

Appendix B. Agency Coordination Records

- B.1 PAC
- B.2 Agency Scoping Letter & Response Summary

Project Advisory Committee

PAC Membership List

Name	Organization	Division / Department	Email
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**Alaska Department of
Transportation & Public Facilities
Steese Expressway/Johansen Expressway Interchange**

Z607320000/002337

Project Advisory Committee

Keep Alaska Moving through service and infrastructure

**PROJECT ADVISORY COMMITTEE
WORKSHOP #1 AGENDA**

Wednesday, August 30, 2017 – 1:00 pm to 4:00 pm
MR DOT&PF, McKinley T2 Training Room

1. Welcome
2. Advisory Committee Introductions
3. Project Overview
4. Presentation of Previous Studies
5. 15 Minute Break
6. Purpose and Need Statement
7. Goals
8. Constraints
9. Review and Summary

COMMITTEE FACILITATORS

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COMMITTEE MEMBERS

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COF – Engineering

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COF – Fire

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COF – Police

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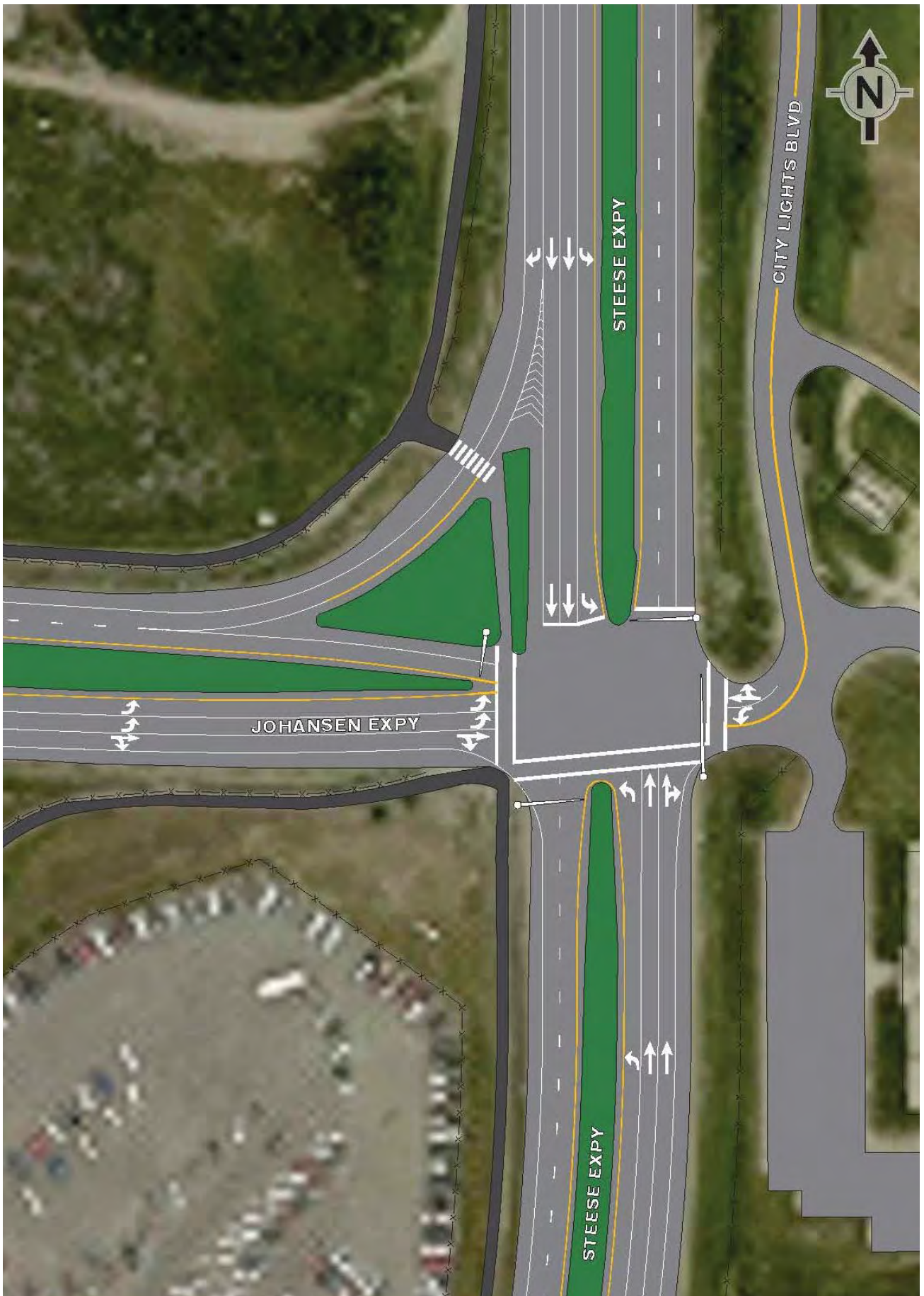
US Army Fort Wainwright

David Moody, david.c.moody24.civ@mail.mil, (907) 361-7131

PROJECT AREA MAP



EXISTING INTERSECTION CONDITIONS



PROJECT SCHEDULE

	2017												2018												2019											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Public Advisory Committee							<ul style="list-style-type: none"> Workshop #1: Initial Data August 30, 2017 Workshop # 2: Alternatives Review Est. Date: January 2018 Workshop #3: Preferred Alternative Est. Date: July 2018 																													
Public Involvement							<ul style="list-style-type: none"> Preliminary Open House Est. Date: October 2017 Alternatives Open House Est. Date: April 2018 Preferred Alternative / Environmental Open House Est. Date: February 2019 																													
Engineering Analysis							Aug - Oct																													
Alternatives Development							Nov - Mar																													
Preferred Alternative							Apr - Jan																													
Environmental Document							August - June																													

Project: Steese Expressway/Johansen Expressway Interchange:
Engineering & Environmental Services
Project No. Z607320000 / 0002337

Meeting: Public Advisory Committee Workshop #1

Date/Time: August 30, 2017, 1:00 pm

Location: McKinley T2 Training Room, NR DOT&PF, Fairbanks

ATTENDEES:

COF Engineering, Jackson Fox	NR DOT&PF – Bridge Design, Elmer Marx (via phone)
COF Fire, Kyle Green	NR DOT&PF – Design, Carl Heim
COF Police, Dan Welborn	NR DOT&PF – Design, Barry Hooper
FMATS, Donna Gardino	NR DOT&PF – Design, Lauren Little
FNSB Emergency Management, Baird Stiefel	NR DOT&PF – Environment, Kerri Martin
FNSB Planning, Don Galligan	NR DOT&PF – Maintenance & Operations, Dan Schacher
Kinney Engineering, Jeanne Bowie	NR DOT&PF – Planning, Randi Motsko
Kinney Engineering, Jennifer Schmetzer	NR DOT&PF – Utilities, Shawna Sastamoinen
Kinney Engineering, Will Webb	US Army Fort Wainwright, David Moody
Michael Baker International, Derek Christianson	

MEETING NOTES:

- Project Overview

The project will upgrade the intersection of the Steese and Johansen Expressways. It is being funded through the Federal Highway Administration and does not fall under HSIP. We are currently in Preliminary Engineering and Environmental Review, which will extend through 2019. Construction is planned in 2021 or 2022.

- Presentation of Previous Studies

- Two studies have been completed: a 2008 traffic study and a 2015 Planning and Environment Linkages (PEL) study.
- The 2008 traffic study favors operations along the Johansen Expressway and focuses on access issues to the Bentley commercial area. The study identifies an existing Level of Service (LOS) of C or D at the intersection that will continue to get worse and reach uncomfortable levels (LOS E or F) within the next 20 years; calculates a crash rate that is consistent with intersections on higher volume roads; and recommends that additional studies be conducted.
- The 2015 PEL study focusses on freight movement on the Steese Expressway. Like the 2008 traffic study, the PEL study identifies issues with LOS and shows crash rates consistent with other intersections of this type. The PEL study recommends an interchange be constructed.
- The studies support finding a solution based on the LOS issue, not necessarily based on crash rates.

- The other take away is that we need to find a solution that moves freight, eases commutes, and supports economic development in the area.
- Purpose and Need Statement
 - Purpose:
 - o Enhance vehicle mobility
 - o Enhance non-motorized mobility
 - o Enhance user safety
 - Need:
 - o Traffic, we have high volumes and expect to see continued growth.
 - o LOS, we are low now and expect unacceptable levels in the future, long term capacity is an issue.
 - o Safety, while the crash rates are not higher than average, we still have had a fatality and major injury incident that can't be ignored.
 - Comments:
 - o (Schacher) We need to identify if truck traffic is traveling mostly along the Steese or if we also see significant truck traffic on the Johansen.
 - o (Gardino) The threshold for Project Level Air Conformity is 6 to 8% truck traffic. We need to identify if this is triggered.
 - o (Moody) US Army Fort Wainwright (FTWW) plans to have a fully accessible point of entry at their Canol Road [Lazelle Road] gate by 2024/2025. FTWW has found that those accessing the post like the Canol Road entry better than the Trainor Gate Road entry (don't have to mix with school traffic, easier access onto Post). By upgrading the access at Canol to a primary entry point, FTWW can close Trainor Gate and they expect that the volume of accesses at the Airport Road entry will go down, but are currently working on determining estimated volumes. Prior to all upgrades being completed (at the entry gate and at the Steese/Johansen intersection), FTWW may open Canol Road for one way traffic entering the fort. Traffic would be limited to one-way because of (1) encroachments along Lazelle/Canol Roads and (2) the Steese/Johansen intersection cannot handle the volume of two-way traffic.
 - o (Fox) COF has recently purchased land south of Lazelle Road, east of the D Street extension for a snow dump. They are also open to sharing the snow dump with DOT.
 - o (Green) COF Fire owns land along City Lights, but does not have plans to build a satellite station. Building a new fire station on City Lights Blvd was a 1970's era concept.
- Goals: What should this intersection do?
 - (Gardino) Coordinate with the MTP
 - o January 2019 is due date for final plan.
 - o A list of projects planned through 2045 will be available in March 2018.
 - o Land use updates are available now and include F-35 impacts.
 - *Gardino can forward memo outlining land use to Bowie.*
 - o The 2040 Travel Demand Model has also already been updated.
 - *Motsko can provide Bowie with access to the model.*
 - (Hooper) Need a clear Preferred Alternative that is coordinated with other plans in the area. The perfect solution may end up being one of compromise to meet the varying needs of the stakeholders.
 - o (Heim) Steese Expressway/Airport Way Interchange project underway with nearly the same schedule.
 - o (Moody) FTWW master plan in EA phase with significant changes to access. An interchange at this intersection is key to their ability to open the preferred gate (Canol Road).
 - (Heim) Need to minimize footprint and limit property acquisition.

