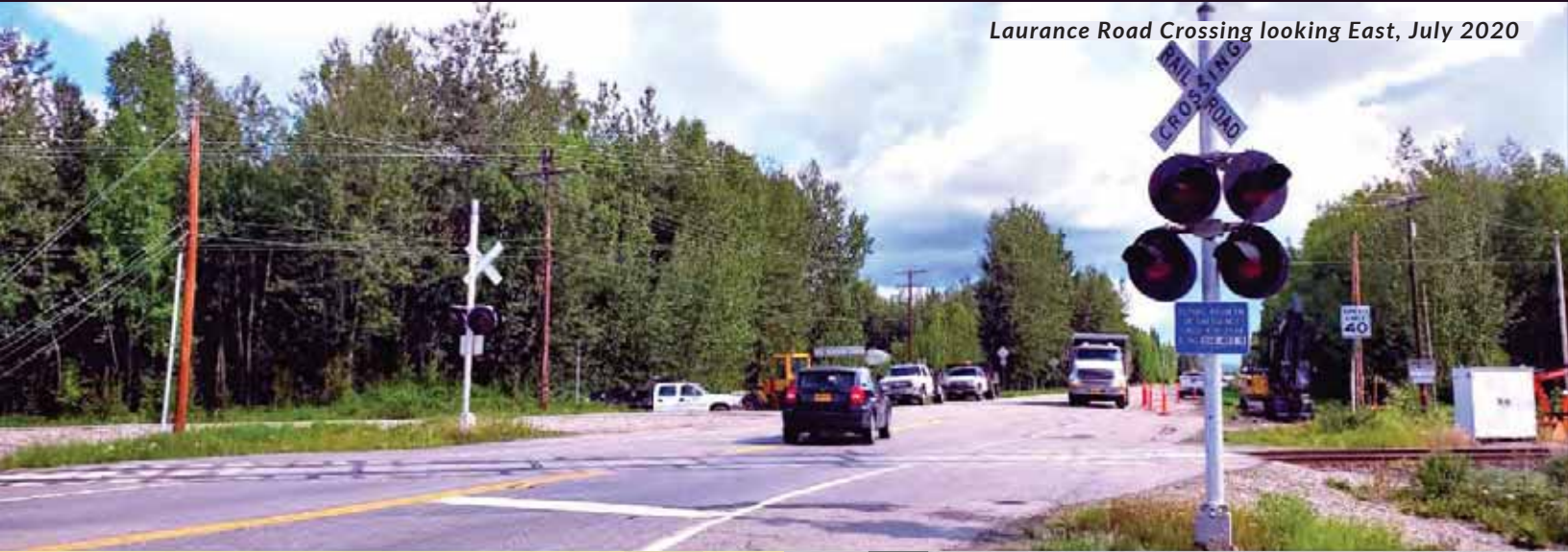
The project will:

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

Construction is anticipated in 2022.

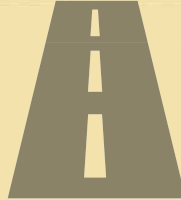
Laurance Road Crossing

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

Summary

The Laurance Road crossing was analyzed as a system along with the VFW Street (868482C) and Dyke Road (868484R) crossings, as they all connect to the same neighborhood.

There are no non-motorized facilities present at this crossing; however, wide shoulders on the roadway are present, which could accommodate pedestrians and bicyclists.

Two vehicle accidents have been recorded at the Laurance Road crossing, which lies on a truck route and a school bus route.

The excessive skew of the crossing and lack of vehicle storage are of concern.

Quick Reference to Other Plans

FAST NMTP (Draft)



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Vehicle Storage HazMat Route

