POLICY BOARD MEETING
Wednesday, July 21, 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 814-4919-6412

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of July 21, 2021 Agenda
4. Approval of June 16, 2021 Meeting Minutes Pg 2-5
5. Committee/Working Group Reports (including the Chair's Report) Pg 6-10
6. Public Comment Period (Non-Action Items)
7. Old Business
   a. Fairbanks Road/Rail Crossing Reduction/Realignment Plan (Action Item) Pg 11-91
      - Review of public comments received and consideration of Plan revisions
8. New Business
   a. FFY2022 FAST Improvement Program Priorities (Action Item) Pg 92-105
      - Consideration of approval of revised priorities for FFY2022 construction program
9. Other Issues
10. Informational Items
    a. Obligations and Offsets Pg 106-109
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting – Wednesday, August 18, 2021

POLICY BOARD MEETING

Meeting Minutes

June 16, 2021 • 12:00 – 2:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 205, Fairbanks, AK

Web Conference at: https://fastplanning.us/keepup/zoom/

Zoom Meeting Phone Number: 1 (253) 215-8782 Meeting ID: 825 1843 6189

1. Call to Order

Mr. Anderson, Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Ryan Anderson, Chair	Director, DOT&PF Northern Region
*Jim Matherly, Vice Chair	Mayor, City of Fairbanks
*Bryce Ward	Mayor, Fairbanks North Star Borough
*Michael Welch	Mayor, City of North Pole
*Aaron Gibson	Fairbanks City Council
*Alice Edwards	Director, DEC Air Quality
*Frank Tomaszewski (absent)	FNSB Assembly
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Don Galligan	FNSB Community Planning
+Steven Hoke	DEC Air Quality
+Judy Chapman	DOT&PF Planning
+Robert Pristash	City of Fairbanks
Michael Lukshin	FHWA
John Netardus	DOT&PF

FAST Planning Policy Board Members, ** FAST Planning Staff Members, + FAST Planning Technical Committee Members, • Bicycle/Pedestrian Advisory Committee (BPAC) Members

3. Approval of the June 16, 2021 Agenda

Motion: To approve the June 16, 2021 Agenda as presented. (Welch/Edwards).
Discussion: No discussion.
Vote on Motion: None opposed. Approved.

4. Approval of the May 19, 2021 Meeting Minutes

Motion: To approve the May 19 Meeting Minutes as recorded. (Welch/Edwards).
Discussion: No discussion.
Vote on Motion: None opposed. Approved.

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

a. Staff Report and Technical Committee Action Items

Mr. Fox noted the following updates:

- Mr. Fox attended and provided testimony at the Alaska Railroad Corporation Board Real Estate Committee Meeting regarding the Chena Riverwalk Project. A letter was sent in April 2021 providing them options for conveyance of the long-term land interest, the reduction of the project footprint, and the resurfacing of the existing path in Chena Landings Loop Subdivision. Based on what he heard at that Board meeting, Mr. Fox believed that he would receive a conditional approval letter, the Railroad wanted to be involved with the path design, making sure that the City of Fairbanks maintained ownership of the footbridge across the river, and appeared to be interested in a long-term prepaid land lease for the land.
- The Work Group of the Bicycle/Pedestrian Advisory Committee met twice to make progress on identifying all the path and sidewalk locations, scoring them, and putting together a map to recommend priority maintenance for those facilities. Olivia Lunsford will put those into GIS and hoped to make it available for committee review in July.
- The Seasonal Mobility Task Force met June 14, 2021 to update the Seasonal Mobility Recommendations Report and made recommendations for updates to performance guidelines and implementation measures.
- The FAST Improvement Program Subcommittee met June 14, 2021 to look at all the road locations that were nominated for 2021-22. The priority list was then refined and will be on the agenda as an Action Item at both the July Technical and Policy Board meetings.
- Mr. Fox is on the Stakeholder Groups for both the Statewide Freight Plan and Statewide Long-Range Transportation Plan and sent an email about the Virtual Public Open House and online survey effort that was underway. Mr. Fox is attending all the working group meetings for both of those planning efforts.
- FAST Planning held the Annual Bike/Pedestrian Count Program and there were volunteers at 27 of the 36 intersections on the list. It was a successful event. FAST Planning will be adding the data to the master spreadsheet and graphing those results to present them at the July Bicycle & Pedestrian Advisory Committee meeting.
- Received the final revised Non-Motorized Plan that can now be viewed on the FAST Planning website.
- The Cowles Street Reconstruction project was included as an earmark in the U.S. House's Surface Transportation Reauthorization Bill. The House reduced the list of eligible projects for that earmark down to three projects with the Cowles Street project making the final cut. Later this summer that Bill will be sent to the Senate for approval.
- Mr. Fox prepared Transportation Improvement Program (TIP) Administrative Modification #4 that is on the Agenda as an Action Item and a motion was made and passed unanimously by the Technical Committee recommending approval by the Policy Board.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Fairbanks Road/Rail Crossing Reduction/Realignment Plan-Website Tour

Mr. Fox explained that the website was live for the Fairbanks Road/Rail Crossing Reduction/Realignment Plan and, as directed by the Policy Board, the Plan was made available for a 45-day public comment period closing July 9, 2021. Mr. Fox explained that the Plan website was created and was receiving public comment. Mr. Fox explained that the Plan could be downloaded in sections and there was a tab on the top right listing all the crossing locations included in the Plan that could be clicked on to show what the issues and proposed improvements were for a specific crossing. Mr. Fox explained that at the bottom of the webpage there was a place to provide written comments and submit them and the Policy Board and Technical Committee would receive a preview of the comments at the July meeting. Mr. Fox explained that the Plan was promoted through various social media posts, an article was in the newspaper, hard copies of the Plan available at the FAST Planning Office, and presentations would be provided to the two City Councils if desired.

8. New Business

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

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

Mr. Fox explained the changes that were made to the TIP and summarized on Page 26 of the meeting packet.

Public Comment: No comment.

Motion: To approve Transportation Improvement Program Administrative Modification #4. (Ward/Welch).

Discussion: No discussion.

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. Policy Board Member Comments

- Ms. Edwards commented that she hoped they all really enjoyed their 4th of July holiday.
- Mayor Welch commented that North Pole was celebrating the 5th of July and reopening the Grange from 12-7 pm with music, food, and everyone was invited to come.
- Mayor Matherly commented that the Solstice Midnight Sun Fair Downtown was the weekend of July 18-20, 2021. Mayor Matherly commented that he wanted to send his heart out to everyone who was fighting the fires and we already had some starting out there and we had the hot weather, so everyone needed to be careful of that.
- Mr. Anderson wished everyone a happy Solstice and thanked them for putting up with all the traffic around 3rd Street and that side of town. Mr.

Anderson commented that they were getting that project done and appreciated everyone's patience with that.

12. Adjournment

Motion to Adjourn. (Welch/Ward). The meeting adjourned at 12:49 p.m. The next Policy Board Meeting is scheduled for Wednesday, July 21, 2021.

Approved: _____ Date: _____

Ryan Anderson, Chair
FAST Planning Policy Board

STAFF REPORT
July 2021

Regular Meetings

- Hosted the Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
  - Weekly Chamber Transportation Committee
  - Weekly FAST Planning Staff Meetings
  - Quarterly Statewide MPO Coordination Meeting
  - Quarterly Connected & Autonomous Vehicle Team Meeting
  - Quarterly Air Quality Conformity Call with EPA
  - Monthly MatSu Pre-MPO Steering Committee

Project/Planning Meetings

- Road Service Area Expansion Plan meeting on policy direction with consultant team, Mayor Ward, and FNSB department staff
- Association of Metropolitan Planning Organizations (AMPO) Technical Committee meeting to review and score annual conference proposals
- AMPO Technical Committee meeting on developing standard operating procedures
- AMPO Board Nominating Committee meeting
- Bicycle & Pedestrian Advisory Committee Work Group Meeting #3 on mapping priority routes for winter maintenance of non-motorized facilities
- 5th Avenue Reconstruction project stakeholder meeting hosted by DOT&PF/City of Fairbanks
- Progress meetings with consultant teams on Road/Rail Crossing Reduction/Realignment Plan and Road Service Area Expansion Plan

Correspondence & Communication

- None

Organization

- Submitted monthly invoice to DOT&PF for June 2021

Public Outreach

- Created individual social media posts for each of the 15 crossings in the Draft Road/Rail Crossing Reduction/Realignment Plan during the 45-day public comment period
- Helped advertise the LRTP across FAST Planning social media pages

- Moderated “Equity and Social Justice” Special Interest Group for over 1000 participants at the Esri User Conference (Olivia)

Submittals/Reports

- Submitted 3rd Quarter Report for Unified Planning Work Program (UPWP) to DOT&PF Planning

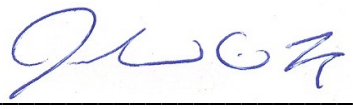
Funding

- Received approval from DOT&PF Headquarters for Transportation Improvement Program (TIP) Administrative Modification #4

Training

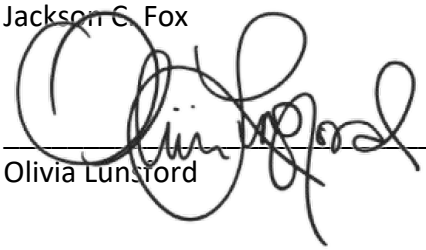
- National Highway Institute “Integrating Freight into Transportation Decision Making” 6-hour training (Jackson)
- Aurigo Software Technologies “Best Practices in Capital Planning” for TIPs/STIPs webinar (Jackson)
- 2021 ESRI User Conference (Olivia)
- Began fourth quarter “GIS Databases” in UCLA GIS Certification Program (Olivia)
- Registered for AMPO, October 2021 (Jackson and Olivia)

Submitted by:



July 15, 2021

Jackson C. Fox — Date



July 15, 2021

Olivia Lunsford — 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: _____ Date: 6.29.21
John MacKinnon
Commissioner

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

Technical Committee Meeting
Action Items
July 7, 2021

Road Rail Crossing Reduction/Realignment Plan

Motion: To recommend to the Policy Board to add a sentence at end of Section 1.1 reading "The very long-range plan, particularly if the Alaska Railroad Mainline is extended to Delta Junction and beyond, is to relocate the mainline in line with the Fairbanks-North Pole Rail Realignment project." (Spillman/Denton). Seven in favor. Five opposed. (Bailey, Dueber, Hoke, Rogers, Schacher). Approved.

FAST Improvement Program FFY22 Priorities

Motion: To recommend Proposal B to the Policy Board with the exception that the 2nd Avenue Dog Park Access Road be replaced with the South Cushman Extension project. (Pristash/Rogers). Ten in favor. One opposed. (Macomas-Roe). Approved.

Jackson C. Fox
Chair, Technical Committee

7/7/2021
Date

Fairbanks Road/Rail Crossing Reduction/Realignment Plan

PRESENTATION TO FAST PLANNING

BY KINNEY ENGINEERING, LLC

JULY 2021

Project Team

Contracting Agency

Project Manager

Consultant Team

Catalyst Communications

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

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

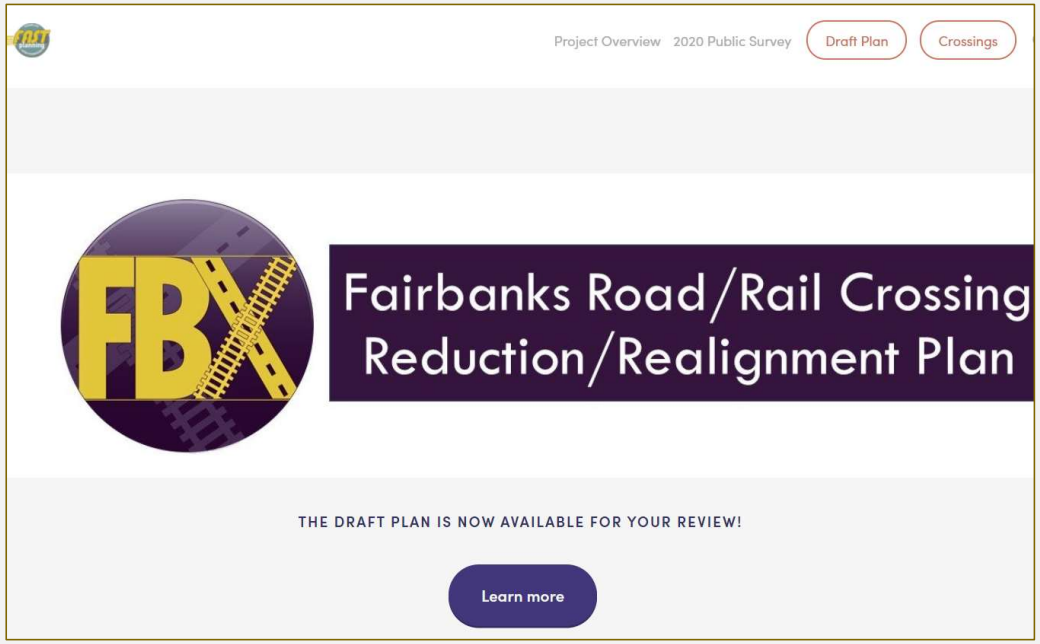
The public will be invited to review the draft plan and provide feedback.

Final Plan

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

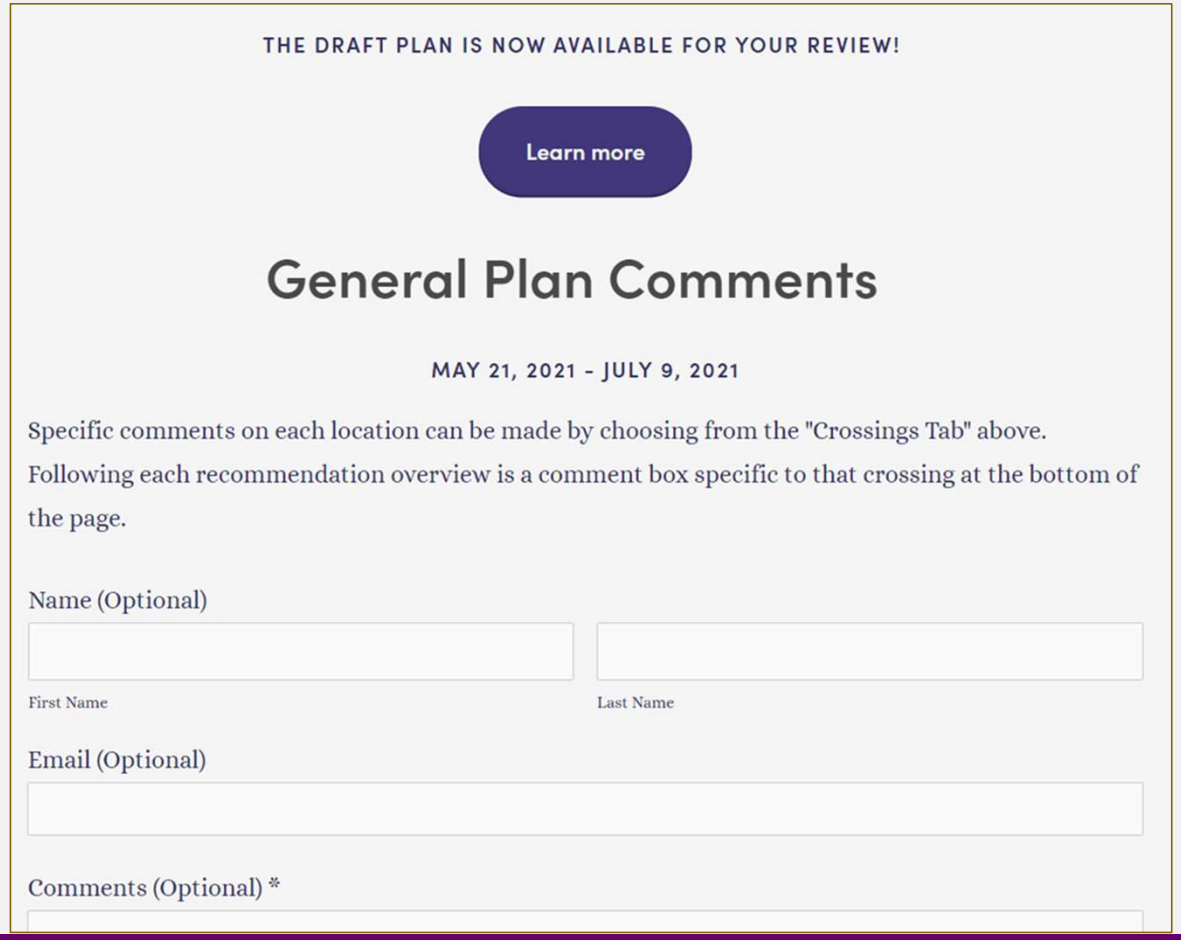
Public Comment Period
May 21 – July 9, 2021

https://fbxings.com/



https://fastplanning.us/

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

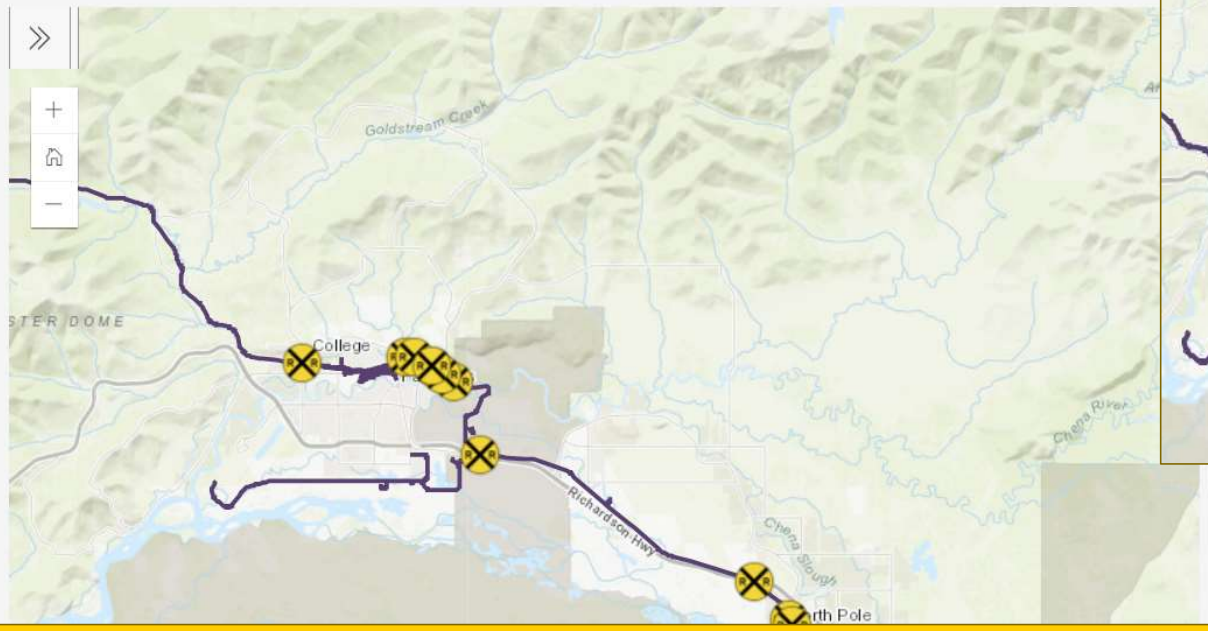
Email (Optional)

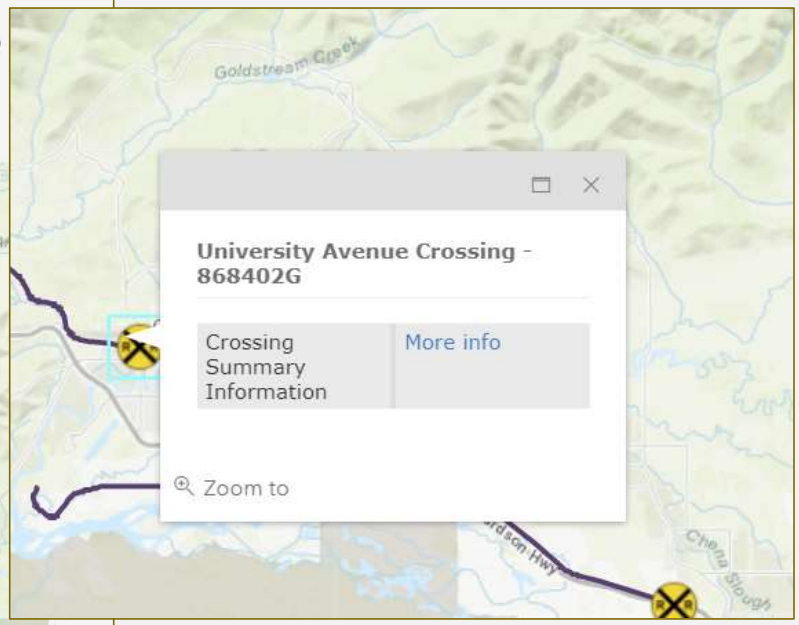
Comments (Optional) *

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.