- (Fox & Gardino) Access must be maintained at the Old Steese/Northside intersection. There is currently a plan to continue development in the Northside Commercial District and cutting off the intersection would impact this development.
 - (Schacher & Fox) Need to include drainage upgrades in the project. All four quadrants of the intersection have drainage issues, primarily high water that takes time to drain out of these low-lying areas. The wetland conservation area is currently important for road drainage relief.
 - (All) Access must be maintained to Lazelle Road from both the Steese and the Johansen. Lazelle is used as access and egress to the D Street extension and into Shannon Park. This is necessary for both Police and Fire. Also, the new COF snow dump is planned along Lazelle.
 - (All) Access to City Lights does not need to be maintained.
 - (Gardino) FMATS has a Green Streets and Complete Streets Policy that should be considered.
 - (Gardino) Multi-modal connectivity and safety is important and needs improvement.
 - (Fox & Gardino & Galligan) Business access is important. We need to promote economic development.
 - Reducing congestion will improve air quality.
 - Need to understand how truck traffic moves through the area. There is a general belief that most of the freight moves along the Steese Expressway south of the intersection, but we may find that a significant portion of freight moves along the Johansen Expressway. Also, it is important to keep truck speeds in check. Hazardous freight can cause serious issues with the environment if crashes occur. Note that freight needs to move during construction as well.
 - (Steifel & Green) Evacuation routes for various emergency scenarios are mapped along both expressways and need to be maintained, even during construction. Also, mutual aid requests are common and response can be in any direction.
 - Updated aerials for the project area are available through FNSB. *Stiefel can provide Bowie with contact information for Bill Witte at FNSB Planning so we can obtain the latest information.*
 - Signal phasing is important to the success of the intersection.
 - (Schacher) Snow storage and removal needs must be considered. Lanes cannot be narrow, especially on fly overs where vehicles are moving under the ramps. Flyovers must include space for snow storage.
- Constraints: What are the deal breakers?
 - (Marx) Need to keep in mind construction costs when investigating alternatives. For example, improvements requiring elevated surfaces that are curved or banked are much more expensive than straight surfaces. More complicated improvements cost more.
 - (Galligan) Potential constraints surround the project area: private property, the cemetery, churches, wetlands.
 - (Hooper) What happens with other projects may dictate what happens with this project. We need to ensure a coordinated effort. There may be difficulty reaching consensus on the goals for all the different projects in the area.
 - (Heim) ROW is expensive.
 - (Hooper) Need to ensure we reach out to the public and make sure we don't leave out any stakeholder groups.
 - (Moody) Closing access to Lazelle will not work.
 - (Fox) Closing access to Old Steese/Northside will not work.
 - (Fox) Commercial property owners in the area have tried to work with the USACE on wetlands fill, but the USACE has denied permits. It may be difficult to get regulatory buy-in on any wetlands impacts.
 - (Gardino) Restricting multi-modal access will not work. We need to have safe facilities for peds and bikes in this area.
 - (Green & Steifel) Large trucks and emergency apparatus require large turning areas.

- (Schacher) Currently, storm water collected in the Steese and Johansen medians drains to the Northside properties. This project will need to address the issue.
- Summary: Final thoughts.
 - Maintaining Lazelle access vs not impacting private property. These two items are in direct conflict.
 - Maintaining existing wetlands vs avoiding commercial property. These two items are in direct conflict.
 - May want to consider having a land owner meeting separate from the Public Open House.
 - May want to consider involving the Planning Commission throughout the design phase.
 - We need to keep in mind the context of the land use as the area grows, making sure the infrastructure keeps pace with the development.

NEXT MEETING:

- PAC Workshop #2 in January 2018 to discuss traffic analysis and a list of upgrade alternatives
- NOTE: Public Open House in October 2017

ACTION ITEMS:

- FMATS – Gardino – will provide memo on F-35 land use impacts.
- NR DOT&PF, Planning – Motsko – will provide access to the new travel demand model
- FNSB Emergency Management – Stiefel - will provide contact information for obtaining aerial imagery

Project: Steese Expressway/Johansen Expressway Interchange:
Engineering & Environmental Services
Project No. Z607320000 / 0002337

Meeting: Public Advisory Committee Workshop #2

Date/Time: January 24, 2018 – 9:00 am

Location: McKinley T2 Training Room, NR DOT&PF, Fairbanks

ATTENDEES:

COF Engineering, Jeff Whipple	NR DOT&PF – Bridge Design, Elmer Marx (phone)
COF Engineering, Peter Flint	NR DOT&PF – Design, Paul Eckman
COF Fire, Kyle Green	NR DOT&PF – Design, Lauren Little
FMATS, Jackson Fox	NR DOT&PF – Environment, Laura Sample
FNSB Emergency Management, Kate Janoski	NR DOT&PF – Materials, Jeff Currey
FNSB Planning, Don Galligan	NR DOT&PF – Planning, Randi Motsko
Kinney Engineering, Jeanne Bowie	NR DOT&PF – Traffic, Pam Golden
Kinney Engineering, Aiza Miguel	NR DOT&PF – Utilities, Gail Gardner
Kinney Engineering, Jennifer Schmetzer	NR DOT&PF – Utilities, Mary Brunner
Kinney Engineering, Will Webb	US Army Fort Wainwright, David Moody
Michael Baker International, Derek Christianson	US Army Corps of Engineers, Ben Soiseth

MEETING NOTES:

- Open House and Public Survey Summary
 - Summary Document emailed to PAC by Little two weeks prior to meeting.
 - Open House, October 12, 2017 with 55 participants.
 - On-line Survey, September 25 – November 13, 2017 with 247 participants.
 - Nearly 500 individual comments received, reviewed, and grouped into categories.
 - Movements – congestion, delay PM, delay AM, Lazelle signal detection.
 - Economic Development – business access at Northside/Old Steese necessary.
 - Environment – noise, air quality.
 - Intersection Safety – intersection geometry, vehicle speeds, weaving, lighting, ice/snow build up, drainage issues.
 - Pedestrian/Bicycle – crossings, pathways.
 - Many potential solutions or ideas received – overpass, at grade displaced left turns for Johansen EB, grade separated pedestrian crossing, additional advanced warning lights, connection between Johansen and Farmer’s Loop at Northside/Old Steese, dedicated right turn lanes, signal changes.

- Intersection priorities as ranked by survey participants:
 - (1) Intersection Safety
 - (2) Commuter Movements
 - (3) Pedestrian/Bicycle
 - (4) Freight Mobility
 - (5) Economic Development
- Areas of concern identified in the survey based on agree/disagree statements include:
 - o Vehicle speed.
 - o Length of delay.
 - o Conflicts between users.
 - o Pedestrian/bicycle crossing locations and times.
 - o Adequate pedestrian/bicycle pathways.
 - o Connection of pedestrian/bicycle pathways with larger Fairbanks non-motorized network.
 - o Loss of business access.
- (Little) Based on the survey responses, length of delay was noted as an area of concern, but it ranked with a 50%/50% split by the public. Pedestrian/Bicycle issues were the bigger issue with rankings over 60%.
- Existing Conditions Report
 - Analysis included review of land use, functional class, roadway characteristics, pedestrians, bicycles, freight, transit, current and future traffic volumes, crash history, speed, capacity, level of service, conflicts, and delay.
 - Highlights of the physical conditions of the intersection:
 - o Expressways are principal urban arterials designed for high-speed, high-volume, and limited access.
 - o Multi-modal uses are present by means of separated paths with signalized crossings.
 - o Freight mobility is significant with 7-8% trucks by volume.
 - o Public Transit is present.
 - o Farmers Loop Road proximity creates weaving issues on the SB approach and reduced LOS through the intersection due to the volume of EB left turns.
 - Highlights of intersection safety:
 - o Crash rates are below statewide averages and the critical accident rate for intersections of this type.
 - o We've had 1 fatality and 2 major injury crashes during the study period.
 - o Crash patterns include NB left-turns with SB through movements, rear ends, and run-off-the-road crashes on the SB channelized right turn.
 - o Crash severity is due to the high posted speed limit.
 - Highlights of intersection operations:
 - o Level of Service (LOS) B in the AM peak hour and D in the PM peak hour.
 - o The critical movement is the EB left turn with a LOS E and a volume to capacity ratio of 1.1 in the PM peak hour.
 - o Pedestrian delay is 42 to 45 seconds, which relates to a LOS E.
 - o Vehicle speeds are consistent with the posted speed on the Steese and lower than the posted speed on the Johansen, although vehicle speeds are a concern to the public.
 - o If FTWW changes the main gate access to Canol Road, the intersection will go to LOS F.
 - Future no-build condition shows unacceptable LOS (E by 2024 and F by 2045), unacceptable queue lengths, and unacceptable pedestrian delay (2 minutes).
 - Summary of concerns:
 - o Pedestrian/Bicycle Safety.
 - o Pedestrian Delay.

- Proximity of Farmers Loop Road.
- Vehicular Delay.
- Purpose and Need Statement
 - Purpose and Need Statement presented including detail on the areas of concern for the project (see ATTACHMENT 1).
 - Comments:
 - (Galligan) At least part of the purpose should be to improve function at Farmers Loop given the weaving issues and the delay due to the left turns.
 - (Little) There is a gray area with identifying Farmers Loop in the purpose. This project is for the Steese/Johansen not Steese/Farmers Loop, but maybe we could identify approach lengths or look at the corridor.
 - (Golden) Including Farmers Loop in the purpose statement is not appropriate given the scope of the project.
 - (Brunner) Could use the term “influence from” instead of including the Farmers Loop intersection itself.
 - (Golden) We also have weaving due to the influence from the proximity of Old Steese Highway.
 - (Bowie) Add in “*and within the influence area of the intersection*” to the purpose statement.
 - (Currey) How significant were the public comments on the pedestrian/bicycle issues? Did we hear from a cross section of users or just the pedestrian/bicycle users?
 - (Bowie) Over 160 survey participants ranked pedestrian/bicycle issues as falling within their top three priorities, so a significant portion.
 - (Brunner) Do we need to include drainage in the purpose?
 - (Galligan) Do we need to include business access in the purpose?
 - (Little) Drainage is an existing issue that will be addressed regardless of purpose just given the nature of the project. Business access is a constraint, but it isn’t the purpose of the project.
 - (Whipple) Did we look at the impact on traffic volumes if the Farmers Loop/Johansen connection is made at Northside?
 - (Little) We did not factor it into the existing conditions analysis, but it may well be an alternative that we can analyze.
 - (Golden) The number of pedestrian crashes is included in the commentary on concerns. We need to also include the number of bicycle crashes.
 - (Golden) Is the D Street Extension in the ROW?
 - (Whipple) The D Street Extension is in the ROW and COF has recently purchased property for a snow dump adjacent to D Street. There has recently been a land swap between the churches, the plat is in review at COF. The curve on Lazelle exists because of a septic system located north of the Latter-Day Saints church.
 - (Flint) Extension of water and sewer lines to the church was proposed, but not completed. Right now, main lines run to Joyce Drive, but not north.
 - (Little) Can we make a change today to provide only protected left turns?
 - (Golden) Left turn issues are a common problem at high volume intersections. There are times during the day when we do not want to take away the permissive left. Protected is not recommended.
 - (Bowie) Do we need to include freight in the purpose?
 - (Golden) Freight movement is a given along an expressway, it is not the purpose of the project.
 - (Currey) Freight is a constraint.

