



## Public Comment Response Summary for the 2020 Online Open House Steese Expressway/Johansen Expressway Interchange Project No. Z607320000/0002237

The following document summarizes the public comments the Alaska Department of Transportation and Public Facilities (DOT&PF) received during the Online Open House for the Steese Expressway/Johansen Expressway Interchange project. The Online Open House held September 21 - November 15, 2020, provided a virtual presentation of the proposed action to be undertaken by DOT&PF for the proposed Steese Expressway/Johansen Expressway Interchange. Materials presented included written descriptions, illustrative figures, and a video simulation of the proposed action. The Online Open House site was visited 519 times. Comments were made via phone, email, or by responding to the survey provided as part of the online materials.

Comment Category	Comment	Response
Vehicle and Freight Movement	After merging onto northbound Steese from Johansen, much traffic will need to prepare to turn left onto Farmers Loop, thus crossing traffic lanes. During busy times, this could increase risk of accident.	Thank you for your comment. The project team reviewed several different possibilities for bringing in the merging traffic and found that locating the on ramp to the right of the through lanes would result in the least amount of weaving overall. The full analysis and report is available upon request to the project manager, lauren.little@alaska.gov.
Vehicle and Freight Movement	Assure North Slope and Fort Knox Heavy haul traffic is not impacted.	The team has been working with the trucker's groups to ensure the proposed project will not adversely impact trucking routes through the project area.
Vehicle and Freight Movement	Concerning Farmers Loop Ext. This is a residential neighborhood, and it would adversely affect their quality of life by: -sound pollution -light pollution -increased danger of vehicle accidents right outside their house -increased traffic. There isn't adequate setbacks. The speed limit would not be suitable for a residential neighborhood.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Vehicle and Freight Movement	confusing traffic pattern	Thank you for your comment.
Vehicle and Freight Movement	Will your "plans" facilitate moves for the Cat Dump beds from Universal to Ft. Knox and Ft. Knox to Universal (The Cat 793 is 27' wide and 16'6" high)? Also other loads with taller loads and Longer trailer configurations? Many companies today are using bigger and longer trailers to move all the big equipment both to Ft. Knox as well as Miners up north. (Size really does matter!) We really do not have other options for travel through town already. Oversized permits have been re-routed to old Rich, Easy street, Van horn, Peger and Johansen to get to the Steese, for years, because the Chena River Bridge on the Steese is not adequate for travel. We appreciate all your efforts to make traffic flow smoother but feel our big trucking equipment, with more axels and less turning radius is of real concern, and being left out of the plans with all the turbo cars today.	Thanks for reaching out. We have approximately 55-ft wide x 19-ft high available for oversized loads to utilize the underpass and ramps to go from Johansen to NB Steese. We have modeled the "Alaska Double" as well as other oversized load combinations to ensure the facility will function for a variety of users in coordination with the Haul Road Safety Group's input. [Note: A graphic was shared depicting something approximately the size of the load mentioned utilizing the new interchange.]
Vehicle and Freight Movement	I don't commute through here but I think it's great to eliminate the multitude of stoplights from Airport Rd to Farmer's Lp.	Thank you for your comment.

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Vehicle and Freight Movement	I see this alternative as being a well thought out design, which should allow a much better overall flow for all modes. The extended on-ramps are very accommodating to truck traffic! As long as the module, extreme oversize loads are able to by-pass either under the light on the SB Steese/ WB Johanson (perhaps this light should be 19' not to limit) or over the median (note, that over the median could be a bit limited by snow cover and should not be too tall for the low strung lowboy trailers.	Thank you for your comment. We will continue to work with the trucker's groups during detailed design to ensure adequate oversize load accommodations.
Vehicle and Freight Movement	It will totally disrupt the peace and quiet of my neighborhood on Farmers Loop Extention Road	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Vehicle and Freight Movement	look at all those additional traffic signals!! how is that more efficient? what will you do when power goes out and signals aren't operating? This is waaay to confusing, expensive and un necessary.	Thank you for your comment.
Vehicle and Freight Movement	Moving from Lazelle to the Jo will now require me to stop at 2 lights instead of just 1 as it is now; however, given that I will no longer need to wait for the long signal cycle of the Steese traffic, this may improve my commute time.	Thank you for your comment.
Vehicle and Freight Movement	Over size loads headed to Prudhoe from Parks Hwy over Johansen to Steese need to be accommodated with height and width	We have approximately 55-ft wide x 19-ft high available for oversized loads to utilize the underpass and ramps to go from Johansen to NB Steese. We have modeled the "Alaska Double" as well as other oversized load combinations to ensure the facility will function for a variety of users in coordination with the Haul Road Safety Group's input.
Vehicle and Freight Movement	People can barely navigate the simple road now, what makes you think adding a complex intersection will help? What about snow removal in this plan? DOT only plows the Steese about twice a winter as it is.	The intersection, while a bit complex on paper, will operate very similar to existing interchanges in town such as the Geist Road/Parks Highway interchange. Snow removal activities will occur in accordance with M&O's priority list, and the project includes a new snow dump to facilitate more efficient maintenance of the new facility.
Vehicle and Freight Movement	There is no mention about improved public transportation to decrease the amount of traffic through the intersection. Also, you do not address that if the intersection is improved, more people will choose housing further from town, thus increasing vehicle miles traveled, energy use, air pollution, greenhouse gas emissions, and possibly decrease safety overall due to more vehicle miles traveled (outside the interchange area).	Transit currently carries about 25 people per day on the Grey Route, most of whom travel between residences along Farmers Loop Road and UAF. Even if these volumes were to double, the Grey Route is unlikely to reduce expected delay at the subject intersection. The 2013 Short & Long Range Transit Plan considered areas where growth will occur in the MACS transit service area and surrounding locations. The report concludes that in the short and long range, MACS should focus on expanding or improving service on currently existing routes and no new routes are recommended. Further, the report indicates that any increases in transit use on the Grey Route are likely to follow the existing pattern of travel between residences and the UAF campus, rather than along the Steese Expressway to the Fred Meyer (East) stop. The capacity improvements and decreased delays that are projected due to this proposed interchange are expected to reduce emissions due to reduced idling. In addition, this intersection is a primary junction for multiple major truck routes which would not be benefited by public transportation. The reduced delay for these predominantly diesel vehicles benefits air quality and reduces greenhouse gas emissions.
Vehicle and Freight Movement	This causes more confusion, time delay, and accidents as the issue is drivers response time to being able to stop or go with ice/snow. Also this is terrible for large freight that uses that intersection.	Most of the primary freight movements at this intersection will see reduced delay and encounter the same number or less traffic signals as they do today (1 to none). No delay is experienced for trucks traveling northbound and southbound through the interchange. Truck delays will be at most 24 seconds per vehicle for the eastbound left turn movements, compared to over 3 minutes of delay per vehicle under No Build. Some delay will be introduced to trucks making a southbound right turn movement (currently free with no delay) with up to 24 second delays per vehicle throughout the day.

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Vehicle and Freight Movement	This favors North and South traffic at the expense of East and West traffic. Traffic backup could occur in the tight quarters going straight East or West. This makes bike trails crossing the Johansen worse than it is now.	Due to the efficiency of this particular interchange layout, traffic queues are not projected to exceed today's queues even in the design year (2045). Traffic queues on Johansen Expressway are anticipated to be 875 feet long in the 2045 PM peak, which is shorter than the distance between Steese Expressway and Old Steese Highway. Similarly, the traffic queues between the ramp intersections (up to 140 feet long in the 2045 PM peak) are anticipated to be shorter than the 240 foot distance between the intersections. Queues on Lazelle Road are estimated to be about 100 feet in the 2045 PM peak.
Vehicle and Freight Movement	This is a traffic pattern not encountered by most drivers. Anticipate steep learning curve.	Thank you for your comment.
Vehicle and Freight Movement	This new Steese Johansen interchange is not needed!!	Thank you for your comment.
Vehicle and Freight Movement	This plan looks to stream-line traffic flow N and S on the Steese. I highly approve of it!	Thank you for your comment.
Vehicle and Freight Movement	Trucking companies DON'T take doubles North	Thank you for your comment.
Vehicle and Freight Movement	<p>What is the proposed height clearance on the underpass when turning from the Johansen to the Steese heading northbound?</p> <p>For over height moves, will the Farmer's Loop extension serve as an acceptable alternate route for these loads?</p> <p>Will there be infrastructure added to permit oversized travel through this route?</p>	The preliminary bridge design provides 19-ft of vertical clearance. We did this considering the potential for oversize loads.
Vehicle and Freight Movement	What is the proposed height clearance on the underpass? Will over-height freight movements have restrictions on the farmers loop extension if they needed to bypass the underpass?	We have approximately 55-ft wide x 19-ft high available for oversized loads to utilize the underpass and ramps to go from Johansen to NB Steese. We have modeled the "Alaska Double" as well as other oversized load combinations to ensure the facility will function for a variety of users in coordination with the Haul Road Safety Group's input. Goldstream Road remains the official truck bypass route for this area.
Bicycle and Pedestrian Pathways	Are bicyclists to use the pedestrian crosswalk to get across the Johansen at the Old Steese Hwy intersection?	A person operating a bicycle on a shared-use path or sidewalk would dismount the bicycle and cross as a pedestrian utilizing the crosswalk. A person operating a bicycle on the roadway would ride with traffic; use signals to turn, slow, and stop; and follow the same traffic laws as a motorized vehicle. More information on Alaska bicycle laws can be found at: <a href="http://www.dot.state.ak.us/stwdplng/hwysafety/assets/BikeandSafetyManual/Alaska_Laws.pdf">http://www.dot.state.ak.us/stwdplng/hwysafety/assets/BikeandSafetyManual/Alaska_Laws.pdf</a>
Bicycle and Pedestrian Pathways	As a pedestrian I was almost hit by a car attempting to cross W-E across the Steese by someone nit looking and merging from the Johansen. This should greatly improve pedestrian safety.	Thank you for your comment.
Bicycle and Pedestrian Pathways	As an avid bicyclist I applaud the attention given to pedestrian pathways and their upkeep, especially in the winter plowing effort.	Thank you for your comment.

