

DOT&PF Fairview Loop Road Pathway & Safety Improvements

Project Number: NFHWY00748/0002523

*Missed us at the Mat-Su
Transportation Fair in
January? Scroll through to
get the updates!*

April 2025 Update



Project Background

The Alaska Department of Transportation & Public Facilities (DOT&PF) is developing the Fairview Loop Pathway and Safety Improvements project to improve pedestrian and vehicular safety and reduce maintenance costs on Fairview Loop Road.

Efforts to improve Fairview Loop Road have been ongoing for years, with two projects being completed in 2015 and 2017. The current effort is being made with state and federal funding to address more problem areas and community concerns.

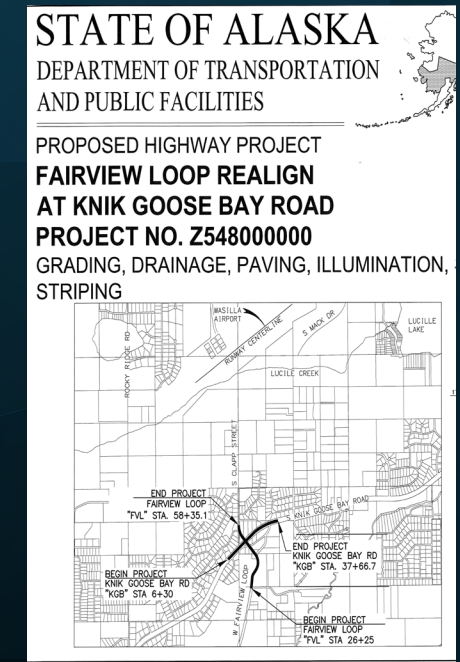
Ten locations (Sites A-J) along Fairview Loop Road will be improved. Construction will be completed in stages based on right-of-way acquisition and utility relocation progress.

Scroll down to learn about the improvements proposed!

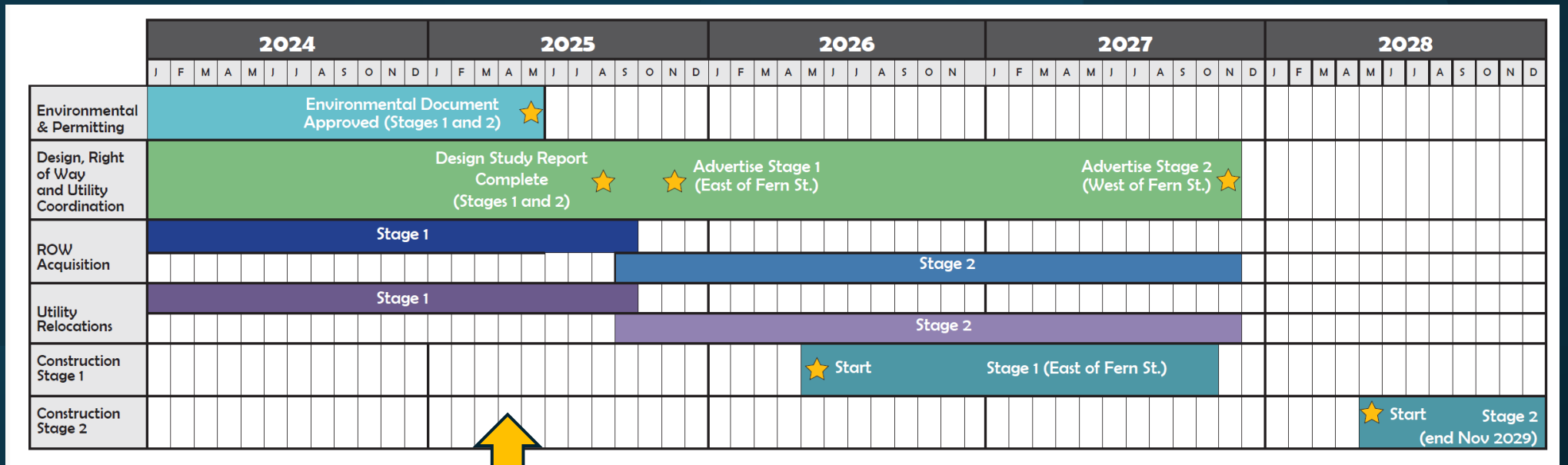


2015 – Pavement Preservation Project from Canter Circle to Candywine Road.

2017 – Intersection Realignment at Knik Goose Bay Road and Fairview Loop.