- Alternatives Screening Criteria

- Scoring criteria for potential alternatives presented (see ATTACHMENT 2). The alternatives will be scored based on how well they address the goals, constraints, and identified issues for the project. Scoring will be based on weighted rankings for each goal, constraint, and issue.
- Comments:
 - o (Christianson) Concerned that three categories (goals, constraints, and issues) are given the same importance in the overall score. Could we end up with an alternative that addresses constraints, but doesn't address goals? We need to identify the importance of each category and weight them as appropriate.
 - o (Little) Agree that the categories should be weighted, and we will look at that when we revise the matrix.
 - o (Galligan) There seems to be some redundancy in the categories. The issues are already addressed in goals or constraints.
 - o (Little) We broke them out separately because we need to identify the importance of each.
 - o Identified Issues Weighting
 - (Eckman/Golden) Intersection proximity is the underlying cause of many of the issues.
 - (Little/Sample) Intersection proximity is directly related to delay, especially for the EB left turn.
 - (Gardner) Has anyone looked at what happens when you peel off the Farmer's Loop Traffic from the EB left turns?
 - (Little) A previous study looked at the connection of the Johansen with Farmer's Loop at the Northside/Old Steese intersection. The delay problem simply moves to that intersection.
 - (Golden) Based on functional classification, it is OK for delay to be at Old Steese, but not OK for delay to be at the Steese Expressway.
 - (Garner) If you want to turn left from Johansen and then turn left at Farmers Loop in the evening, you need to be in the left turn lane on Johansen before you reach college road, that's how far back we see the effects.
 - (Flick) Statistically, it makes more sense to break out the intersections into separate issues. Some of the intersections are more important than others. Maintaining access doesn't mean it won't change.
 - (Bowie) Break out the intersection proximity issue on the scoring matrix into three intersections: Farmer's Loop, Old Steese, and Lazelle. Rank as 5, 3, and 2, respectively.
 - (Golden/Brunner) Pedestrian/bicycle issues are not more important than vehicle delay.
 - (Fox) Some of the pedestrian/bicycle safety issues are directly related to the homeless encampment in the northwest quadrant. Based on counts conducted by FMATS, over 50% of the pedestrian/bicycle traffic comes from the encampment.
 - (Little) Pedestrian/bicycle exposure at this intersection is a problem. Can we encourage crossings further south, toward Trainor Gate Road?
 - (Golden) The Old Steese project may help as sidewalks will be extended.
 - (Bowie) Revise the vehicular delay weight to 5 and the pedestrian/bicycle safety weight to 4.
 - o Goals Weighting
 - (Bowie) Remove "OTHER: Reduce vehicle crashes" and keep the current goal weights.
 - o Constraints Weighting
 - (Moody) FTWW is actively pursuing a move of the main gate from Airport/Steese to Canol Road. Canol will provide primary access with commercial lanes, truck inspection bays, and a visitor center.
 - (Sample) Can the City Lights connection be removed?
 - (Flint) There are currently lots for sale along City Lights.
 - (Green) EMS access needs the Lazelle connection, not City Lights.

- (Sample) The constraints for Lazelle Road, the Canol gate, and EMS access should be combined into one.
 - (Golden) If the FTWW gate change is being pursued, then it needs to be ranked high.
 - (Bowie) Combine the constraints into one to read “Maintain Lazelle Rd access, including accommodating FTWW gate relocation and considering EMS response times.” and provide a weight of 5.
 - (Little) What is the status of the conservation easement for the wetlands in the northwest quadrant? What are the overall goals for the wetlands and is there a link between the USACE wetlands conservation need and the DOT drainage need?
 - (Soiseth) There has been a request made to remove the easement. Public comment is closed, but we are waiting on additional data before concluding our study and providing recommendation. These wetlands are rare and high value. They provide habitat for a species of concern. At this time, until we resolve the request to remove the easement, it must be considered in place and there can be no construction impacts.
 - (Bowie) Revise the constraint “*Minimize natural environment impacts (wetlands, wildlife)*” to read “*Avoid physical impact to conservation area*” and provide a weight of 3.5.
 - (Little) Footprint doesn’t need to be called out separately.
 - (Fox) Green Streets/Complete Streets policies are more for city roadways, not expressways.
 - (Currey) Construction costs are not really a NEPA constraint unless we are talking about orders of magnitude.
 - (Bowie) Remove the footprint and Green Streets/Complete Streets constraints.
 - (Galligan) Is the cemetery a 4F resource?
 - (Little) The cemetery is not a 4F resource, but it is a serious constraint. That is our big built environment concern.
 - (Bowie) Revise the constraint “*Minimize built environment impacts (lighting, noise, air quality)*” to read “*Avoid physical impact to cemetery*” and provide a weight of 4.
 - (Currey) Freight mobility is important. This stretch of the Steese is really considered part of the Dalton Highway. It is the route for northern cargo. There are very large vehicles that must be accommodated.
 - (Bowie) Add an additional constraint reading “Accommodate overheight/overweight vehicles” and provide a weight of 5.
 - (Bowie) Increase the constraint on complying with land use and transportation plans to 3.5, decrease snow maintenance to 3, and remove “*OTHER: Maintain pedestrian facilities and use of the area.*”
- Summary: Final thoughts.
 - Any predetermined alternatives?
 - Eastbound flyover ramps.
 - Tight diamond interchange.
 - Johansen/Farmers Loop connection.
 - Alternate at grade intersections (CFI)
 - Echelon.
 - Additional lanes throughout the project area.
 - Pedestrian overpass.

Purpose and Need

Purpose

The purpose of the Steese Expressway/Johansen Expressway Interchange project is to enhance motorized and non-motorized mobility and user safety at the Steese Expressway and Johansen Expressway intersection.

Need

The traffic volumes within the Steese Expressway/Johansen Expressway area are among the highest in the City of Fairbanks. The Johansen Expressway serves as a major thoroughfare for traffic moving east and west and provides a prominent link to developable lands, both north and south of the expressway. Historic data for the Johansen Expressway shows rapid growth within the last 20 years. Large tracts of property within and adjacent to Bentley Trust commercial property have experienced a rapid increase in commercial and residential development. Multiple large and small retail stores, as well as service-oriented businesses and a residential neighborhood have developed in this area, dramatically increasing traffic volumes. Future development plans will likely consist of business and residential land uses like those currently in the area. As development continues in the area, traffic volumes will continue to increase. The Steese Expressway in the project area serves as a principal arterial for traffic moving north and south between residential and commercial developments. It is also the only route to access the Dalton Highway and continue to the North Slope; therefore, it serves the trucking industry.

An analysis of the intersection identified the following operational and safety concerns:

- **Pedestrian and Bicycle Safety:** Two pedestrian crashes occurred, between 2005 and 2014, crossing Steese Expressway, with one resulting in a pedestrian fatality and the other resulting in a major injury. Residences on the east side of Steese Expressway and the commercial district on the west side create a high crossing demand.
- **Pedestrian Delay:** Pedestrians crossing the southbound right-turn lane in the morning may currently wait up to 45 seconds to find a gap to cross. Pedestrian delay for crossing at the signal is an average of 42 seconds or more (LOS E). The HCM 2010 states that "In general, pedestrians become impatient when they experience delays in excess of 30 s/p, and there is a high likelihood of their not complying with the signal indication" (Page 18-69). Thus, pedestrians are likely to feel impatient as they wait at the signal and may cross against the walk signal if they feel there is a gap sufficient in the oncoming traffic to do so.
- **Proximity of Farmers Loop Road:** The proximity of the Farmers Loop Road intersection creates southbound weaving conflicts during the AM peak on Steese Expressway between merging Farmers Loop Road traffic and Steese Expressway traffic desiring to exit at the Johansen Expressway. In addition, eastbound left turn vehicles at the Johansen Expressway stack up in the left-most turn lane, because many desire to turn left at Farmers Loop Road, resulting in uneven use of the left turn lanes and reduced signal capacity.
- **Vehicular Delay:** Eastbound left-turn vehicles currently may wait through one signal cycle at the intersection with an average delay of over 1 minute per vehicle in the PM peak. The intersection LOS is expected to fall to LOS E by 2024.

Most of the freight traffic makes either eastbound left-turn or northbound through movements at the intersection. The average vehicle delays for freight traffic are the highest during the evening peak with 76 seconds per vehicle for eastbound left turns (LOS E) and 34 seconds per vehicle for northbound throughs (LOS C). Delay for the freight movements will increase by at least 200 seconds of additional delay in 2045.

Transit vehicles make either eastbound left-turn or southbound right-turn movements at the intersection. As the southbound right-turn movement is free from any control, it experiences minor delay (less than 10 seconds – LOS A) throughout the day. The eastbound left-turn movement experiences similar delays as freight traffic, with an average delay of 76 seconds per vehicle in the evening peak. During the 2045 evening peak, the eastbound left-turn movement will have about 300 seconds of delay per vehicle (LOS F).

STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE ALTERNATIVES SCORING MATRIX			----- ALTERNATIVES AND SCORES -----										
			Total Score = Σ (Constraint Rating X Constraint Weight) + Σ (Goal Rating X Goal Weight) + Σ (Issue Rating X Issue Weight)										
			A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	
CRITERIA AND WEIGHT	CONSTRAINTS		Weight										
	Maintain access to commercial areas (Northside, Bentley).	4.00											
	Maintain EMS routes and response times.	3.60											
	Comply with local transportation & land use plans.	3.40											
	Snow storage and snow removal techniques.	3.20											
	Maintain Lazelle Rd access.	3.00											
	Accommodate Ft. Wainwright gate relocation to Canol Rd.	3.00											
	Minimize built environment impacts (lighting, noise, air quality).	2.40											
	Minimize natural environment impacts (wetlands, wildlife).	2.20											
	Minimize footprint.	2.00											
	Minimize ROW acquisition.	2.00											
	Incorporate appropriate Green Streets & Complete Streets policies.	2.00											
	Minimize construction costs.	2.00											
	OTHER: Maintain pedestrian facilities and use of the area. (5.00)	?											
	Constraints Score:												
	GOALS		Weight										
	Reduce congestion.	5.00											
	Improve non-motorized user safety.	3.50											
Improve freight mobility.	3.25												
Improve multi-modal connectivity.	2.00												
Improve drainage.	1.25												
OTHER: Reduce vehicle crashes. (4.50)	?												
Goals Score:													
IDENTIFIED ISSUES		Weight											
Non-motorized delay and safety.	4.50												
Proximity of Farmer's Loop Road.	3.75												
Vehicular delay.	3.75												
Identified Issues Score:													
TOTAL WEIGHTED SCORE:													

CRITERIA RATING	How well does Alternative incorporate constraints, goals, identified issues?		Rating
	Much More / Much Better		2
	More / Better		1
	Same		0
	Less / Worse		-1
	Much Less / Much Worse		-2

ALTERNATIVES DESCRIPTION	A1

PAC Meeting 3 Invite, 10/22/2018

(email text)

Public Advisory Committee Members:

We have completed our engineering analyses of the future (2045) no build condition and 12 possible build alternatives for the Steese Expressway/Johansen Expressway Intersection. Attached is a draft Alternatives Analysis Report for your review. The report presents the future conditions for the intersection based on traffic volumes forecast for 2045. Each of the alternatives is screened against the criteria that was developed as part of our last PAC meeting (which is also described in the report).

We are not planning to have a PAC meeting during this stage of the project; we are instead asking PAC members to review the report and submit comments. Please submit comments by COB on Monday, November 5, 2018.

After we have received comments from the PAC, we plan to revise the report and present it to the public in an online survey, and at a public open house. We anticipate the open house will be held in the evening the first week of December.

I can be reached via telephone at (907) 451-5371, email at lauren.little@alaska.gov, or text telephone at (907) 451-2363. Thank you for your time during this stage of the project.

Sincerely,
Lauren Little, P.E.
Project Manager

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PAC Meeting 4 Invite, 11/29/2019

(email text)

Public Advisory Committee Members:

Last year, we completed our engineering analyses of the future (2045) no build condition and 12 possible build alternatives for the Steese Expressway/Johansen Expressway Intersection. Based on the results of the analyses, your input, and input from the public and affected landowners, four build alternatives were chosen for further analysis prior to the selection of a preferred alternative:

1. Tight Diamond Interchange (similar to Geist Road at Parks Highway interchange)
2. Diverging Diamond Interchange (variation of a Diamond Interchange allowing smoother turning movements on and off the ramps)
3. Echelon Interchange (two signals, with one elevated above the other)
4. Farmers Loop Extension (this would be built in addition to one of the first three alternatives to provide a secondary connection from Johansen Expressway to Farmers Loop Road west of Steese Expressway)

Having now completed this additional analysis, the project team recommends the Echelon Interchange as the preferred alternative. Attached is a series of memos detailing the additional analysis undertaken this last year thus supporting the Echelon as the preferred alternative. The summary memo describes the changes made to each of the build alternatives based on this additional analysis and presents the updated screening criteria scores based on these changes.