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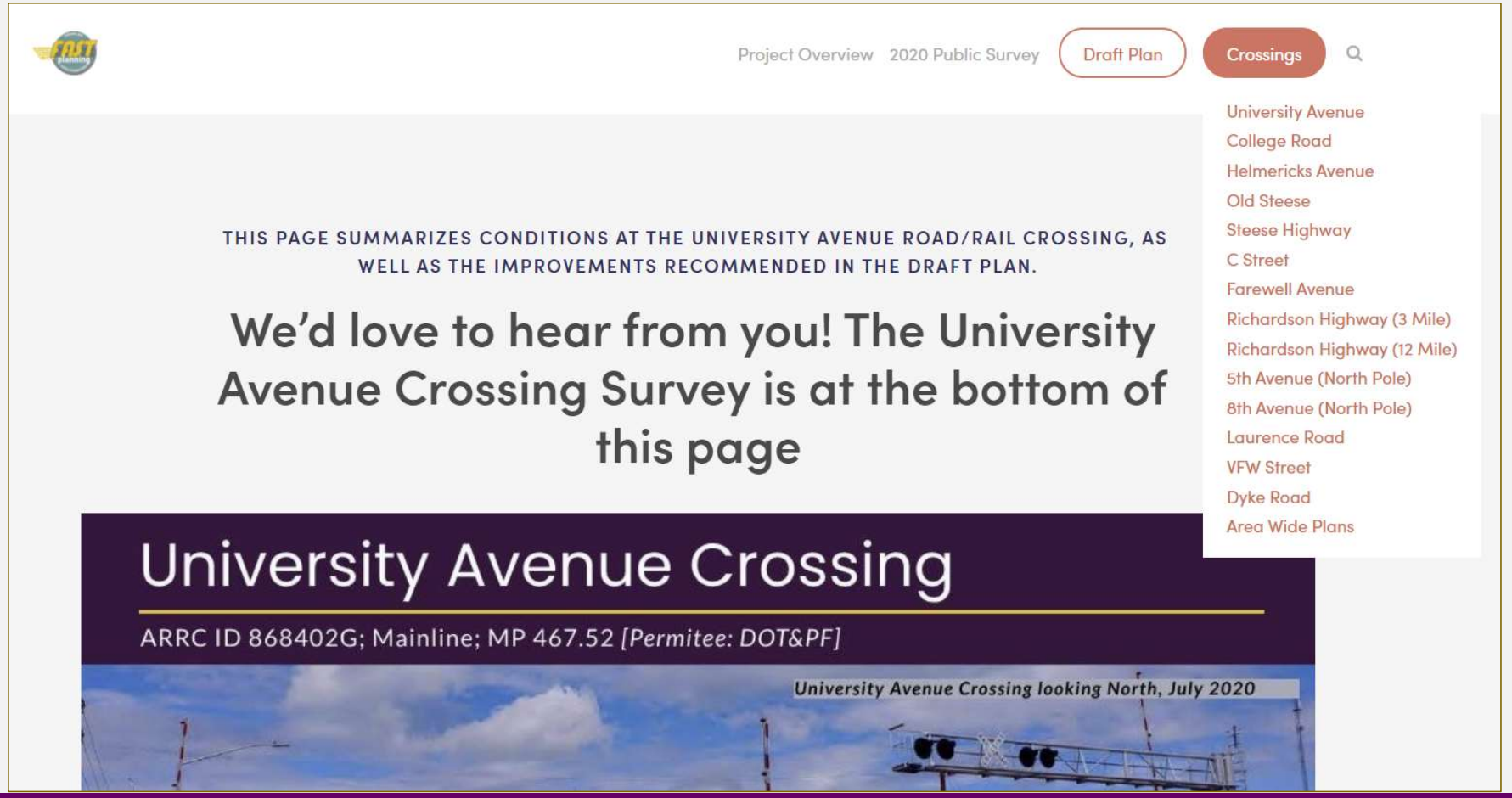
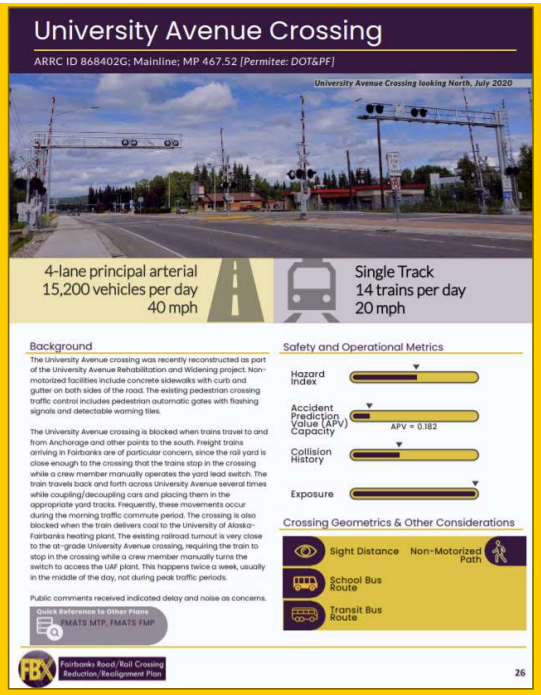
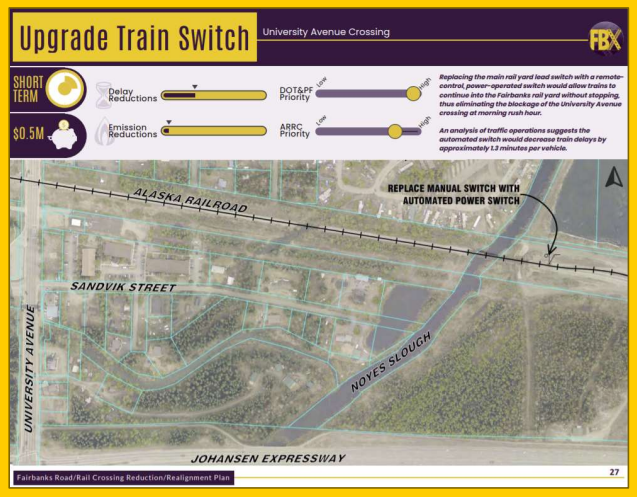






Comments (Optional)

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

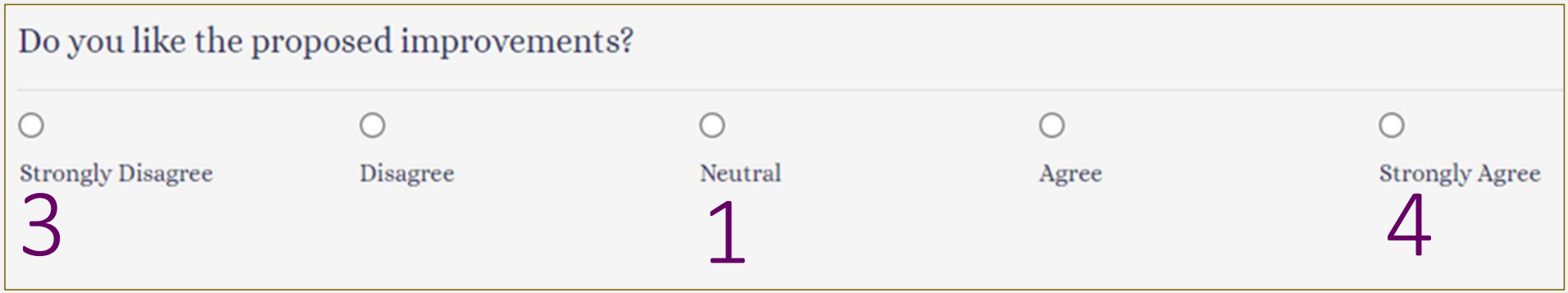
General Take-Aways from Public Review Comments

- 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)



Steese Hwy Crossing (6 responses)

Do you like the proposed improvements?

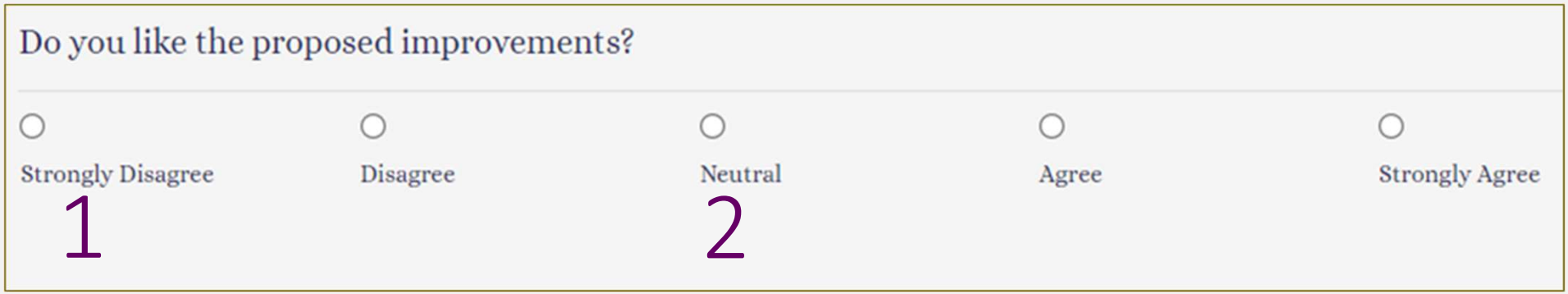
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
2			3	1

University Ave Crossing (5 responses)

Do you like the proposed improvements?

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
	1		1	3

College Rd Crossing (3 responses)

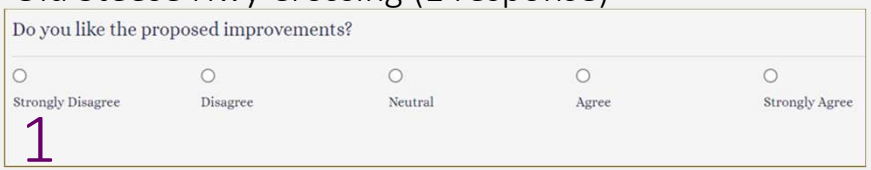


Other Crossings

Farewell Ave Crossing (2 responses)

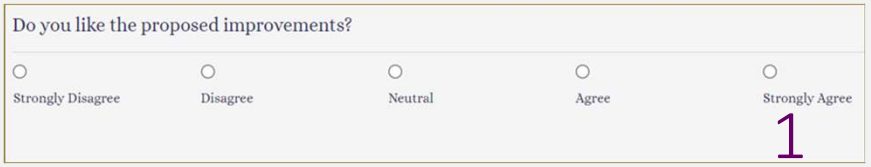
Helmericks Ave Crossing (2 responses)

Old Steese Hwy Crossing (1 response)



Richardson Hwy 3 Mile (1 response)

Richardson Hwy 12 Mile (1 response)

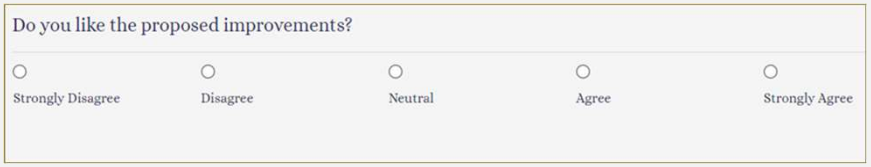


Other Crossings (North Pole)

5th Ave Crossing (No responses)

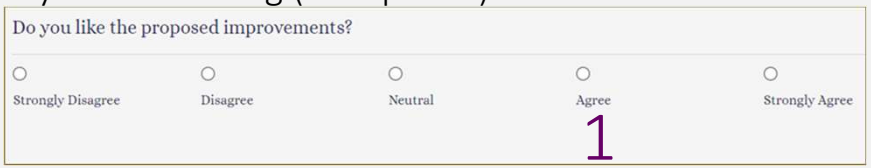
Laurance Rd Crossing (1 response)

8th Ave Crossing (No responses)



VFW St Crossing (1 response)

Dyke Rd Crossing (1 response)



Next Steps

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

Questions?

Project/Sheet	Submitted On	Name Optional	Comments Optional	Do you like the proposed improvements
General Home	6/4/2021 16:39	Anne Moen	parsing	N/A
General Home	6/15/2021 23:58	Eric Schneider	The impact on traffic is only an issue during the couple of busy hours in the day. I like seeing the train on the Eielson branch--it means that local economic activity is happening. I wish I saw more rail activity on this corridor: we see plenty of truck traffic on the roads--more of that should be on the train. I see a lot of money and effort going into speeding up vehicular traffic by just a couple of minutes, which I think is unnecessary. Allow a little more time to get places by car, and a minute or two or occasionally three due to a passing train is not really an issue. Rather than spend a lot to modify crossings, spend the money to upgrade the tracks to accommodate higher speeds. Even a modest bump from 10-15 mph to 30 mph would shorten road crossing interruptions by 50% or more at the existing grade crossings. Upgrading tracks to accommodate 40-50 mph options would further reduce traffic interruptions, but might not be practical coming out of the rail yards or dealing with the curves on Ft Wainwright. However, upgrading the infrastructure to these higher speeds would also lend this corridor to passenger operations, since the majority of the borough population lives within a couple of miles of the railroad, from Eielson to Ester. I question the wisdom of raising the tracks over the multiple crossings College through Steese. At some point, the raised structure, unless it is fill, will require very expensive repairs. The current grade level routing has worked for a hundred years, more or less; for a much lower cost, the grade level route can be improved to speed up train movements as already described. Faster trains will mean that crossings are cleared more quickly. And at a much lower short- and long term cost. I am not a fan of raising the roads over the tracks, as has been done at numerous crossings in the state over the last 12 years or so. It is okay for traffic to be stopped for a few minutes per day. The existing raised roads around town alter the viewshed, make the road the dominant feature, forever reduce pedestrian-bike-transit options, and only speed up a given road trip by a minor amount; especially factoring in door-to-door travel times. Regarding issues of speed around crossings and intersections, there simply needs to be more traffic enforcement of existing laws for speeding and following too closely; we see over and over too many accidents in this borough caused solely by speeding and following too closely. These "improvements" for road traffic flow really just serve to perpetuate the bad driving habits (see the amount of speeding on Johansen and the Richardson Hwys). Lastly, rather than focusing on road vs railroad traffic congestion, much more effort should be put into meaningful transit, bike, and pedestrian options so that fewer trips need to be made by car in the first place. Thank you.	N/A
General Home	6/16/2021 0:06	Eric Schneider	I do support the Quiet Zone concept. But it will take both a good technical rollout and educational rollout to make it work. I have followed the Quiet Zone concept as it has been deployed across the country in the last 20 years or so. Unfortunately, drivers and pedestrians are too often distracted or ignore crossing indicators, so deaths and injuries still occur in Quiet Zones. But reducing train whistle/horn noise will no doubt improve quality of life along Trainor Gate Rd and anywhere else this is implemented.	N/A
General Home	6/21/2021 20:37	Melissa Osborn	General comment: recommended changes look good. I would like to see a recommendation to reduce crossings and nighttime, crossing-related noise in Goldstream. Traveling at normal speeds, a Goldstream resident driving to Fairbanks can (and often is) delayed waiting for the same train at three different crossings. It’s alternately frustrating and comical. Please address this. Thanks.	N/A

general Home	6/22/2021 22:09	Jo Karaffa	I sure hope y'all don't start this until the 2 bridges are complete, 3rd street is complete an the main gate is fully open. Trainor gate road has become a shit show with main gate closed. People who live in shannon park have a hard time getting in an out now due to the extreme volume in vehicles leaving base. Would love Trainor gate closed at 6pm an weekends. If y'all start this project before these others are done we're gonna be so backed up with impatient, ticked off drivers who are now so clustered because we have so many projects going at once on 1 side of town. This intersection here has accidents like crazy in winter cause city plows the sidewalk into the streets an takes away over half the lane up against the sidewalk. The signal light is not set to good timings of traffic for all 4 ways😑 people don't stop an look before turning right. I've almost gotten hit several times walking with my kids. People seem to think the lane heading towards Trainor gate it 2 lanes, 1 to go straight and 1 to turn right onto steese highway. If people had to take the written test again when they have to renew their license we might have less accidents cause well they would have to read how to drive to pass the test to get their license 😳 which means they might re-learn the rules of the road.	N/A
8th Ave	NO COMMENTS			N/A
5th Ave	NO COMMENTS			N/A
College	6/4/2021 10:40	Andrew Ackerman	I find it hard to believe the installing ped traffic controllers is a $1.2m project. Maybe separate out the relocation of the signal control box project to make this more affordable? Also, these two improvement proposals need separate survey response items as they are grossly different proposals. I would score the first project very high as a ped traffic control improvement, but would score the elevated RR track proposal low as I don't think it needs to a Phase 2 elevated track. The summary for this in particular should show cost/benefits of each phase. Emissions, delays, safety, maintenance are said to be of the highest order. It would be good to see just how much this is projected in minutes, maintenance $, crashes, etc.	0
College	6/7/2021 11:48		[illegible] south from Trainor Gate, is a major arterial into the Hamilton Acres neighborhood & is a very handy & heavily-used access to Nordale School, to the little extension of College Rd ('Gasline' area & Bentley Mall), to Hamilton Ave. & the 3rd St./Farewell area, to the Gavora Mall (bypassing what must be one of the most heavily-used intersections in town [3rd St. & Steese] - well, not bypassing it but allowing vehicles to proceed straight on 3rd St. & allowing vehicles to not have to make two turning moves, entering & then exiting the fast-moving & often icy [with lots of aggressive, sonambulant cell phone & screen-using Lower 48/FWW/Ft. Knox-type recently-arrived drivers of huge pickup trucks] Steese Hwy drivers who do not see the small-town urban nature of the Steese in that area, right?). In addition, many people who live S/SE of Farewell use D St. to get to their neighborhood from WalMart & that entire shopping area: it allows people to get to Glacier, Haines, Iditarod, Juneau, Ketchikan & Lignite & to residences on the corresponding-lettered cross streets in fewer miles (really! cab driver, here), in less time & more safely. Btw, the traffic throughout those neighborhoods has been very effectively SLOWED/CALMED by the roundabouts & speedbumps (problem SOLVED - good move). It is actually very important to note that traffic can go all the way from the NE Fairbanks shopping area to Ketchikan St. utilizing D St, taking traffic OFF the Steese. Hope you take both C & D St. accesses into consideration. And another 'btw': you can't get from Baranof/C St. to D St./Trainor Gate without driving all the heck around the neighborhood, which might be fine with you but would not be as fine for people who live &/or work in the neighborhood. All in all, I would LOVE to see the tracks elevated over the Steese, Old Steese & College Rd (someone from the school bus company - Laidlaw & then First Student [same guy running things, as it turned out, for years] told me and I quote: " Oh, the buses get rear ended at that crossing all the time, way more than you hear about!!" He didn't seem at all bothered by this. A bus had been rear-ended at the Old Steese crossing that morning. The driver had tried to drive thru the RR crossing barricade & had ended up stopped on the Old Steese, rear-ended, with the RR crossing arm broken off & stuck on his windshield. They finally [!] fired that driver [& finally got rid of that op mgr]. As a grandma whose children went thru Fairbanks public schools, that was more than alarming). But please (now all caps; sorry) ELEVATE THE TRACK OVER COLLEGE RD BETWEEN ILLINOIS & THE JOHANSEN UNDERPASS. It really would help the quality of life in our little town. That intersection (Illinois St/College Rd/Tesoro station convenience store Pizza Hut et al/Corner 101/Johansen underpass/everything north of College Rd on the old Chucky Cheese Rd & into the shopping area - on which you guys did a spectacular job, 2 years at most conception to completion, as the Illinois St Project neared completion; BIG	0