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Bicycle and Pedestrian Pathways	Bicycle commuters need a safer more direct route!!	The proposed interchange provides signalized crossings for the major pedestrian/bicycle movements improving safety.
Bicycle and Pedestrian Pathways	If we have a large increase in fast moving traffic down Farmers Loop Extension, it will be extremely dangerous for those of us who live here to cross the road to get our mail. it will also be dangerous to the small children and pets that live here.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Bicycle and Pedestrian Pathways	It will be far worse.	Thank you for your comment.
Bicycle and Pedestrian Pathways	Pros: some signal protected crossings (fixes a morning problem with morning southbound bike/walking). Cons: convoluted interchanges significantly reduces the efficiency of biking (see all the major intersections on the Johannsen)--cars get the efficient movements, bikes are relegated to long delays at multiple crossings.	Thank you for your comment. As always we have to strike a balance between user groups, at this heavy truck traffic and commuter traffic location and junction of two principal expressways, we focused on improving bike/ped safety (through signalized crossings and reduced crossing distances) while ensuring high traffic flow capabilities. This does increase the time it takes to get through this area, but improves the safety for bikes and peds.
Bicycle and Pedestrian Pathways	Recommend adding some sort of ped/bike accommodation for those who miss the ped route on the FL connection and end up at the intersection wanting to turn and head North. Otherwise there will be bikes and peds on the NB onramp.	Thank you for your comment, we will ensure the final design has adequate connectivity between bike facilities.
Bicycle and Pedestrian Pathways	Since the roadway construction for the steese extends almost half way to trainor gate, it would be nice to repave the separated path on the west side. The surface has a lot of broken pavement.	Thank you for your comment. If budgets allow we will look at including this work.
Bicycle and Pedestrian Pathways	The drawing has the path lower than the road surface along the farmers loop connection road. There is also a gap between the paved road and paved path. This will allow gravel to accumulate on the path. The same thing currently happens on the path parallel to farmers loop rd at the east end. Please consider making one paved road/path surface and separate the path using barriers, curbs, or bollards instead of physically separating the path. The barriers or bollards should also include lighting.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. This should eliminate the concern about gravel on the bike path long term.
Bicycle and Pedestrian Pathways	There are no multi-use pathways on the east side of the Steese Expressway for Fairhill and Vue Crest subdivisions, south of Fairhill Road. Provide a bicycle/pedestrian path extension from the south end of City Lights Blvd across Lazelle Road and continuing to allow safe passage to the Churches to the south, Shannon park subdivision, Tanana Middle School (for Fairhill and Vue Crest Subdivision attendance area students) and the proposed Fort Wainwright access at Lazelle Road.	Thank you for your comment, adding pathways on the east side of the intersection where none exist now is not within the scope, purpose and need of this project. Please share your comments and desires for future improvements with the FAST Planning group.
Bicycle and Pedestrian Pathways	There's already a bike/foot path there. It would not improve anyone's ability because it's not impeded now.	Thank you for your comment.

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Bicycle and Pedestrian Pathways	They already have a bike path on Farmers Loop Extension Road	Thank you for your comment.
Bicycle and Pedestrian Pathways	This addresses pedestrians, only. What is the facility on the Old Steese that this project connects to for bicyclists? A sidewalk is not a recommended or preferred or adequate facility. Riding a bicycle on a sidewalk in this area is against city ordinance. Please address.	We have looked into the issue of bicycles on sidewalks. As this area is not a business district bicycle use on the sidewalks is allowed. The Old Steese Highway Reconstruction project has additional information on proposed improvements to the Old Steese, more information is available at <a href="http://dot.alaska.gov/nreg/oldsteese/">http://dot.alaska.gov/nreg/oldsteese/</a> .
Bicycle and Pedestrian Pathways	This bike path route is a great improvement. The path along the Steese is pretty scary with the homeless camps. Something should be done to connect the path along Farmer's Loop to the gas station. It is a destination.	Thank you for your comment, adding pathway connections where none exist now is not within the scope, purpose and need of this project. Please share your comments and desires for future improvements with the FAST Planning group.
Bicycle and Pedestrian Pathways	This new interchange is not needed!!	Thank you for your comment.
Bicycle and Pedestrian Pathways	This promises to be intimidating to most pedestrians. It may be OK as long as striping is visible, but snow cover on roadway may be confusing. Traffic pattern under bridge (cars on opposite side of road than expected) will likely lend to confusion.	Thank you for your comment. We will be considering appropriate signage during the detailed design phase which should assist in directions when snow cover is present.
Bicycle and Pedestrian Pathways	With how the diamond is oriented there will still be a large risk to pedestrians. Also this will only be used for roughly 3/4mths of the year and there are other routes they can take and should be expanded that would be over all safer.	Thank you for your comment.
Bicycle and Pedestrian Pathways	you're kidding right? I don't go there now as a ped or bicyclist due to danger. The spaghetti like routing you show just confounds the danger.	Thank you for your comment.
Bicycle and Pedestrian Pathways / Maintenance	As there is a relatively "close" snow storage area being built, will that mean snow will be removed from the ped crossing routes at the same time as it is removed from the roadway? I'm concerned about the ped sidewalks within the intersections as well as the new sidewalks being proposed on then and s sides of the Johansen. The separated path along the Johansen doesn't have a good record for consistent snow removal throughout the winter. The fact that these are sidewalks rather than separated paths will likely mean graders can be used for clearing.	Regarding frequency of maintenance, I can't make any promises. We recognize that this facility will increase M&O burden, but as you mention hopefully with the proximity of the sidewalk facilities to the road it may be able to be maintained in one operation. Location of signs, signals, etc. may ultimately dictate that effort however. We'll continue working with M&O and the BPAC during detailed design to do our best to balance needs.
Bicycle and Pedestrian Pathways / Maintenance	DOT is in the process of getting another articulated "Holder" tractor to be used for paths. I wonder how much of an increase in sidewalk lane miles is involved in this project, the old steese highway project and the farmers loop extension. It does look like about 1000 ft of the recently redone Johansen path will be abandoned parallel to the Steese.	<p>Sidewalk lane miles (including the attached path) below:  Farmer's Loop Proposed: 4600 Linear Feet (LF), Existing: 4700 LF (includes 1400 LF along Steese north of Johansen). Primary change is rerouting south portion from along Steese to stay along new Farmers Loop Extension</p> <p>Steese (Including Intersection) Proposed: 3147 LF, Existing: 2470 LF. Primary change is adding pathways through the interchange, and to reconnect City Lights.</p> <p>Johansen Proposed: 2500 LF, Existing: 1700 LF. Primary change is providing path along full length of south side of Johansen.</p>



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Bicycle and Pedestrian Pathways / Maintenance	Sidewalks on the old steese project will likely allow the use of graders for snow removal. Separated path on the farmers loop extension will mean graders can't be used.	We are open to an attached sidewalk vs. a separated path along the Farmers Loop Connection, if that is your preference please make that comment. We'll ultimately be working with the neighborhood and M&O to determine the most sustainable and pedestrian/bike friendly solution for this connection.
Bicycle and Pedestrian Safety	Good job addressing this mode's safety!	Thank you for your comment.
Bicycle and Pedestrian Safety	How wide are the bicycle paths and how are they designated? What lines of sight do drivers have of pedestrians and cyclists?	The preliminary design shows the non-motorized pathways as 8-feet wide. Pedestrian crossings will be signalized, with the exception of the westbound right turn movement and the eastbound right turn movement. For these unsignalized crossings, the available sight distance exceeds the minimum required sight distance: WB335' available (at least). Stopping sight distance is 200 feet for 30 MPH. Crossing sight distance (for pedestrian to see a gap big enough for them to cross the vehicle space) is 315 feet. EB1300' available (back to Old Steese). Stopping sight distance is 570 feet for 60 MPH. Crossing sight distance is 630 feet.
Bicycle and Pedestrian Safety	I believe the state needs to stop assuming what is good for a pedestrian is good for a bicycle. These modes need to be addressed individually as they are very different.	Thank you for your comment.
Bicycle and Pedestrian Safety	I like the ped/bike route along the FL connection. Big improvement over what is there now.	Thank you for your comment.
Bicycle and Pedestrian Safety	I think your question is misleading. This bridge will be far worse for vehicles especially in the winter, and you're required by law to say so.	Thank you for your comment.
Bicycle and Pedestrian Safety	If pedestrians and bicyclists follow the traffic rules, i.e. use crossing lights and watching for traffic, they should be fine.	Thank you for your comment.
Bicycle and Pedestrian Safety	I'm concerned about the likelihood the ped crossing stanchions will be subject to being run over. That are awfully exposed. When that happens peds have no way to know the status of the controlling vehicle signal. It doesn't appear that peds can see the traffic signals that determine the walk/don't walk.	We will look at the location and type of pedestrian signage and signal posts during detailed design and work with M&O to ensure they are located in an accessible location while minimizing risk of strikes. At this level of design we haven't gotten into detailed sign and signal locations, what you are seeing is largely schematic for that type of detail.
Bicycle and Pedestrian Safety	Improved safety with protection from lights. However, no discussion about enforcement. There is a lot of red light running in this community. Indeed a tragic death at this intersection resulted from someone running the red light--that is an unacceptable behavior that you have not addressed.	While traffic enforcement remains an important part of overall safety on roadways, the crossing distances are significantly shorter and traffic speeds lower for these crossings than the existing crossing of the Steese Expressway. Essentially pedestrians are exposed to lower speed traffic and shorter durations (shorter crossings), reducing risk of pedestrian/vehicle collisions.

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Bicycle and Pedestrian Safety	Multiple crossings means more chances for pedestrians to make bad decisions about when to cross. The center island seems dangerous to be on.	<p>The preliminary design provides for a 20-foot wide center island with approximately 6 feet of distance between the edge of path and the edge of traveled way when on the island. Traffic speeds adjacent to the center island are anticipated to be 30 mph. The final configuration of the center island will be determined during design and the need for a barrier treatment (which is pretty common in Diverging Diamonds islands) will be evaluated.</p> <p>Pedestrians would encounter up to 325 vehicles per hour in the 2045 design year at the unsignalized crossings (eastbound and westbound right turn lanes), compared to up to 1460 vehicles per hour with the existing unsignalized crossing (southbound right turn lane).</p>
Bicycle and Pedestrian Safety	Picture it 8-9 months of the year buried in snow!	Thank you for your comment.
Bicycle and Pedestrian Safety	Stay away.	Thank you for your comment.
Bicycle and Pedestrian Safety	The unsignalized crosswalks do not appear in the video to have ped crossing diamond signs like were used at geist and university ave on those types of crossings.	Signage will comply with current standards, the level of detail for this effort didn't address full signing and striping requirements.
Bicycle and Pedestrian Safety	The unsignalized ped crossings in the video do not show any diamond shaped ped crossing signs. I'm referring to signs like were used in those type of crossings at the university and Johansen intersection. Why are some of the unsignalized ped crossings cross hatched and others are not?	Any crossing that is not signalized has a ladder style crosswalk, any crossing that has the parallel bars is a signalized crossing. They're not all crystal clear in the graphics I realize but that is the easy way to identify.
Bicycle and Pedestrian Safety	The use of signals by design makes a safer crossing. The current NW ramp from the Steese to the Johansen can cause confusion for the pedestrian and the driver w/o the use of a signal.	Thank you for your comment.
Bicycle and Pedestrian Safety	these questions do not address the disruption of my neighborhood	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Bicycle and Pedestrian Safety	<p>This alternative will close City Lights Blvd conduit and further concentrate traffic to the north for the Fairhill and Vue Crest subdivisions, businesses, Rec area, churches and school traffic at the Steese Hwy/Fairhill Rd intersection. Concentrating vehicular and pedestrian traffic on the east side of this intersection without road and pedestrian improvements in this area may potentially result in more personal injury and/or fatalities.</p> <p><a href="http://slowdownalaska.org/avoidintersections.html">http://slowdownalaska.org/avoidintersections.html</a></p>	<p>140 additional vehicles (65 entering and 75 exiting) are estimated to use Fairhill Road to get to or from City Lights Boulevard during the morning peak hour, which is about double of the City Lights traffic if it were kept open; this includes traffic to and from the Fairhill Christian School. During the PM peak hour, 70 additional vehicles (30 entering and 40 exiting) are estimated to use Fairhill Road. The increase in traffic at Fairhill is expected to increase vehicle delays by about 1 second per vehicle in the morning peak hour. Overall, the additional volumes on Fairhill Road caused by the City Lights Boulevard closure on the south end are forecasted to be low for the majority of the day. The school is anticipated to generate the most traffic during the morning drop off and afternoon pick up times, which are both estimated to last for 15 to 30 minutes at a time. A pedestrian pathway would be provided to connect City Lights Boulevard to the Steese-Jo intersection, allowing City Lights pedestrians to continue crossing at Steese-Jo.</p>
Bicycle and Pedestrian Safety	This still puts them very close to cars. Sidewalks don't protect them. The current route behind the fence along farmers loop is one of the safest areas for walkers/bikers.	We will be maintaining separated pathways for the areas that are currently served by separated pathway (parallel to Steese and Johansen).