At this time, we are seeking input from the PAC members related to the additional analysis and the selection of the preferred alternative. We are not planning to hold a PAC meeting; rather, we request the **PAC members review the attached memos** and **submit comments by Friday, December 20, 2019**. In your response, we request that you **state whether you support the choice of the Echelon Interchange as the preferred alternative**, or if not, that you explain your concerns.

After receiving comments from the PAC, we plan to revise the report and present it to the public in an online survey, and at a public open house. We anticipate the open house will be held during a weekday evening towards the end of February.

I can be reached via telephone at (907) 451-5371, email at lauren.little@alaska.gov, or text telephone at (907) 451-2363.

Thank you for your time and interest in this project.

Sincerely,
Lauren Little, P.E.
DOT&PF Project Manager

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Agency Scoping Letter and Response Summary



**AGENCY SCOPING
REQUEST FOR EARLY COORDINATION**

Project Name: Steese Expressway/Johansen Expressway Interchange
Project Number: Z607320000/0002337
Project Website: <http://dot.alaska.gov/nreg/steese-johansen/>
Comments Due Date: September 4, 2018
Anticipated Level of Documentation: **Environmental Assessment**

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327, and is proposing to improve the intersection of the Steese Expressway and Johansen Expressway.

We are soliciting your comments on a proposed project. Please comment on the project including your knowledge of resources in the project under the jurisdiction of your agency or organization and the potential need for permits and approvals from your agency or organization. To ensure that your comments are addressed in the project's design and environmental documentation, please refer to the project by the above name or number, and send or e-mail your comments to:

Brett Nelson/ Northern Region Environmental Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709
Email: environmental.analyst@alaska.gov Phone: 907-451-2238

Brett D Nelson

8-2-18

Brett Nelson/Regional Environmental Manager

Date

Figures:

"Keep Alaska Moving through service and infrastructure."

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

I. Purpose and Need of Project:

Purpose: The purpose of the Steese Expressway/Johansen Expressway Interchange project is to enhance motorized and non-motorized mobility and user safety at the Steese Expressway and Johansen Expressway intersection and within the influence area of the intersection.

Need: The Steese and Johansen Expressways are principal arterials in Fairbanks, AK, and the intersection is ranked in the top 10 for entering vehicle volume in Fairbanks. The area surrounding the intersection has seen substantial commercial and residential development since the early 2000's when the Bentley Trust area along the Johansen began developing. Traffic volumes on the Johansen increased by 27% with the opening of Walmart and Fred Meyer's, and intersection volume increased by 45% between 2004 and 2007 when the area was rapidly developing. Following the initial spike in traffic, total intersection volumes have increased at an average rate of 1% per year (2007-2016). Residential development has been predominately driven by military growth associated with the adjacent U.S. Army Garrison Fort Wainwright. The Steese/Johansen intersection is a critical node for commercial traffic heading to the North Slope from Canada, Valdez, and Anchorage.

Engineering analysis and public scoping identified four primary operational and safety concerns:

- **Pedestrian and Bicycle Safety:** Long crossing lengths and high speed (55 mph or greater) vehicular traffic through the intersection increase the risk of severe pedestrian and bicycle crashes. Two pedestrian crashes have occurred in the past 10 years (2005-2014) crossing the Steese Expressway, with one resulting in a pedestrian fatality and the other resulting in a minor injury. Residences on the east commercial district on the west create a high crossing demand.
- **Pedestrian Delay:** Pedestrian delay exceeds acceptable delay standards during peak traffic hours (Level of service [LOS] E).
- **Proximity of Farmers Loop Road:** The proximity of the Farmers Loop Road intersection adversely impacts signal and segment capacity during peak hours.
 - **Southbound Steese:** Steese traffic exiting at the Johansen conflicts with entering Farmers Loop traffic, with conflicts highest during AM peak.
 - **Eastbound Johansen:** Johansen traffic desiring to turn at Farmer's Loop utilizes the left-most turn lane, unbalancing the lanes and reducing the signal capacity, and can back traffic up to the Old Steese intersection.
 - **Northbound Steese:** Traffic on the Steese desiring to turn at Farmer's Loop utilize the left-most through lane, blocking the westbound left turn pocket at PM peak, reducing signal capacity.
- **Vehicular Delay:** Eastbound left-turn vehicles currently experience an average delay of over 1 minute per vehicle in the PM peak (LOS E) and the total intersection LOS will be E in the peak hour by 2024 which is not acceptable by current design standards. This delay disproportionately impacts freight and transit vehicles and may impact air quality due to excessive idling.

II. Project Description and Location:

DOT&PF is in the early stages of redesigning the Steese Expressway and Johansen Expressway Intersection, located in northeast Fairbanks, Alaska. The proposed project will construct improvements at the intersection and may include a grade separated interchange and realigning the adjacent access roads.

Proposed Action: Preliminary engineering activities are on-going and a specific proposed action has yet to be identified. Potential alternatives that are recommended for further analysis to address the identified operational and safety concerns include the following:

- Traditional diamond interchange
- Single-point interchange
- Eastbound left-turn fly-over
- Synchronized split-phased intersection
- Echelon interchange
- Pedestrian overpass

Alternatives that are recommended to be dismissed from further analysis include:

- Displaced left-turn interchange
- Displaced left-turn intersection
- Partial cloverleaf interchange
- Realigning the roadway

III. Agency Review (TO BE COMPLETED BY THE RESOURCE OR REGULATORY AGENCY):

1. Responding Agency:
2. Is the information provided herein consistent with agency knowledge?
3. Does this scoping request adequately identify resources and permit needs under your agency's jurisdiction?
4. Will the project result in only minor affects that can be addressed through the use of appropriate BMPs or mitigation measures, as needed?

Please provide any additional project-related comments, recommendations, or resource information below:

IV. Anticipated Environmental Consequences

A. Right-of-Way (ROW)

- | | |
|--|------------------|
| 1. Additional ROW required. | Yes |
| 2. Estimated number of parcels impacted. | To be determined |
| 3. Property transfer from local, state, or federal agency. | Maybe |
| 4. Business or residential relocations. | Maybe |
| 5. Property acquisition from Tribe or ANCSA Corporation. | No |
| 6. Describe: | |

ROW acquisition is anticipated for the proposed improvements of the Steese Expressway/Johansen Expressway Intersection. An estimate of parcels impacted will be completed as preliminary engineering progresses. The proposed improvements may require business and/or residential relocations. Property ownership has not been determined to date but a transfer between local, state, or federal agency could be required for the proposed action.

B. Socio-Economic

- | | |
|---|-----|
| 1. Project could affect community cohesion, neighborhoods, or other community facilities. | Yes |
| 2. Project could affect economic development, such as established area businesses. | Yes |
| 3. Project could affect travel patterns and accessibility. | Yes |
| 4. Project could disproportionately affect minorities or disadvantaged persons. | No |
| 5. Project will result in adverse economic impacts. | No |
| 6. Describe: | |

The project will have a beneficial economic impact by improving the traffic flow through the Steese Expressway/Johansen Expressway Intersection.

Proposed alternatives have not been evaluated for their specific impacts, however impacts to existing commercial development areas through right-of-way acquisition is anticipated as a result of project improvements. Proposed frontage roads and/or ramps related to an interchange alternative could impact residential neighborhoods.

All alternatives will have a positive effect on traffic flow on the Steese and Johansen Expressways. Travel patterns and accessibility may be impacted depending on the preferred alternative through reduced access points or new frontage roads and/or ramps in areas where roads do not currently exist.

C. Land Use and Transportation Plans

- | | |
|---|-----|
| 1. Project is consistent with land use plans. | Yes |
| 2. Project is consistent with transportation plans. | Yes |
| 3. Describe: | |

Table 1 details the project's consistency with local land use and transportation plans:

Table 1: Land Use and Transportation Plans

Plan	Plan Goal/Policy	Project Consistency
FMATS, Transportation Improvement Program (February , 2017)	Improving transportation infrastructure and ensuring project to not negatively impact regional air quality.	Project improves transportation infrastructure and is compliant with ADEC Air Quality Regulations.
FNSB Regional Comprehensive Plan (September 2005)	Transportation & Infrastructure Goal 1: To have a safe, efficient, multi-modal transportation system that anticipates community growth.	Project will address safety, efficiency and multi-modal users while accommodating future community growth.
FMATS Bikeways Map (2017)?	The map shows available routes for bicyclists across the FMATS region.	Project will include shared use pathways along Steese Expressway and Johansen Expressway
FMATS Complete Streets Final Plan (December 2015)	Complete Street Policies: Provide a safe, efficient, secure and interconnected multi-modal transportation system for all users.	Project will address safety, efficiency, security and multi-modal users while accommodating future community growth.
FMATS 2040 Metropolitan Transportation Plan (January 2015)	Coordinate to provide an integrated transportation and land use system; Provide a safe, efficient, secure, and interconnected multi-modal transportation system; Protect the environment, improve air quality, and promote energy efficiency; Optimize the utility and lifespan of the transportation system; Ensure adequate transportation facilities to support economic development	The Steese Highway/Johansen Expressway project is identified as medium range (MR) project 44.
FMATS 2005-2025 Long Range Transportation Plan (August 2005)	To Identify and evaluate options for meeting future transportation needs; Consider connectivity to outlying areas; Consider multi-modal transportation needs; Support land use and development plans; and Provide a plan for improving the transportation system.	Johansen Expressway Interchanges (Bentley/Steese Area) is identified as Very Long-Range (VLR) project 1.
Alaska Bicycle and Pedestrian Plan (March 1995)	By providing safe, well-designed, all-season paths, trails, lanes, sidewalks and other facilities, this plan is intended to develop practical non-motorized transportation alternatives	Project will include provisions for pedestrians and bicyclists.

D. Historic Properties

- | | |
|--|-----------------|
| 1. National Register listed eligible/potentially eligible historic properties in project area. | Maybe |
| 2. Places of traditional religious or cultural importance to Tribes are present in the project area. | No |
| 3. Historic Properties survey may be required to identify if sites are present. | Not anticipated |
| 4. Possible adverse effect on historic properties. | Not anticipated |

5. Describe:

The Office of History and Archaeology's Alaska Heritage Resources Survey (AHRs) database was searched during the compilation of a Cultural Resources Desktop Survey Report that was finalized on November 2017. The report revealed that cultural resources are present within the project area. In addition, consultation with the State Historic Preservation Office (SHPO) was initiated on November 29, 2017, and the SHPO provided no objections to the proposed study area or level of effort conducted for cultural resource identification at this time. Once design plan alternatives are in place, the cultural resources identified within the project area will be assessed in terms of potential impacts from the interchange improvements. Additional surveys are not anticipated to be needed due to the developed nature of the project area, extremely low probability of buried cultural resources in areas not previously surveyed, and the completion of previous surveys.

E. Fish and Wildlife Impacts

- | | |
|---|-----------------|
| 1. Project could affect anadromous or resident fish species. | No |
| 2. Problem fish pass culverts within the project area. | No |
| 3. Essential Fish Habitat (EFH) present in the project area. | No |
| 4. Project in area of high wildlife/vehicle accidents. | No |
| 5. Project could affect migration corridors or segment habitat. | No |
| 6. Eagle nesting tree(s) or ledge(s) in the project area. | Not anticipated |
| 7. Construction activities could affect migratory bird nests. | Not anticipated |

8. Describe:

The website <http://ecos.fws.gov/ipac/> was accessed in May 2018 and a polygon search area of the project site, about 75 square miles, was conducted. Nine migratory bird species are listed as shown in Table 2. These birds are listed as USFWS Birds of Conservation Concern and/or warrant special attention in the project area. The list includes the Bald Eagle and an eagle nest survey will be conducted in conjunction with a wetland delineation in the summer of 2018. Appropriate Best Management Practices (BMPs) will be used to avoid impacts to migratory birds, such as avoiding vegetation clearing between May 1st and July 15th. Additional BMPs to avoid impacts to wildlife will be implemented to reduce erosion and prevent sedimentation from entering adjacent waters of the U.S.