Approach Skew Emergency Response Route

School Bus Route

Reconstruct Laurance Road Crossing

Laurance Road Crossing



MID TERM

\$3.3M



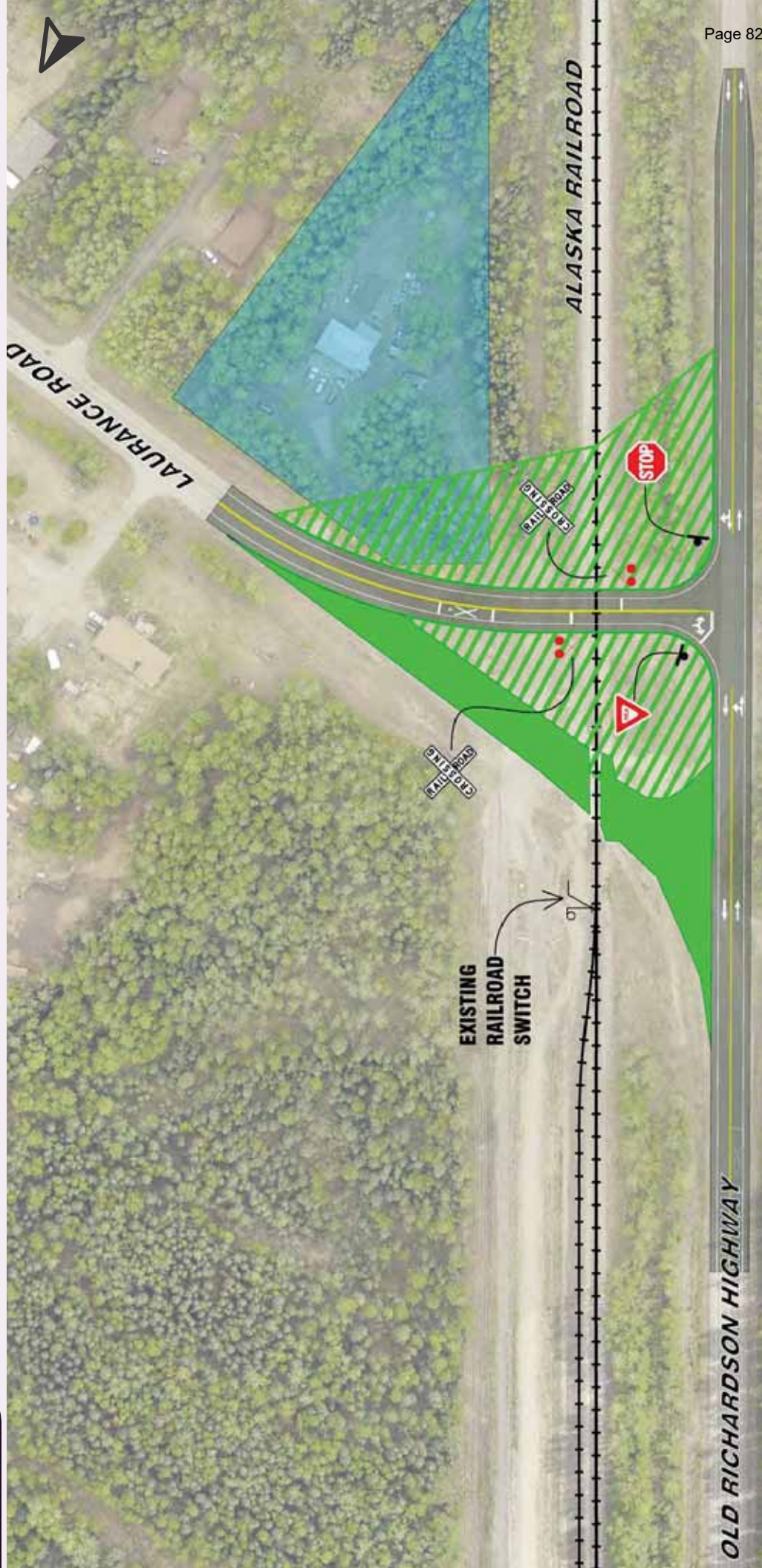
Reconstructing Laurance Road to be more perpendicular to the tracks will remove the excessive skew and improve safety. Mitigating the skew will also increase sight distance.



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 [Permittee: 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

Summary

The VFW Street crossing was analyzed as a system along with the Laurance Road (868480N) and Dyke Road (868484R) crossings, as they all connect to the same neighborhood.

The VFW Street crossing was identified due to concerns regarding the skewed approach to the railroad tracks, a steep, non-standard roadway approach grade, and limited sight distance for vehicles at the crossing. This crossing is primarily used for access to the residential area north of the railroad.

There are no non-motorized facilities present at this crossing.

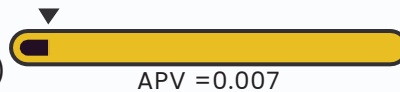
It appears maintenance of this crossing has been neglected. The crossing surface is timber planks, which is not the current ARRC standard. In addition, this crossing is currently unpermitted.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Approach Grade