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Bicycle and Pedestrian Safety	you're kidding right? how does the spaghetti like routing you show make it more safe? Confusing, over built and danger only compounded.	Thank you for your comment.
City Lights Blvd / Cemetery Access	(none, as I don't use this road often; I am sure I would not like the negative impacts on the cemetery if I visited that location more often).	Thank you for your comment.
City Lights Blvd / Cemetery Access	Closing City Lights Blvd will be closing an alternative route for those who choose to use it. This is a waste of money and not a good business decision.	We have extensively evaluated options to maintain City Lights connection with Lazelle, but unfortunately there is no safe way to maintain this without significantly degrading the safety and efficiency of the Steese-Johansen intersection.
City Lights Blvd / Cemetery Access	Does this put City Lights on the Rd District on Birch Hill? Right now it's not past the church and school	At this time no changes to maintenance responsibility are proposed, however we will coordinate with the FNSB and City to determine if anything can be done to improve maintenance service on the upper portion that will become the only access.
City Lights Blvd / Cemetery Access	I like it. People try to short cut and speed along the road quite often.	Thank you for your comment.
City Lights Blvd / Cemetery Access	I live in Shannon Park and have my father's grave in the cemetery. It seems to drive there with the new interchange I will need to access it from the Farmer's Loop/Steese interchange, which isn't a big deal. I typically walk to my father's grave via D street. Will I have pedestrian access on the cemetery's south side?	No changes to pedestrian facilities are proposed along Lazelle or City Lights currently.
City Lights Blvd / Cemetery Access	If going forward with City Lights Blvd traffic conduit closure, consider and evaluate traffic concentration and safety comments for the Fairhill and Vue Crest subdivision areas for the future Farmers loop road interchange improvements. Overall, it doesn't appear that the numerous public comments regarding closure of City Lights Blvd have been taken into consideration. Refer to 12/6/2018 Open House Public Comment Response Summary, pgs. 2, 3, and 4 of 5.	<p>140 additional vehicles (65 entering and 75 exiting) are estimated to use Fairhill Road to get to or from City Lights Boulevard during the morning peak hour, which is about double of the City Lights traffic if it were kept open; this includes traffic to and from the Fairhill Christian School. During the PM peak hour, 70 additional vehicles (30 entering and 40 exiting) are estimated to use Fairhill Road. The increase in traffic at Fairhill is expected to increase vehicle delays by about 1 second per vehicle in the morning peak hour.</p> <p>Overall, the additional volumes on Fairhill Road caused by the City Lights Boulevard closure on the south end are forecasted to be low for the majority of the day. The school is anticipated to generate the most traffic during the morning drop off and afternoon pick up times, which are both estimated to last for 15 to 30 minutes at a time.</p>
City Lights Blvd / Cemetery Access	is there a connection to Lazelle Road? if not, this graphic makes no sense	Access to Lazelle from City Lights will be via the Farmers Loop/Steese Expressway intersection to the Steese/Johansen interchange.
City Lights Blvd / Cemetery Access	lengthens emergency service access time	The City Lights Boulevard closure would increase the emergency travel time to the main cemetery entrance by about 1.5 minutes. This is the largest anticipated increase in travel time.
City Lights Blvd / Cemetery Access	No, I rarely drove it, but it was a fun, curvy road for a short spin in the sports car on top down summer days. I can live without it. I have never set foot in the cemetery in the four decades of living in Fairbanks, so I have no opinion about access to it.	Thank you for your comment.
City Lights Blvd / Cemetery Access	Pedestrian and bike access from Lazelle? The pedestrian map makes that look possible.	Pedestrian and bike access from Lazelle into the box store area will be via the interchange. There are no changes to pedestrian access from Lazelle to City Lights.



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City Lights Blvd / Cemetery Access	This actually makes it worse for the residents. If my children went to Fairhill, I'd be upset.	Thank you for your comment.
City Lights Blvd / Cemetery Access	This has been used as an alternate when a wreck occurs at the intersection. You are going to force that role onto Farmers Loop Extension, which will be a disaster for the neighborhood.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In an event of a crash, the alternate route would be for drivers to travel on Farmers Loop Road, University Avenue, and Johansen Expressway to reach the desired destination.
City Lights Blvd / Cemetery Access	This new big interchange is not needed!!	Thank you for your comment.
City Lights Blvd / Cemetery Access	What is not accounted for is the road coming down the cemetery and if not paying a watchful eye could smash I to someone. The cemetery is designed as one way roads. Also for the safety of the children that attend fair hill and are walking home putting more traffic here is INSANE!	The cemetery traffic pattern remains one-way. 140 additional vehicles (65 entering and 75 exiting) are estimated to use Fairhill Road to get to or from City Lights Boulevard during the morning peak hour, which is about double of the City Lights traffic if it were kept open; this includes traffic to and from the Fairhill Christian School. During the PM peak hour, 70 additional vehicles (30 entering and 40 exiting) are estimated to use Fairhill Road. The increase in traffic at Fairhill is expected to increase vehicle delays by about 1 second per vehicle in the morning peak hour. Overall, the additional volumes on Fairhill Road caused by the City Lights Boulevard closure on the south end are forecasted to be low for the majority of the day. The school is anticipated to generate the most traffic during the morning drop off and afternoon pick up times, which are both estimated to last for 15 to 30 minutes at a time.
City Lights Blvd / Cemetery Access	What is the reason for closing City Lights and has DOT considered the traffic impacts associated with that at Farmers Loop/Steese?	Explained that there were just too many constraints, our PAC (made up of FNSB, City and DOT EMS, Planning & M&O folks) decided early on that was one thing they could all live with closing to make the intersection better.  Explained we looked at a variety of scenarios trying to keep some amount of access there but none were feasible.
Property Impacts (DDI)	Consider moving interchange to the west. It will encroach on Ford dealership parking but may mitigate relocating LDS church.	The interchange location has been optimized to avoid wetland impacts and minimize property impacts while ensuring adequate traffic flow. The location and alignment of Steese Highway is constrained by the conservation wetland in the northwest quadrant of the project area and also by the Steese Medical Center near the southwest end of the project. If the interchange were moved westward to avoid the LDS church, wetland would be impacted (i.e., filled in) and the space between the intersection and the Old Steese would be reduced and could result in traffic backing up as traffic volumes increase.
Property Impacts (DDI)	Curious about if the church will end up with enough parking? It does appear to me however that the need to accommodate the doubles truck traffic will require that much property to get the turning radius for that route- if my perception is correct.	We are required to address parking requirements per FNSB standards with our project.
Property Impacts (DDI)	How and when would the church be moved? What kind of delays, detours, etc. can we expect from this?	Right-of-way acquisition is anticipated to begin in late 2021 or later. The DOT&PF will utilize an independent appraiser to determine the value of the property and any improvements, and the cost to cure any impacts (such as building modifications) related to the project and make a financial offer to the property owner incorporating all of these elements. The property owner will be provided with an opportunity to consult with the appraiser prior to their submission to DOT&PF for use in an offer package.
Property Impacts (DDI)	How much will it cost to move the Mormon Church? How much will the piece of Bentley Trust property cost?	We do not have detailed estimates for these things at this time, in addition, right-of-way offers are confidential between the property owners and the DOT&PF.

Steese Expressway/Johansen Expressway Comment Response Summary for 2020 Online Open House

Comment Category	Comment	Response
Property Impacts (DDI)	How will to cost of relocating the church be determined or will the building be replaced?	The DOT&PF will utilize an independent appraiser to determine the value of the property and any improvements, and the cost to cure any impacts (such as building modifications) related to the project and make a financial offer to the property owner incorporating all of these elements. The property owner will be provided with an opportunity to consult with the appraiser prior to their submission to DOT&PF for use in an offer package.
Property Impacts (DDI)	I think the need to obtain properties already in use is a ridiculous waste of time and resources.	Thank you for your comment.
Property Impacts (DDI)	I think the overall project is overkill to begin with and not necessary.	Thank you for your comment.
Property Impacts (DDI)	If any of the needed properties are currently owned by people who live on Farmers Loop Extension, Good Luck. Not likely to happen.	Thank you for your comment.
Property Impacts (DDI)	I'm a member of the Church of Jesus Christ of Latter-Day saints and I attend church in that building. That church building is so old and so poorly maintained---we have huge maintenance issues every year. The building really needs a huge remodel, which I doubt would happen anytime soon. I hope our church would turn this into a positive opportunity to provide us with an updated facility.	Thank you for your comment.
Property Impacts (DDI)	is this really worth the cost for only a few seconds? I don't think so when facing a budget crisis..	This project is ultimately the result of a planning process that has opportunity for public and agency comment. While there are many needs in the state (and nation) regarding infrastructure improvements, ultimately this project need was determined to warrant a project out of the planning process. While the overall price tag is relatively high, it will provide significant benefits to air quality (due to the large percentage of diesel trucks that go through this intersection), pedestrian and bicycle safety and improved commute times for users.
Property Impacts (DDI)	It seems that all road construction projects in Fairbanks are about cutting trees and laying more pavement, and without necessarily a big improvement for the environmental cost.	Thank you for your comment.
Property Impacts (DDI)	Not needed!!	Thank you for your comment.
Property Impacts (DDI)	Seems expensive	Thank you for your comment.
Property Impacts (DDI)	This is gonna end up taking up way more land than you think.	Thank you for your comment.
Property Impacts (DDI)	What are you people thinking? Seriously exactly how much money can you waste building something that might save me one minute getting home in the evenings? This is a piss poor idea just build the Farmers Loop cut through for probably less than a quarter of the price. Stop wasting tax payers dollars.	A relatively small amount of vehicles were forecasted to use the Farmers Loop Connection during the 2045 design year, about 185 vehicles in the AM peak hour and 370 vehicles in the PM peak hour. The connection would have had a minimal effect on the delays at Steese-Jo; the overall intersection delay for the Steese-Jo diverging diamond is anticipated to be 3 seconds less per vehicle with the Farmers Loop connection than without it.