Table 2: Migratory Birds

American Golden-plover
Bald Eagle
Golden Eagle
Hudsonian Godwit
Lesser Yellowlegs
Olive-Sided Flycatcher
Rusty Blackbird
Semipalmated Sandpiper
Whimbrel

F. Threatened and Endangered (T&E) Species

- | | |
|---|----|
| 1. Listed T&E species present. | No |
| 2. T&E species migrate through the project area. | No |
| 3. Proposed or Candidate species present in project area. | No |
| 4. Designated Critical Habitat in the project area. | No |

5. Describe:

The website <http://ecos.fws.gov/ipac/> was accessed in May 2018 and a polygon search area of the project site, about 75 square miles, was conducted. No critical habitat or threatened and endangered species are in the designated area.

G. Wetlands and Waterbodies

- | | |
|---|------------------|
| 1. Project involves Waters of the U.S. and/or wetlands. | To be determined |
| 2. Wetlands survey/delineation may be needed. | Yes |
| 3. USACE authorization anticipated. | Yes |
| 4. Rough estimate on acreage impacted. | To be determined |
| 5. U.S. Coast Guard bridge permit anticipated. | No |
| 6. Designated Wild & Scenic River in project area. | No |

7. Describe:

A desktop wetland analysis was completed in October 2017 revealed that freshwater emergent and forested/shrub wetlands parallel the west side of the Steese Expressway north of the intersection. These wetlands may be impacted depending upon the alternative selected, and may require a wetland survey/delineation to determine the extents.

H. Invasive Species

- | | |
|--|-----|
| 1. Known invasive species infestation in project area. | Yes |
|--|-----|
2. Describe:

A search of the AKEPIC database, in May 2018, found the invasive species Yellow Sweet Clover in the project area. In addition, Bird Vetch was also found within the project area during the July 2018 wetland delineation. Measures provided by ADOT&PF's Integrated Vegetation Management Plan will be implemented to avoid the introduction and spread of invasive species.

I. Hazardous Waste/Contaminated Sites

1. Known or potentially contaminated sites along project corridor. Yes
2. Existing and/or proposed ROW is contaminated. To be determined
3. Potential for encountering hazardous waste during construction. Yes
4. Describe:
May 2018, the Alaska DEC Contaminated Sites mapper was searched. Three sites were identified as “of interest” exist near the project. The status of two of the sites is active and the third site’s status is Cleanup Complete.

J. Air Quality

1. Project is located in an air quality nonattainment or maintenance area (i.e. – CO or PM-2.5). Yes
2. Listed in the Transportation Improvement Plan (TIP). Yes
3. Project exempt from air quality analysis (Table 2 and Exempt Projects). No
4. Describe:
Project is located within the Fairbanks nonattainment area. A project level air quality conformity analysis is anticipated.

K. Floodplains

1. Project encroaches (including material sites) into a 100-year floodplain. No
2. Project involves a regulatory floodway. No
3. Project is located within an area protected by local flood hazard ordinances. Yes
4. Flood hazard permit is required from local government. No
5. Describe:
The project is not located within a mapped floodplain.

L. Noise

1. The project is located on new location, would result in substantial changes in vertical or horizontal alignment, or would increase the number of through lanes? Yes
2. There are noise-sensitive receivers/land uses adjacent to the proposed project? Yes
3. Describe:
Proposed alternatives include grade separation of the Steese and Johansen Expressway intersection which would involve substantial changes in vertical alignment and/or roads (frontage or ramps) on new alignments. A noise study is required.

M. Water Quality

1. Project could involve a public or private drinking source. No
2. Project could result in a discharge of storm water to Waters of the U.S. Yes
3. Project could affect a designated impaired water body. No
4. Storm water discharges to a Municipal Separate Storm Sewer System (MS4). Yes
5. Runoff may mix with discharges from an APDES permitted industrial (MSGP) facility. No
6. Excavation dewatering is anticipated within 1,500 feet of a contaminated site. No
7. Describe:
Project storm water discharges would discharge into wetlands and Waters of the U.S. within Fairbanks’ MS4

permit area. Appropriate BMPs would be utilized to minimize erosion and sedimentation. There are two active contaminated sites adjacent to the project, however dewatering is not anticipated.

N. Section 4(f)/6(f)

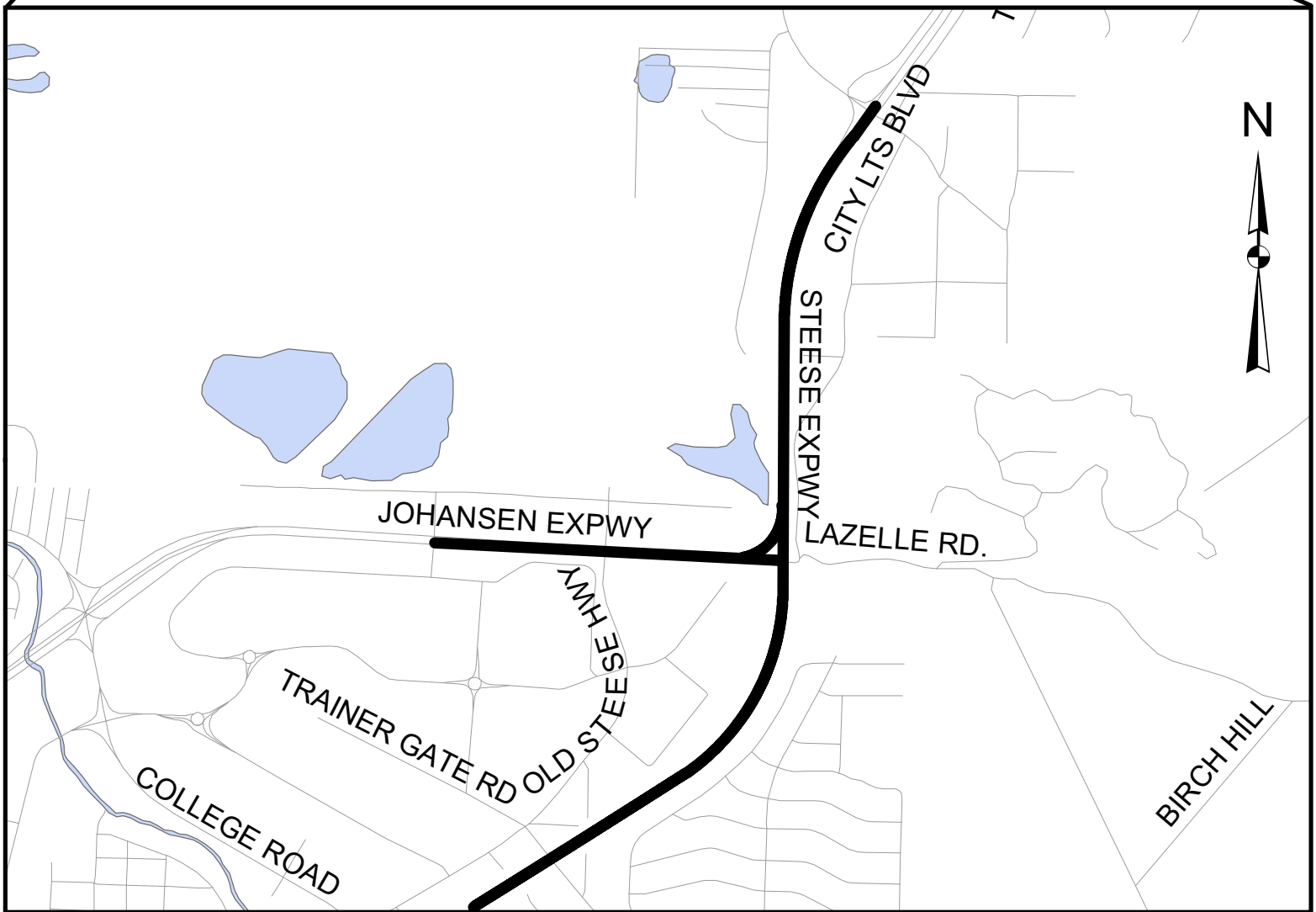
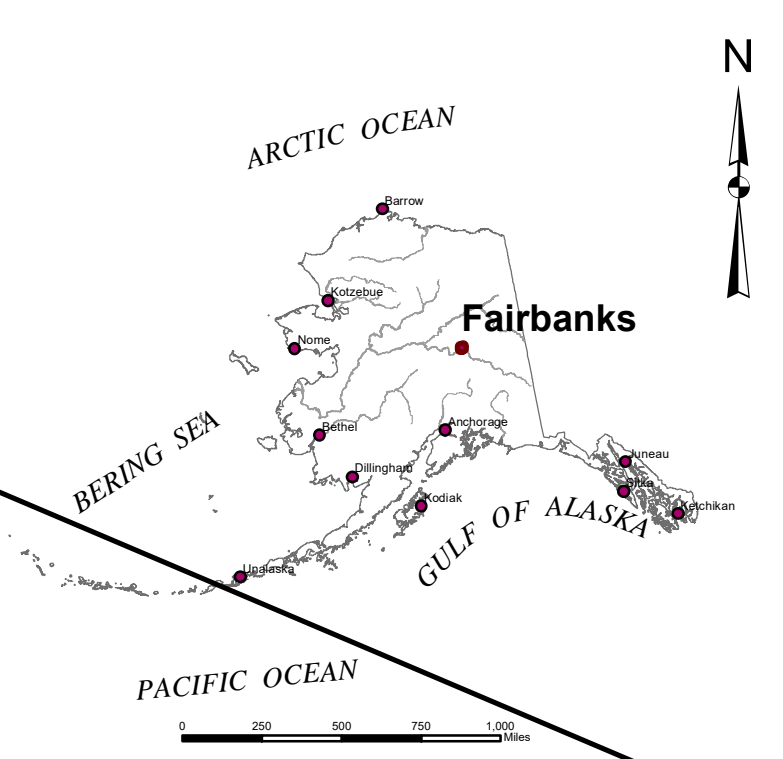
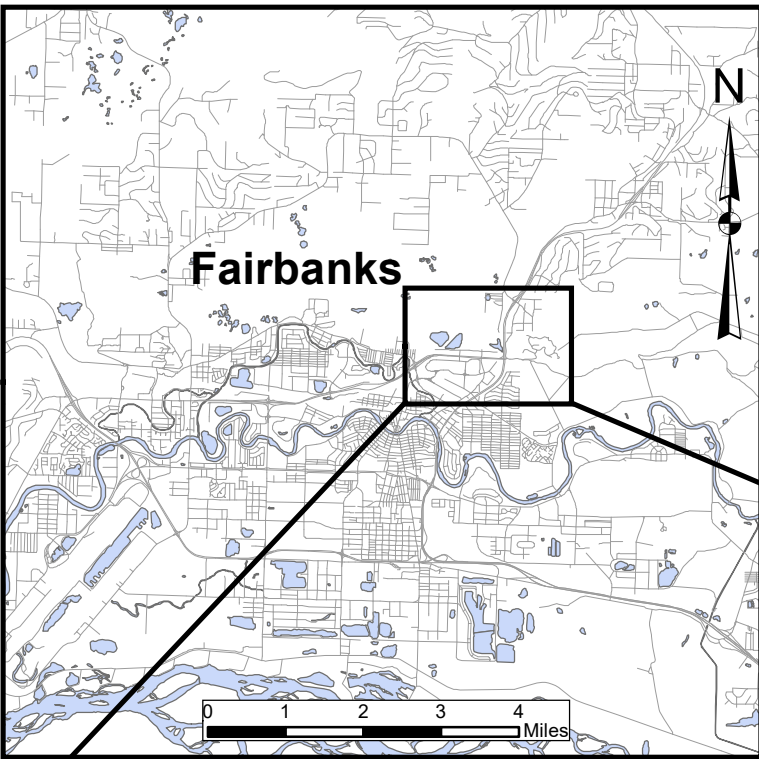
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|---|-----|
| 1. There would be a "use" of land from 4(f) properties. | No |
| 2. Section 6(f) properties affected by the proposed action. | No |
| 3. List agency(s) with jurisdiction: | N/A |
| 4. Describe:
No known 4(f) or 6(f) properties are located within the project study area. | |