College	6/11/2021 14:32	peter stern	No money should be spent on any of the crossings from college rd to F street until the feasibility of the elevated track through that section is resolved. If the elevated plan is ultimately rejected, the plan to replaceand update control boxes at college rd should be revised to also relocate the foundation of the crossing gates to outside the sidewalk such that the gates can be replaced with longer arms to close both the sidewalk and the roadway. The proposed sidewalk only gates are far too expensive.	-2
Area Wide: Signals and Realignment	6/4/2021 8:47	Thomas Lane	One less expensive option could be a web site where the AK Railroad posts it daily schedule and expected time of crossing at the various crossing locations then the night before a person was planning to be driving over one of the crossings (on the way to work maybe) they could check the schedule and avoid that crossing if it would delay their travel or something like that.	0
DYKE ROAD	6/4/2021 12:49	Andrew Ackerman	While not a critical need, this project is affordable and can be accomplished rather easily.	1
FAREWELL AVENUE	6/4/2021 12:39	Andrew Ackerman	I really like the Quiet Zone concept. I don't understand how the engineering study and designation would cost $7m. The Reconfigure Trainor Gate proposal seems like you don't have a safety issue as-is and that the costs would substantially outweigh the benefits of this project.	0
FAREWELL AVENUE	6/22/2021 18:32		I think the train conductor is required to sound the horn at crossings, per federal regulations. That horn is what causes most of the noise. I don’t think these solutions solve that problem. Also, the cost for creating new lanes on Trainor Gate in order to save traffic a 1-minute wait seems unwarranted. I’m not convinced it’s worth the money. I would rather see any available dollars for infrastructure upgrades go toward improving Trainor/Steese or Lazelle/Steese which are far more dangerous.	-1
Helmericks Avenue	6/4/2021 10:43	Andrew Ackerman	See my comments for the College Rd Crossing where the overpass concept was proposed.	0
Helmericks Avenue	6/11/2021 14:34	peter stern	No money should be spent on this project until the feasibility of the elevated track in this section is resolved.	-1
LAURANCE ROAD	6/4/2021 12:47	Andrew Ackerman	This proposal seems justified and will result in long term safety and traffic movement improvements. Due to the low exposure and low traffic volumes on Laurance it could be delayed years into the future if needed.	1
Old Steese	6/11/2021 14:35	peter stern	No money should be spent on this project until the feasibility of the elevated track through this area is resolved.	-2
RICHARDSON (3 MILE)	6/4/2021 12:42	Andrew Ackerman	This proposal is already planned and designed. Seems odd to include it in a planning document and ask for input. It's a good idea and will allow for future separated ped/bike paths to connect from North Pole-Fbx.	2
RICHARDSON (12 MILE)	6/4/2021 12:43	Andrew Ackerman	Clearly an unsafe crossing. Needs these improvements	2
Univ Ave	5/28/2021 16:37			2
Univ Ave	5/29/2021 10:26			-1
Univ Ave	5/31/2021 8:08			2
Univ Ave	6/4/2021 10:18	Andrew Ackerman	It appears you get a lot of bang for your buck on this improvement. To fully explain this it would be helpful for the public to see estimated costs of each recommended improvement. The background summary is excellent but you are basically only showing the benefit side of the equation without showing the costs.	1
Univ Ave	6/11/2021 14:28	peter stern	adding the remote switch control to this main track should be a cost effective solution to shortening the delays at the crossing.	2
VFW Street	6/4/2021 12:48	Andrew Ackerman	Again good idea but due to low exposure/hazards not a critical or immediate need.	0
STEESE HIGHWAY	6/4/2021 12:33	Andrew Ackerman	I like that this was evaluated as a pair with Old Steese. I see the real value in Phase 1 but am not convinced Ph. II is needed but don't feel like I have a complete understanding of the design constraints and benefits.	1
STEESE HIGHWAY	6/4/2021 15:47	J Brown	Yikes, $67 million dollars for a croosing that has 4 short trains a day? I think the data used to examine the activity at this crossing is missing two key bits of information; 1) Two of the four trains that use this crossing operate between 11PM and 5AM, when vehicle traffic counts on the road is extremely light. 2) the trains that operate east of the Fairbsnks yard are all local freights, and consist of very few cars. I have seen trains at these crossings with only four cars. Delays to motorists are minimal.	-2

STEESE HIGHWAY	6/11/2021 14:37	peter stern	No money should be spent on this project until the feasibility of elevated through through this area has been resolved.	-2
STEESE HIGHWAY	6/19/2021 9:06			1
STEESE HIGHWAY	6/22/2021 19:14	Cindy Bachert	Hope you wait til the rest of Construction is done or you will Block us in with only one way put it already takes 1/2 hour too 45 Min to get out Of Hamilton acres or island homes area and fire and ambulance take Long time to get in too right now I approve only if you wait til What is being done with third is done May I suggest a crossing light by Tanana middle it is a dangerous cross walk For Kids going to Tanana and Ladd elem and the kids walk to school In this neighborhood and ft ww cars don't always watch for kids and between the cars and train it is dangerous just saying	1
STEESE HIGHWAY	6/22/2021 21:21	Roxy Carroll		2
C Street	6/11/2021 14:38	peter stern	No money should be spent on this project until the feasibility of elevated track through this area has been resolved.	-2
C Street	6/22/2021 6:42	Jodi Jendry		2
C Street	6/22/2021 10:56	Scott Qualls	I don't mind the the sight and sounds of the trains so much because I have 2 boys ages 8&11 that both run to the tracks from my house to watch the train pass. However there seems to be one of the trains engineers that gets carried away with sounding the horn as the train approaches the intersections he seems to hold the horn for long periods of time. This is especially annoying at the 11ish and 4am times. I would like to see a proposal for the lights and gates at the C street crossing it seems like that would be an easier and more cost effective way to help with this crossing.	0
C Street	6/22/2021 11:46	Stephanie Richardson	I am in full support of these improvements. I live on Shannon Drive, just across from this crossing, and the noise from the trains is disruptive at times.	2
C Street	6/23/2021 11:37			2
C Street	6/23/2021 11:38	Elena Graves	Yes, please do something, anything about the train. The noise is unbearable and we are on the back side on the neighborhood. It's impossible to sleep even with triple pane windows and noise block out curtains. Shutting down C Street crossing is a great idea. It's not safe right now anyway, especially in the winter.	2
C Street	6/23/2021 16:01			-2
C Street	6/23/2021 16:05		This is not a good solution. In fact it pretty much stinks. Back to the drawing board. Oh, and by the way, the railroad was here first, leave them alone!!!!!!!!!!	-2
Farewell Ave	6/27/2021 19:50	Jarrod Welsh	I vehemently support the effort to reduce/eliminate the railroad/train noise along Trainor Gate Road. It's appalling that this level of disruption was allowed in a residential area at all. Please let me know if I can help in any way. V/r Jarrod Welsh	2
Farewell Ave	7/6/2021 20:33			2
Old Steese	6/27/2021 19:43	Jarrod Welsh	I vehemently support the effort to reduce/eliminate the railroad/train noise along Trainor Gate Road. It's appalling that this level of disruption was allowed in a residential area at all. Please let me know if I can help in any way.	2
Old Steese	7/6/2021 20:32			2
Steese	6/27/2021 19:44	Jarrod Welsh	I vehemently support the effort to reduce/eliminate the railroad/train noise along Trainor Gate Road. It's appalling that this level of disruption was allowed in a residential area at all. Please let me know if I can help in any way.	2
Steese	7/6/2021 20:33			2
C Street	6/27/2021 19:44	Jarrod Welsh	I vehemently support the effort to reduce/eliminate the railroad/train noise along Trainor Gate Road. It's appalling that this level of disruption was allowed in a residential area at all. Please let me know if I can help in any way.	2
General Home Page	6/30/2021 13:31	Gracie Lehner	Incredible Fresh Shirt	
Rich 12 mile	7/6/2021 20:31			2

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

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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.

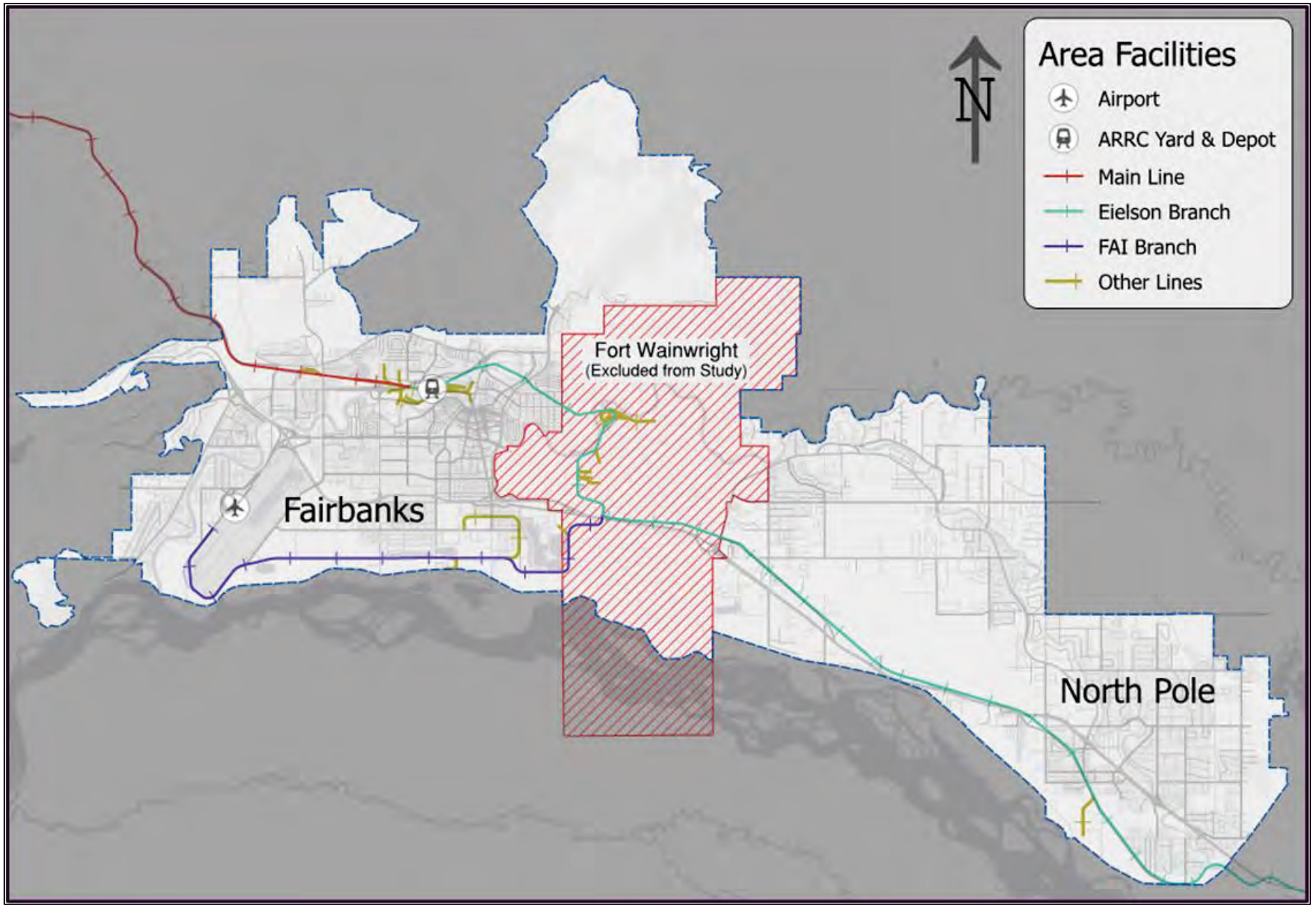
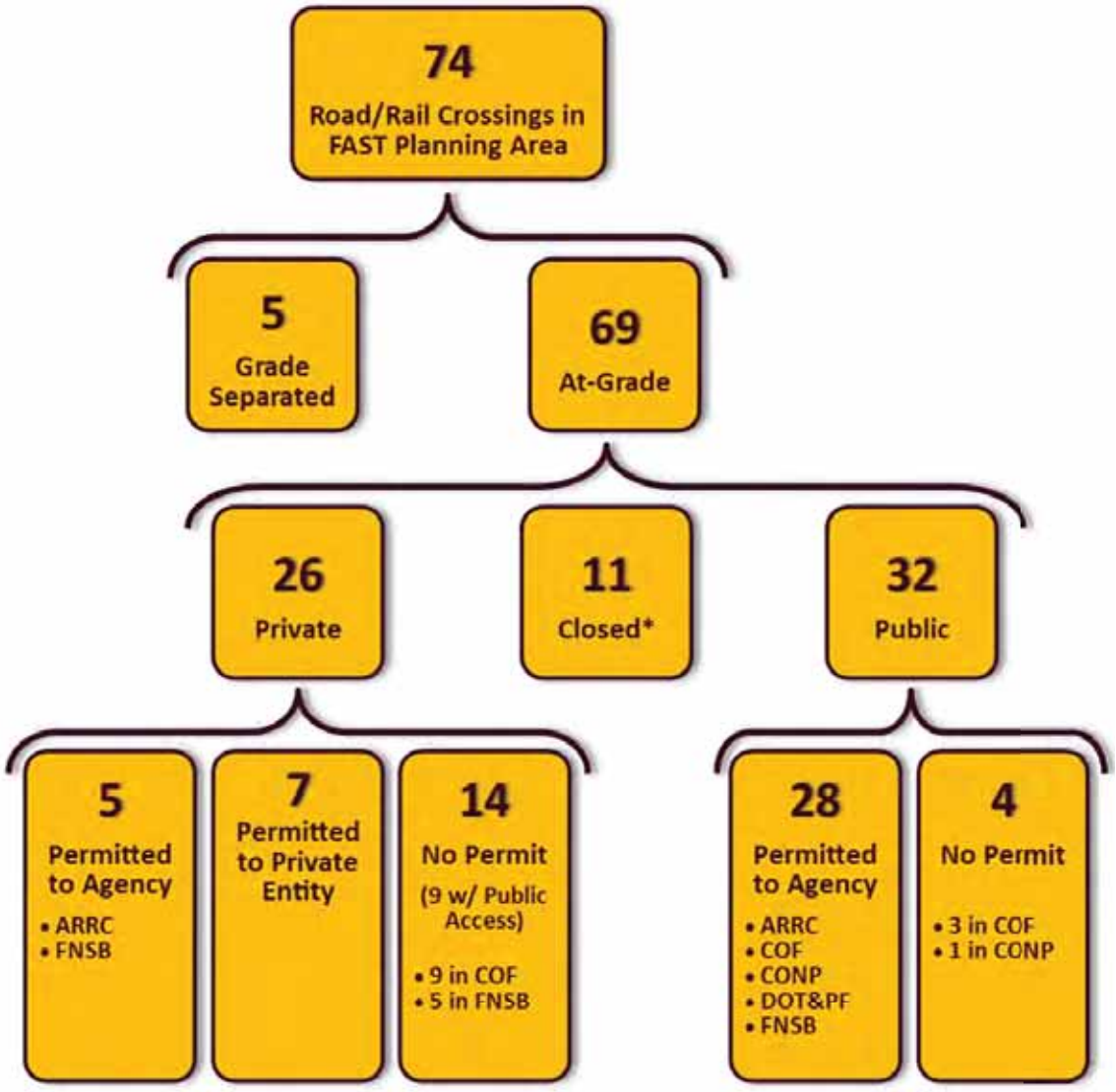


Figure 1: Map of FAST Planning Area

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:

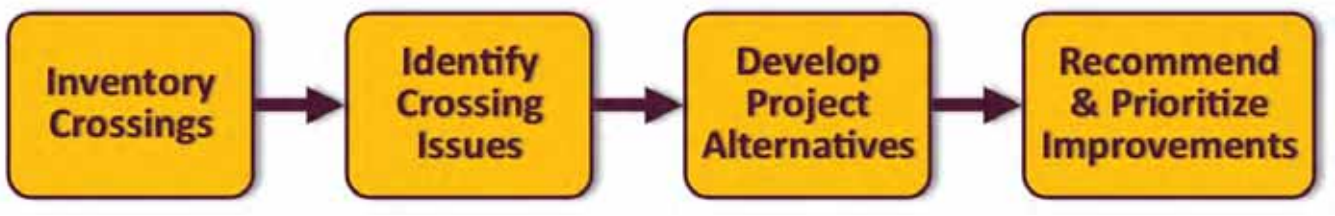


Figure 3: Plan Development Process

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.

