



**STATE OF ALASKA DEPARTMENT  
OF TRANSPORTATION & PUBLIC FACILITIES**

**OPEN HOUSE  
for  
STEESSE EXPRESSWAY / JOHANSEN EXPRESSWAY INTERCHANGE  
Project No. Z607320000/0002337**

The Alaska Department of Transportation and Public Facilities invites you to attend an Open House to discuss the proposed project to improve the intersection at Steese Expressway and Johansen Expressway in Fairbanks, Alaska. The public is invited to join DOT&PF and associated project staff to learn about the preliminary alternatives being considered and provide input to help determine what to build.

**Thursday, December 6, 2018 • 5:00 pm to 7:00 pm**  
**The Event Center**  
**1288 Sadler Way**  
**Fairbanks, AK 99701**

Stop by anytime between 5:00 pm to 7:00 pm. For more information, or to submit comments outside the public meeting, please visit the project website or contact the Project Manager:

<http://dot.alaska.gov/nreg/steese-johansen/>  
Lauren Little, P.E., Project Manager  
Steese Expressway / Johansen Expressway Interchange Project  
2301 Peger Road, Fairbanks, AK 99709-5316  
Telephone (907) 451-5371, Fax (907) 451-2274  
E-mail: [lauren.little@alaska.gov](mailto:lauren.little@alaska.gov)

**Please submit your comments by January 3, 2019.**

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

DOT&PF complies with the following Executive Orders (EO): EO 11990 Notice of Wetland Involvement, EO12898 Environmental Justice, EO 11593 Protection and Enhancement of Cultural Resources, EO11988 Floodplain Management, EO 13007 Indian Sacred Sites, EO 13175 Consultation and Coordination with Indian Tribal Governments, and EO13112 Invasive Species, as amended by EO 13751.

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# AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }  
 STATE OF ALASKA } SS.  
 FOURTH DISTRICT }

Before me, the undersigned, a notary public, this day personally appeared Jenny Nance, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

11/25/2018  
KINNEY ENGINEERING, LLC  
10 1  
110  
Public Notice  
239472 81536248

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Jenny Nance

Subscribed and sworn to before me on this 30 day of NOV, 2018

M. Burnell

Notary Public in and for the State Alaska.

My commission expires DEC 7, 2021

NOTARY PUBLIC  
 M. BURNELL  
 STATE OF ALASKA  
 My commission Expires December 7, 2021

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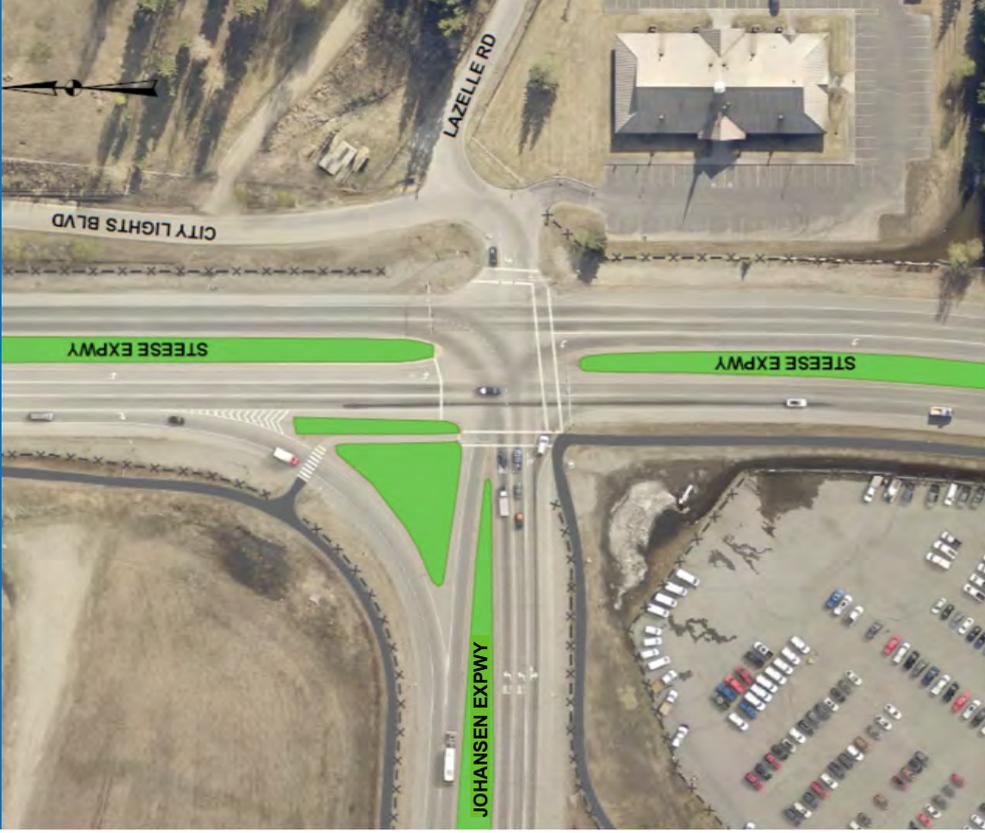
<http://dot.alaska.gov/fairbanks/steese-johansen/>



# Steese Expressway/Johansen Expressway Interchange

Project No. Z607320000 / 0002337

The Alaska Department of Transportation & Public Facilities (DOT&PF) has developed preliminary alternatives for the Steese Expressway / Johansen Expressway Interchange project. Your feedback is needed to select a preferred alternative and proposed action for the project.