O. Material Source(s) and Staging Areas

- | | |
|---|----|
| 1. Potential sites needed for project have been identified. | No |
| 2. Describe:
Aggregate for paving and crushed products will come from commercial sources in Fairbanks. Borrow material will come from commercial sources in Fairbanks. | |

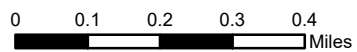
P. Permits and Authorizations

- | | |
|---|-----|
| 1. USACE, NWP or IP: | Yes |
| 2. USCG, Bridge Permit: | No |
| 3. ADF&G, Fish Habitat Permit: | No |
| 4. Material Site(s) Sales Agreements/Permits: | No |
| 5. Floodplain Permit: | No |
| 6. ADEC, 401 Cert.: | Yes |
| 7. ADEC, Storm Non-domestic Storm Water Disposal Plan Approval: | Yes |
| 8. APDES, CGP: | Yes |
| 9. ADNR, Land Use Permit: | No |
| 10. Borough/City, Development Permit: | Yes |
| 11. ADEC, Excavation Dewatering Permit: | No |
| 12. ADNR, Temp. Water Use Permit: | No |
| 13. ADF&G, Special Area Permit: | No |
| 14. Other(s): | N/A |



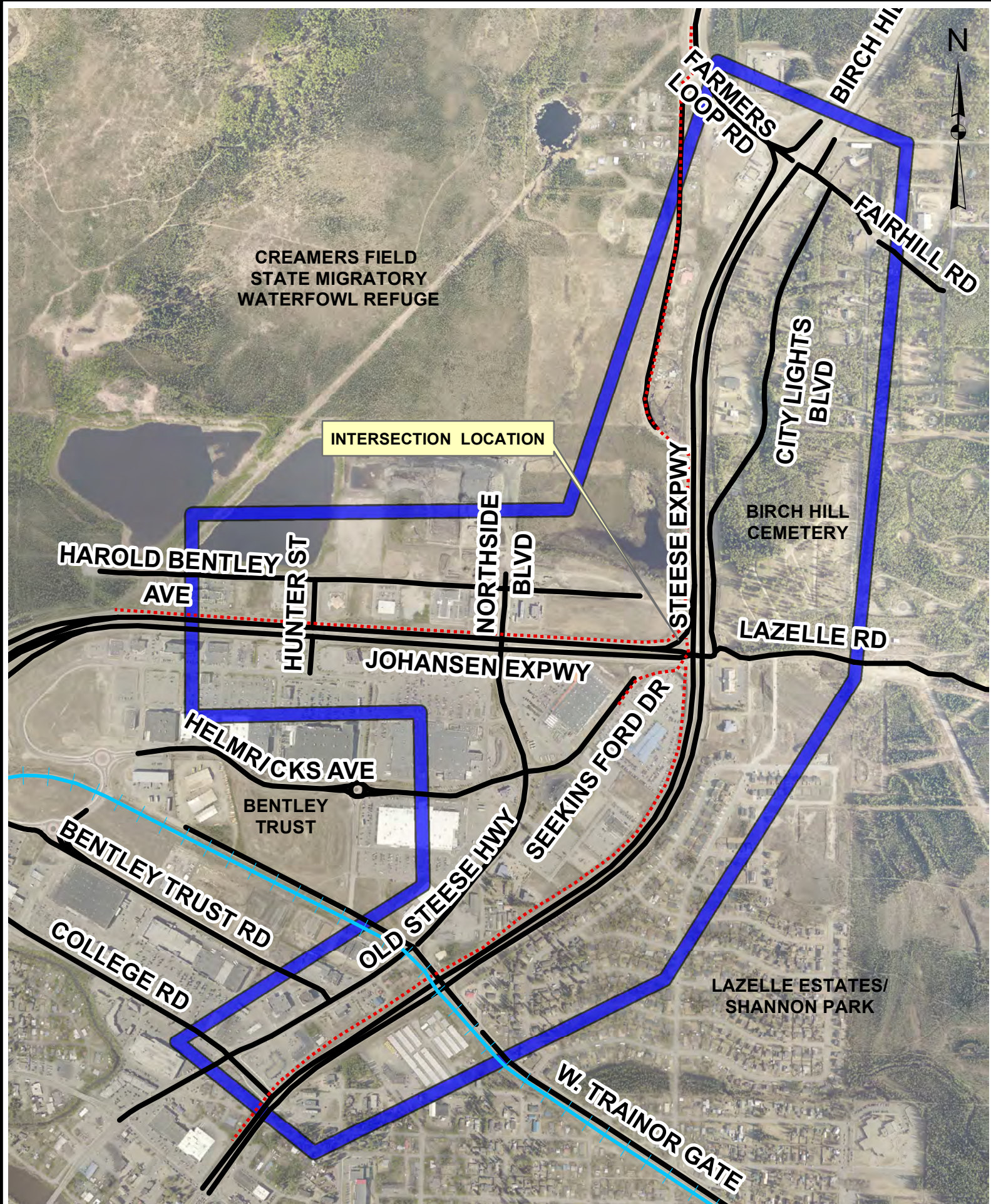
STATE OF ALASKA
 Department of Transportation
 and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709

STEESE EXPRESSWAY/JOHANSEN
 EXPRESSWAY INTERCHANGE
 PROJECT NO. Z607320000/000237



DATE: July 2018
 FIGURE: 1

VICINITY
 MAP



STATE OF ALASKA
 Department of Transportation
 and Public Facilities
 2301 Peger Road
 Fairbanks, AK 99709

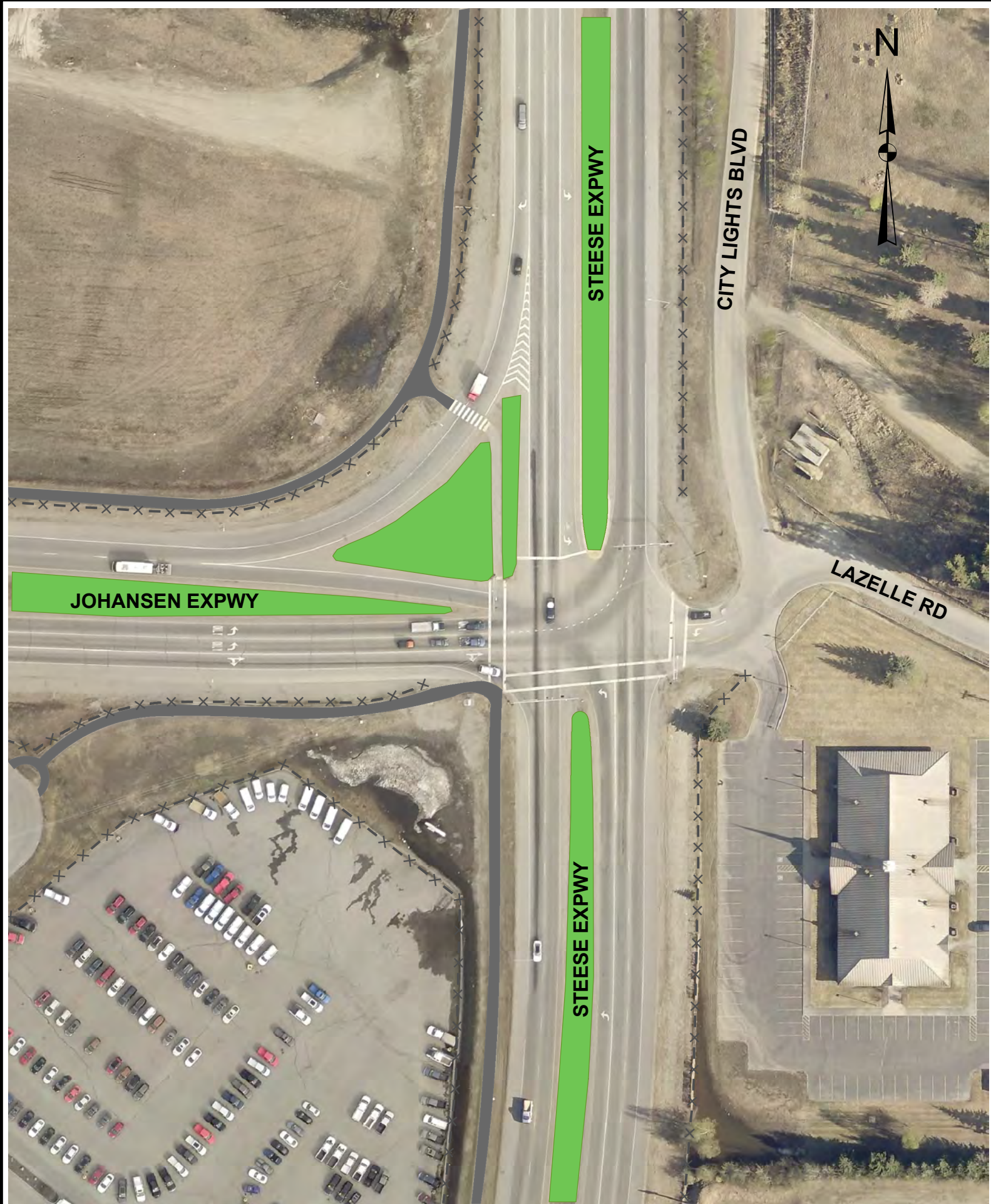
STEESE EXPRESSWAY/JOHANSEN
 EXPRESSWAY INTERCHANGE
 PROJECT NO. Z607320000/000237

Legend

- Railroad
- Road
- Pedestrian Route
- Study Area



DATE: July 2018
 FIGURE: 2
PROJECT AREA



JOHANSEN EXPWY

STEESE EXPWY

CITY LIGHTS BLVD

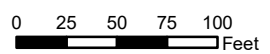
LAZELLE RD

STEESE EXPWY



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 Department of Transportation
 and Public Facilities
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 Fairbanks, AK 99709