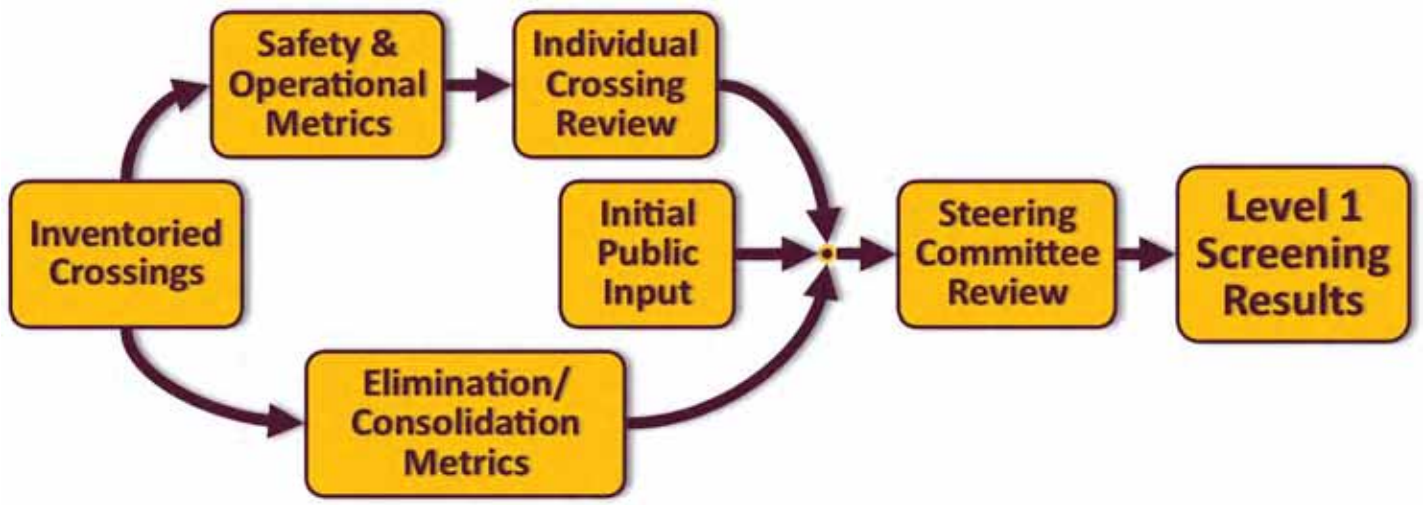


Figure 4: Level 1 Screening Process

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.

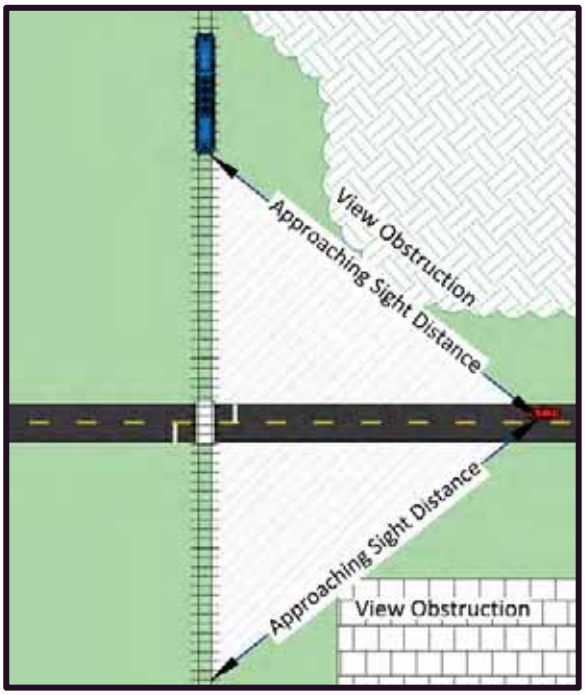


Figure 5: Sight Distance

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.

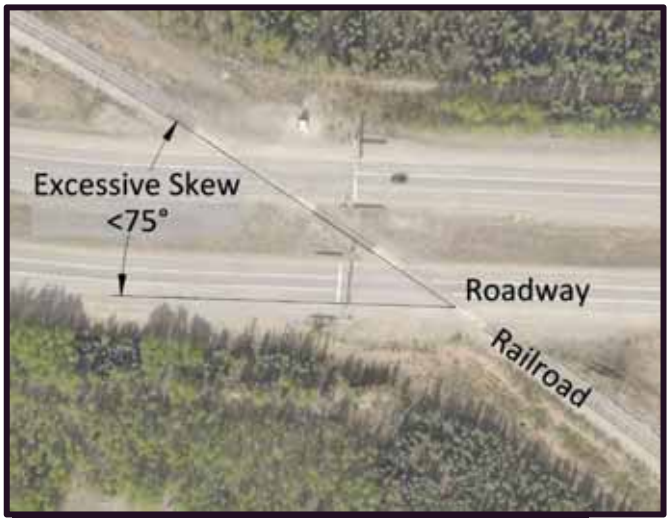


Figure 6: Approach Skew

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.

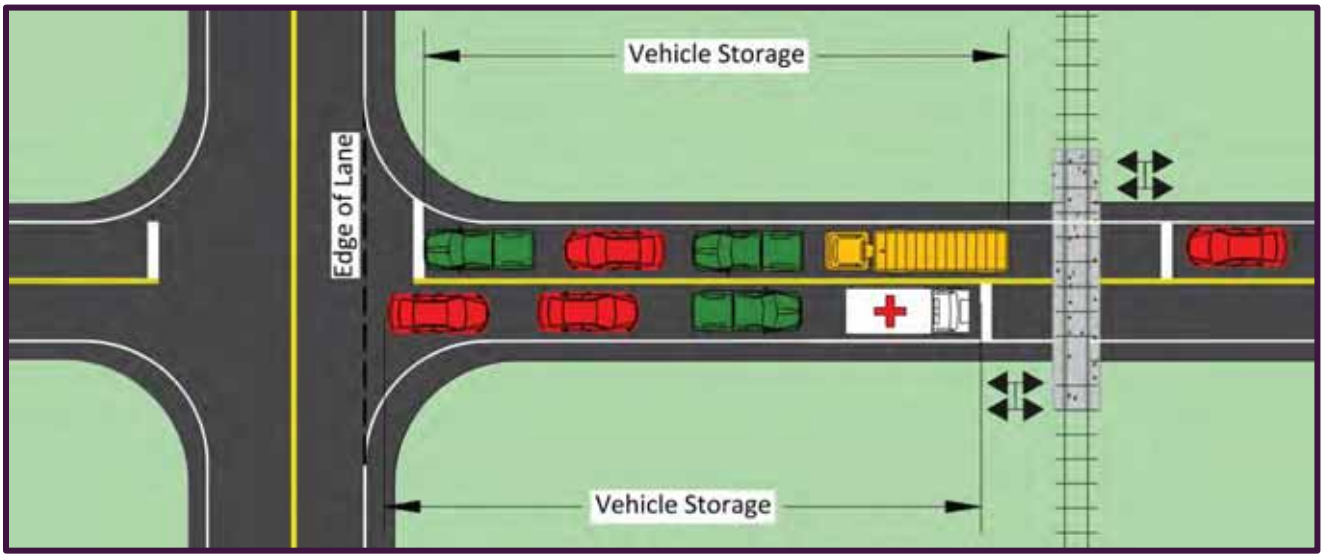


Figure 7: Vehicle Storage

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]		×	×	×	×	×		
868375M∗	Noatak Drive @ Old Chena Pump Road						×		
868402G	University Avenue [Mainline; MP 467.52]		×	×	×	×	×		×
868395Y	Phillips Field Road [Other; MP G00.48]			×		×	×	×	×
868394S	Driveway Street [Other - FE Loop; MP G00.40]	×		×	×	×	×		×
910286H	Charles Street [Other - FE Loop; MP G00.68]			×	×	×	×		×
910345H	University Avenue/Perimeter Road [FAI Airport; MP H7.50]			×				×	
868475S	Peger Road [FAI Airport; MP H4.99]			×			×		×
868473D	South Lathrop Street [FAI Airport; MP H4.05]	×		×	×	×	×		
868432Y	South Cushman Street [FAI Airport; MP H3.05]	×		×		×	×		
910287P	East Van Horn Road [FAI Airport; MP H2.70]			×		×	×		
868405C	College Road [Eielson Branch; MP G01.11]		×	×		×	×		
910372E	Helmericks Avenue [Eielson Branch; MP G01.35]		×	×		×	×		
868406J	Old Steese Highway [Eielson Branch; MP G01.88]		×	×		×	×		×
910244W	Ped/Bike Pathway @ Steese Expressway [Eielson Branch; MP G01.93]						×		
868296B	Steese Expressway [Eielson Branch; MP G01.94]	×	×	×		×			
868407R•	C Street [Eielson Branch; MP G02.26]	×		×		×	×		
868410Y	Farewell Avenue [Eielson Branch; MP G02.68]			×		×	×		
868428J	Richardson Highway (3 Mile) [FAI Airport; MP H0.20]			×		×			
868434M	Badger Road [Eielson Branch; MP G08.28]		×	×		×	×		×
868441X	Dennis Road [Eielson Branch; MP G09.31]		×	×		×	×		
868442E∗	Baptist Church Driveway @ Old Richardson Highway [Eielson Branch; MP G09.54]						×		
868453S	Richardson Highway (12 Mile) [Eielson Branch; MP G14.73]		×	×		×		×	
868456M	Cross Way [Eielson Branch; MP G15.79]	×	×	×		×	×		
868461J	5th Avenue - North Pole [Eielson Branch; MP G16.18]			×		×	×		×

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

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]			×		×	×	×	×
868480N	Laurance Road [Eielson Branch; MP G17.55]		×	×		×	×	×	
868482C•	VFW Street [Eielson Branch; MP G18.36]						×		×
868484R•	Dyke Road [Eielson Branch; MP G19.03]			×			×		×
910293T•	FNSB Landfill Access Road [FAI Branch; MP H2.45]						×		×
868430K•	FNSB Landfill Access Road [FAI Branch; MP H2.60]						×		×
868468G•	Industrial Avenue @ Everts Air [FAI Branch; MP H9.55]						×	×	
868469N•	Industrial Avenue @ Northern Air Cargo [FAI Branch; MP H9.80]						×		
910282F•	Flowline Driveway @ Phillips Field Road [Other; MP 469.11]						×		
910283M•	Livengood Avenue - Flowline Driveway @ Phillips Field Road						×		×
910284U•	Fox Avenue @ Phillips Field Road [Other; MP 469.16]						×		×
868397M•	Good Avenue [Other; MP 469.25]						×		
910237L•	News Miner Driveway - Old Depot Driveway @ Driveway Street [Other; MP G00.20]						×		
910362Y•	OK Lumber Driveway @ Phillips Field Road [Other; MP G00.47]						×		×

• 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.

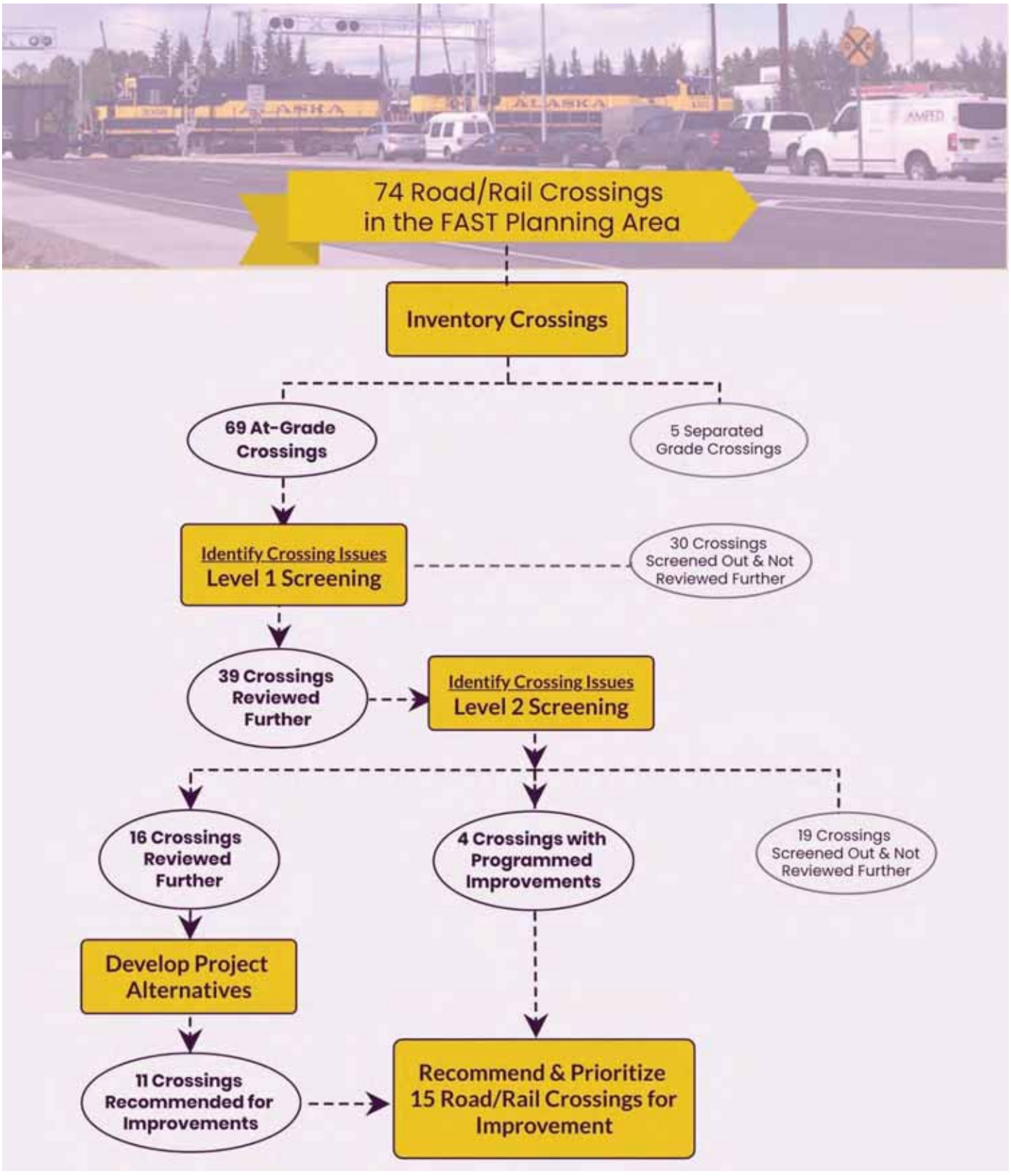


Figure 11: Results of the Plan Development Process

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.

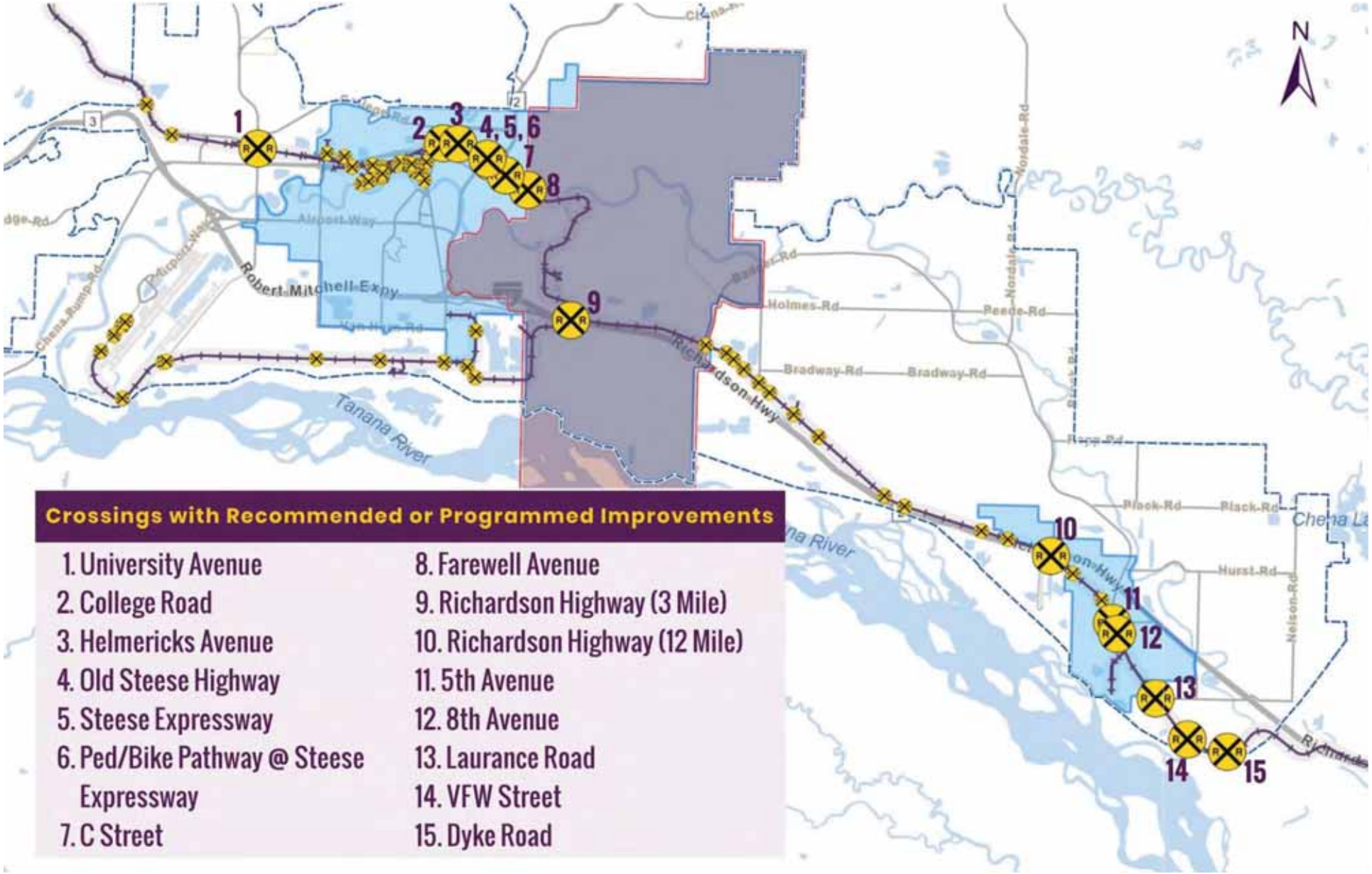


Figure 12: Key Map of Crossings with Recommended or Programmed Improvements

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 8	868470R – C Street 868410Y – Farewell Avenue	Trainor Gate Quiet Zone Study	6.8
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 6	910244W – Ped/Bike Pathway 868296B – Steese Expressway	Pedestrian Crossing Improvements	1.2
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 3 4 5 6 7	868405C – College Road 910372E – Helmericks Avenue 868406J – Old Steese Highway 910244W – Ped/Bike Pathway 868296B – Steese Expressway 868470R – C Street	Construct Railroad Overpass: College Rd to C Street	67.0

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 – 5th Avenue Crossing	Old Richardson Highway Intersection Improvements (5th Avenue)	2022
12	868463X – 8th Avenue Crossing	Old Richardson Highway Intersection Improvements (8th Avenue)	2022

University Avenue Crossing

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

University Avenue Crossing looking North, July 2020

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

Single Track
14 trains per day
20 mph

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.