**We want to hear from you!**  
**Please join us!**

## Project Open House

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**State of Alaska  
Department of Transportation & Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709-5316**

For more information, contact:

**Lauren Little, P.E.  
Engineering Manager  
DOT&PF Northern Region  
2301 Peger Road  
Fairbanks, AK 99709-5316  
(907) 451-5371  
lauren.little@alaska.gov**

**To learn more about the project and  
to take the project survey:  
<http://dot.alaska.gov/nreg/steese-johansen/>**

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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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Chris Plut	Box 187 Ester, AK 99725	479-4673	M	
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Eric Holmes	905 Golda Rd Fairbanks AK 3538 Vian Way @ gmail.com	451-5434	M	Caucasian

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Effective January 2016

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Dawn + Dawn Henry	POB 60507 99706	907-750-1859	M/F	
Kelley Macdonald	1135 Shannon Dr 800 Cushman st	456-2695	F	
Alicia Stevens	FMAPC 875 Haida Lane	459- 0805	F	W
Peter Brian Scully	Fbx AK 99712 @live.com	347- 6057	M/F	

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Jeff Creamer	235 Sunny Hills Dr 99712	378- 9061	M	
KAREN S BELLWAL	P.O. Box 60672 FAIRBANKS AK 99706 k86729@hotmail.com	479- 2729	F	W
Stanley G King	428 PROZ DR FAIRBANKS AK 99701	907 750-4140	M	BLACK

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Nate Miller	1075 Old Steese Hwy		✓	cau
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Brett Nelson	2301 Peger Rd		M	—
Ries Stern	Box 60285 FBKS 99706		M	—
LARRY HACKENMILLER	518 FARMERS LOOP RD FBKS 99712	388-4677	M	—
Jason Hill	2320 Contentment ct AIP 99705	451-5444	M	—
Perry Gronewald	116 Branching Way T-bks AK 99712	457-4053	✓	—

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Paul Austin	1625 SEEKINS FORD DRIVE FAIRBANKS, AK 99701	459-4072		
AIZA MIGUEL	234 FRONT ST SUITE 200 FAIRBANKS AK 99701	450-1407	F	
CAHER POMEROY	335 STEESE + LINCOLN FAIRBANKS AK 99710	456-	Available	
Caroleen Matteson	440 Coraline Lane 99712		F + m	

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C. WOSTER	PEERS			
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Bob Tilly	2604 17th AVE FAIRBANKS, AK 99709	456-7403	M	W
Randi Bailey	ADOT # PF	451- 2386	F	W

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Elizabeth Schaffhaus	P.O. Box 10872 Fbj AK 99710 ggwalkeremsgintob.net.com	457.2685	F	W
Cindy Olsen	222-2nd St, Graceli Fairbanks, AK 99701	456-6984	F	
Bert Greg Hyden	1100 Shannon Drive FBKS AK	452-6867	F/M	W

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Lauren Little	<del>PO Box</del> 2301 Peger Rq lauren.little@alaska.gov	451-5371	F	W
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PATRICK WHITESELL	Patrick.Whitecell@mbakerintl.com	907 273 1603	M	L

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Melissa Goldstein DOT & PF Statewide	melissa.goldstein@alaska.gov	907-465-6961	F	

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# Public Comment Response Summary for 12/6/18 Open House

Steese Expy/Johansen Expy Interchange  
Project No. Z607320000/0002237

The following document summarizes the public scoping comments received by email, comment sheet, verbally, and phone by the Alaska Department of Transportation and Public Facilities (ADOT&PF) for the Steese Expressway/Johansen Expressway Interchange project from the December 6, 2018 open house. Comments were received predominantly at the open house, and the public comment period was from 12/6/18 to 1/3/19. The open house was held 12/6/18 at the Event Center in Fairbanks, AK near the project location. 64 people signed in. The team explained and answered questions about the proposed action to be undertaken by ADOT&PF. Meeting details can be found in the meeting summary.

Comment Category	Comment	Response
Alternative Selection	How much influence does the public have on the preferred alternative selection?	The public and impacted property owners will have influence over the selection of the preferred alternative through the public comment process. Concerns and ideas for enhancements or mitigation of impacts are taken very seriously as our ultimate goal is to develop a project that meets the needs of the community and traveling public while balancing community values and impacts to individuals and businesses.
Business Impacts	How will the alternatives impact businesses? Overpasses may discourage use of area businesses as they can be bypassed now.	This intersection is a critical junction for access to businesses, commercial trucking, commuting from home to work, and recreating. Congestion at this intersection causes many people to avoid the area, and we expect that by improving traffic flow at this location people will be encouraged to use the area more, ultimately improving access to local businesses and the box store areas. With the exception of the closure of City Lights Boulevard, no significant changes to business access are proposed with any of the alternatives and no significant changes to traffic patterns are predicted.