**STEESE EXPRESSWAY/JOHANSEN
 EXPRESSWAY INTERCHANGE**
 PROJECT NO. Z607320000/000237



DATE:
July 2018

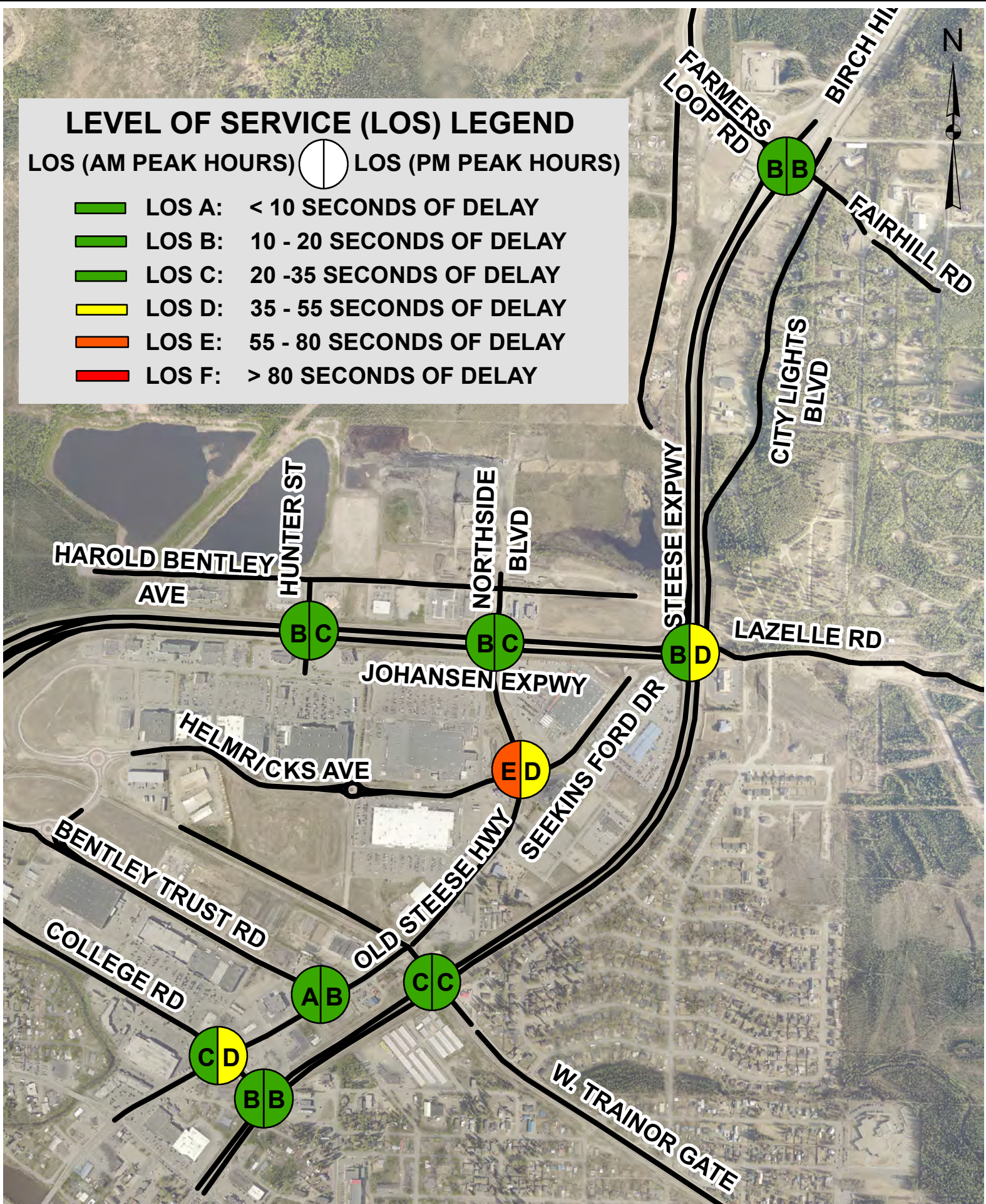
FIGURE:
3

**EXISTING
 CONFIGURATION**

LEVEL OF SERVICE (LOS) LEGEND

LOS (AM PEAK HOURS) LOS (PM PEAK HOURS)

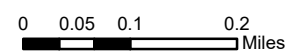
- LOS A: < 10 SECONDS OF DELAY
- LOS B: 10 - 20 SECONDS OF DELAY
- LOS C: 20 - 35 SECONDS OF DELAY
- LOS D: 35 - 55 SECONDS OF DELAY
- LOS E: 55 - 80 SECONDS OF DELAY
- LOS F: > 80 SECONDS OF DELAY



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 and Public Facilities
 2301 Peger Road
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STEESE EXPRESSWAY/JOHANSEN
 EXPRESSWAY INTERCHANGE
 PROJECT NO. Z607320000/000237




Legend
 Road

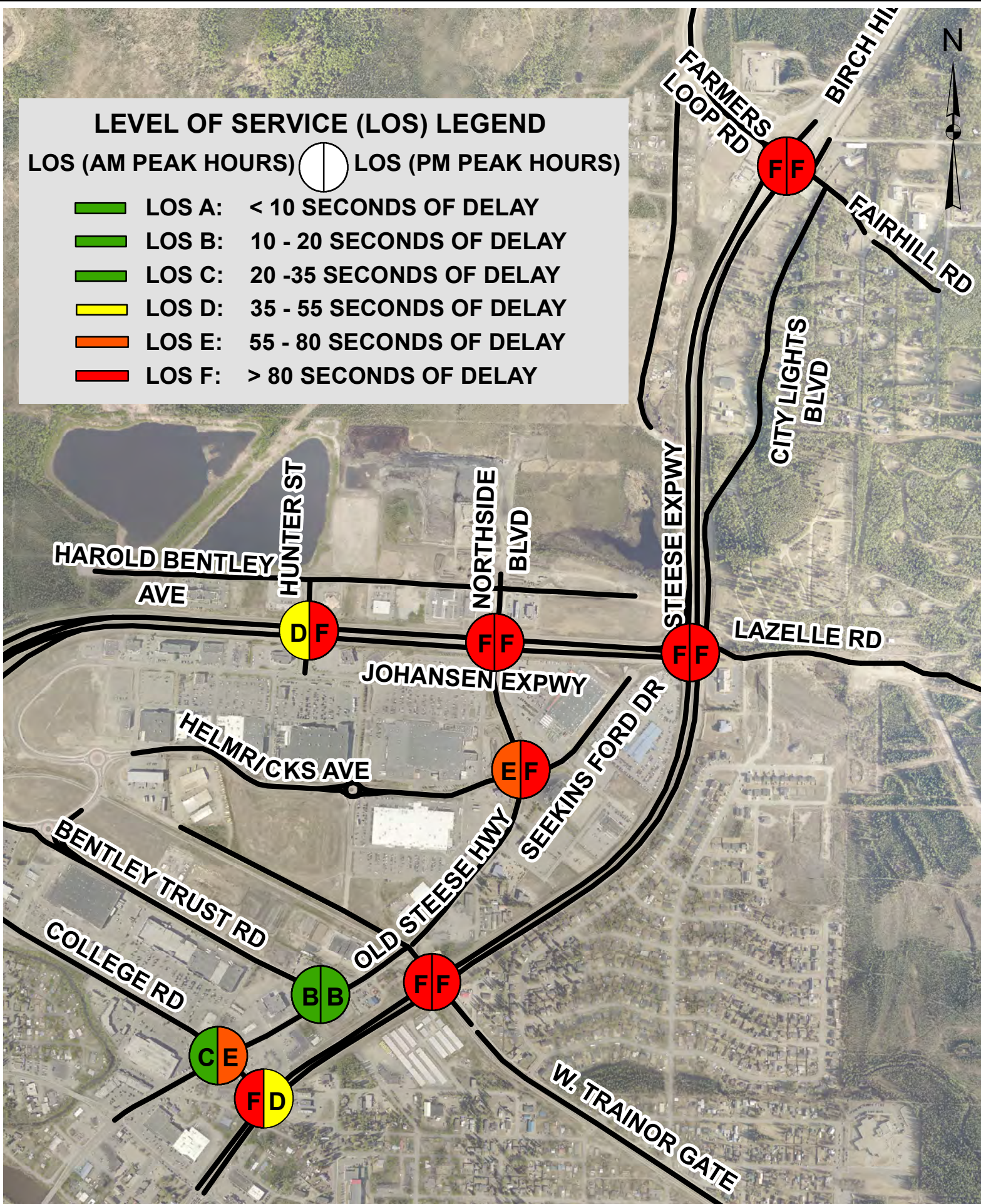


DATE: July 2018
 FIGURE: 4
EXISTING LEVEL OF SERVICE

LEVEL OF SERVICE (LOS) LEGEND

LOS (AM PEAK HOURS)  LOS (PM PEAK HOURS)

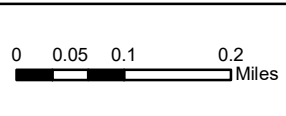
-  LOS A: < 10 SECONDS OF DELAY
-  LOS B: 10 - 20 SECONDS OF DELAY
-  LOS C: 20 - 35 SECONDS OF DELAY
-  LOS D: 35 - 55 SECONDS OF DELAY
-  LOS E: 55 - 80 SECONDS OF DELAY
-  LOS F: > 80 SECONDS OF DELAY



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STEESE EXPRESSWAY/JOHANSEN
EXPRESSWAY INTERCHANGE
PROJECT NO. Z607320000/000237

Legend
— Road



DATE: July 2018
FIGURE: 5
**2045 NO BUILD
LEVEL OF SERVICE**

Richardson Highway MP 206-235										Delivery	Read
Recipient	SCOPING LIST April 16, 2018										
Number	Verified	First Name	Last Name	Title	Agency	Address	Phone	e-mail	Confirmation		
Federal Agencies											
1	V	Bob	Henszey	Branch Chief	USFWS Conservation Planning	101 12th Avenue, Rm. 110, Fairbanks	907-456-0324	bob_henszey@fws.gov			
2	V	Ben	Soiseth	Fairbanks Field Office Manager	USACE Regulatory	2175 University Avenue #201E, Fairbanks	907-474-2166	Benjamin.N.Soiseth@usace.army.mil			
3	V	Molly	Vaughn	NEPA Reviewer	EPA Region 10	222 W. 7th Ave. #19, Anchorage		vaughan.molly@epamail.epa.gov			
4	V	Matthew	Sprau	NEPA Program Manager	USAG FWA	Directorate of Public Works, IMFW-PWE (SPRAU), 1060 Gaffney Road, #4500, Fort Wainwright, Alaska 99703-4500	907-361-9688	matthew.h.sprau.civ@mail.mil			
5	V	Elizabeth	Cook	Cultural Resource Manager	USAG FWA	Directorate of Public Works, IMFW-PWE (COOK), 1060 Gaffney Road, #4500, Fort Wainwright, Alaska 99703-4500	907-361-3002	elizabeth.a.cook80.civ@mail.mil			
6	V	Kathleen	Siftar	Master Planning Chief	USAG FWA	Directorate of Public Works, IMFW-PWE (SIFTAR), 1060 Gaffney Road, #4500, Fort Wainwright, Alaska 99703-4500	907-361-3315	kathleen.d.siftar.civ@mail.mil			
State Resource Agencies											
7	V	Andrew	Sayers-Fay	Director	DEC Division of Water	410 Willowby Ave, Ste 303, PO Box 111800	907-269-6281	andrew.sayers-fay@alaska.gov			
8	V	Cynthia	Heil	Environmental Program Manager	DEC Air Quality	555 Cordova Street, Anchorage	907-269-7579	cindy.heil@alaska.gov			
9	V	James	Fish	Environmental Program Specialist	DEC Contaminated Sites	610 University Ave, Fairbanks	907-451-2117	james.fish@alaska.gov			
10	V	Audra	Brase	Regional Supervisor	DFG - Habitat Division	1300 College Road, Fairbanks, Ak 99701-1551	907-459-7282	audra.brase@alaska.gov			
V	Jim	Rypkema	Environment: Wetlands Interior & TAPS Unit	DEC Storm Water & Wetlands	555 Cordova Street	Anchorage	907-334-2288	Jim.Rypkema@alaska.gov		9/21/2016	
V	Ashley	Adamczak	TAPS Unit	DEC Prevention, Preparedness	610 University Ave	Fairbanks	907-451-2124	ashley.adamczak@alaska.gov		9/22/2016	
11	V	Jeanne	Proulx	Regional Manager Northern Region	DNR DLMW	3700 Airport Way, Fairbanks, AK 99709-4699	907-451-2711	jeanne.proulx@alaska.gov			
12	V	Nancy	Sonafrank	Program Manager	DEC Water Quality	610 University Ave	907-451-2726	Nancy.Sonafrank@alaska.gov			
Community											
13	V	Jackson	Fox	Executive Director	FMATS	800 Cushman St., Fairbanks, AK 99701	907-459-6786	jackson.fox@fmats.us			
14	V	Bob	Prishtash	City Engineer	City of Fairbanks	800 Cushman St., Fairbanks, AK 99701	907-459-6758	RPristash@fairbanks.us			
15	V	Dan	Sloan	Public Works Director	FNSB	Public Works BLDG, Davis Road	907-459-1340	dsloan@fairbanks.us			
16	V	Andrew	Ackerman	Environmental Manager (Stormwater)	City of Fairbanks	800 Cushman St., Fairbanks, AK 99701		aackerman@fairbanks.us			
17	V	Eric	Jewkes	Police Chief	City of Fairbanks Police Department			ejewkes@ci.fairbanks.ak.us			
18	V	Kellen	Spillman	Deputy Director of Community	FNSB	809 Pioneer Road, P.O. Box 71267	907-459-1266	kspillman@fnsb.us			
19	V	Don	Galligan	Transportation Planner	FNSB	810 Pioneer Road, P.O. Box 71267	907-459-1345	dgalligan@fnsb.us			
20	V	Nancy	Durham	Floodplain Administrator	FNSB	PO Box 871267	907-459-1263	ndurham@fnsb.us			
21	V	Jeff	Jacobson	Director of Public Works	City of Fairbanks	2121 Peger Road	907-459-6817	jjacobson@fairbanks.us; pwm@mail@fairbanks.us			
22	V	Baird	Stiefel	Emergency Manager	FNSB			bstiefel@fnsb.us			
23	V	Christine	Nelson	Director of Community Planning	Fairbanks North Star Borough	Fairbanks, AK 99701	907-459-1260	planning@co.fairbanks.ak.us; cnelson@fnsb.us			
Alaska DOT											
24	V	Meadow	Bailey	Information Officer	Alaska DOT&PF	2301 Peger Road, Fairbanks, AK 99709-5316	451-2240	meadow.bailey@alaska.gov			
25	V	Gail	Gardner	Utilities Engineer	Alaska DOT&PF	2301 Peger Road, Fairbanks, AK 99709-5316	451-5408	gail.gardner@alaska.gov			
26	V	Barry	Hooper	PD&E Chief	Alaska DOT&PF	2301 Peger Road, Fairbanks, AK 99709-5316	451-2218	barry.hooper@alaska.gov			
29	V	Sarah	Schacher	Preconstruction Engineer	Alaska DOT&PF	2301 Peger Road, Fairbanks, AK 99709-5316	451-5361	sarah.schacher@alaska.gov			