Project Stages

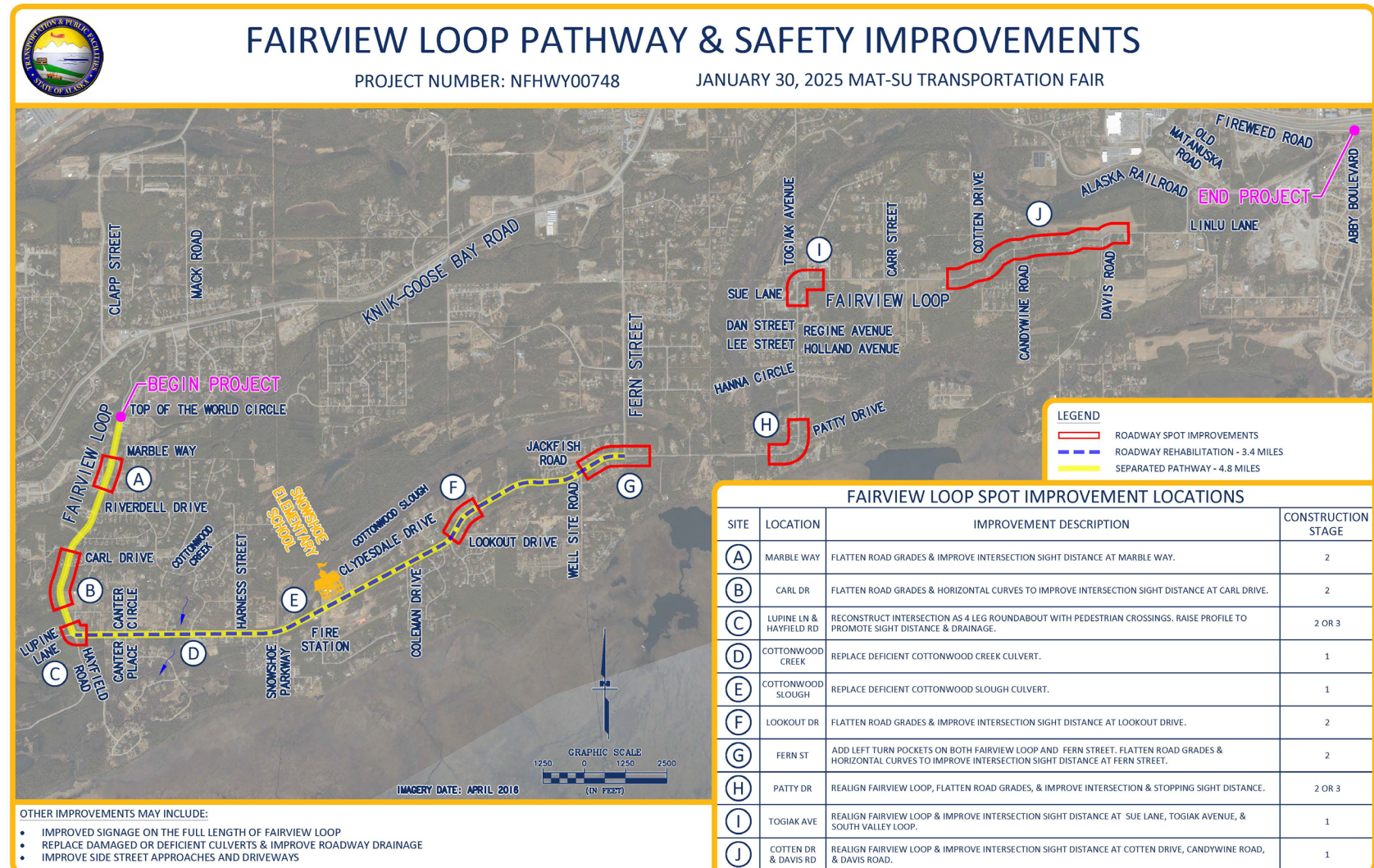


WHERE ARE WE?

Project Overview

The project will construct spot rehabilitation & safety improvements between Top of the World Circle and South Bearing Tree Way. Improvements include:

- **Widen shoulders and lanes**
- **Minor realignments** to improve visibility and safety
- **New intersection configurations** at Hayfield Road/Lupine Lane, Fern Street, and Patty Drive
- **New Pathway** from Top of the World Circle to Fern Street

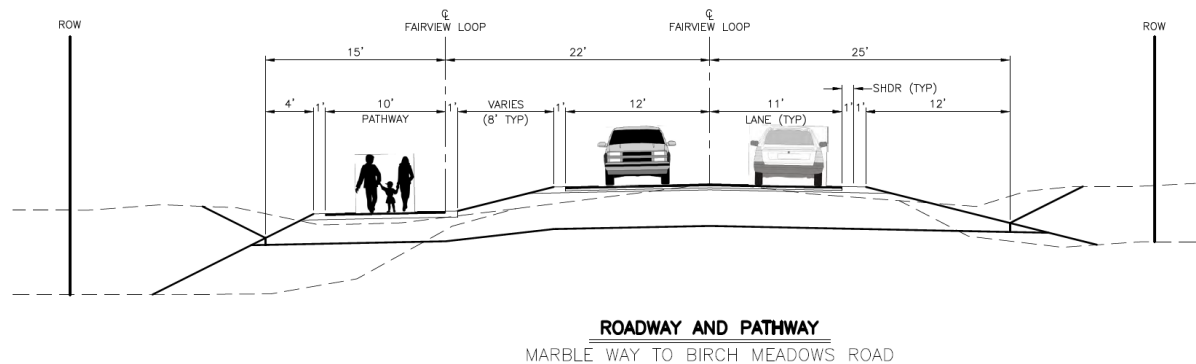


SITE A – Marble Way

Issues: *It's difficult to see other drivers, driveways, and pedestrians on the road due to hills and curves in the road.*