Comment Category	Comment	Response
Property Impacts (DDI)	Who pays for the relocation of this building?	The DOT&PF will utilize an independent appraiser to determine the value of the property and any improvements, and the cost to cure any impacts (such as building modifications) related to the project and make a financial offer to the property owner incorporating all of these elements as part of the project. The property owner will be provided with an opportunity to consult with the appraiser prior to their submission to DOT&PF for use in an offer package.
Property Impacts (DDI)	Whoa! This might cost taxpayers in the millions. How is this reasonable?	This project is ultimately the result of a planning process that has opportunity for public and agency comment. While there are many needs in the state (and nation) regarding infrastructure improvements, ultimately this project need was determined to warrant a project out of the planning process. Current long range plans indicate that residential growth will occur north of Fairbanks along the Steese Expressway. This will quickly increase delay at the Steese-Jo intersection because the Steese Expressway is the only relatively high capacity road connection for this new traffic. While the overall price tag is relatively high, it will provide significant benefits to air quality (due to the large percentage of diesel trucks that go through this intersection), pedestrian and bicycle safety and improved commute times for users. The project will be constructed using 90% federal highway funds and 10% state matching funds.
Property Impacts (DDI)	Yep, the design seems to place the off ramp close to the building. Move it or place a protective and sound-barrier wall and compensate the church financially for the impact. My thinking, moving it would lead to avoiding future headaches.	The interchange location has been optimized to avoid wetland impacts and minimize property impacts while ensuring adequate traffic flow. The location and alignment of Steese Expressway is constrained by the conservation wetland in the northwest quadrant of the project area and also by the Steese Medical Center near the southwest end of the project. If the interchange were moved westward to avoid the LDS church, wetland would be impacted (i.e., filled in) and the space between the intersection and the Old Steese would be reduced and could result in traffic backing up as traffic volumes increase. Right-of-way acquisition is anticipated to begin in late 2021 or later. The DOT&PF will utilize an independent appraiser to determine the value of the property and any improvements, and the cost to cure any impacts (such as building modifications) related to the project and make a financial offer to the property owner incorporating all of these elements. The property owner will be provided with an opportunity to consult with the appraiser prior to their submission to DOT&PF for use in an offer package.
Property Impacts (FLX)	Again, it would adversely affect their quality of life by: -sound pollution -light pollution -increased danger of vehicle accidents right outside their house -increased traffic. There isn't adequate setbacks. The speed limit would not be suitable.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Property Impacts (FLX)	At the southern end of the Farmers Loop Extension there is a recognized junkyard and potential hazmat site. Someone is clearing all the junk currently out of the area. Please be cautious of hazmat and require cleanup where it is needed.	Thank you for your comment.
Property Impacts (FLX)	Curious as to how these property owners are with this? Also curious as to the level of poor eye appeal of these properties - does it matter? Would a light be @ F.Loop/Old Steese? This could be problematic (light timing critical to Steese/WB F.Loop flow)	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In addition we will temporarily signalize the intersection of Farmers Lp Ext and Farmers Lp during construction.

Comment Category	Comment	Response
Property Impacts (FLX)	Do this and only this, please do not waste money on the rest of purposed road.	A relatively small amount of vehicles were forecasted to use the Farmers Loop Connection during the 2045 design year, about 185 vehicles in the AM peak hour and 370 vehicles in the PM peak hour. The connection would have had a minimal effect on the delays at Steese-Jo; the overall intersection delay for the Steese-Jo diverging diamond is anticipated to be 3 seconds less per vehicle with the Farmers Loop connection than without it. We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Property Impacts (FLX)	From a practical standpoint, that would help my driving trips (and possibly bike trips in the winter, if the trails are not plowed). Again, from an environmental standpoint, I question road expansion without considering alternatives like transit/bus.	Transit currently carries about 25 people per day on the Grey Route, most of whom travel between residences along Farmers Loop Road and UAF. Even if these volumes were to double, the Grey Route is unlikely to reduce expected delay at the subject intersection. The 2013 Short & Long Range Transit Plan considered areas where growth will occur in the MACS transit service area and surrounding locations. The report concludes that in the short and long range, MACS should focus on expanding or improving service on currently existing routes and no new routes are recommended. Further, the report indicates that any increases in transit use on the Grey Route are likely to follow the existing pattern of travel between residences and the UAF campus, rather than along the Steese Expressway to the Fred Meyer (East) stop.
Property Impacts (FLX)	How does the construction of the FL Extension affect development in that area? Seems there has been a lot of dirtwork in that area during summer 2020. Will this design lock in some geometry that may be undesirable in the future?	A relatively small amount of vehicles were forecasted to use the Farmers Loop Connection during the 2045 design year, about 185 vehicles in the AM peak hour and 370 vehicles in the PM peak hour. The connection would have had a minimal effect on the delays at Steese-Jo; the overall intersection delay for the Steese-Jo diverging diamond is anticipated to be 3 seconds less per vehicle with the Farmers Loop connection than without it. The plan for the Farmers Loop Connection has been adjusted to be used as a temporary road during construction. Only the pedestrian/bike path will remain once the Steese-Jo intersection is built.
Property Impacts (FLX)	I have MANY comments regarding these impacts. Mostly the fact that we have been here for YEARS, DECADES, and you think kicking people from the only home they've ever known is worth some pavement? Literally uprooting families? We will fight it.	The proposed work on Farmers Loop Extension will not require any relocations and only minor property acquisition, predominantly along the east side of the road.
Property Impacts (FLX)	I just answered this question, but will reply again. People on Farmers Loop Extension, at least my family and several neighbors I have spoken with, are NOT going to give up even 1 inch of their property. So again, Good Luck.	The proposed work on Farmers Loop Extension will not require any relocations and only minor property acquisition, predominantly along the east side of the road.
Property Impacts (FLX)	I see this as valid for emergency access, but this road is going to be extremely busy and the end on Farmer's Loop will likely cause MANY accidents as it isn't a very safe location. This "new road" would need to be designed with that in mind.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Property Impacts (FLX)	my neighborhood is peaceful and no noise or traffic. This would bring total chaos to my neighborhood. Move it to the South to connect with McGrath Rd.? The day and night traffic would be a crime and an injustice to my neighborhood.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.

Steese Expressway/Johansen Expressway Comment Response Summary for 2020 Online Open House

Comment Category	Comment	Response
Property Impacts (FLX)	Not needed!!	Thank you for your comment.
Property Impacts (FLX)	please construct this with pedestrian and bicycle users in mind. There is no way I'd attempt to navigate your confusing routes at the main intersection. Assuming this boondoggle gets built.	Thank you for your comment. As always we have to strike a balance between user groups. At this heavy truck traffic and commuter traffic location and junction of two principal expressways, we focused on improving bike/ped safety (through signalized crossings and reduced crossing distances) while ensuring high traffic flow capabilities. This does increase the time it will take for pedestrians and bikes to get through this area, but improves the safety for bikes and peds.
Property Impacts (FLX)	Seems that ingress/egress onto/from Farmers Loop could cause bottlenecks, accident hazards. I like the idea, generally, but should signaling be considered at FL intersection? If so, how will this be coordinated with FL/Steese signaling?	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In addition we will temporarily signalize the intersection of Farmers Lp Ext and Farmers Lp during construction.
Property Impacts (FLX)	That area is all marsh and permafrost which will take a fortune to maintain.	Thank you for your comment.
Property Impacts (FLX)	The Farmers loop extension is not cost effective. The proposed route is predominantly over frozen soils and/or wetlands. Maintain the existing connection. Between cost and ROW acquisition Farmers loop is not necessary or cost effective.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Property Impacts (FLX)	This is a great improvement over the alignment with the highway.	Thank you for your comment.
Property Impacts (FLX)	This proposed roadway is going to have quite a few driveways access it within a fairly short distance. How is this going to be handled, apron distance and drainage culverts?	Driveways will be designed and constructed in accordance with Department standards including paved aprons and culverts where necessary to ensure proper drainage.
Property Impacts (FLX)	This will increase congestion and confusion near the intersection of Farmers Loop and Steese. Cars already don't pay enough attention when stopped at Old Steese.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In addition we will temporarily signalize the intersection of Farmers Lp Ext and Farmers Lp during construction.
Property Impacts (FLX)	Utter stupidity. The previous plan to connect straight North to McGrath Rd. would have worked. A few shrill "enviromentalists" claimed that some geese would be scared, even though they get along fine with the traffic on College Road.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In addition we will temporarily signalize the intersection of Farmers Lp Ext and Farmers Lp during construction.
Property Impacts (FLX)	We use the footpath in this area often and it always makes me nervous. From the junk yards along that road to the homeless camp, this area is an eye sore and dangerous. I don't like infringing on personal property, but this area is a problem.	Thank you for your comment.