Agency Comment & Response Summary

October 10, 2018

Steese Expressway/Johansen Expressway Interchange Project
Project No. Z607320000/0002337

The following document summarizes the agency scoping comments received by email and phone from August 2, 2018 to October 11, 2018.

Agency	Comment	Response
ADF&G	At this time ADF&G has no objection to this proposed project, and it appears that no Fish Habitat Permit will be required. However please continue to keep us informed as this project progresses so we may better evaluate the final design.	The Department will keep ADF&G informed as the project progresses.
ADNR	The Northern Region Lands Section, DMLW, DNR has reviewed the scoping documents for the Steese Expressway/Johansen Expressway Interchange. It does not appear any DNR managed land will be needed for the project, nor will any permits or material sale contracts be needed from DNR. The information appears to be consistent with our agency's knowledge and adequately identified that no DNR managed resources or permits will be needed.	The Department appreciates ADNR's response.
USAG FWA DPW MP	In accordance with the USAG Alaska Master Plan, a new gate is visualized on Army property to the east of the DOT Steese/Johansen Expressway Interchange. Please note that no funding has yet been identified for the project however it aligns with our long term vision and goals for the installation. Construction of this new Access Control Point (ACP) is currently forecasted in the 6-10 year timeframe but of course the master plan is a living document and changes will be incorporated if needed in response to mission changes.	The Department will continue to work with the installation's Master Planning Office to address the potential for an ACP at Canol [Lazelle] Road during project development.

<p>USAG FWA DPW ENV</p>	<p>First, the Canol Gate is the gate that separates Canol Road from the Former Fairbanks Fuel Terminal area and is an interior gate. We would not want the city, borough or the state doing analysis on this aspect of their project.</p>	<p>Clarification was received from the USAG FWA DPW ENV Office on September 5, 2018 via phone concerning this comment. The gate referenced within the comment refers to the interior (to the installation) Canol Gate, and not the one that would potentially be impacted by the proposed project. Installation concerns on the impact on this interior gate are to be disregarded, and the Canol Gate [Lazelle Road] at the installation boundary should be considered within the proposed project's analysis.</p>
	<p>Second, the Tank Farm/Former Fairbanks Fuel Terminal are OU 3 for ground water and OU 5 for soils. The parcel of land right outside the fence line belonged at one time to the contractor constructing Lazelle Estates. This property has been foreclosed on and has been purchased by the City of Fairbanks. Their intended use is as a Snow Dump. The Army is in the process of conducting additional investigation of this property to determine if accelerated and increased contamination migration off the installation and into this area is happening. This migration is believed to have been caused to the potential degradation of permafrost that at one time influenced the ground water flows in the area north of the Chena River. We believe this permafrost degradation is due to the clearing of the Lazelle Road area by the proposed construction project.</p>	<p>The Department provided the following follow-up question:</p> <p>Can clarification be provided on this comment? No clearing for the Department's proposed project has taken place... is the snow dump being referred to as the proposed construction project in this comment?</p> <p>FWA response:</p> <p>The property has been cleared by the proposed housing development, not by any road projects. The contractor did not complete the project, and that portion of land has remained cleared since that time frame. FWA's contractor, FES (Fairbanks Environmental Services) believes this clearing action, the proposed use as a snow dump, will continue to degrade the permafrost. They are also concerned the permafrost in the area was not as extensive as originally thought, leading to a quicker degradation process.</p>
<p>USFWS</p>	<p>The information provided in the project overview is consistent with the Service's general knowledge of the project area given the level of detail provided in the scoping packet. However, the service considers all habitat (including highway ROW and riparian areas adjacent to culverts) to be occupied by migratory birds; therefore, any</p>	<p>The Department will take these concerns and recommendation into consideration during project development.</p>

	<p>land disturbing activities (clearing, placing fill, mowing, etc.) during the migratory bird nesting season could result in impacts to nesting birds.</p>	
	<p>Yes, the scoping request adequately identifies resources and permit needs under the Service’s jurisdiction:</p> <p><u>Threatened and Endangered Species:</u> There are no threatened or endangered species in the project area, thus the Service does not expect project-related activities to adversely impact listed species. This email constitutes informal consultation under the Endangered Species Act. Preparation of a Biological Assessment or further consultation regarding this project is not necessary at this time.</p> <p><u>Eagles and their Nests:</u> The Bald and Golden Eagle Protection Act protects eagles from take, as well as from disturbance to their nests, roosts, and foraging sites. The Service is unaware of any eagle nests in the proposed project area. Ultimately, the project proponent is responsible for preventing disturbance to eagles. If an eagle nest is discovered within a half-mile of the project site, please contact the USFWS office for further assistance.</p>	
	<p>The Service offers the following additional BMPs/mitigation for ADOT&PF to consider to further minimize project impacts:</p> <p><u>Migratory Birds:</u> The Service appreciates any voluntary mitigation measures intended to avoid and minimize adverse impacts to migratory birds and their habitats. Migratory bird nests, eggs, or nestlings could be destroyed if work is conducted during the spring and summer breeding season, which is generally May 1 through July 15 at the proposed site. A common mitigation measure to help minimize impacts to nesting birds is to avoid land disturbing activities (e.g., clearing, excavation, gravel fill, brush hogging, etc.) during breeding season.</p>	<p>The Department will take these concerns and recommendation into consideration during project development. The Department is also working with the Corps concerning the uncommon wetlands to the north and west of the proposed interchange.</p>

However, we also support project proponents finding other ways to minimize impacts to migratory birds.

Wetlands: The wetland immediately north and west of the Steese Expressway/Johansen Expressway Interchange (figure provided) was classified by Jenkins et al. (2010) as open water with emergent vegetation (PEM1/UBF); the National Wetlands Inventory simplified the wetland classification to semipermanently flooded emergent wetlands (PEM1F). Jenkins et al. (2010) found this wetland type to be uncommon in our area, comprising only 0.88% of our wetlands in the Fairbanks area. Freshwater emergent wetlands like those in the proposed project area provide very important habitats for wildlife, affording food, cover, and water for many species. Replacing the inherent biological function of uncommon natural wetlands with constructed wetlands is often difficult, so the Service does not recommend disturbing them. The wetland is identified as Track A on Fairbanks North Star Borough and the City of Fairbanks plots.

Because the wetland in Tract A is uncommon and difficult to replace, it was dedicated as a Conservation Area to be protected in perpetuity on February 22, 2012 (see Corps permit POA-2004-1127). No development, land clearing, placement of fill, plowing or stockpiling of snow, accumulation of debris, or construction of structures are allowed within Tract A and the associated Conservation Area in Tract B.

Other Habitat: The Service appreciates ADOT&PFs plans to manage for the introduction and spread of invasive species during project implementation. To ensure on-the-ground knowledge of invasive species management, the Service recommends project contractors review a free self-paced training course on invasive species control,

	<p>which can be found at http://weedcontrol.open.uaf.edu.</p>	
<p>USACE</p>	<p>This project has the potential to impact Waters of the U.S. (WOUS), including wetlands, under Corps Jurisdiction, and as such any work that would result in the discharge or fill into WOUS would require a permit from the Corps of Engineers under the Clean Water Act (33 U.S.C. 1344).</p>	<p>The Department provided the following follow-up question:</p> <p>Does the Corps foresee a need for any field or habitat studies that would need to be conducted in support of the compensatory mitigation that could be planned for in the 2019 field season?</p> <p>Corps response:</p> <p>Nothing specific comes to mind. In the assessment of alternatives for the project the Corps will need to know specifically why the alternative is not practicable (considering cost, existing technology and logistics), how many acres of WOUS would be impacted, and other resources that may be impacted... But at this time the Corps does not see the need for any special studies. Also, information for mitigation is primarily the type of mitigation that DOT is proposing, where it is, and the acres of the wetland types preserved/restored and the functions they perform. Provided is the list for the 13-part mitigation plan that is required for permittee responsible mitigation plan if it is determined to be necessary for this project. The plan is not needed as part of a complete application but would be needed for permit issuance should this be what is proposed and approved.</p>
	<p>The northwest corner of the intersection of the Johansen and the Steese highways contains wetlands and a pond that is currently protected by a conservation easement as mitigation for an unrelated permit. A modification to this permit to remove this conservation easement is currently under review by this office. Should the ADOT propose to discharge fill into this pond and its adjacent wetland, a permit from the Corps would be required; as well as a purpose and need statement for the impacts and an alternatives analysis evaluating the practicability of alternatives that would not result in impacts to WOUS.</p>	
	<p>The Corps would work with ADOT to avoid and minimize, to the maximum extent practicable, impacts to WOUS. At this time, and dependent on the proposed project, the Corps believes that Compensatory Mitigation for unavoidable impacts to these WOUS is appropriate. An analysis of project alternatives showing the practicability of each alternative, as well as an analysis of compensatory mitigation alternatives would likely be required as part of the permit application process. Additionally, the Corps would want to ensure that natural drainage patterns are maintained.</p>	