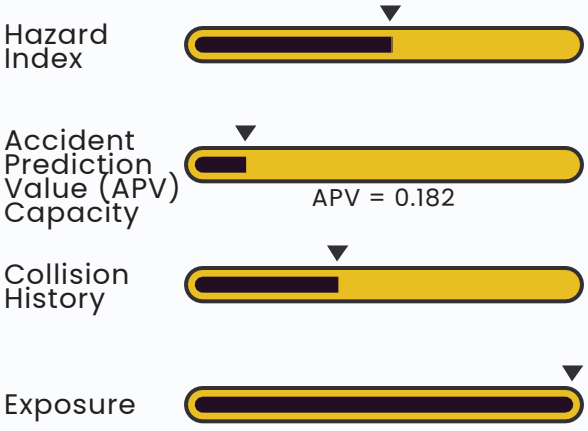
The University Avenue crossing is blocked when trains travel to and from Anchorage and other points to the south. Freight trains arriving in Fairbanks are of particular concern, since the rail yard is close enough to the crossing that the trains stop in the crossing while a crew member manually operates 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

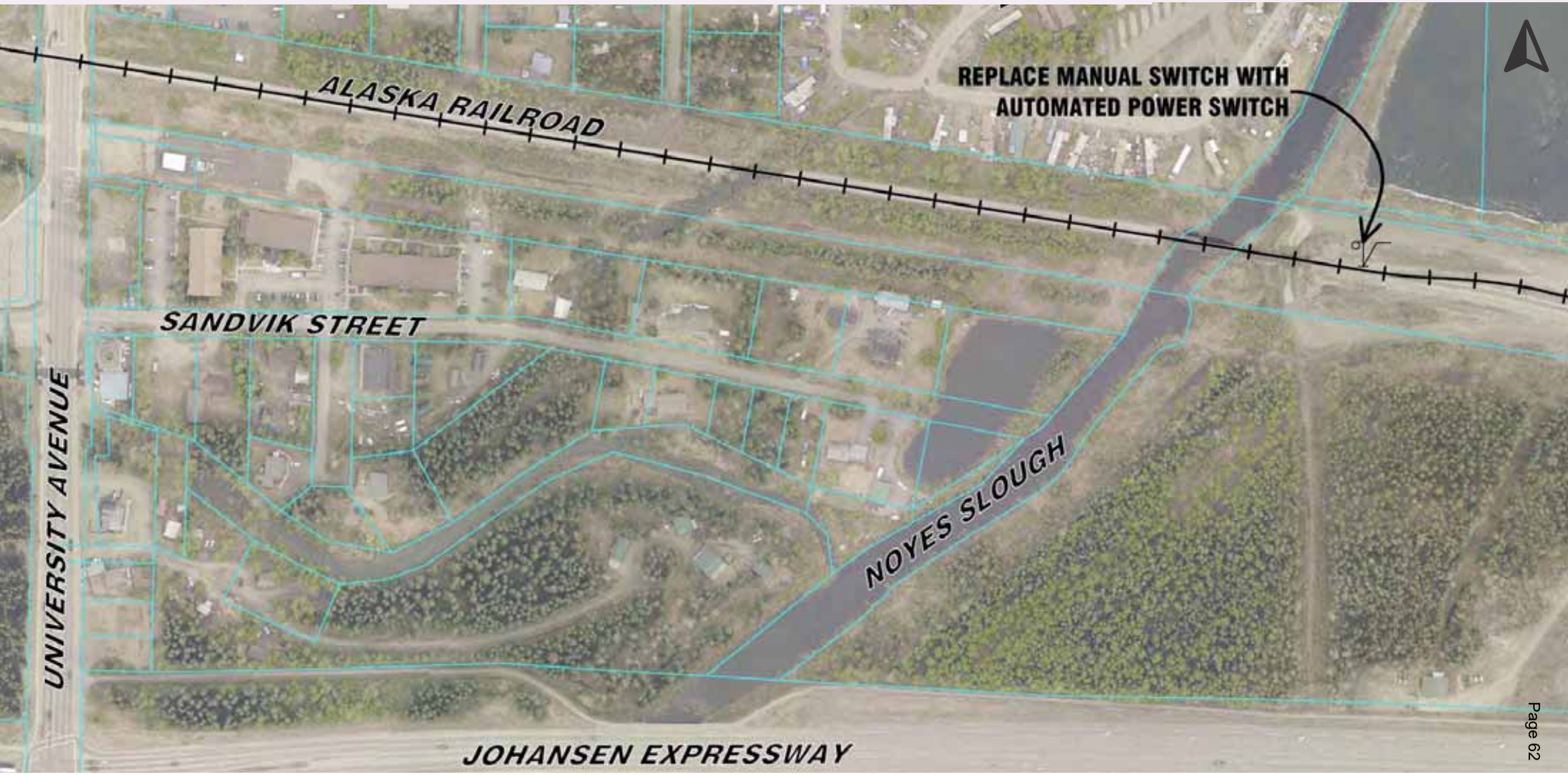
Emission Reductions

DOT&PF Priority: Low — High

ARRC Priority: Low — High

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

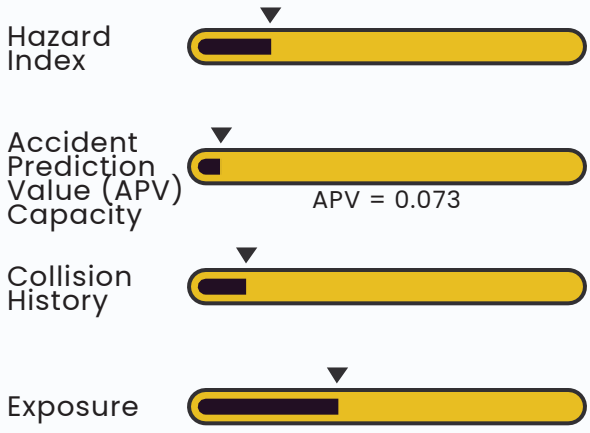
Background

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

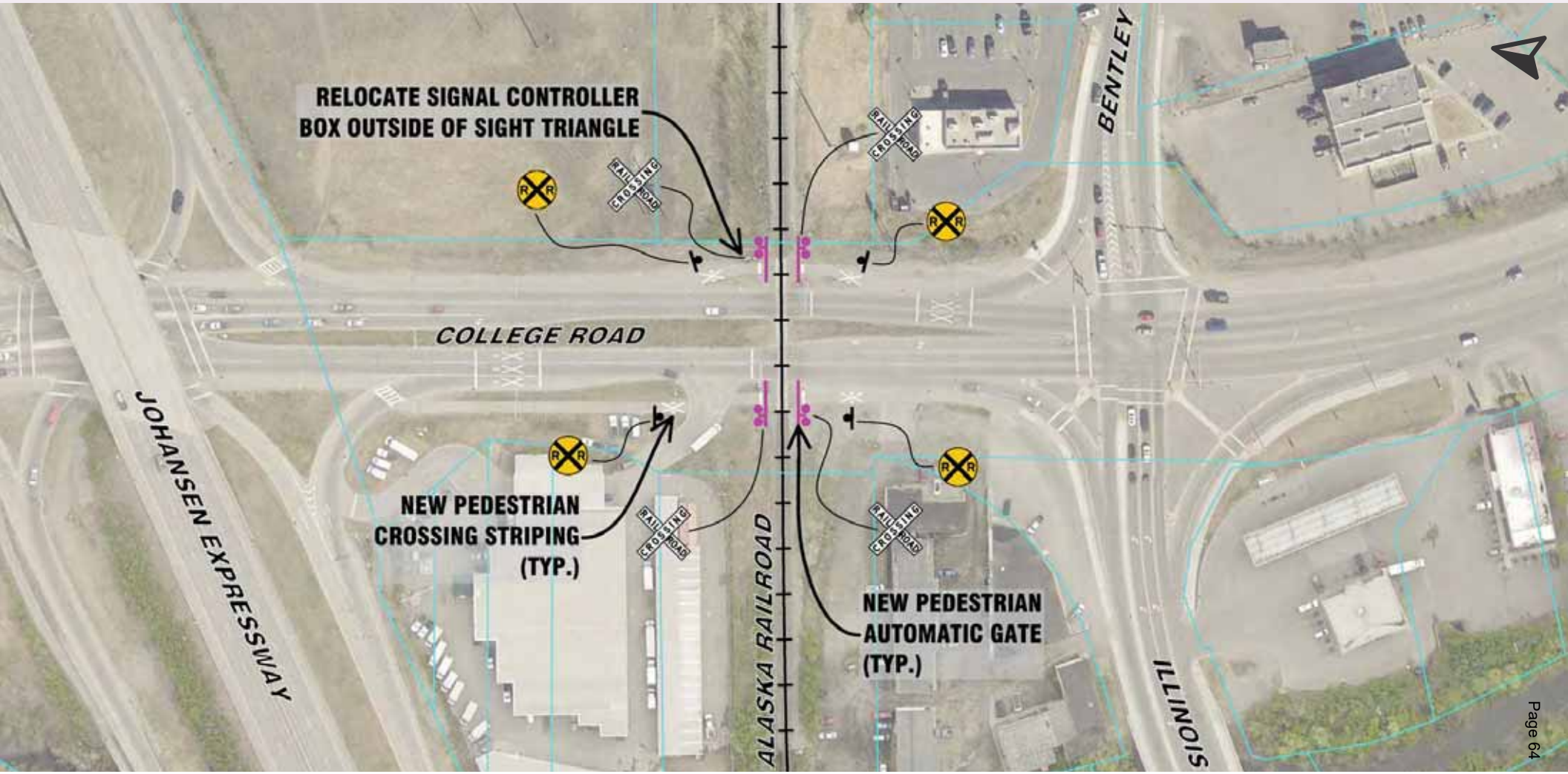
MID TERM

$1.2M

DOT&PF Priority: Low — High

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.

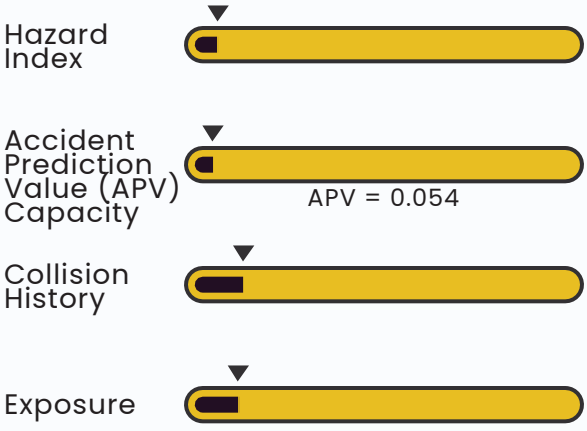
This crossing is located on a roadway horizontal curve and between two close roundabout intersections. In addition, the crossing is near a railroad horizontal curve. The geometrics of the railroad and roadway makes vehicular movements through the crossing awkward. The crossing contains flashing signals 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
- Transit Bus Route
- Emergency Response Route
- Non-Motorized Path

Construct Railroad Overpass: College Rd to C St

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

LONG TERM

$67.0M

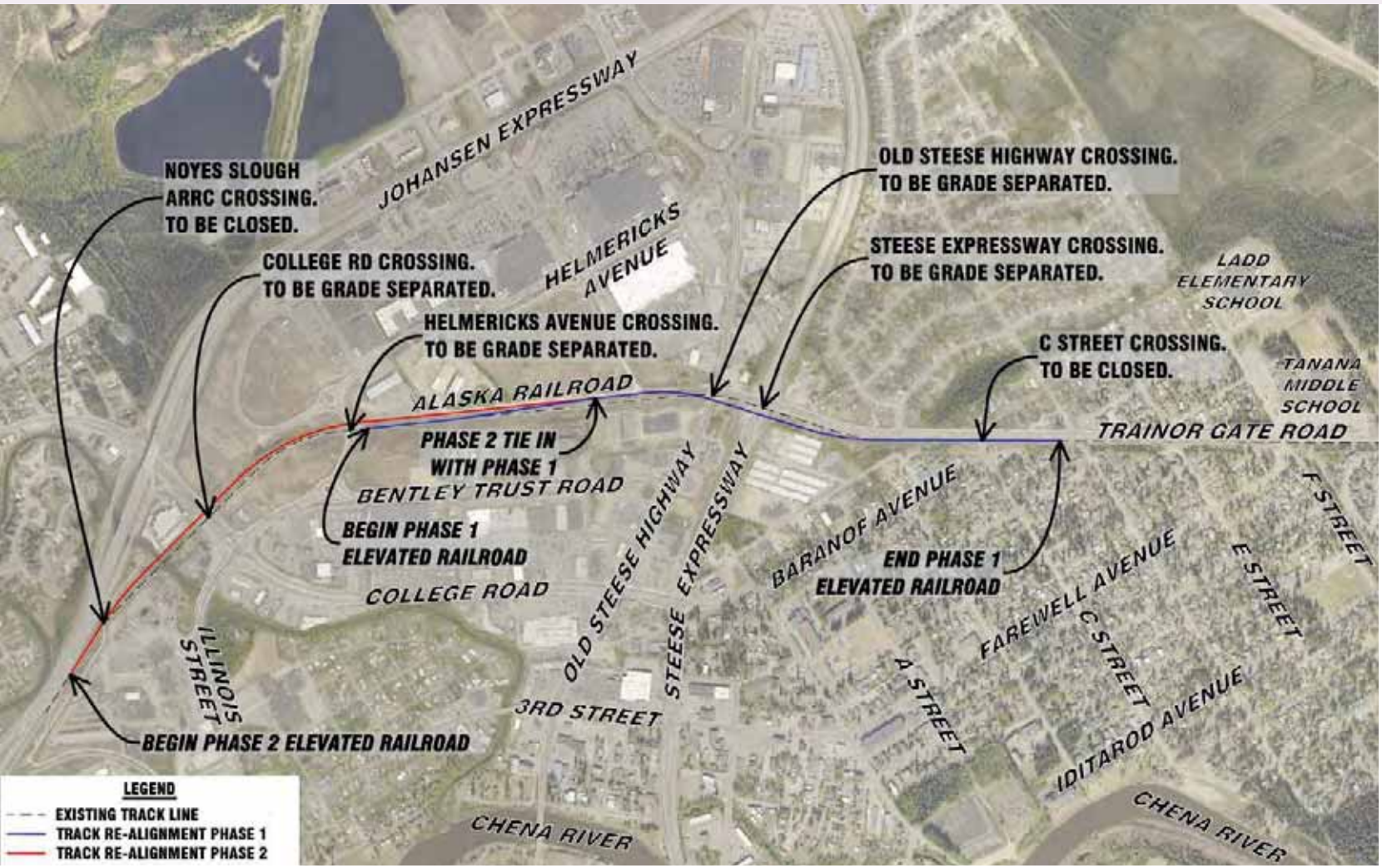
Delay Reductions

Crash Reductions

Emission Reductions

Maintenance Reductions

DOT&PF Priority: Low — High

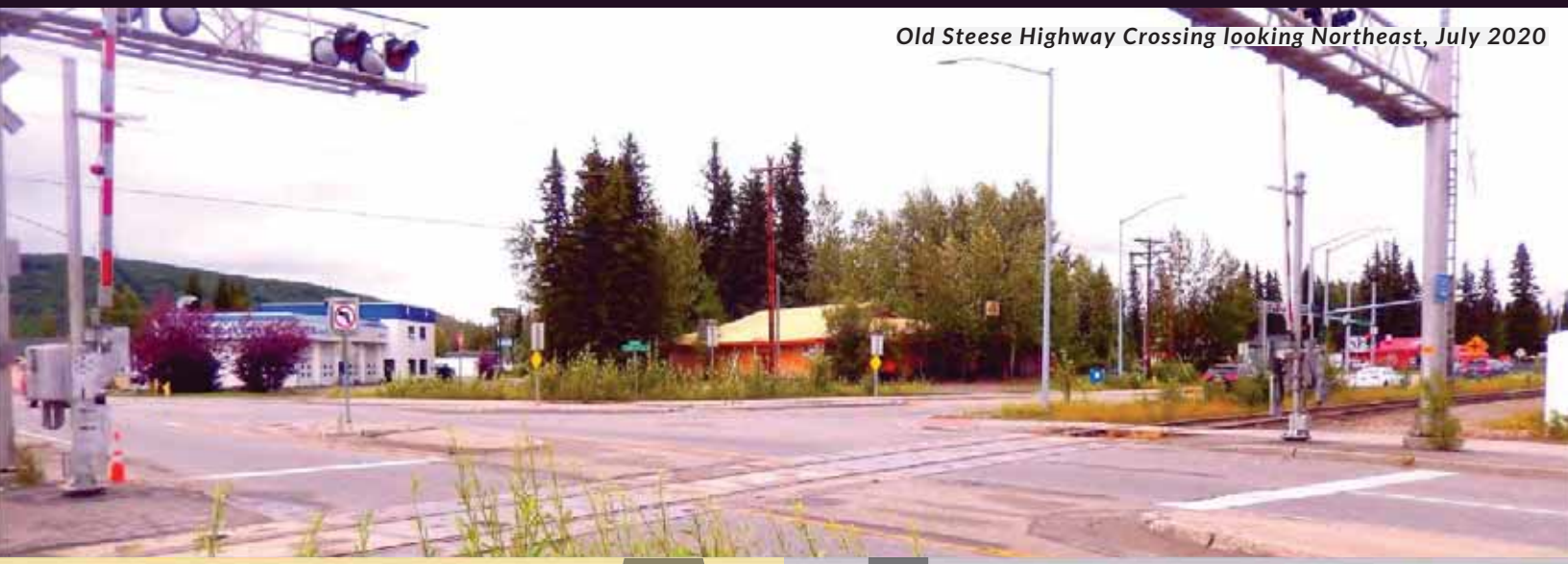


Raising the railroad tracks between Noyes Slough and Farewell Street would grade separate four road crossings, reducing train/vehicle conflict points, improving safety, and decreasing vehicle delay.

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).

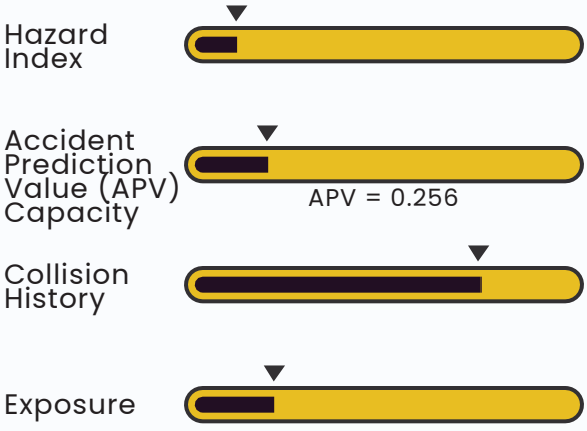
Public comments for this crossing indicated delay and noise are a concern. Additionally, the public expressed concern for safety when the vehicles queue across the tracks.