Comment Category	Comment	Response
Property Impacts (FLX)	What features will be installed to discourage Johansson to farmers loop traffic from regularly using this road? Or is that the intention?	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. In addition we will temporarily signalize the intersection of Farmers Lp Ext and Farmers Lp during construction. The road removal post-construction will ensure it is not utilized as a cut through long term.
Property Impacts (FLX)	What kind of acquisitions are required? How will this impact our properties and our homes? What about people who live close to the road? How will this impact them? How much noise pollution will this rerouting cause? What will be the speeds of traffic be?	After completion of a right-of-way survey very little private property is required to build this work in the developed area (along existing Farmers Loop Extension). The noise study is available at <a href="http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf">http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf</a> and indicates a noise change of approximately 1-2 dB and overall noise below the threshold that requires mitigation. Proposed speed limit is 45 mph. However - we have adjusted the plans to make this road temporary only during construction and leave only a bike path permanently where no road currently exists.
Property Impacts (FLX)	Will there be a new stop light on Farmers Loop. The extension will get lots of traffic from people avoiding the new intersection.	Yes we propose a temporary signal at this intersection during construction.
Farmers Loop Extension	A temporary signal would be installed at the Farmers Loop intersection to control traffic during construction.” Is this Farmers Lp @ Farmers Lp extension?	Yes the temporary signal would be the intersection of Farmers Loop Extension and Farmers Loop Rd.
Farmers Loop Extension	Can you explain some why removing the [Farmers Loop] connector is considered an option?	Removing the connector is an option because the connector was looked at for 2 main reasons:1) Handle construction traffic (allow us to remove all Johansen left turning traffic from the Steese/Jo intersection during construction)a. I’m not going to lie – it will still be frustrating to drive around the east side of town while we build this, but having the connector makes a huge difference in terms of the overall delay throughout the east side of town road network during construction, and also allows us to build the interchange faster.2) Create a better bicycle path connection between the Johansen and Farmers Loop separated paths.a. We can do this with just a bicycle path between Northside Boulevard and Farmers Loop rather than a road and path.The road connection doesn’t really divert enough traffic from the Steese/Jo intersection on its own to relieve the congestion there, so an interchange is needed regardless of if the connector is built or not.
Farmers Loop Extension	<p>Farmers Loop Extension resident concerned about traffic during construction.</p> <p>What will the traffic changes look like?</p> <p>30 MPH is current Farmers’ Loop Extension speed limit.</p>	<p>Explained we don’t expect a lot of extra traffic post-construction, primary benefit of this is handling traffic during construction and long term enhanced bicycle/pedestrian route.</p> <p>Explained we plan to design the road to be relatively narrow to discourage high speeds.</p> <p>Explained we would likely have a temporary traffic signal @ Farmers Loop intersection during construction.</p>

Comment Category	Comment	Response
Farmers Loop Extension	I am contacting you on behalf some of the property owners along the Farmers Loop Extension.It appears that extension is going to be upgraded as a major connector between Farmers Loop andOld Steese (at Johnsen). Please confirm that is correct and direct me to more details about that part of the project. Most specifically, when is that likely to happen?	Thanks for reaching out. You are correct we are planning to upgrade and connect the existing Farmers Loop Extension to the Old Steese Highway as part of the project. For the when, 2024 is the earliest we would expect to have this in construction.For the why – our hope is to provide an enhanced bike route between the Johansen and Farmers Loop separated paths (currently the existing path goes through the homeless camp along the Steese before terminating on the gravel roadbed) and handling Johansen left turning traffic during construction (Johansen traffic desiring to head north on the Steese). It is pretty critical for us to be able to detour traffic along here during construction, but long term the primary value is the bike path, so we are very open to hearing from the residents about the best long term plan for this area, as well as concerns regarding the construction impacts.We have no plans to move forward with this without discussing the potential impacts and concerns with the residents. Please send any other interested property owners my way![Note: In further response to this comment, more detailed analysis and explanation and graphics were prepared and shared directly with commenter and also posted to website and online open house.]
Farmers Loop Extension	I regularly travel Johansen, Steese, Farmers Loop & Farmers Loop extension. Since the Farmers Loop rerouted leaving this dead end, the area has deteriorated. The lack of routine activity encouraged abandoned vehicles, burnt vehicles, vandalism, homeless camps, garbage dumping and probable illicit activity. A permanent through street would upgrade pedestrian safety and improved pedestrian use. It could encourage property improvements along the Farmers Loop Extension. Residents of Farmers Loop, McGrath, Skyline and more could arrive to College road avoiding the major intersections of Farmers’ Loop/Steese Hwy and Steese/Johansen. I can’t explain how this even happened, but the timing of Newsminer’s headline emphasizes the congestion. I was pleased to see the Steese/Johansen reconstruction connect Farmers Loop Extension through to Old Steese via Northside Blvd. It was frustrating to learn the plan was to use it only during construction for traffic detour. Hard to understand this is the best cost effective longterm solution.I recently avoided a collision on Farmers Loop with a truck sliding from the access road across all 5 lanes. There have been fatal accidents coming into Farmers Loop from the Transfer site. Has there been consideration to construct entrance to Transfer sight from Farmers’ Loop near Farmers Loop Extension? Might consider making the temporary stop light permanent. I have shared my concern with neighbors and Farmers Loop commuters. But know many will show concern when it is too late.	Thanks so much for providing your written comments. As an FYI (and things I’ve learned through developing this project!) there are other planned projects along the proposed Farmers Loop Connection, such as a new and expanded gravel pit, a potential US Fish & Wildlife Service building and trails network, and a proposed subdivision that if fully developed should help alleviate some of the concerns you’ve outlined regarding illegal behavior in the area.Regarding Farmers Loop & Steese – this intersection was part of the 2015 study of the entire Steese/Rich corridor between the Fairbanks end Badger interchange and Chena Hot Springs Road interchange. Improvements were identified here that included relocating the Old Steese access to align with Farmers Loop extension and constructing an interchange at Farmers Loop and Steese, similar to the Geist/Parks Highway interchange. These improvements would be considered under a future project start. After the 2015 study the Steese/Johansen intersection, Gaffney/Airport/Rich/Steese intersection, and Rich 359 railroad crossing were prioritized for project starts, but the long term intent of the Department is to continue to pursue improvements outlined in the 2015 study as funding allows to modernize the Steese Expressway to reduce congestion, crashes and delay.
Farmers Loop Extension	Is there any traffic changes to Farmers Loop/Fairhill/Steese Intersection?	The proposed Farmers Loop Connector is expected to bring the traffic down a bit at the Farmers Loop/Steese intersection.Approximately 25-40% reduction in turning traffic is estimated with the construction of the Farmers Loop Connector.This doesn’t equate to a significant change in the overall delay at the Farmers Loop/Steese intersection in the grand scheme of things however.

Comment Category	Comment	Response
Farmers Loop Extension	Seeking clarification regarding Farmers Loop Extension modifications	<p>The amount of right-of-way expansion is probably way less than what the maps show as we have some outdated property lines on our maps</p> <p>The side the path is on is totally open to discussion, we put it on that side as that's the side the sidewalk is on the Old Steese/Northside Boulevard tie in. The most important thing is that we do build the path.</p> <p>Just a note on the remove the road connection option – we would keep the bike path, only the road connection piece would be removed. We'd likely leave the improved existing portion of Farmers Loop Extension paved as well.</p> <p>If the neighborhood residents would like and have the technological means, I'd be happy to host a virtual meeting so folks can get their questions and concerns answered directly.</p>
Farmers Loop Extension	The current gaggle of projects around town is causing a lot of delays, having two of the Chena River bridges closed for extended periods simultaneously is jamming up the detour routes. It is the same situation we had two years ago when the two of the east-west connector roads were closed at the same time. Having said that, I am very concerned about the Steese/Johansen project delays. As you know, there aren't good detour routes for this project. Please tell me you will open the Farmers Loop extension before you tear up the intersection?	<p>Yes the plan is to build the farmers loop connection first to handle the majority of the detour traffic. The Steese will remain open north south for the duration of construction is what the current phasing plans show. We intend to hire a contractor early during design to help us work through these sorts of challenges as well, similar to University Avenue.</p>
Farmers Loop Extension	What happens if the intersection ends up being more heavily used than anticipated?	<p>Farmers Loop Connection/Farmers Loop intersection will be signalized during construction but likely stop controlled permanent</p> <p>We would look at starting a project in the future to change the intersection control if crashes/volumes warranted</p> <p>Explained STIP and FAST Planning have public processes for identifying new project starts/needs</p> <p>Explained purpose of the connection is to enhance bike/ped connectivity and handle traffic during construction, intent at this time is to leave the road in place post-construction</p>
Farmers Loop Extension	Why can we only temporarily construct Farmers Loop Connection? Likes the idea of the Farmers Loop Connection as it makes it easier for her family to visit and get to and from the box store area.	<p>Explained it's primary purpose as a road is just to handle construction traffic, long term it doesn't benefit the Steese/Jo intersection much in terms of reducing delay</p>
Wetlands Impacts	Are there any grants or other funding sources that would tie the proposed and current pedestrian pathways into a pathway around the pond (Isabella Creek C.E.)?	<p>The USFWS is looking into paths in this area.</p>
Wetlands Impacts	Can't be any worse than the homeless people who live out there and trash it up every summer.	<p>Thank you for your comment.</p>
Wetlands Impacts	Disagree about Farmers Lp Rd extension project impacts. The Isabella Creek Conservation wetlands area is currently draining into the south adjacent property due to extensive mineral excavation activities this summer and has been draining to the west for several years now.	<p>Drainage is presumed to follow available hydrologic connectivity. Isabella Creek lies west of the project area, with relatively flat terrain in the area, thus drainage is presumed to be generally westwards. Furthermore, subsurface modification (roadbed excavation and construction backfill) are less likely to promote subsurface flow. This assumption may be incorrect.</p>

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Comment Category	Comment	Response
Wetlands Impacts	I don't think the EPA would agree seeing as they prevented former owners from doing anything. Let's ask them formally.	Thank you for your comment.
Wetlands Impacts	Is this a greater need type use? Will this area be impacted to the point that it would actually effect the wildlife/waterfowl?	We do not anticipate any long term adverse impacts due to the road and path work. We will have to obtain formal permission from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act, which will further ensure no long term impacts.
Wetlands Impacts	It is not cost effective to develop these wetlands between added construction costs and fee in lieu credits that will have to be paid.	Thank you for your comment.
Wetlands Impacts	It will still be impacted because you will be close to it even if you don't directly stomp all over it.	Thank you for your comment.
Wetlands Impacts	Leave them alone. Let the wildlife live in peace the way you're letting it at Creamers Field.	Thank you for your comment.
Wetlands Impacts	Seems reasonable.	Thank you for your comment.
Wetlands Impacts	There is PCB's in the soil on the property that belongs to the trust managed by Glenna Bosman and the Clyde Shover property.	Thank you for your comment.
Wetlands Impacts	Wasn't this impact to the wetlands challenged by public comment several years? My recollection is that the public comment strongly favored the abandonment of this idea. The road, whether it gets heavily used or not once the new exchange is built does not change the fact that the road construction itself is what is majorly destroys the wetland.	The impacts that were successfully challenged were related to impacts crossing Creamer's Field which has special federal protections associated with it as it is a Wildlife Refuge. These wetlands do not hold the same land status protections.
Wetlands Impacts	Water table is very high here. More pavement means more flooding potential. That area already floods.	The proposed project includes a large drainage pond to capture, store and manage water table recharge to address the current and future drainage issues in this area associated with development.
Wetlands Impacts	Wetlands Shmetlands.	Thank you for your comment.
Wetlands Impacts	Will opening this route increase the amount of homeless/vagrant camps in the area?	That is unknown at this time. It will open up the area to increased foot traffic which could create an expansion of the homeless camp territory, however it will also be more heavily used and therefore could be less attractive for those reasons.
Noise Impacts	Are they extensive enough? Why not bring the southern was in front of the churches too?	The noise walls have been evaluated and designed in accordance with the Federal laws and regulations associated with traffic noise impacts on FHWA funded projects. What is proposed is the maximum that our funding partner will participate in due to these laws.
Noise Impacts	Constant vehicle noise is quite exhausting. We need to focus on reducing vehicle use overall and promoting bike, pedestrian, and transit.	Thank you for your comment.
Noise Impacts	good idea.	Thank you for your comment.