Vehicle Storage



Approach Skew

Close VFW Street Crossing

VFW Street Crossing



MID TERM

\$1.8M

Crash Reductions



DOT&PF Priority



Maintenance Reductions



ARRC Priority



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

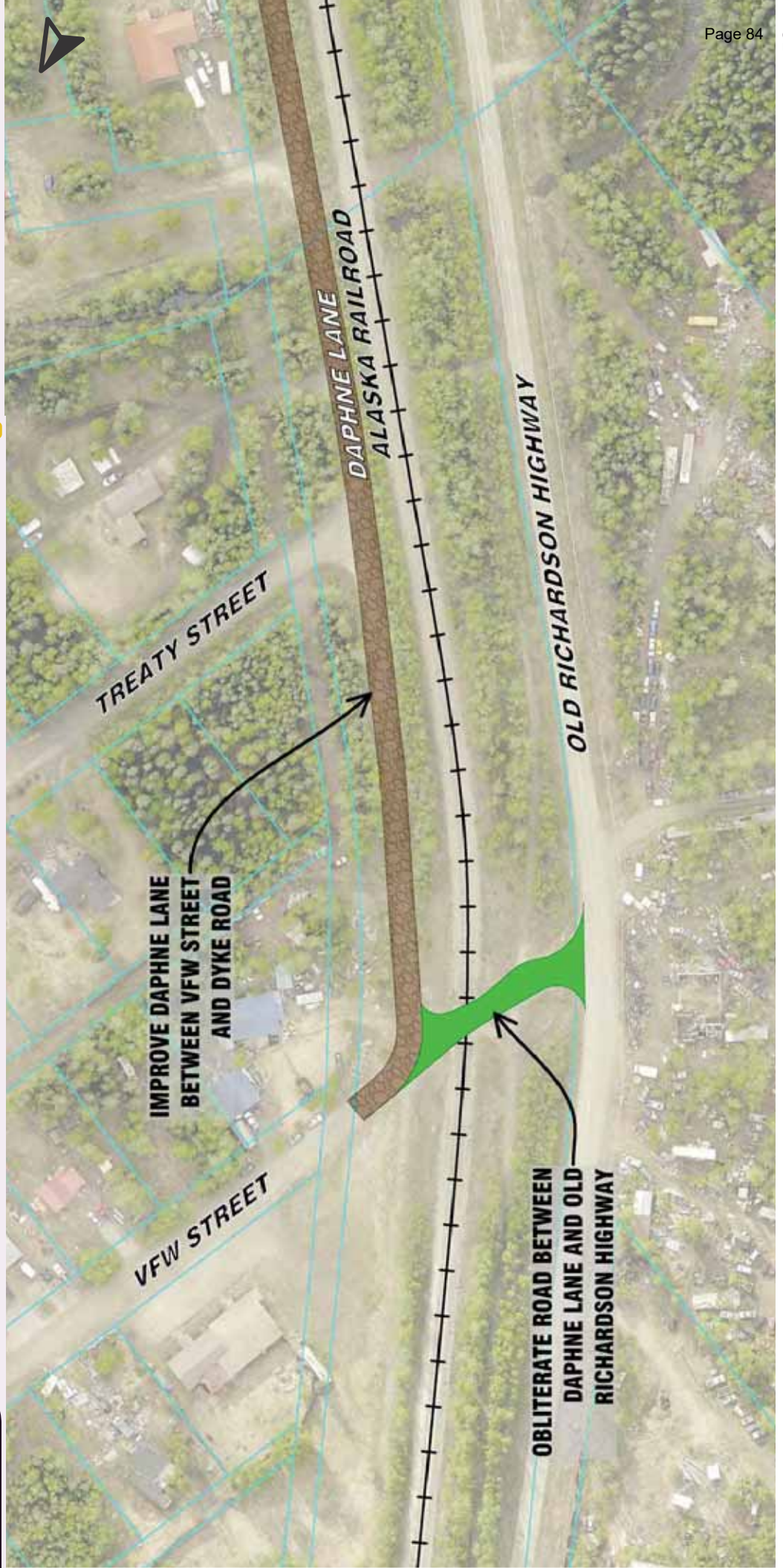


Consider this alternative in conjunction with improving the Laurance Road and Dyke Road crossings.



CHALLENGES

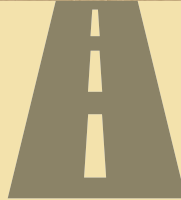
Daphne Lane is an orphan road.



Dyke Road Crossing looking South, July 2020



2-lane minor collector
665 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

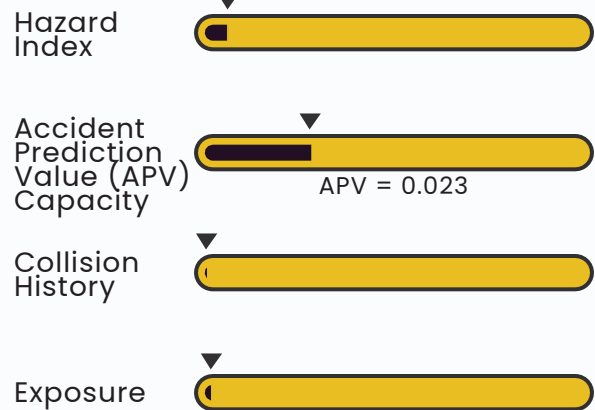
Summary

The Dyke Road crossing was analyzed as a system along with the Laurance Road (868480N) and VFW Street (868482C) crossings, as they all connect to the same neighborhood.

This crossing was recently improved by a roadway project; however, the existing approach grade on Dyke Road does not meet current standards. In addition, the crossing lacks sufficient sight distance and vehicle storage.

There are no non-motorized facilities present at this crossing.