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



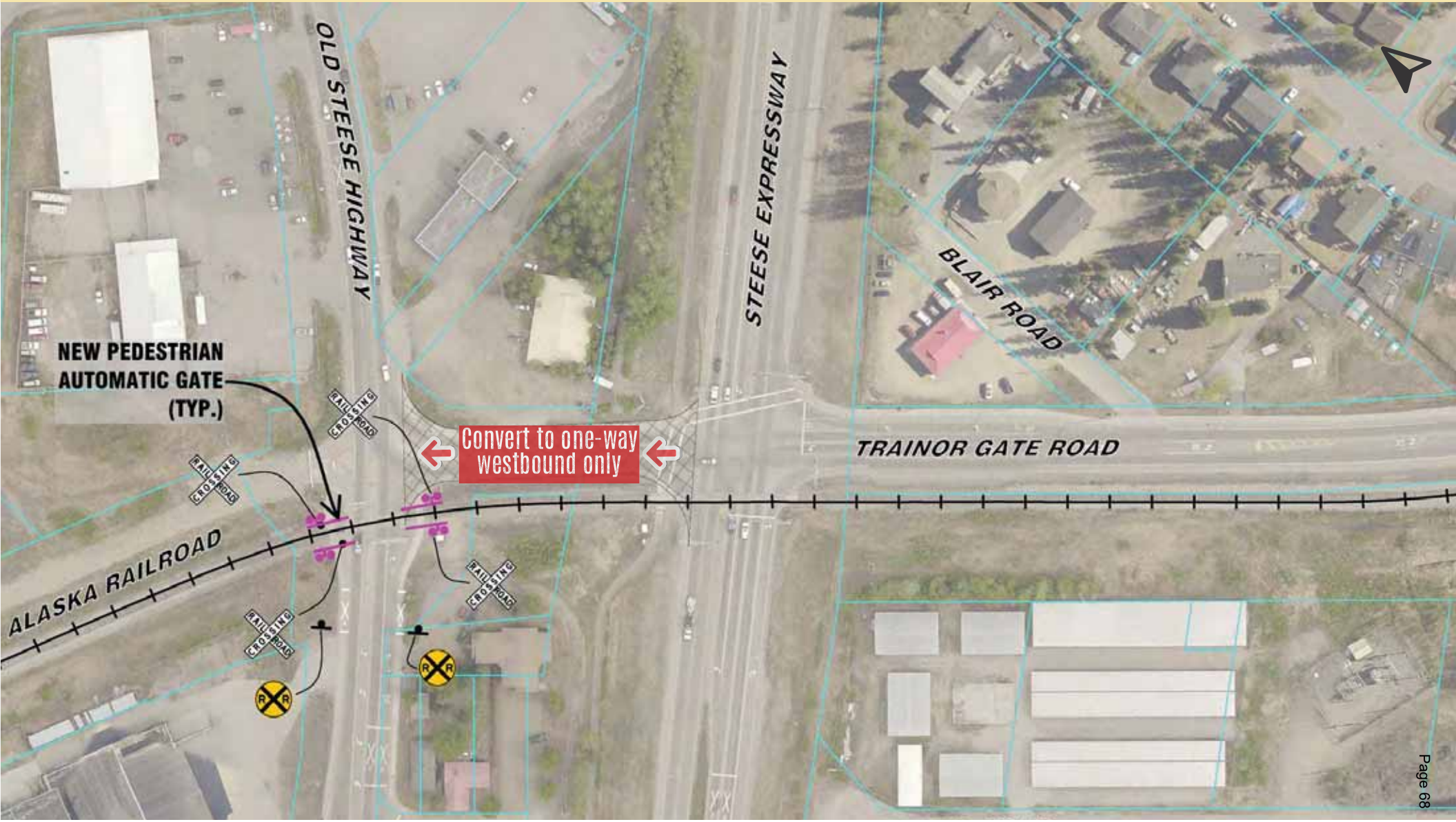
Crossing Geometrics & Other Considerations

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

Reconfigure Trainor Gate Road

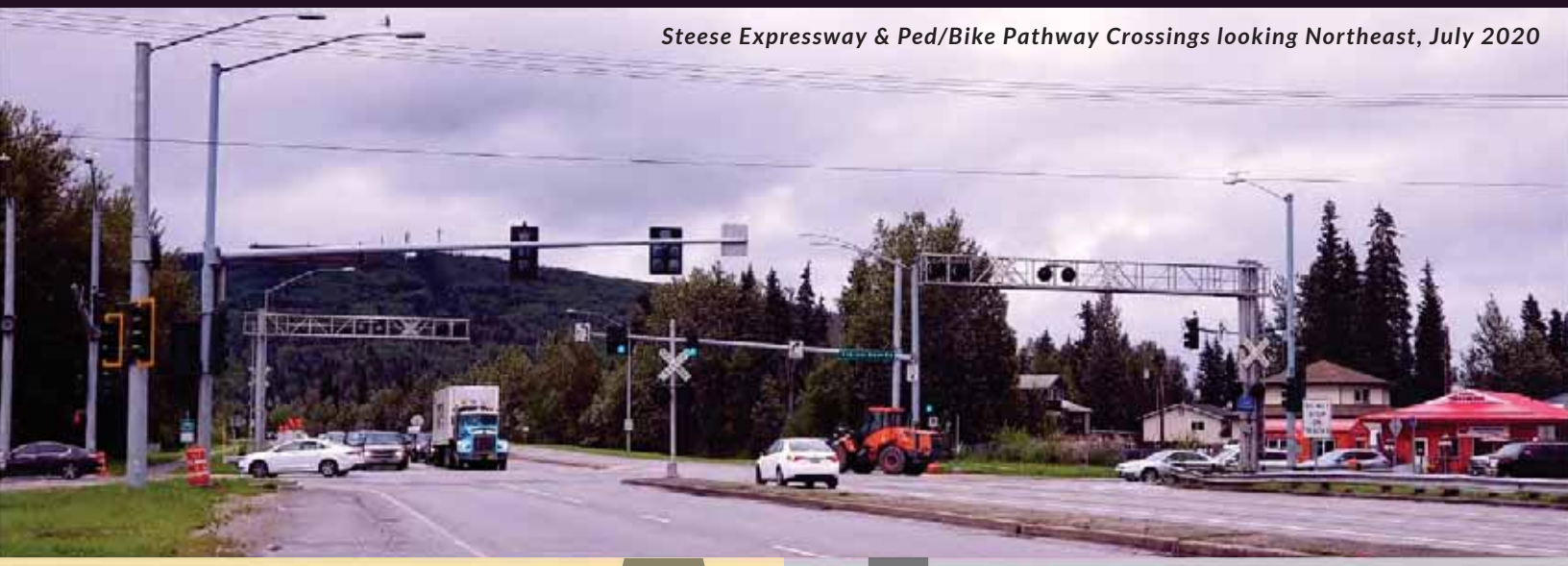
PROGRAMMED PROJECT

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



Steese Expressway & Ped/Bike Pathway Crossings

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



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

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

Single Track
4 trains per day
15 mph

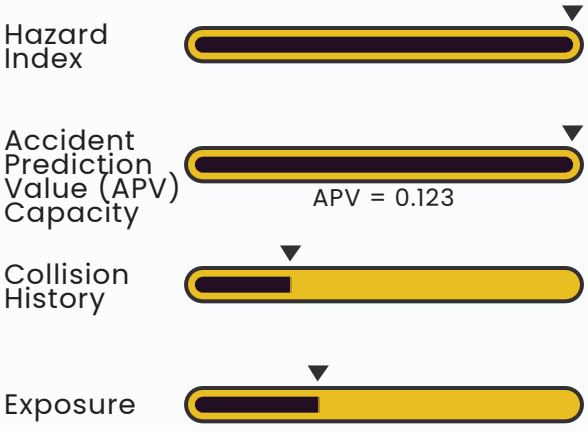
Summary

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

Steese Expressway Crossing

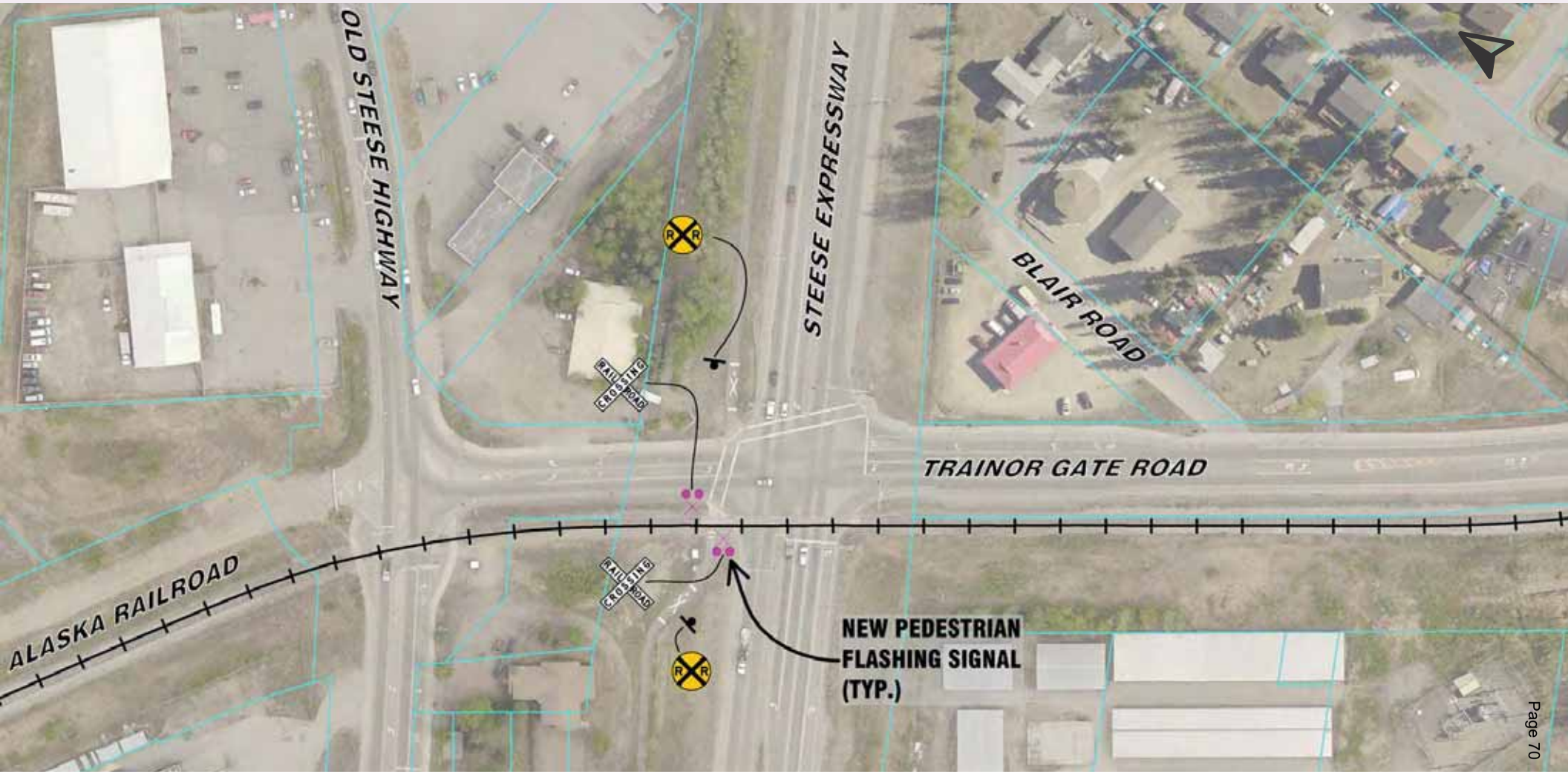
MID TERM

$1.2M

DOT&PF Priority: Low — High

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

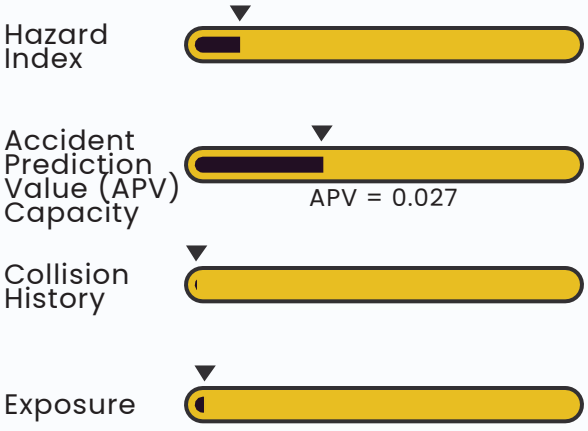
Summary

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

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

Hazard Index

Accident Prediction Value (APV) Capacity

APV = 0.019

Collision History

Exposure

Crossing Geometrics & Other Considerations

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

Reconfigure Trainor Gate Road at Farewell Avenue

MID TERM

$4.1M

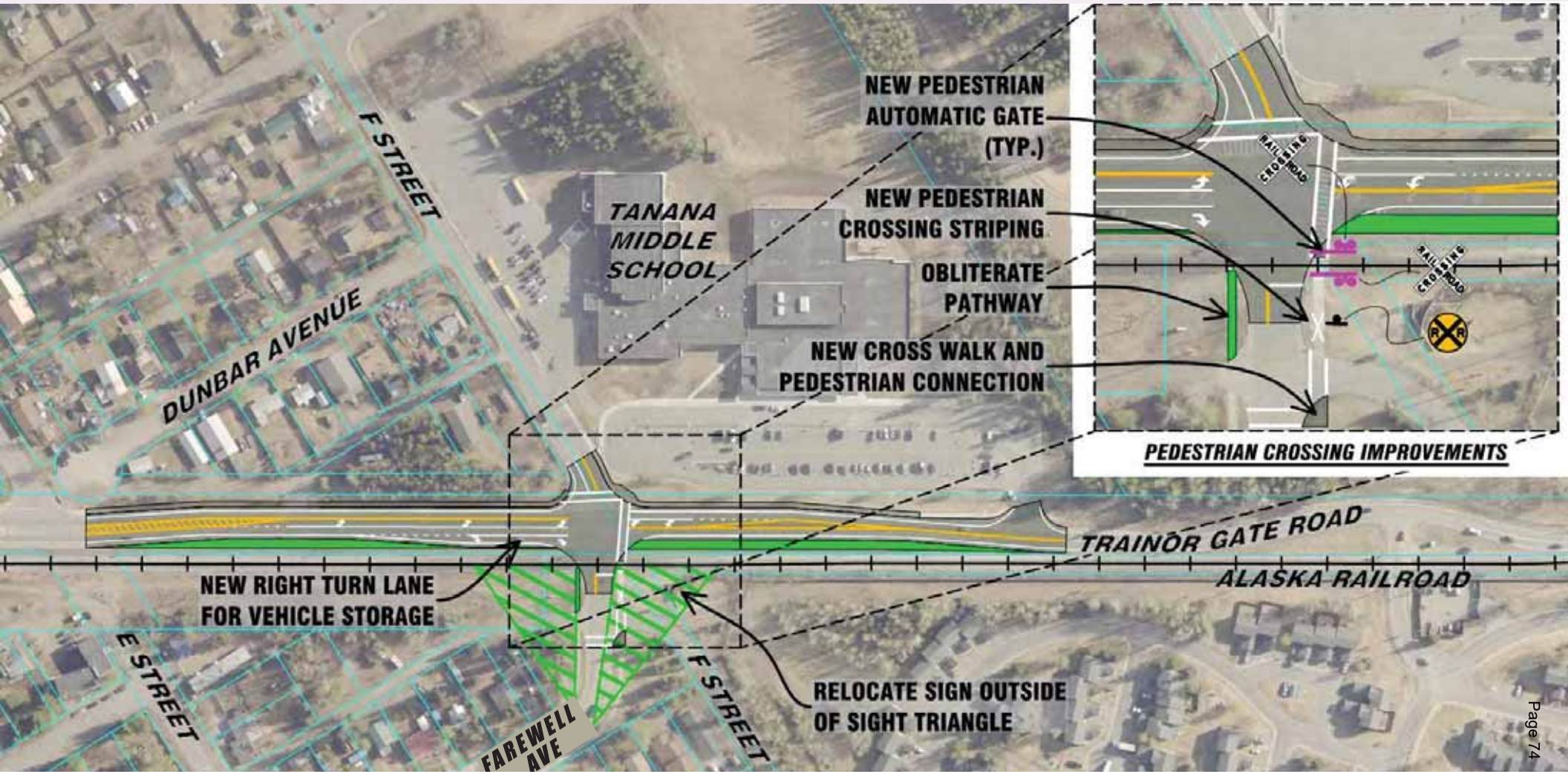
Delay Reductions

Emission Reductions

ARRC Priority Low High

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.