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Comment Category	Comment	Response
Noise Impacts	I am a resident on Joyce drive next to Steese High way. Our concern is the increasing noise impact on the residency along Joyce Drive. Noise level is very high at current traffic situation and it has been affecting our daily use of our back yard. During the summer time, we can hardly open the window at night due to the noise level. So we strongly agree that noise wall should be built. How do you plan to mitigate the construction noise? And will the wall be built before the construction starts?	The project will construct a continuous noise wall between the Steese Expressway and the residential neighborhood along Joyce Drive. The wall will most likely be built simultaneously with road construction.
Noise Impacts	I doubt noise walls will be very effective from traffic on the elevated parts of the steese. If trucks heading south on the steese use jake brakes coming off the elevated roadway that will be noisy above the level of the walls.	The noise modeling software takes into account elevation of traffic and the noise walls have been designed to mitigate traffic noise for the proposed improvements in accordance with Federal requirements.
Noise Impacts	I live in 1114 Joyce Dr (R-28 in the environmental document, appendix D) and would greatly appreciate a noise wall. It is difficult to enjoy my back yard with current noise levels.	The project will construct a continuous noise wall between the Steese Expressway and the residential neighborhood along Joyce Drive.
Noise Impacts	I think this could be a very good thing for the residents, however, is this project actually expected to increase the noise level vs. current traffic levels? Good PR type response to noise is not too expensive.	The project will construct a continuous noise wall between the Steese Expressway and the residential neighborhood along Joyce Drive.
Noise Impacts	Noise increase should be mainly during morning, afternoon drive times, and likely more on weekdays. The school is active mostly at the end of morning drive time, ending at the beginning of afternoon drive. Chaucer is mainly on Sunday. Should be ok.	Thank you for your comment.
Noise Impacts	Noise, shnoise	Thank you for your comment.
Noise Impacts	Obviously, traffic constantly running down Farmers Loop Extension will create a lot more noise and bother those of us who chose this neighborhood for the peace and quiet	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Noise Impacts	THEN DON'T DO IT IN THE FIRST PLACE!!!	Thank you for your comment.
Noise Impacts	There are no noise walls now. Anyone who buys a house next to a highway is ab idiot and my tax dollars should not have to pay for their stupidity.	Thank you for your comment.
Noise Impacts	They're recommended which says nothing as to if it will actually happen. The impact on these people's lives will be horrible.	In order to utilize State or Federal funds to construct this project, the noise walls are required to be constructed. In other words - we can't build the proposed interchange without building the walls.
Noise Impacts	Totally disrupt our neighborhood on Farmers Loop Extention Road	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.



Comment Category	Comment	Response
Noise Impacts	Traffic and noise is likely to increase with or without this project.	Thank you for your comment.
Noise Impacts	Traffic on Farmers Loop Extension will destroy the neighborhood	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
Noise Impacts	ugly	Thank you for your comment.
Noise Impacts	What about the noise impacts of the neighborhoods on Farmers Loop Extension? Do we not matter? We would suffer the most severe impacts.	Noise impacts were evaluated for the Farmers Loop Extension as well, please see the noise report at <a href="http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf">http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf</a> for details.
Noise Impacts	What are these noise walls? will they be provided by the state or will people have to figure out how to reduce noise impact themselves?	The noise walls are constructed by the project and maintained by the State.
Environmental Impacts / Commitments	<p>Coordination with Service Plans for Tracts A and B: We appreciate the 10/21/20 coordination meeting with the DOT&amp;PF to discuss the Service’s plans for the adjacent area. The Service contemplates constructing a building in the area that has been cleared, most likely close to the existing Holiday gas station, and keep the undisturbed area as-is, possibly with some interpretive trails/boardwalks. We would appreciate continued coordination with the DOT&amp;PF as both our agency plans progress. We offer the following background and recommendations regarding the Service’s project: The Northside Business Park area was identified by the Service as a preferred location for a Service multi-purpose building because of its potential to provide access to Creamers Refuge via Tract B. The Service would appreciate the DOT&amp;PF considering ways to construct the Farmers Loop Extension while providing uninterrupted trail access. The Service’s preference for their own project goals in this area would be for Farmers Loop Extension to exist as a temporary road and as a permanent non-motorized bike path. The Service would also encourage the DOT&amp;PF to relocate the snow disposal site from its current location in the northeast corner of the Northside Business Park.</p>	We look forward to continued coordination with USFWS during detailed design as both of our plans evolve towards reality.
Environmental Impacts / Commitments	<p>Invasive Species: We appreciate the ADOT&amp;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, we recommend project contractors review a free self-paced training course on invasive species control, which can be found at: <a href="http://weedcontrol.open.uaf.edu">http://weedcontrol.open.uaf.edu</a>. We also recommend, if proposed, disposing soils contaminated with invasive plants and seeds in a manner that does not propagate the problem in other areas.</p>	Thank you for the feedback. The Department continues to work with Contractors at a larger level to find cost effective ways to manage propagation of invasive species.

Comment Category	Comment	Response
Environmental Impacts / Commitments	<p>Migratory Birds: The Service recommends employing voluntary measures to avoid disturbance to migratory-bird nesting habitat during the nesting season when nests and nestlings are most vulnerable. The most effective best management practice to minimize impacts to nesting birds is to conduct land disturbing activities (e.g., clearing, excavation, gravel fill, brush hogging, etc.) before or after the breeding season, which is generally May 1 through July 15 in the proposed project area.1 Additionally, we appreciate and support employing other conservation measures to minimize impacts to migratory birds. For some example conservation measures to avoid and minimize impacts to birds, please refer to our Migratory Bird Program website.</p>	<p>We will incorporate the recommendations for compliance with the Migratory Bird Act in our environmental commitments.</p>
Environmental Impacts / Commitments	<p>Spills: Unintentional fluid releases of hazardous materials, including fuels and lubricants from construction equipment into aquatic waters and wetlands could be a risk during construction and operations, and further impact wildlife and habitat. Due to the adverse impacts spills could cause to the environment, the Service encourages the DOT&amp;PF to develop a Spill Prevention, Control, and Countermeasure (SPCC) Plan once design plans are finalized. The purpose of the plan is to help prevent a discharge of oil and hazardous materials into aquatic waters or adjoining wetlands. More information on SPCC can be found at: <a href="https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations">https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations</a>.</p>	<p>This is a requirement of our standard specifications.</p>
Environmental Impacts / Commitments	<p>Stormwater Retention Pond Habitat: The Service has become aware of confirmed groundwater contamination above cleanup levels (1,2-dichloroethane) in a monitoring well at the church to the southeast of the Steese x Johansen intersection. Depending on how deep the DOT&amp;PF will need to dig the stormwater retention pond, and if dewatering is required, soil and groundwater characterization for disposal may be necessary. The chemical 1,2-dichloroethane is toxic (irritant and organ damage, carcinogenic, genotoxic) to mammals, fish, and plants. We have also learned Seekins Ford, which is southwest of the intersection is a contaminated site for petroleum and solvents.</p> <p>The Service is concerned the stormwater retention pond could be contaminated by the underground plume and recommends installing monitoring stations to study water quality adjacent to, and within, the stormwater retention pond. If the stormwater retention pond is, or becomes contaminated, we recommend the area be designed to deter wildlife use (i.e., remove any vegetation, and refrain from creating shallow areas). However, if the stormwater retention pond is not, and will not be impacted by the contaminate plume, we encourage design methods to attract wildlife.</p>	<p>DOT&amp;PF coordinates closely with DEC Contaminated Sites Program staff in site assessment, monitoring, and any potential clean-up within our right-of-way (including newly acquired right-of-way). We appreciate this comment and will continue to evaluate and coordinate with DEC during project development. We will work with USFWS on concepts to make the stormwater facility wildlife friendly during detailed design.</p>

Comment Category	Comment	Response
	<p>Creating littoral areas for waterbirds and other wildlife habitat in depleted gravel mine sites often works well if constructed properly and actively managed until stable. The Service considers shallow water areas as a bird-friendly BMP used for mine sites that will fill with water. These shallow areas (also known as littoral zones) provide good habitat for water dependent birds such as shorebirds, waterfowl, loons, grebes, gulls, and terns. Further, we recommend the shallow area be constructed to a 20 – 30-foot wide zone with slopes no steeper than 10H:1V. This recommendation aims to add the benefit of providing a productive shallow area benefiting more than just plant regrowth, as it will also provide valuable habitat attractive to a variety of wildlife.</p>	
<p>Environmental Impacts / Commitments</p>	<p>Water Quality: The Service appreciates the proposed avoidance measures to protect the pond on the west side of the Steese Expressway (Tract A pond) from direct construction impacts; however, we are concerned contaminated stormwater and snowmelt flowing overland or through the groundwater from the stormwater retention pond and snow dump could potentially affect the water quality and wildlife habitat in the Tract A pond. The water leaving these storage areas may include contaminants (e.g., petroleum products, such as oil and gasoline, heavy metals from tire dust, and salt and sand from winter roads and sidewalk maintenance), which could adversely impact the water quality in the pond and the wildlife utilizing the habitat. We recommend designing both the snow dump and the retention pond so potentially contaminated runoff and groundwater will not enter the pond. Alternatively, we understand the ADOT&amp;PF could use other snow dump sites, which is our recommendation, because an alternative site would reduce the potential to contaminate the Tract A pond. Similarly, we recommend designing the Farmers Loop Extension adjacent to the pond in Tract A so surface-water drainage will not enter the pond in Tract A.</p>	<p>The snow storage site will be designed to ensure no unfiltered runoff enters adjacent wetlands. The DOT&amp;PF is a co-permittee for the Fairbanks MS4 which would cover these new facilities which provides requirements we must meet to protect water quality.</p>
<p>Drainage</p>	<p>Given that area is a wetlands or adjacent to one how much infiltration of storm water can be expected in the pond? I expect the water table is fairly high.</p>	<p>The final drainage pond area will be designed to ensure adequate storage capacity taking into consideration groundwater table and soils.</p>
<p>Drainage</p>	<p>How it drainage now? I say don't waste tax dollars no this project.</p>	<p>Drainage in this area currently is poor, with reports from our M&amp;O folks and adjacent property owners that ponding occurs on private property and adjacent to the road currently.</p>
<p>Drainage</p>	<p>How will heavy equipment access the snow disposal site?</p>	<p>Via Farmers Loop Extension.</p>
<p>Drainage</p>	<p>I question very much if drainage is adequate. The entire area around Holiday gas station occasionally floods. More pavement means less area to absorb water in general in an area that already floods. Climate change adds uncertainty--not sure if the future is wetter or drier for the Interior.</p>	<p>The final drainage pond area will be designed to ensure adequate storage capacity taking into consideration groundwater table, soils, and available climate information.</p>