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

\$0.4M



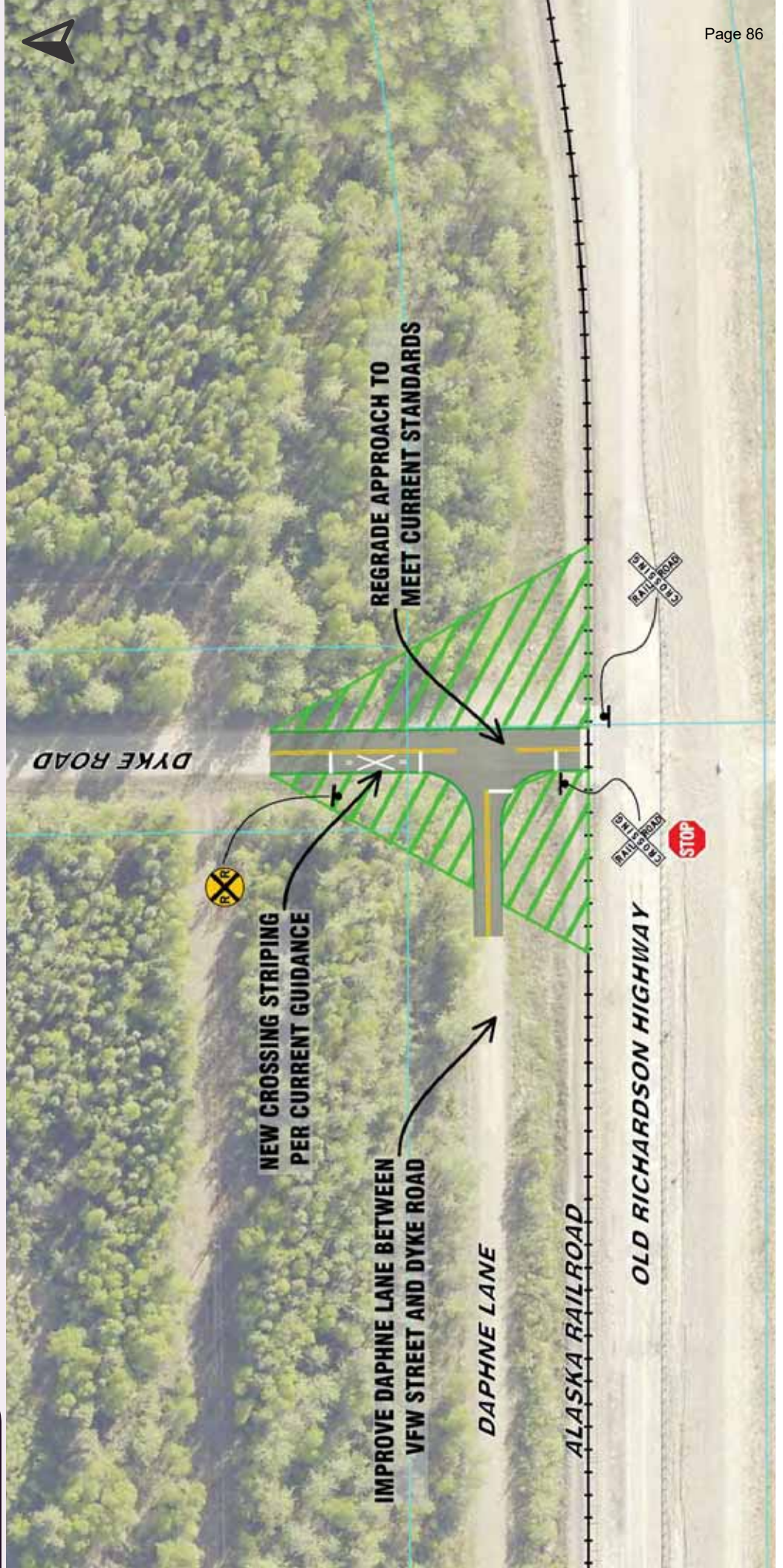
Flattening the approach grade of Dyke Road to the crossing will improve safety by enhancing sight distance. In addition, removing vegetation from the sight triangles will further increase sight distance.



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

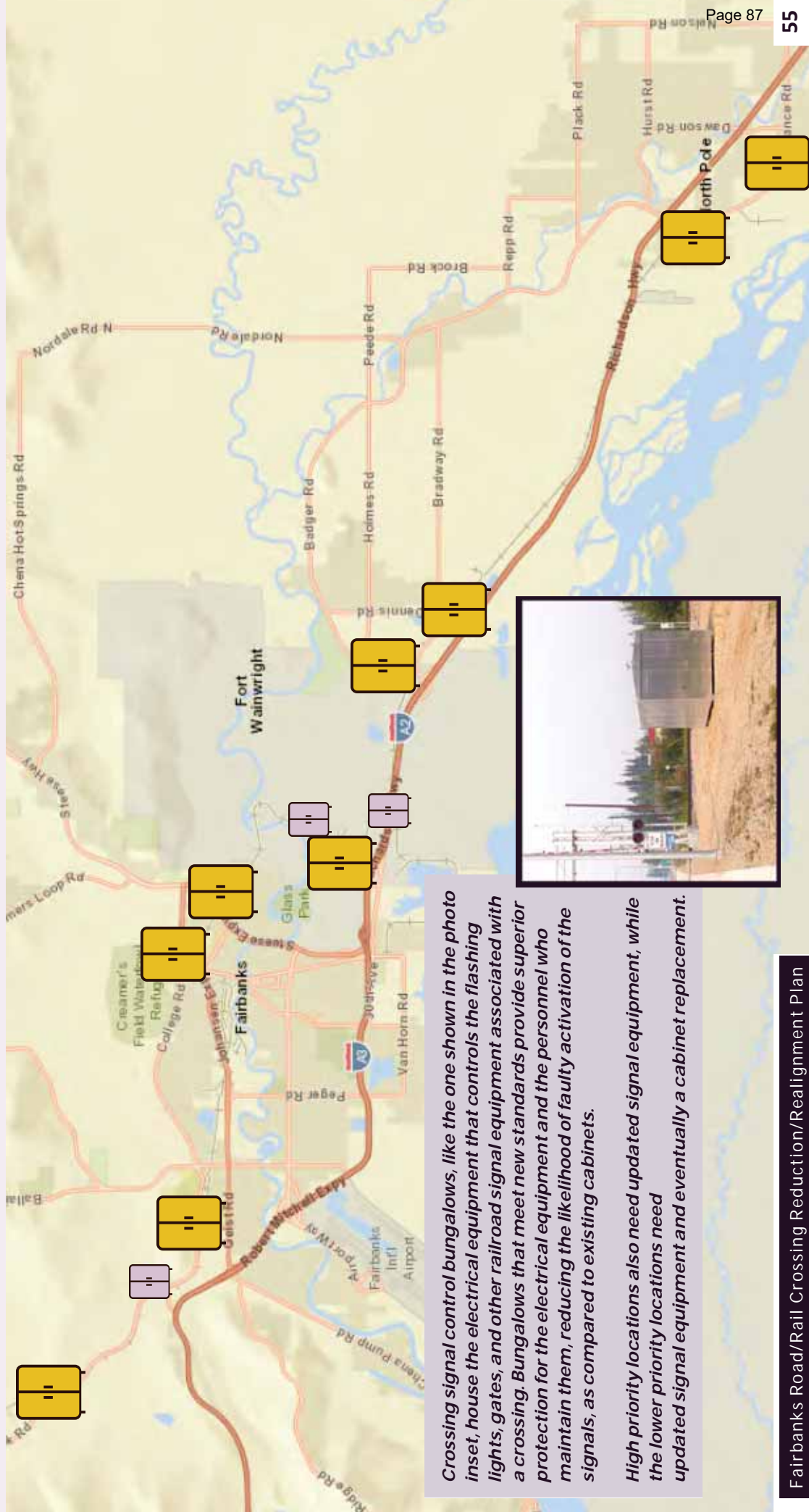
- Sheep Creek Road (N. Happy) *
- Gaffney Road (Ft. Wainwright) *
- Richardson Highway (3 Mile)