Trainor Gate Quiet Zone Study

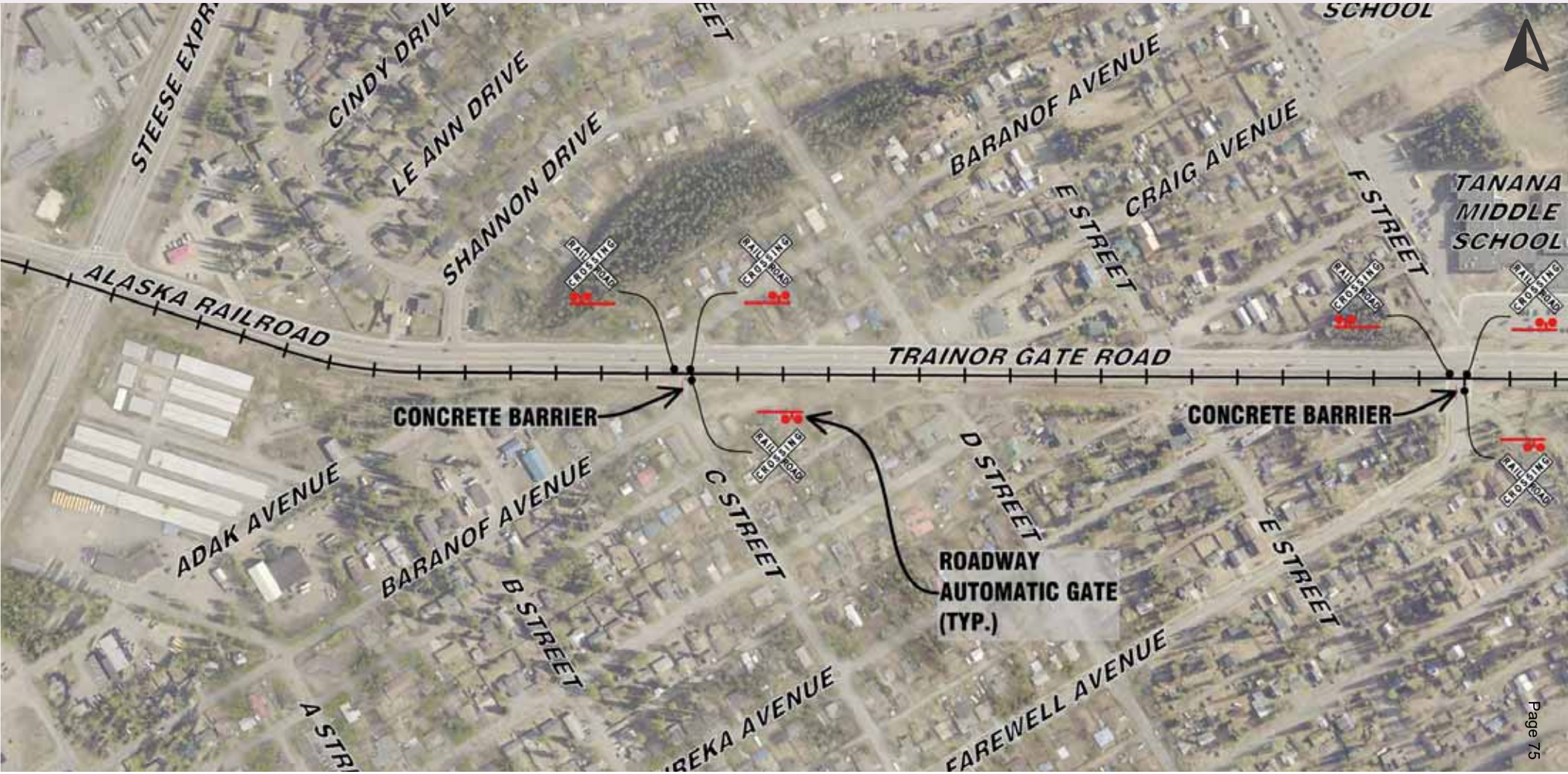
SHORT TERM

$6.8M

This recommendation results from a large volume of public comment.

Designating a quiet zone along Trainor 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.

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

Safety and Operational Metrics

Hazard Index

Accident Prediction Value (APV) Capacity

APV = 0.076

Collision History

Exposure

Crossing Geometrics & Other Considerations

School Bus Route

Emergency Response Route

HazMat Route

Transit Bus Route

Richardson Highway MP 359 Interchange and Grade Separated Facility

PROGRAMMED PROJECT

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

Richardson Hwy (12 Mile/Peridot) Crossing

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

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

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

Single Track
4 trains per day
15 mph

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.

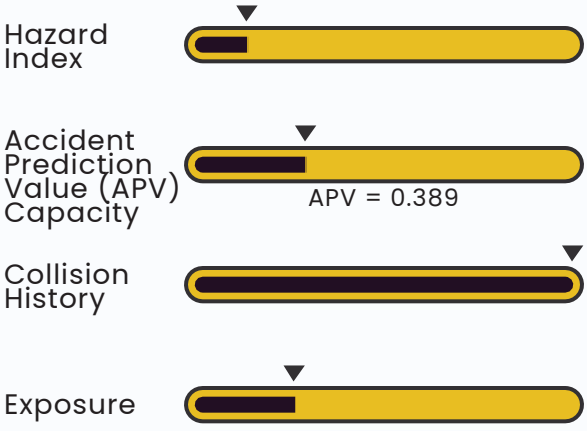
Public comments mentioned minor delay and the gap in tracks being a hazard to snowplows. In addition, there have been eight vehicle crashes recorded at this crossing between 2012 and 2018, which is the highest number of recorded incidences of all the crossings in the study area.

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

FAST NMTP (Draft)

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

SHORT TERM

DOT&PF Priority: Low — High

$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.

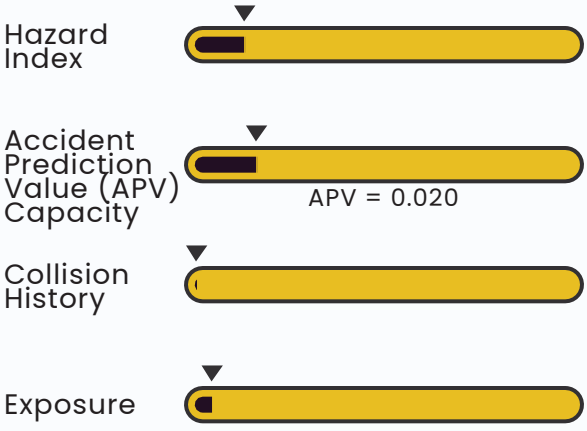
Public comments indicated delay at this crossing due to bus traffic. Comments also state a lack of pedestrian facilities over the tracks are a concern, as well as lack of vehicle storage between the crossing and Old Richardson Highway.

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
- Vehicle Storage
- School Bus Route
- Emergency Response Route
- Transit Bus Route

Old Richardson Highway Intersection Improvements (5th Avenue)

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.

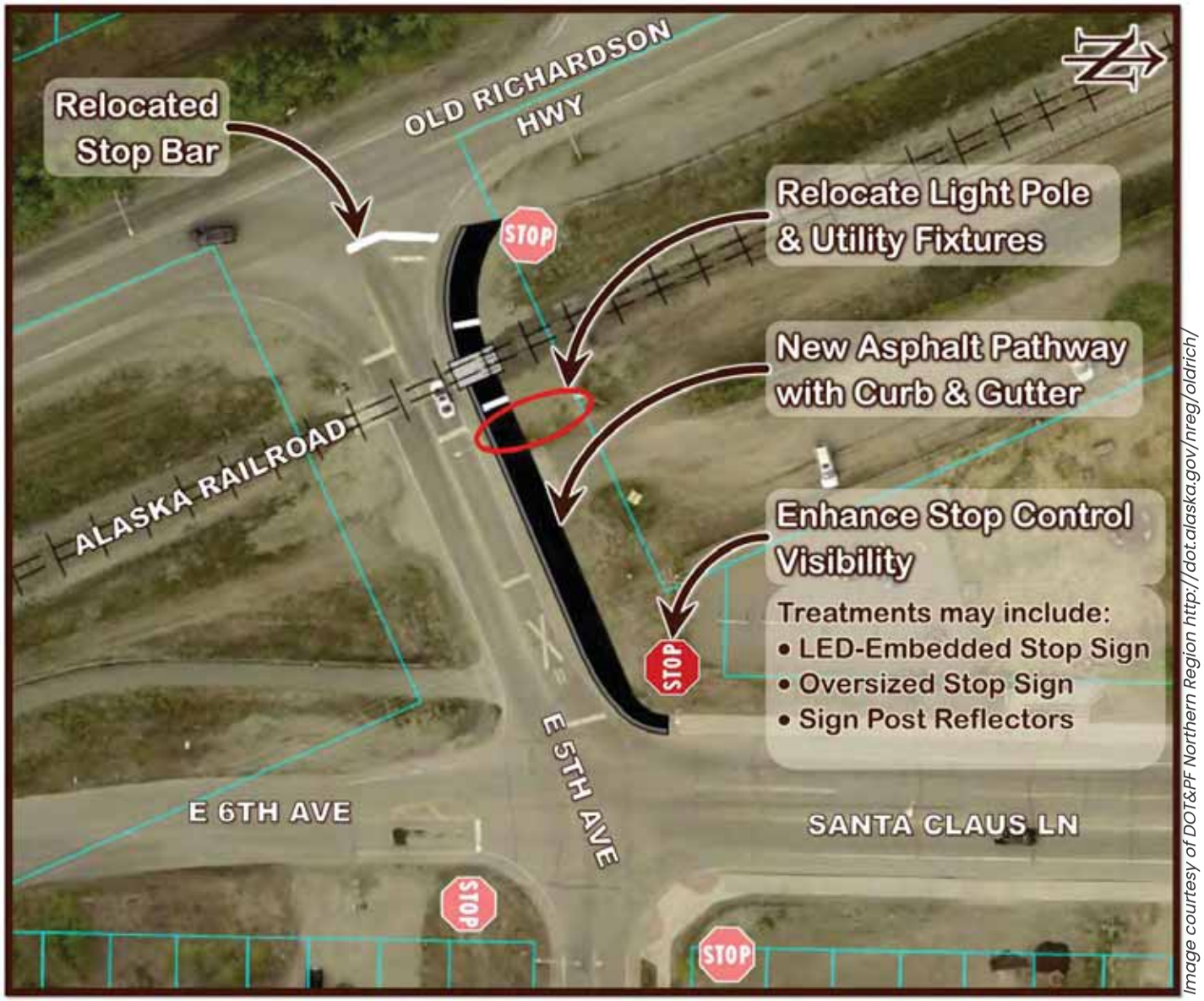


Image courtesy of DOT&PF Northern Region http://dot.alaska.gov/nreg/oldrich/

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.

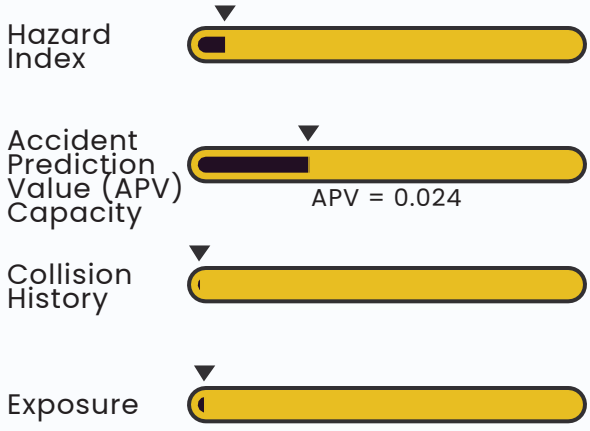
At the crossing, non-motorized facilities include an asphalt pathway separated from the road by a vegetated buffer on one side of the road. The pedestrian facilities partially share crossing traffic control devices with the road.

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



Crossing Geometrics & Other Considerations

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

Old Richardson Highway Intersection Improvements (8th Avenue)

PROGRAMMED PROJECT

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

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.

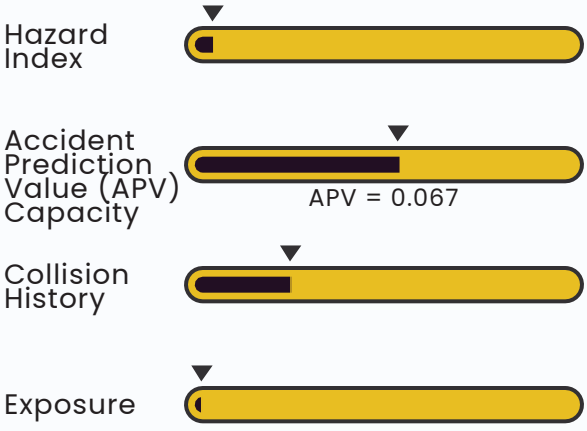
There are no non-motorized facilities present at this crossing; however, wide shoulders on the roadway are present, which could accommodate pedestrians and bicyclists.

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

MID TERM

$3.3M

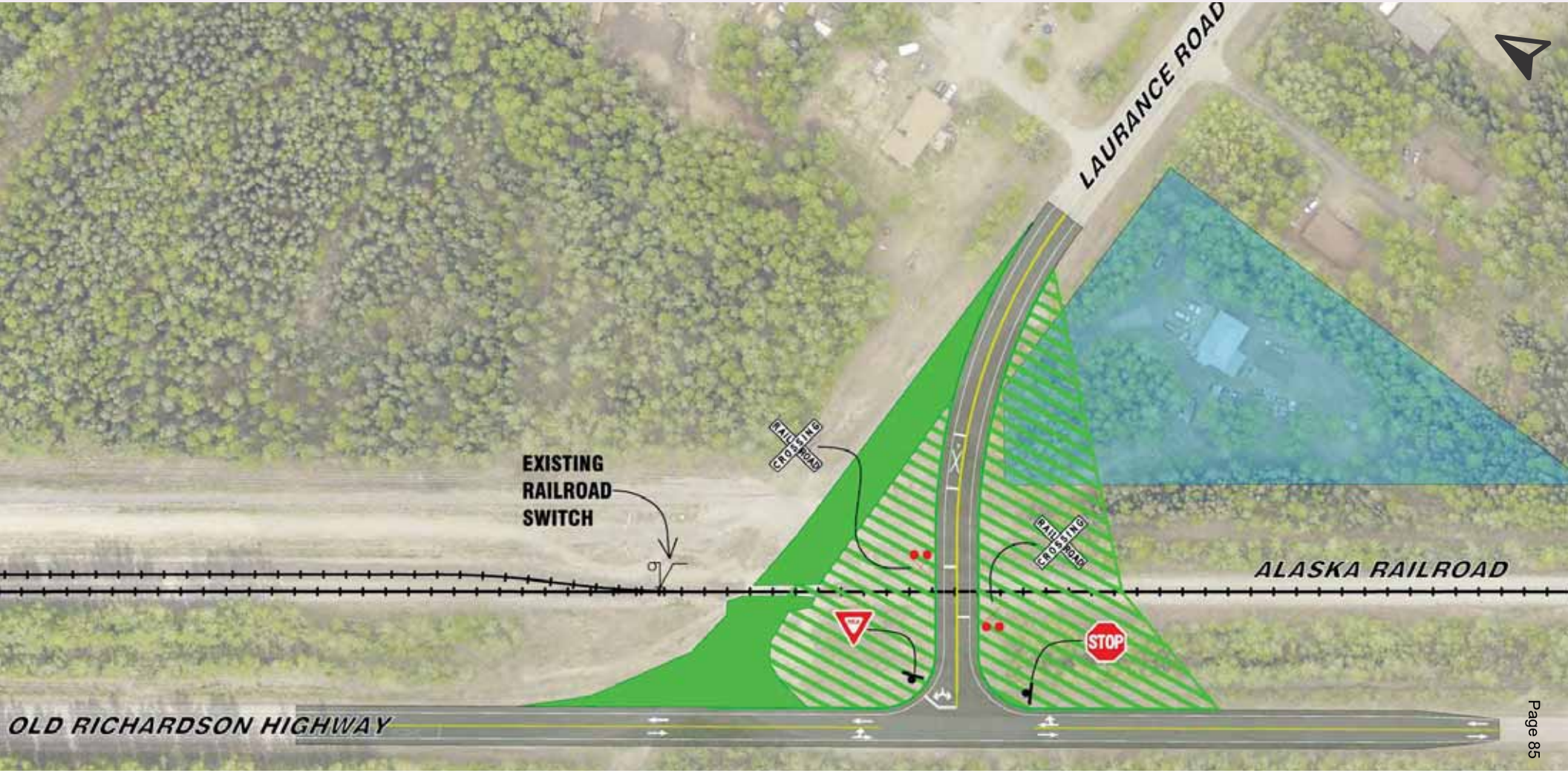
DOT&PF Priority: Low — High

ARRC Priority: Low — High

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

CHALLENGES
Right-of-Way

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



VFW Street Crossing

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

VFW Street Crossing looking North, July 2020

2-lane local road
100 vehicles per day
25 mph

Single Track
4 trains per day
10 mph

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

APV =0.007

Collision History

Exposure

Crossing Geometrics & Other Considerations

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

Close VFW Street Crossing

MID TERM

$1.8M

Crash Reductions

Maintenance Reductions

DOT&PF Priority: Low — High

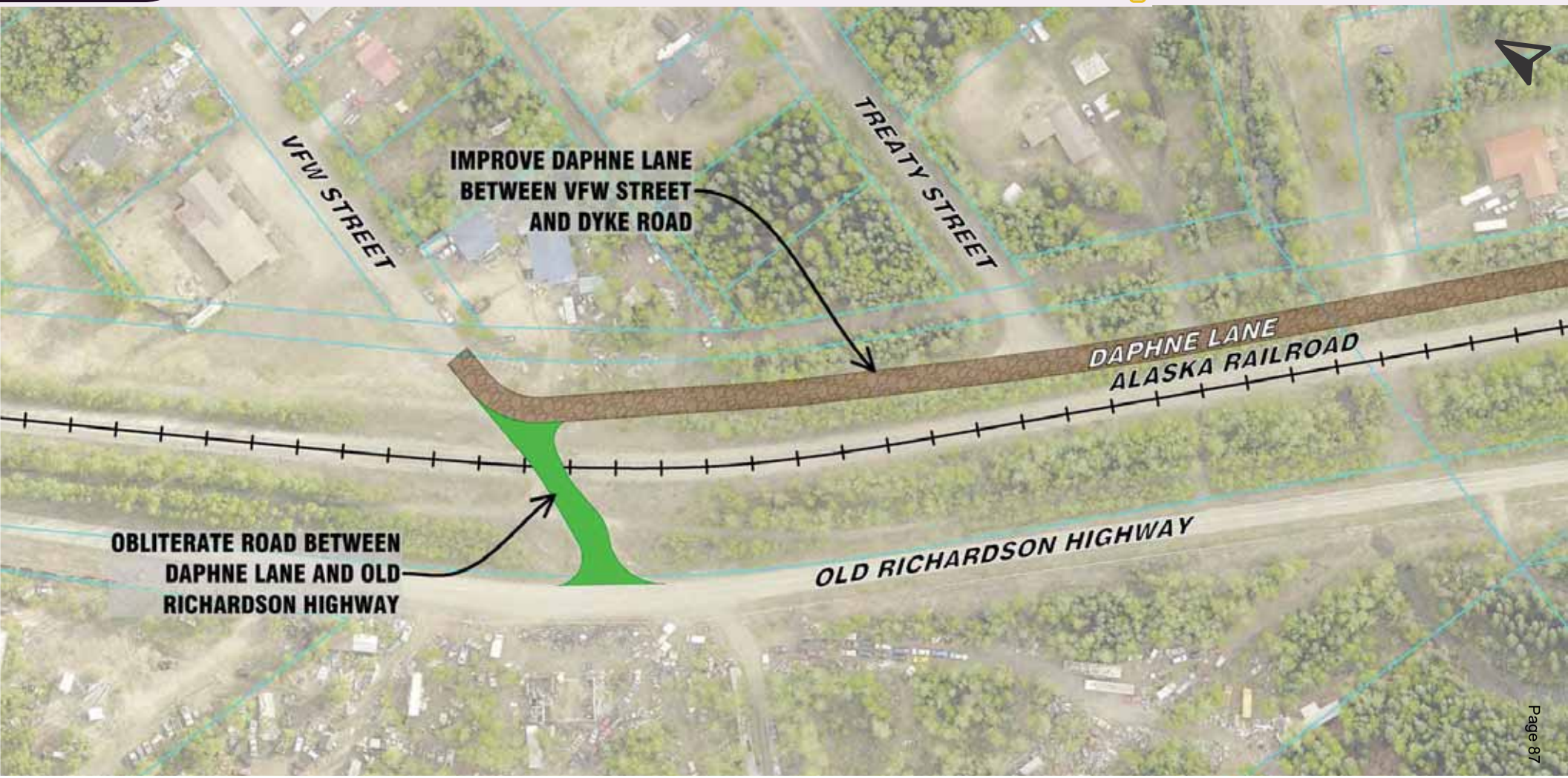
ARRC Priority: Low — High

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

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

CHALLENGES

Daphne Lane is an orphan road.