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Comment Category	Comment	Response
Drainage	I'd like to see the EPA's statement first.	Thank you for your comment.
Drainage	increased mosquitos for neighboring properties due to more stagnant water	Thank you for your comment.
Drainage	Is the proposed stormwater pond already under construction? What is the environmental impact of the stormwater pond and the snow disposal sites on the wetlands? What mitigation plans are in effect?	The proposed stormwater pond overlaps a current active materials site development, it is currently private property that is not under the Department's control. The drainage pond and snow storage site are anticipated to provide recharge to adjacent wetlands and will be designed to ensure no unfiltered drainage to adjacent wetlands.
Drainage	Looks like a snow removal nightmare.	Thank you for your comment.
Drainage	My property is very susceptible to runoff from melting snow and this causes a lot of problems for us, how will this affect the area of fleshman st	No significant changes to drainage along Farmers Loop Extension are anticipated.
Drainage	Nice. This location was recently mined. will this affect this plan?	The current mining is anticipated to be an overall benefit to the proposed stormwater pond as a stormwater pond is essentially just a large excavation where water can be stored.
Drainage	Not as worried as much about drainage as much as I'm worried about how is this safely going to be groomed and maintained during the winter???	Snow removal activities will occur in accordance with M&O's priorities.
Drainage	Recommend making this area a constructed wetlands due to existing drainage impacts to existing adjacent wetlands.	Thank you for your comment.
Drainage	Stir water pond and snow dump should be designed do as yo not drain into conservation pond. Also, dump trucks will increase traffic during snow plowing days in winter. Has that additional traffic been considered?	The drainage pond and snow storage site are anticipated to provide recharge to adjacent wetlands and will be designed to ensure no unfiltered drainage to adjacent wetlands. The road will be designed to accommodate truck traffic associated with snow removal.
Drainage	What will the impact be on melt water from the snow dump running into the wetlands. The snow dump gets more than just snow stored there. Just look at the johansen snow dump area for all the garbage left after melting.	The drainage pond and snow storage site are anticipated to provide recharge to adjacent wetlands and will be designed to ensure no unfiltered drainage to adjacent wetlands.
Drainage	Who pays for the proposed stormwater pond? How much will it cost?	The project will pay to construct the stormwater pond, a detailed cost estimate has not been prepared for this level of design but it is included in the overall cost estimate for the project.

Comment Category	Comment	Response
General	<p>1. Concerns about the raised bridge--this will project noise and block the natural view, a negative impact of multiple projects to date (Johansen; Mitchell). Fairbanks is small, and all these elevated highways will degrade the quality of the community.2. Timing of lights on Johansen--there is no benefit to overall travel time across town if the lights from University Ave (which are on the same slow 2 minute cycle after extensive construction--my driving time across town is unchanged despite millions invested in this project), long wait at Danby, through the development on the east end. Do not do this project if you don't plan to fix the timing of the lights.3. Cost of time. You mention the 13 or so seconds/vehicle of delay at peak times now. How long will it take to recoup the hours of delays incurred during construction?4. Cost of alternatives, like transit. \$40+ million would go a long long ways to investing in robust bus service.</p>	<p>1) The project will construct a continuous noise wall between the Steese Expressway and the residential neighborhood along Joyce Drive. The wall will most likely be built simultaneously with road construction. The noise walls have been evaluated and designed in accordance with the Federal laws and regulations associated with traffic noise impacts on FHWA funded projects. For more information, please see the noise report at <a href="http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf">http://dot.alaska.gov/nreg/steese-johansen/files/SJ-EA-AppendixD.pdf</a>. 2) Signal timing depends on even spacing between signalized intersections and is constrained by traffic volumes and directional splits. The proposed interchange will eliminate stopping at Johansen Expressway for all traffic traveling north and south on the Steese Expressway and will significantly reduce delay for all vehicles traveling between Johansen Expressway and Steese Expressway. 3) You are correct to believe that significant delays will occur during construction. We found significant savings in cost of time, as well as reduced environmental impacts, such as improved air quality. The Alternatives Analysis Report (found at <a href="http://dot.alaska.gov/nreg/steese-johansen/files/SJ-Alternatives-Report-DRAFT.pdf">http://dot.alaska.gov/nreg/steese-johansen/files/SJ-Alternatives-Report-DRAFT.pdf</a>) calculated the savings in life cycle (20-year) cost of congestion for this alternative at around \$45 million.4) Transit currently carries about 25 people per day on the Grey Route, most of whom travel between residences along Farmers Loop Road and UAF. Even if these volumes were to double, the Grey Route is unlikely to reduce expected delay at the subject intersection. The 2013 Short &amp; Long Range Transit Plan considered areas where growth will occur in the MACS transit service area and surrounding locations. The report concludes that in the short and long range, MACS should focus on expanding or improving service on currently existing routes and no new routes are recommended. Further, the report indicates that any increases in transit use on the Grey Route are likely to follow the existing pattern of travel between residences and the UAF campus, rather than along the Steese Expressway to the Fred Meyer (East) stop.</p>
Drainage	<p>Will this storm water pond aid the wetlands issue? This appears a good plan due to the larger area of intersection vs. the current.</p>	<p>Thank you for the feedback - yes we anticipate the location and design of the stormwater pond and snow dump to overall be a benefit to the wetlands in the area.</p>
General	<p>Again I have many comments about this plan. Including the fact that it's not even the most logical. You are literally kicking families who have spend DECADES here out of their homes. The neighborhood I live in on Fleshman Street has been in my family for nearly 50 years. It's the place I grew up SAFELY. It's the place I have been raising my children SAFELY. This plan would put their safety at risk because of reckless driving. Not to mention the closures of the road for construction would cause lost hours at work and school for all of us. Reconsider the plan you're wanting to choose. Think of the lives you're impacting with this proposal and choose a different one. If you wouldn't put a price tag on your peace of mind, don't ask me to put one on mine. Because I won't do it. None of us will. And if you try to continue with construction without properly notifying the neighborhoods again, like you've done twice with the previous meetings, you're going to have a lot of angry people.</p>	<p>The proposed Farmers Loop Extension will not require any relocations and only minimal right-of-way acquisition in the developed subdivision area. In addition we have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.</p>



Comment Category	Comment	Response
General	All in all, a good solution! Good work! My main concern is the additional traffic to/from Farmers Loop onto Old Steese, across from the coffee huts. It is already an obstacle course, with traffic turning onto FL from Steese, traffic to Northbound Old Steese for transfer station, turns into Sourdough Gas, and NOW a LOT of traffic turning to south Old Steese to shortcut the new interchange. It seems the interchange is the main focus, but the FL/south Old Steese intersection will experience major consequences of these changes.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. This should alleviate short term traffic impacts and congestion for this area but not preclude a long term solution similar to what has been outlined in the Richardson/Steese Planning & Environmental Linkages Study available at <a href="http://dot.alaska.gov/nreg/steese-johansen/files/SJ-2015-Study.pdf">http://dot.alaska.gov/nreg/steese-johansen/files/SJ-2015-Study.pdf</a> .
General	As a driver, this project looks good. As a bicyclist, I am concerned about the design of the bike path along farmers loop connection as proposed because I think it will get covered in gravel from the road base if it is at a lower elevation than the road surface. Also, I am concerned that road will become very busy with traffic going from Johansson to Farmers Loop unless the speed limit is set very low. I use the current farmers loop extension bike path frequently and it is nice that it is not a busy street. I am sure these concerns can be accommodated and I appreciate the design ideas going into fixing this intersection.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. This should alleviate the concern regarding gravel on the path.
General	Closing City lights Blvd road will further concentrate traffic to the north for the Fairhill and Vue Crest subdivisions, businesses, Birch Hill Recreation area, churches and school traffic at the Steese Hwy/Fairhill Rd intersection. Concentrating vehicular and pedestrian traffic on the east side of this intersection without road and pedestrian improvements may potentially result in more personal injury and/or fatalities. Request a planner/design team park vehicle and walk, starting at dead-end Birch Hill/Fairhill road pedestrian path, cross the Steese Hwy to the west, and attempt to navigate along either side of Farmers loop road to the connecting bike/pedestrian path at Farmers Loop Road/Farmers Loop road extension and to the FNSB MACS Transit stop located west of Farmers Loop/Old Steese Hwy intersection. Caution: Keep your head on a swivel, wear reflective clothing and be prepared to jump out of the way of vehicular traffic. Refer to <a href="http://slowdownalaska.org/avoidintersections.html">http://slowdownalaska.org/avoidintersections.html</a>	<p>140 additional vehicles (65 entering and 75 exiting) are estimated to use Fairhill Road to get to or from City Lights Boulevard during the morning peak hour, which is about double of the City Lights traffic if it were kept open; this includes traffic to and from the Fairhill Christian School. During the PM peak hour, 70 additional vehicles (30 entering and 40 exiting) are estimated to use Fairhill Road. The increase in traffic at Fairhill is expected to increase vehicle delays by about 1 second per vehicle in the morning peak hour.</p> <p>Overall, the additional volumes on Fairhill Road caused by the City Lights Boulevard closure on the south end are forecasted to be low for the majority of the day. The school is anticipated to generate the most traffic during the morning drop off and afternoon pick up times, which are both estimated to last for 15 to 30 minutes at a time.</p> <p>A pedestrian pathway would be provided to connect City Lights Boulevard to the Steese-Jo intersection, allowing City Lights pedestrians to continue crossing at Steese-Jo.</p>
General	Curious about all the traffic that has to scoot left over several lanes to take a left on Farmers Loop ( after leaving the Johansen and heading North on Steese). Hopefully that will be accomplished smoothly. Also wondering how much traffic will choose to take the Farmers Loop Road Extension, and what traffic control will be needed at both ends. I sure do not want to see a new stoplight at Farmers Loop and Old Steese that would back up traffic that just exited the Steese. Overall, I am really excited about the new intersection.	Thank you for your comment. The project team reviewed several different possibilities for bringing in the merging traffic and found that locating the on ramp to the right of the through lanes would result in the least amount of weaving overall. The full analysis and report is available upon request to the project manager, <a href="mailto:lauren.little@alaska.gov">lauren.little@alaska.gov</a> . We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	Great idea! This will be a much needed improvement.	Thank you for your comment.