*outside of FAST Planning Area

MID TERM



\$1.5M



Crossing signal control bungalows, like the one shown in the photo inset, house the electrical equipment that controls the flashing lights, gates, and other railroad signal equipment associated with a crossing. Bungalows that meet new standards provide superior protection for the electrical equipment and the personnel who maintain them, reducing the likelihood of faulty activation of the signals, as compared to existing cabinets.

High priority locations also need updated signal equipment, while the lower priority locations need updated signal equipment and eventually a cabinet replacement.

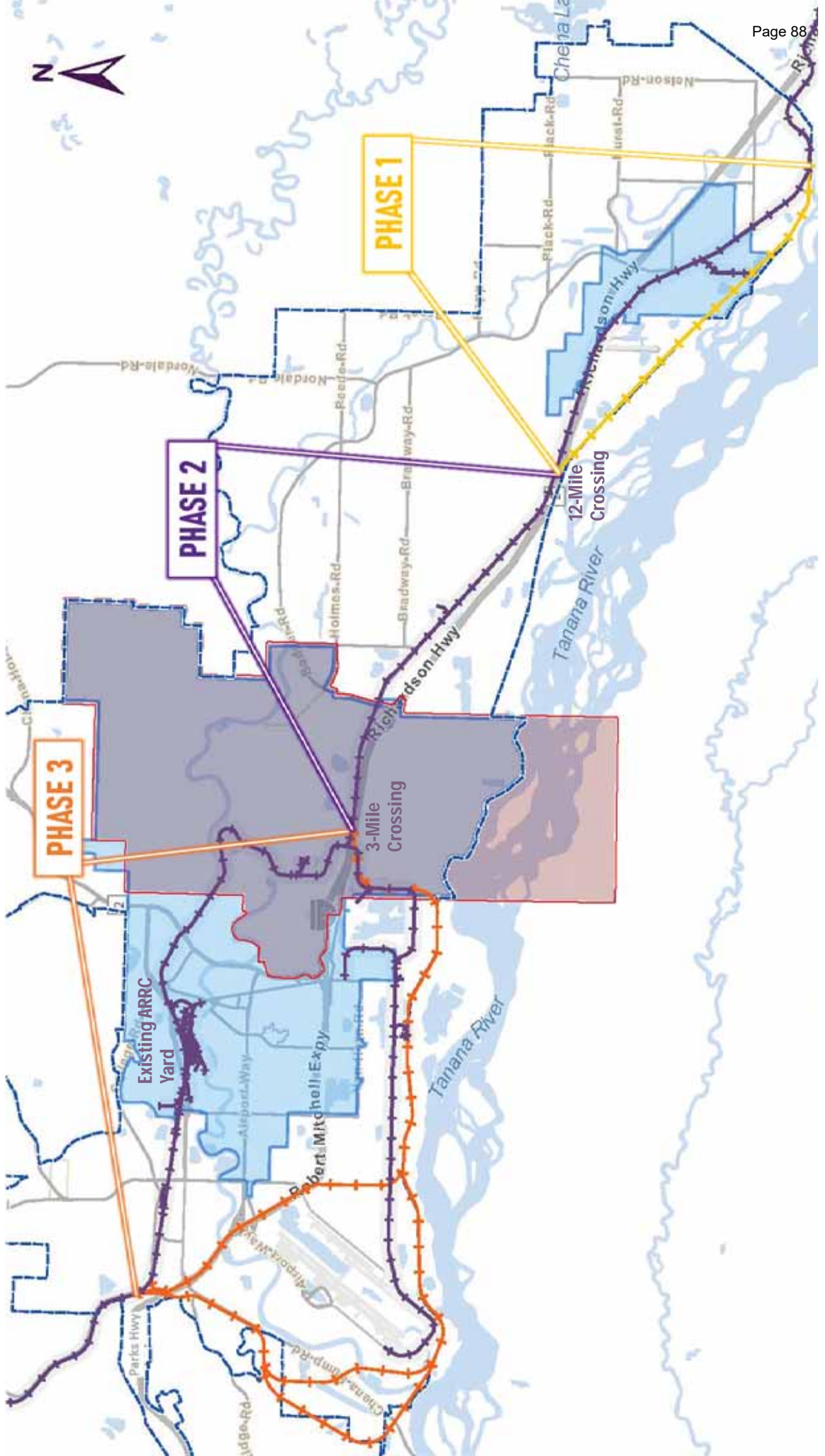
Fairbanks-North Pole Rail Realignment



**VERY LONG
TERM**

\$816M

The Fairbanks-North Pole Rail Realignment proposes to realign the railroad tracks in the FAST Planning area, removing them from the urban core. The proposed alignment would eliminate many at-grade crossings and locate the tracks farther away from four schools thereby improving safety and reducing delay for all users. Furthermore, the new alignment would have higher speed curves, reducing the likelihood for derailments and allowing faster train speeds (increasing from the current 20- and 25-mph maximum speeds up to 50 mph). Conditions in the area have changed since the realignment plan was first introduced in 1985 (e.g., flood plain extents, growth, land use and development, etc.), so a new study is needed before moving forward.



**FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #4, Approved 06.16.2021**

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

STP: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CMAQ: Congestion Mitigation Air Quality, TAP: Transp. Alts Prog., ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

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	

FAST Improvement Program FFY22 Options**Estimated Cost +25% Contingency**

July 1, 2021

		Estimated Cost	+25% Contingency	
City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 282,000	\$ 352,500	City Priority #1, repave w/ storm drain improvements
	Eureka Avenue (Hamilton Avenue to E Street)	\$ 674,000	\$ 842,500	City Priority #2, repave w/ storm drain improvements
	Pratt Avenue (2nd to Front Street)	\$ 41,500	\$ 52,000	City Priority #3, repave w/ drainage improvements (ditches)