Dyke Road Crossing

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

Dyke Road Crossing looking South, July 2020

2-lane minor collector
665 vehicles per day
25 mph

Single Track
4 trains per day
10 mph

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.

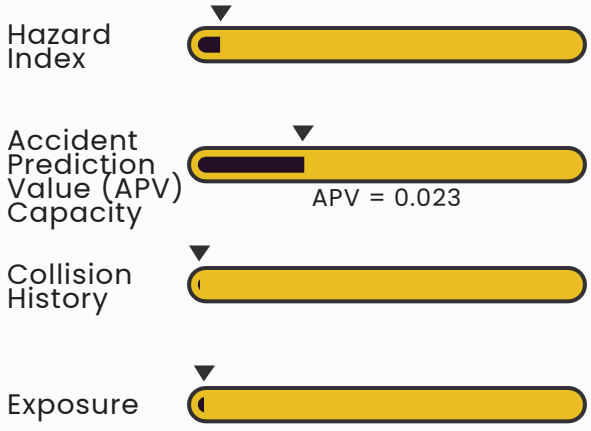
This crossing was recently improved by a roadway project; however, the existing approach grade on Dyke Road does not meet current standards. In addition, the crossing lacks sufficient sight distance and vehicle storage.

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

Quick Reference to Other Plans

FAST NMTP (Draft)

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Vehicle Storage
- Approach Grade

Reconstruct Dyke Road Crossing

MID TERM

$0.4M

DOT&PF Priority: Low — High

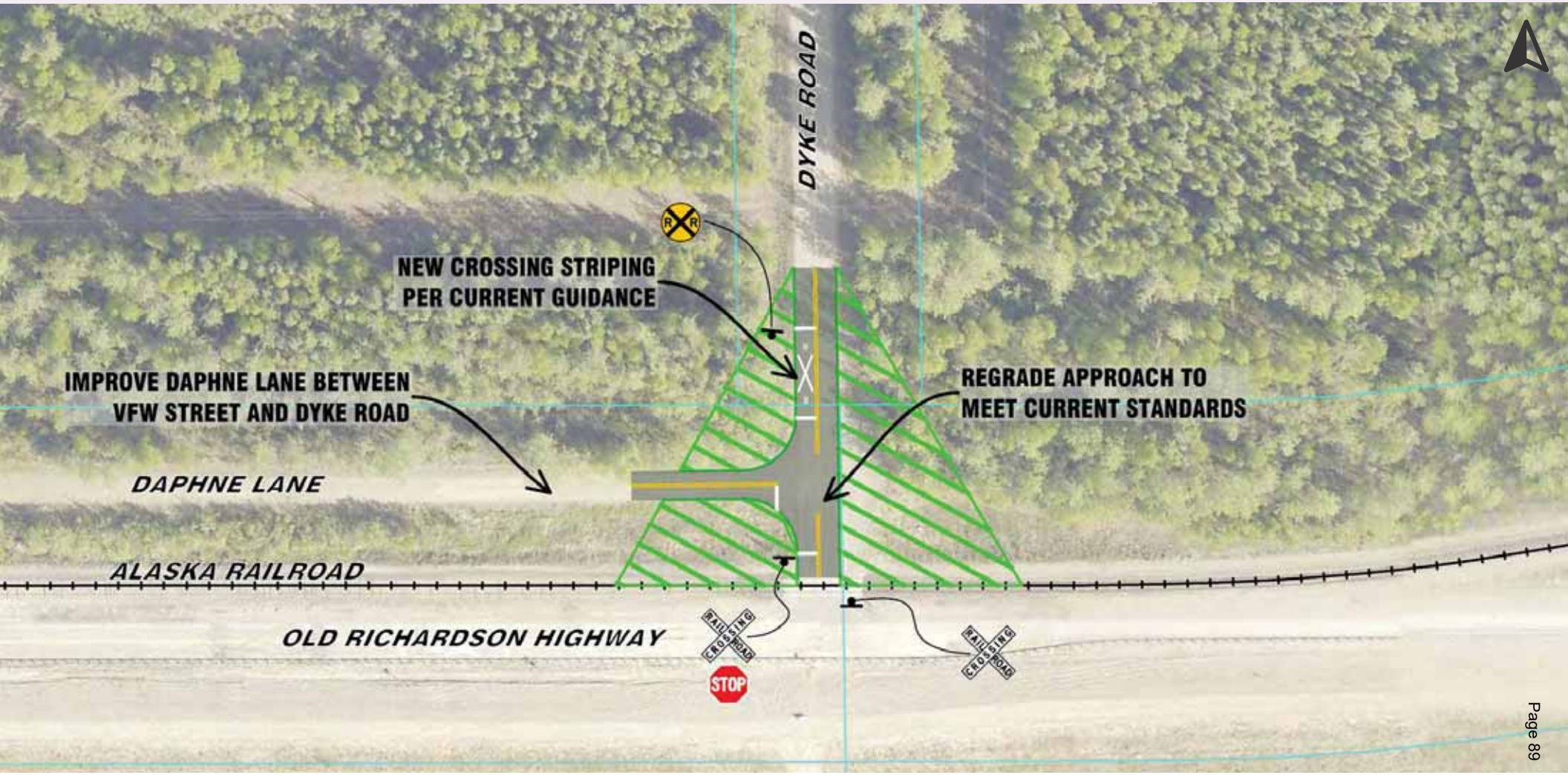
ARRC Priority: Low — High

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.

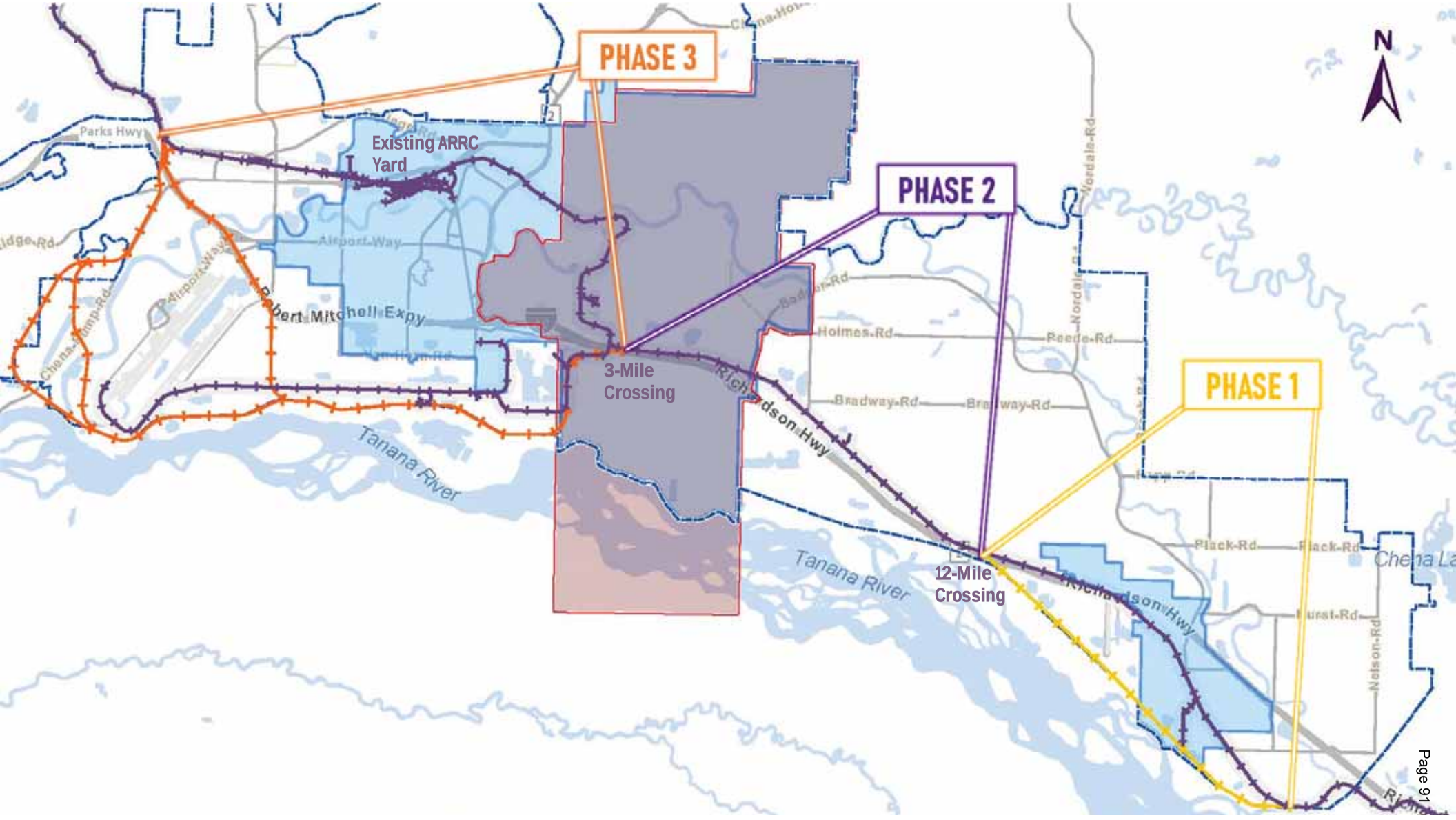
High priority locations also need updated signal equipment, while the lower priority locations need updated signal equipment and eventually a cabinet replacement.

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. *State pays design match and local governments pay construction match, per agreement.*	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
	Steese Highway Path (Johansen Expy to Trainor Gate Rd)		TBD	BPAC nomination, repave
UAF	Tanana Drive (Yukon to North Tanana Drive)	$	236,670	Previously nominated, needs match commitment
	Total	**$**	**1,611,132**	

FAST Improvement Program FFY22 Options

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 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% contigency
City of North Pole	CONP Driveway Aprons	$	548,000	3-foot aprons; includes 25% contigency
Alaska DOT&PF	Phillips Field Road Path (University Avenue to Peger Road)	$	317,520	Repave path and replace fence section(s); includes 25% contigency
	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% contigency
City of North Pole	CONP Driveway Aprons	$	548,000	3-foot aprons; includes 25% contigency
Alaska DOT&PF	Phillips Field Road Path (University Avenue to cul-de-sac)	$	127,730	Repave worst section of path only; includes 25% contigency
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% contigency
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**	

FAST Improvement Program FFY22 Priorities (Proposal C)

Technical Committee Recommendation - July 7, 2021

City of Fairbanks	Dunbar Avenue (A to C Street)	$	352,500	Repave roadway w/ storm drain improvements; includes 25% contigency
City of North Pole	CONP Driveway Aprons	$	548,000	3-foot aprons; includes 25% contigency
Alaska DOT&PF	Phillips Field Road Path (University Avenue to cul-de-sac)	$	127,730	Repave worst section of path only; includes 25% contigency
FNSB Parks & Rec	South Cushman Extension	$	137,900	New E-1 gravel surface; includes 25% contingency
	Total	**$**	**1,166,130**	

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% contigency
FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	$	102,400	Gravel to pavement with path repair; includes 25% contingency
City of Fairbanks	Pratt Avenue (2nd to Front Street)	$	52,000	Repave w/ drainage improvements (ditches); includes 25% contingency
	Total	**$**	**624,400**	

FairbanksNorthStar GIS Map

8/26/2019 11:20:35 AM

1:12,685

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Parcels w/ Taxroll Info

Parcel Labels

Road Labels Small

Imagery_2017_Pictometry_Fairbanks

Red: Band_1

Green: Band_2

Blue: Band_3

GIS Us

FairbanksNorthStar GIS Map

8/26/2019 11:35:16 AM

Parcels w/ Taxroll Info

Parcel Labels

Road Labels Small

Imagery_2017_Pictometry_Fairbanks

Red: Band_1

Green: Band_2

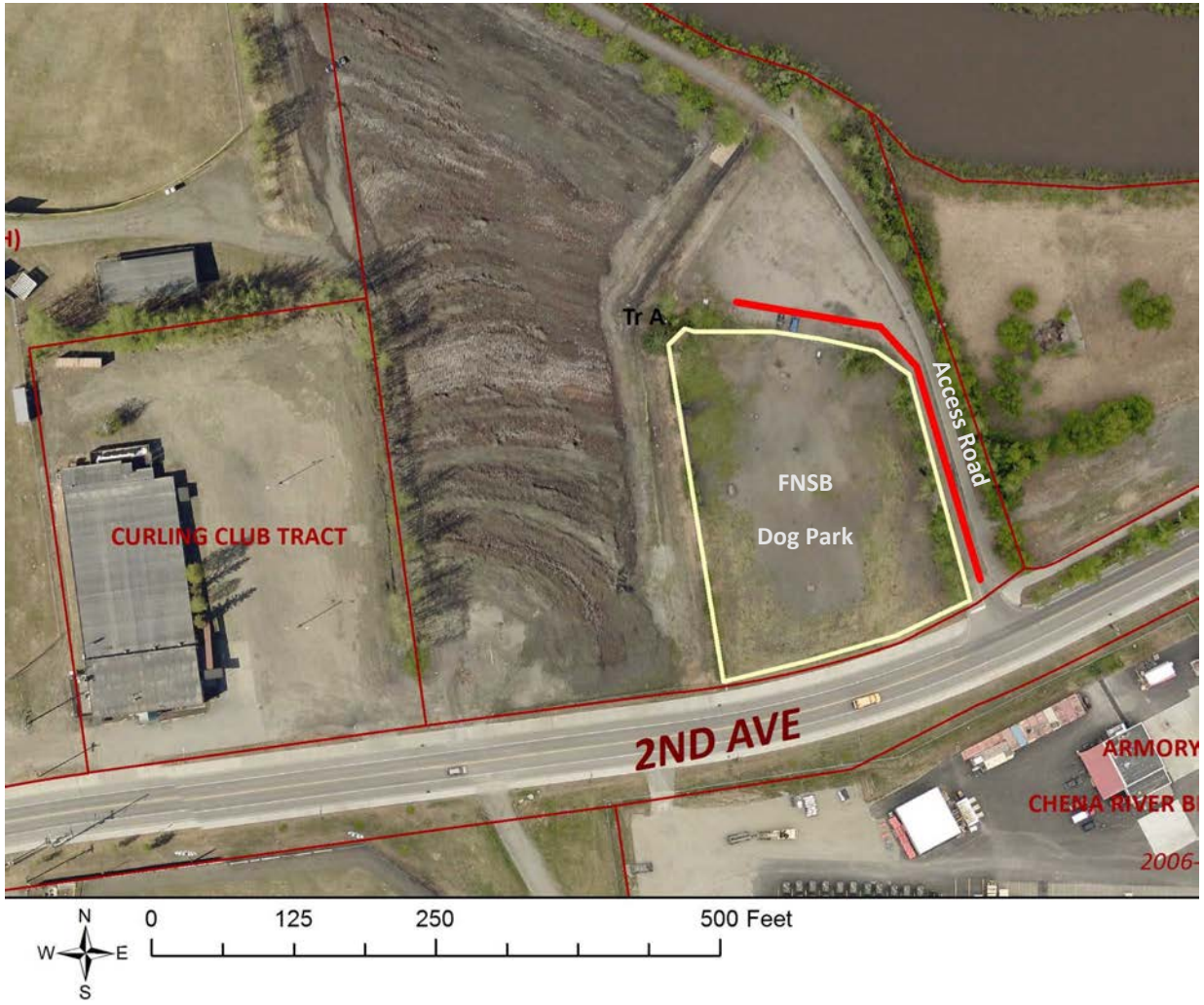
Blue: Band_3

1:3,204

0 0.01 0.03 0.06 mi

0 0.03 0.05 0.1 km

GIS Us



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
NFHWY00445	5th Avenue Reconstruction	Design	4/5/2021	$109.8	$109.8	100%	
NFHWY00447	Airport West Bicycle & Pedestrian Facility	Construction		$1,010.7		0%	
NFHWY00336	Coordinator's Office	Planning	1/14/2021	$100.0	$100.0	100%	
NFHWY00126	Cowles Street Reconstruction	Design		$341.1		0%	FFY22 AC
NFHWY00524	FAST Intersection Improvement Program	Utilities	4/27/2021	$4.5	$4.5	100%	
		Construction	4/27/2021	$268.4	$268.4	100%	
NFHWY00559	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%	
NFHWY00596	Metropolitan Transportation Plan Update	Planning	2/18/2021	$136.5	$136.5	100%	
				$13.1			
NFHWY00246	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
NFHWY00282 NFHWY00559	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
NFHWY00336	FAST Coordinators Office	Planning	10/1/2020	$321.2	$321.2	100%	
	TOTAL			**$321.2**	**$321.2**	**100%**	

OFFSET FUNDS (Federal Share)							
IRIS	**OFFSET**	**PHASE**	**AMOUNT**		**FFY20 OBLIGATIONS**	**OBLIGATION DATE**	**PROJECT**
Z617250000	Noble Street Upgrade	Multiple	$401.5		$7.0	10/16/2020	FFY20 Intersection Imp. Prg. Constr.
NFHWY00274	Minnie Street Corridor Study	Planning	$3.3		$95.2	10/22/2020	FFY20 Imp. Prg. Construction
NFHWY00346	Improvement Program FFY18-19	Design	$3.1		$57.2	12/4/2020	FFY20 Imp. Prg. Construction
NFHWY00365	Surface Upgrades FFY19	Multiple	$129.7		$205.9	4/5/2021	5th Ave Reconst Design
NFHWY00417	Johansen & Danby Path Resurfacing	Construction	$131.3		$82.2	2/1/2021	Tanana/Chandalar Intersections Const
					$30.0	6/16/2021	FFY21 Sidewalk Imp. Prg. Constr.
					$11.0	Pending	Non-motorized Plan Update
					$47.6	Pending	Road/Rail Crossing Reduction Plan
	TOTAL		**$668.9**		**$477.4**	**Percent Obligated**	**71%**

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 Intertersections 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**	
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
NFHWY00170	FMATS Sidewalk Improvement Program FFY19	2019-20	TBD	Pending construction closeout
Z637840000	Gillam Way Rehabilitation	2019	TBD	Pending construction closeout
NFHWY00137	Wembley Avenue Improvements	2019	TBD	Pending construction closeout
NFHWY00425	Fbks R/R Crossing Reduction/Realignment Plan	2020	TBD	Pending final deliverable
NFHWY00434	FAST Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWY00165	FAST Intersection Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWY00446	Non-motorized Plan Update	2020	TBD	Final deliverable received
NFHWY00463	Road Service Area Expansion Plan	2020	TBD	Pending final deliverable
NFHWY00014	Tanana Loop & South Chandalar Dr Intersections	2020	TBD	Pending construction closeout
		TOTAL	**TBD**	