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Business Impacts	Many alternatives will change the visibility of area businesses. Changes to visibility and access could adversely impact businesses such as the car lot and should be addressed.	The project team will consider business visual and access impacts during detailed design and work with property owners to manage the impacts within the constraints of the project funding source.
Business Impacts	The LDS church should have two points of access, similar to what they have today, to manage traffic in the event of an evacuation.	We will continue to work closely with impacted property owners and businesses to manage potential impacts and mitigate to the extent practical.
Business Impacts	When evaluating impacts to the church, the project team needs to consider church requirements regarding access, building standoff distances from highways and streets, and future development plans.	We will continue to work closely with impacted property owners and businesses to manage potential impacts and mitigate to the extent practical.
City Lights Closure	Closure will impact people and buses accessing the school, church, cemetery and residences.	We will continue to work closely with impacted property owners and businesses to manage potential impacts and mitigate to the extent practical.
City Lights Closure	The current cemetery traffic route consists of a one-way loop, closing City Lights Blvd where shown will require re-route of traffic within the cemetery.	We will adjust the location of the closure to ensure the cemetery can continue to operate in its current configuration.
City Lights Closure	Eliminating this access point will reduce traffic congestion for people who use Lazelle Road during peak school and bus traffic times.	Thank you for the comment.
City Lights Closure	How will City Lights be maintained? Currently the portion being closed is maintained by the City and the portion remaining open is FNSB service area.	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 Closure	Consider maintaining this road for bicycle traffic as it is a nice route and feels safer than the multi-use path on the other side of the Steese.	We will evaluate this option and determine if a bike path can be maintained in the final configuration.

Comment Category	Comment	Response
City Lights Closure	How will this impact property values?	We do not anticipate there being any significant changes to property values due to the elimination of this access point. Improved traffic flow in the area should overall improve quality of life for area residents.
City Lights Closure	This is an important connection to maintain a redundant roadway system.	We will evaluate if some level of access can be maintained without adversely impacting the cemetery property to be used only in the event of an emergency. Alternatively the proposed Farmers' Loop Connection could become the replacement redundant route.
City Lights Closure	This may adversely impact EMS response times to the cemetery for the City EMS services. Forcing fire response to travel outside the City limits to get to City property is not a good idea.	Improvements to the intersection will improve EMS response times and should offset the out of distance travel required. We are evaluating opportunities to maintain right-in/right-out access at City Lights during the next phase of design.
City Lights Closure	This is not safe for Fairhill School to change or limit access to only Farmers' Loop end due to the switch back turn into the school.	City Lights Boulevard is currently too close to the Steese/Johansen intersection to function properly and moving it to a safe area was not possible due to the presence of the cemetery. We are evaluating opportunities to maintain right-in/right-out access during the next phase of design.
City Lights Closure	This removes the church's northbound access and will inconvenience approximately 50% of the users of the Fairhill facilities.	City Lights Boulevard is currently too close to the Steese/Johansen intersection to function properly and moving it to a safe area was not possible due to the presence of the cemetery. We are evaluating opportunities to maintain right-in/right-out access during the next phase of design.

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
City Lights Closure	This closure will adversely impact the buses as they won't be able to turn into the property from the southbound approach.	The project team will work with Fairhill to evaluate the current approaches off City Lights and any measures to improve them to handle the change in traffic patterns.
City Lights Closure	This closure may create conflicts between parents dropping off and picking up students.	The project team will work with Fairhill to evaluate the current approaches off City Lights and any measures to improve them to handle the change in traffic patterns.
City Lights Closure	This alternative is unsafe for Fairhill users due to the steep, poorly maintained grade coming into Fairhill from the Farmers' Loop side. This could be mitigated by having the City take over maintenance of City Lights (like they maintain the lower portion) rather than the Borough service area.	The project team will discuss these concerns with the City and FNSB, however this portion of road is outside City limits currently.
City Lights Closure	There is currently a maintenance access point at the bottom of the hill for the cemetery, will this be maintained? If not access to the winter storage facility will be eliminated and may require relocation.	We will incorporate access for the winter storage facility and southwestern gate into the detailed design.
Construction Impacts	How will traffic be routed during construction?	This will be evaluated during the next stage of design. We do not currently plan to completely close this intersection during construction.
Diverging Diamond	This alternative may be confusing for local drivers.	Thank you for the comment.
Diverging Diamond	This intersection may be problematic in winter when lane lines are obscured.	We will follow up with Anchorage DOT to determine if there have been challenges with the Diverging Diamond during winter.
Diverging Diamond	Winter maintenance seems like it would be onerous for this alternative, but the traffic flow benefits are very good and drivers will learn how to use it.	M&O has identified similar concerns with this option regarding winter maintenance.

<b>Comment Category</b>	<b>Comment</b>	<b>Response</b>
Diverging Diamond	This alternative is second preferred as it also has less restrictions on traffic flow but has a larger impacted area.	Thank you for the comment.