City of North Pole	CONP Driveway Aprons (5 ft)	\$ 465,400	\$ 581,000	Previously nominated, 157 driveway locations & 8 alley approaches
	CONP Driveway Aprons (3 ft)	\$ 438,200	\$ 548,000	CONP okay with 3-ft aprons
Alaska DOT&PF	Phillips Field Rd Path (University Ave to Peger Rd)	\$ 254,020	\$ 317,520	Repave entire path & replace fence sections
	Phillips Field Rd Path (University Ave to cul-de-sac)	\$ 102,190	\$ 127,730	Worst section of path only, BPAC supports
	Mitchell Expy Path (north side only, Geist to Loftus)	\$ 376,000	\$ 470,000	Worst section of path only, BPAC supports
	Bradway Rd Path (Badger Rd to Midnight Sun Elem)	\$ 90,208	\$ 112,760	**NEW** Standalone project estimate
	Bradway Rd Path	\$ 74,520	\$ 93,150	**NEW** Incorporated into larger project (i.e. Woll Road Widening)
FNSB Parks & Rec	2nd Avenue Dog Park Access Road (with path repair)	\$ 81,900	\$ 102,400	FNSB Priority #1, BPAC supports
	South Cushman Extension	\$ 110,300	\$ 137,900	FNSB Priority #2

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	

Contingency Projects (pending available funding)

FNSB Parks & Rec	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 (Proposal A)

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)	\$ 317,520	Repave path and replace fence section(s); includes 25% contingency
	Total	\$ 1,218,020	

Contingency Projects (pending available funding)

FNSB Parks & Rec	2nd Avenue Dog Park Access Road	\$ 102,400	Gravel to pavement with path repair; 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	\$ 292,300	

FAST Improvement Program FFY22 Priorities (Proposal B)

Bicycle & Pedestrian Advisory Committee Recommendation - June 24, 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 cul-de-sac)	\$ 127,730	Repave worst section of path only; includes 25% contingency
FNSB Parks & Rec	2nd Avenue Dog Park Access Road	\$ 102,400	Gravel to pavement with path repair; includes 25% contingency
	Total	\$ 1,130,630	

Contingency Projects (pending available funding)

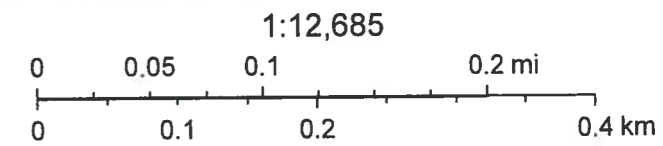
Alaska DOT&PF	Mitchell Expy Path (north side only, Geist to Loftus)	\$ 470,000	Repave worst section of path only; includes 25% contingency
FNSB Parks & Recreation	South Cushman Extension	\$ 137,900	New E-1 gravel surface; includes 25% contingency
City of Fairbanks	Pratt Avenue (2nd to Front Street)	\$ 52,000	Repave w/ drainage improvements (ditches); includes 25% contingency
	Total	\$ 659,900	