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Comment Category	Comment	Response
General	I am very concerned about the intersection of the FLR extension intersection with FLR. As I read it, most of the northbound traffic on it will be wanting to take a left to travel west on FLR. That means crossing two lanes of east-bound traffic to get into the west-bound lanes. I am familiar with the area and aware of the high speed of east bound traffic traveling across the flats of FLR. It is scary to think of negotiating that turn in the dark on icy or snowy roads.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents. A temporary signal at Farmers Loop and Farmers Loop Extension will be installed during construction.
General	I believe this is a much needed upgrade to a congested area that causes delays, accidents, and traffic problems. While I know this is a problem area, I think the Steese/Airport intersection is so much worse at rush hour. Heading south on the Steese and turning west onto Airport is a nightmare. I would prioritize that intersection over this one.	The Steese/Airport/Gaffney/Richardson intersection is slated for improvements in 2022. Information on that project is available at <a href="http://dot.alaska.gov/nreg/garsinterchange/">http://dot.alaska.gov/nreg/garsinterchange/</a> .
General	I don't like the farmer's loop extension. You are creating a lot of problems with that concept.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	I think this is a great idea!! I have been saying this for years! It would help so much with accidents in the winter!!! That all intersections starting at Airport and Richardson hwy should be like this then follow up , where Joann fabric is and the old trademark should be just exits off the Hwy just like the next two college rd and then trainer gate. The big issue is at Airport and the Richardson Hwy , it takes almost 20 min to get from Joann fabric intersection to the Airport -Richardson hwy if you are driving anywhere from 4-6 pm. When will this be fixed I saw you had it on your plans but now I'm not see it. I would like to see that intersection fixed before the Johansen and steese. I believe the Richardson hwy & the Steese Hwy all should just be a smooth drive for all our truckers and all the other roads should be a right or left exit .. then the truckers do not need to stop at a light till they get to the famers loop light. And hopefully someday that will be just a exit has well.	Thank you for your comments. The Airport/Steese intersection is anticipated for construction beginning in 2022 so will precede this project. Information on that project is available at <a href="http://dot.alaska.gov/nreg/garsinterchange/">http://dot.alaska.gov/nreg/garsinterchange/</a> . I have also cc'd Carl Heim, the project manager for Airport/Steese so feel free to coordinate with him directly on any project related questions.
General	If the CHSR construction wasn't stupid enough this is by far the most insane stupidest idea I have ever seen the city come up with. How about we start paying teachers what they are worth instead of wasting money on a plan that is not conducive to the living and economical situation in Fairbanks. If you're that concerned about safety put in a round about. If it's traffic try driving through Chicago or some big place like that.	Thank you for your comments.

Comment Category	Comment	Response
General	<p>Is this project actually the best overall option available? The project assumes continued growth in vehicular traffic, both small vehicles and trucks. The project as described does not take into account global and national changes that may well reduce the traffic growth projection. 1. California recently announced a ban on sales of gas powered cars effective 2035. European cities and countries have made similar announcements. We can sit here in Alaska and dismiss these plans as unrealistic and impractical; but the reality is that the types of vehicles available to us and how we move will be driven by market and government forces far bigger than Alaska. With this kind of change on the horizon, I question the value of spending money on road projects that have a high cost (money and time/interruption during construction) that may well be underutilized over the lifetime of the project. Worse is if the project hinders certain kinds of growth. For instance, in previous comments, I noted that north-south bicycle travel is guaranteed to be slower in the new project. If electric bikes take off as the next technology, all bicyclists will have to contend with longer commutes in perpetuity through this intersection, even if cars get a few seconds off their travel times indefinitely. (This comment is not meant to disregard some of the safety and right of way issues for bicyclists in the new plan).</p> <p>Fewer young persons are getting driver licenses across the country. I am not sure how Alaska statistics compare to the national statistics on this, but if fewer young people are driving, the growth in traffic through that intersection may be over-estimated. Given these two basic underlying facts facing future mobility, I am concerned that such a project, which will change the landscape and soundscape permanently, might not be used to its full potential. I question whether such a project is truly necessary.</p>	<p>Thank you for taking the time to comment. Those are all valid points but of course are outside the tools we have available today to predict needs. At the end of the day this intersection currently sees quite a bit of congestion, and this alternative ultimately has the highest performance with least impact on private property of the possible solutions for what we know today. Ultimately our transportation facilities may need to adapt in the future, and I don't see any reason these improvements would prevent modernization in the future. For instance if electric bikes become the primary mode of transportation, I would guess we'd start allowing bikes to utilize more of the roadway space. You mention the soundscape - the noise impacts identified are predominantly associated with the existing projected Steese Expressway traffic noise, regardless of if the interchange is built, so this project has the advantage to residents along the Steese in that we will install noise walls to minimize traffic noise from existing conditions. As to the ultimate question - is this really where we should spend our money - I don't have a concrete answer for you. There are many needs in the state (and nation) regarding infrastructure improvements, but ultimately this project came out of a planning process that includes public and agency comment. I have trust in that process and feel confident that the needs being addressed with this project are ultimately worth the price tag and timeline to address.</p>
General	<p>Is this going to be voted on by residents? I feel people who don't travel this road are probably making decisions to make themselves seem valuable to their employer. I feel this project is a huge waste of money. The money could be better used making proper repairs to existing roads. For example the Steese Hwy north of Farmers Loop is a rollercoaster every spring. Instead of fixing it right DOT just smooths out a few bumps with asphalt. I would rather have a nice ride home on a smooth road than a fancy intersection (that save me two minutes) that leads to a crappy road.</p>	<p>The Statewide Transportation Improvement Plan (STIP) is the best means for the public to participate in what projects get started and funded. You can sign up for updates on when it will be available for review and comment at <a href="http://dot.alaska.gov/stwdplng/cip/stip/index.shtml">http://dot.alaska.gov/stwdplng/cip/stip/index.shtml</a>. Steese MP 2-5 is planned for improvements in 2024 currently, in addition we will be installing a failing culvert at MP 3.8 which should alleviate the perennial bad spot in the northbound far right lane.</p>
General	<p>Looks good to me, I'm excited for this project to start!!!!</p>	<p>Thank you for your comment.</p>
General	<p>Looks great and well thought out. Nice job!</p>	<p>Thank you for your comment.</p>

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Comment Category	Comment	Response
General	Move the access road to the South and let us keep our peaceful neighborhood. There is no mention of surveys of how much traffic or speed bumps or traffic lights or walls to minimize noise, plus increase traffic day and night through our neighborhood. Please reroute it to the south, where there is no neighborhood that will be impacted by your decision. How would you feel if it was your neighborhood that was going to drastically change your whole lifestyle and peace of mind? Don't think you would like it either. Please consider another alternative and I know there are other options.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	Need to consider impacts on Farmer's Loop road more before reconnecting that abandoned roadway.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	Nice job of considering all aspects of the traffic and traffic types! Good job in combining several elements to complement each other. You obviously have considered the input of all groups thoroughly to come up with an overall excellent solution!! Great job to the entire team - great alternative!!	Thank you for your comment.
General	Thank you for the public process and all the effort.	Thank you for your comment.
General	The Old Steese Highway Improvements should address the Complete Streets Policy. Sending bicycles to a sidewalk in this area is not adequate. This needs to be addressed prior to moving forward with the recommendation on this project.	We are not proposing improvements to the Old Steese Highway.
General	The only questions I have are in regards to freight movements through the area. My main concern would be oversized travel through the underpass heading northbound on the Steese. Will the Farmers loop extension be wide enough/ able to support oversized travel?	We have approximately 55-ft wide x 19-ft high available for oversized loads to utilize the underpass and ramps to go from Johansen to NB Steese. We have modeled the "Alaska Double" as well as other oversized load combinations to ensure the facility will function for a variety of users in coordination with the Haul Road Safety Group's input. Goldstream Road remains the official truck bypass route for this area.
General	The project is long overdue but the Farmers Loop road extension should be removed from this project.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	The State/Borough needs to do this with every Steese intersection starting with Airport/Steese - there is far too much stopping and starting on the Steese when transiting through town.	Thank you for your comment.
General	There is hazardous waste on the property owned by the Bozeman Trust and the Clyde Shover property. Many gallons of PCB's from transformers and cases of PCB oil have leached into the ground, contaminating both properties. There are still more than 30 barrels of military solvent waste sitting on the Shover property.	Thank you for the information, we will keep this under consideration as we move to detailed design.

Steese Expressway/Johansen Expressway Comment Response Summary for 2020 Online Open House

Comment Category	Comment	Response
General	This is very unnecessary. We are not Anchorage. If anything, improve the roads we already have by making MINOR changes. An idea would be a roundabout at the intersection of Lowe's, the bank, and the old Chili's building - especially with the opening of Sonic and high traffic already in that area. This proposal is incredibly preposterous.	Thank you for your comment. Smaller adjustments were evaluated for improving this intersection with regards to congestion and bicycle/pedestrian safety, but ultimately did not deliver sufficient performance for the investment. This was determined to be the optimum solution to address the purpose and need developed through public and agency coordination to date.
General	This new interchange is not needed!!	Thank you for your comment.
General	this project is cherry picking..it is not necessary when there are other pressing transportation issues along the Steese Corridor. You are avoiding the already existing congestion at Trainor Gate and Steese complicated by the RR crossing and in short distance to the Old Steese. You ignore the Old Steese intersections north of Trainor Gate. I do not see how this confusing converging diamond intersection solves or improves anything. Another make work DOT project that solves nothing. In other words, please solve existing congestion problems before undertaking this mega construction project and subjecting the driving public to such chaos.	Thank you for your comment. This project was selected through a Statewide planning effort feeding into the overall plan for how the DOT&PF will spend it's federal highway dollars. The planning and programming effort that ultimate results in the STIP has opportunities for public comment, you can sign up for notifications at <a href="http://dot.alaska.gov/stwdplng/cip/stip/index.shtml">http://dot.alaska.gov/stwdplng/cip/stip/index.shtml</a> . Ultimately this intersection was selected for improvements due to the heavy freight movements that are almost identical coming from the Steese and the Johansen, as well as overall delay for commuter traffic.
General	Very good job presenting this project with the videos!	Thank you for your comment.
General	Why have you decided to disrupt an entire neighborhood by routing traffic down Farmers Loop Extension when it could just as easily be run down below the neighborhood thereby not creating a stressful living environment for people who have lived here for 20, 30, even 50 years? We chose to live here because it is a safe environment to raise children. My family has raised 3 generations of children here. I would like for my grandchildren to be as safe as my children were. This is a very close knit community and we have worked together in the past to keep this neighborhood safe for all our families and you can bet, we will come together again. We are a small but formidable community.	We have adjusted the plans for the connection between Northside Boulevard and Farmers Loop to utilize the road as a temporary road during construction and a bike path only in the permanent configuration to minimize traffic impacts to the Farmers Loop Road Extension residents.
General	Widen the overpass to include a bike path so commuters have a more direct safer route.	Existing shoulder widths will be maintained and are wide enough to accommodate bicycles. In addition there is an existing separated path along the Steese Expressway for bikes that will be maintained.
General	I support the DDI alternative because DDI's are safer.	Thank you for your comment.
General	I think it's good	Thank you for your comment.
General	Will the Steese/Farmers Loop intersection change at all? Same number of turn lanes etc...?	This intersection will remain largely unchanged with this project.
General	You're going to negatively impact these residents' lives.	Thank you for your comment.