FairbanksNorthStar GIS Map



8/26/2019 11:20:35 AM

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

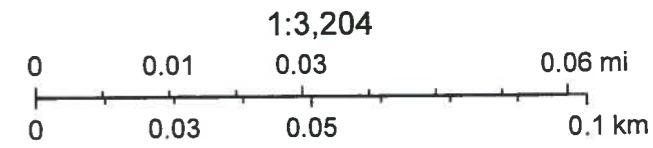


FairbanksNorthStar GIS Map



8/26/2019 11:35:16 AM

- Parcels w/ Taxroll Info
- Parcel Labels
- Imagery_2017_Pictometry_Fairbanks
- Road Labels Small
- Green: Band_2
- 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

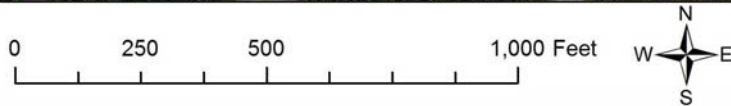
Dog Park Access Road Resurfacing



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



2nd Ave Dog Park Access Road & Path



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



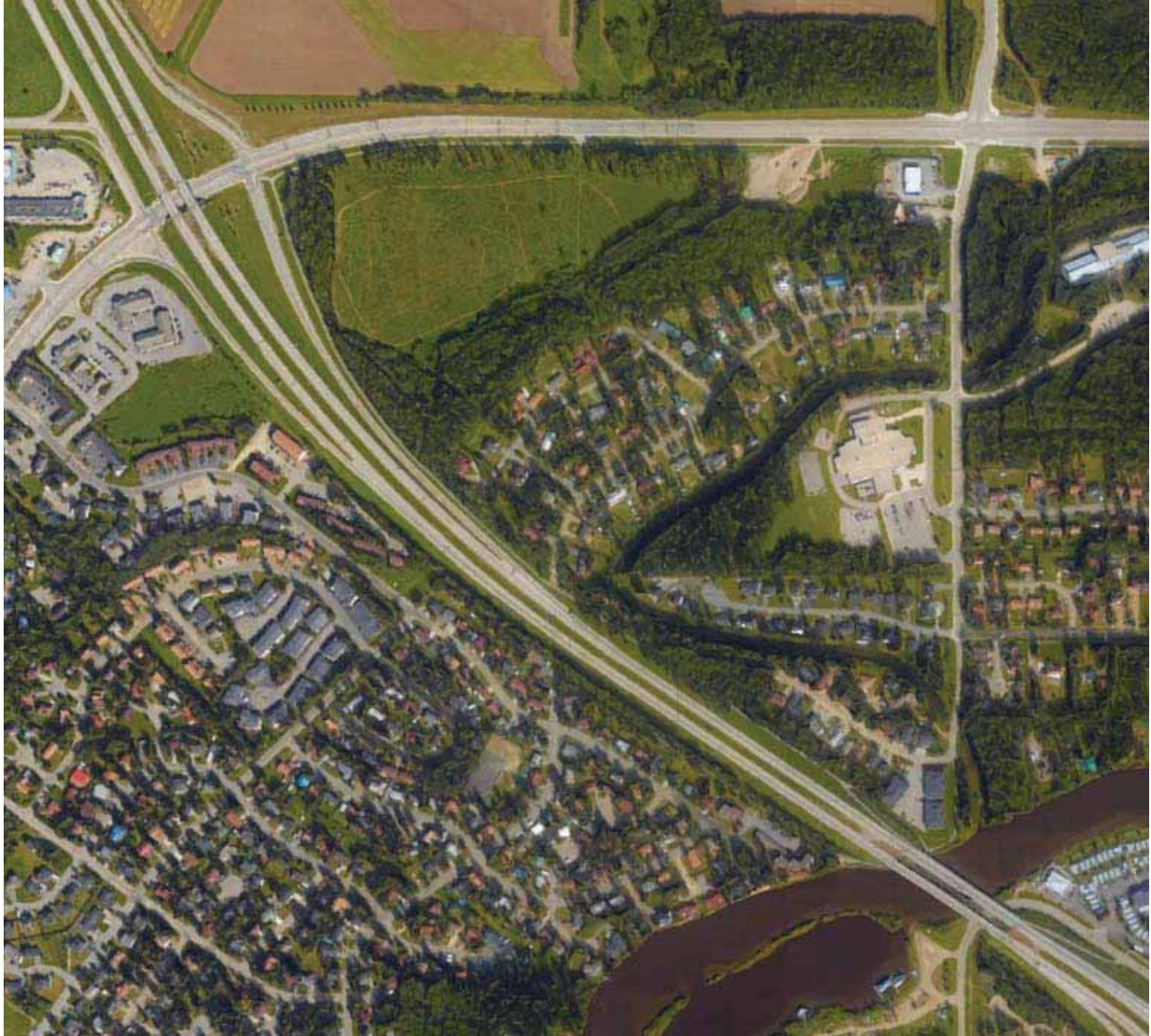
Phillips Field Rd - University Ave to Peger Rd



Phillips Field Rd Path – University Ave to cul-de-sac



Phillips Field Rd - Cul-de-sac to Peger Rd



Mitchell Expy Path – Geist to Loftus
(north side)



Mitchell Expy Path – Geist to Loftus

FAST Planning TIP Administrative Modification #4 - FFY21 OBLIGATION STATUS REPORT (as of June 30, 2021)
ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$2,046.4	\$1,022.6	50%
STP AC	All	\$1,796.6	\$1,453.4	81%
CMAQ	All	\$727.8	\$727.8	100%
PL	All	\$321.2	\$321.2	100%
OFFSET	All	\$668.9	\$477.4	71%
TOTAL		\$5,561.0	\$4,002.4	72%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWWY00445	5th Avenue Reconstruction	Design	4/5/2021	\$109.8	\$109.8	100%	
NFHWWY00447	Airport West Bicycle & Pedestrian Facility	Construction		\$1,010.7		0%	
NFHWWY00336	Coordinator's Office	Planning	1/14/2021	\$100.0	\$100.0	100%	
NFHWWY00126	Cowles Street Reconstruction	Design		\$341.1		0%	FFY22 AC
NFHWWY00524	FAST Intersection Improvement Program	Utilities	4/27/2021	\$4.5	\$4.5	100%	
		Construction	4/27/2021	\$268.4	\$268.4	100%	
NFHWWY00559	FAST Sidewalk Improvement Program	Construction	4/6/2021	\$17.3	\$17.3	100%	
Z628380000	McGrath Road Upgrade	Construction	6/16/2021	\$386.1	\$386.1	100%	
NFHWWY00596	Metropolitan Transportation Plan Update	Planning	2/18/2021	\$136.5	\$136.5	100%	
				\$13.1			
NFHWWY00246	Sign Replacement - Stage III	Construction	2/4/2021	\$1,455.5	\$1,453.4	100%	FFY22 AC
	TOTAL			\$3,843.0	\$2,476.0	64%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00282 NFHWWY00559	FAST Sidewalk Improvement Program	Construction	4/6/2021	\$727.8	\$727.8	100%	
	TOTAL			\$727.8	\$727.8	100%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00336	FAST Coordinators Office	Planning	10/1/2020	\$321.2	\$321.2	100%	
	TOTAL			\$321.2	\$321.2	100%	

FAST Planning FFY21 Offsets

June 30, 2021

Project	State	Federal	Total w/ Match	
Cushman Street/Gaffney Road Reconstruction	\$45,203	-	\$45,203	Project closure
Noble Street Upgrade	-	\$401,534	\$441,391	Project closure
Minnie Street Corridor Study	-	\$3,263	\$3,587	Project closure
FMATS Improvement Program FFY18-19 (Design)	-	\$3,116	\$3,425	Phase closure
FMATS Area Surface Upgrades FFY19	-	\$129,724	\$142,601	Project closure
Johansen & Danby Path Resurfacing	-	\$131,305	\$144,339	Project closure **NEW**
Total Offset Funding to Date	\$45,203	\$668,942	\$780,546	
COMMITTED FUNDS				
FAST Intersection Improvement Program FFY20 Construction	-	\$6,972	\$7,664	Executive Director approved 9.14.2020
FAST Improvement Program FFY20 Construction	-	\$95,170	\$104,617	Executive Director approved 9.14.2020
FAST Improvement Program FFY20 Construction	-	\$57,175	\$62,850	Executive Director approved 11.17.2020
5th Avenue Reconstruction Design	-	\$205,865	\$226,300	Policy Board approved 12.16.2020
Tanana Loop & South Chandalar Intersections Construction	-	\$82,172	\$90,329	Technical Committee approved 01.06.2021
FAST Sidewalk Improvement Program FFY21 Construction	-	\$30,011	\$32,990	Executive Director approved 05.14.2021
Non-motorized Plan Update	-	\$11,025	\$12,120	Executive Director approved 05.28.2021
Fairbanks Road/Rail Crossing Reduction/Realignment Plan	-	\$47,621	\$52,348	TIP Admin Mod #4 approved 06.16.2021
Total Committed Offsets	\$0	\$536,012	\$589,218	
Remaining Funds to be Obligated	\$45,203	\$132,931	\$191,328	
<hr/>				
McGrath Road Upgrade FFY20 Construction Balance	-	(\$386,088)	(\$424,412)	
Use of FFY21 offset funds approved by Policy Board 9.16.2020	-	\$158,663	\$174,412	TIP Admin Mod #4 approved 06.16.2021
Final Design phase delay (FFY21 to FFY22) for Woll Road	-	\$227,425	\$250,000	TIP Admin Mod #4 approved 06.16.2021
		\$0	\$0	

Pending FAST Planning Deobligations from Project Closures

June 30, 2021

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00170	FMATS Sidewalk Improvement Program FFY19	2019-20	TBD	Pending construction closeout
Z637840000	Gillam Way Rehabilitation	2019	TBD	Pending construction closeout
NFHWHY00137	Wembley Avenue Improvements	2019	TBD	Pending construction closeout
NFHWHY00425	Fbks R/R Crossing Reduction/Realignment Plan	2020	TBD	Pending final deliverable
NFHWHY00434	FAST Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWHY00165	FAST Intersection Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWHY00446	Non-motorized Plan Update	2020	TBD	Final deliverable received
NFHWHY00463	Road Service Area Expansion Plan	2020	TBD	Pending final deliverable
NFHWHY00014	Tanana Loop & South Chandalar Dr Intersections	2020	TBD	Pending construction closeout
		TOTAL	TBD	