Solution: We will flatten the grades and lengthen the vertical curves along Fairview Loop near Marble Way (make it flatter and straighter). The Marble Way intersection will be realigned slightly to improve visibility. We will provide a new multiuse pathway on the east side of Fairview Loop Road.

Anticipated Construction: **2028**

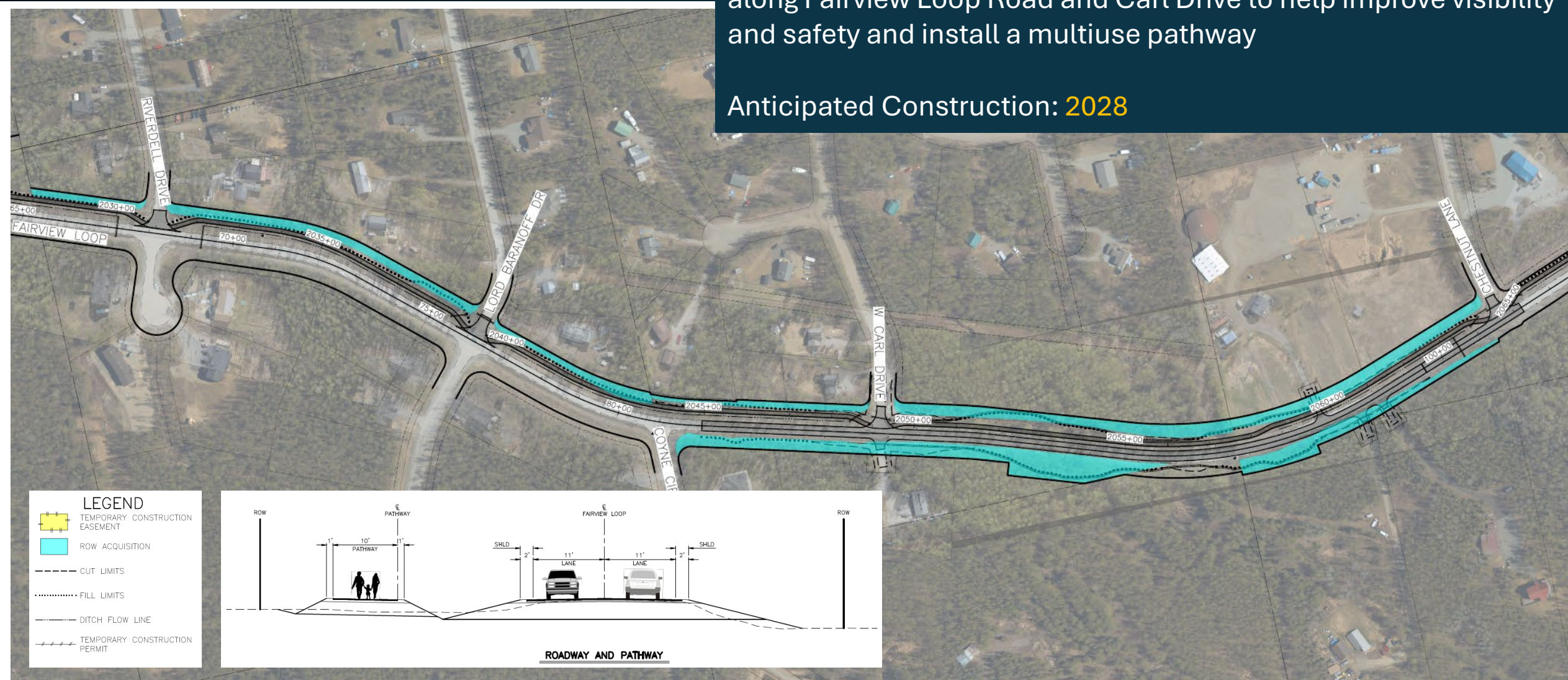


SITE B – Carl Drive

Issues: Existing hills and curves make it difficult to see oncoming traffic, no safe place to walk or bike.

Solution: We will adjust the grades (hills/elevation) and curves along Fairview Loop Road and Carl Drive to help improve visibility and safety and install a multiuse pathway

Anticipated Construction: **2028**

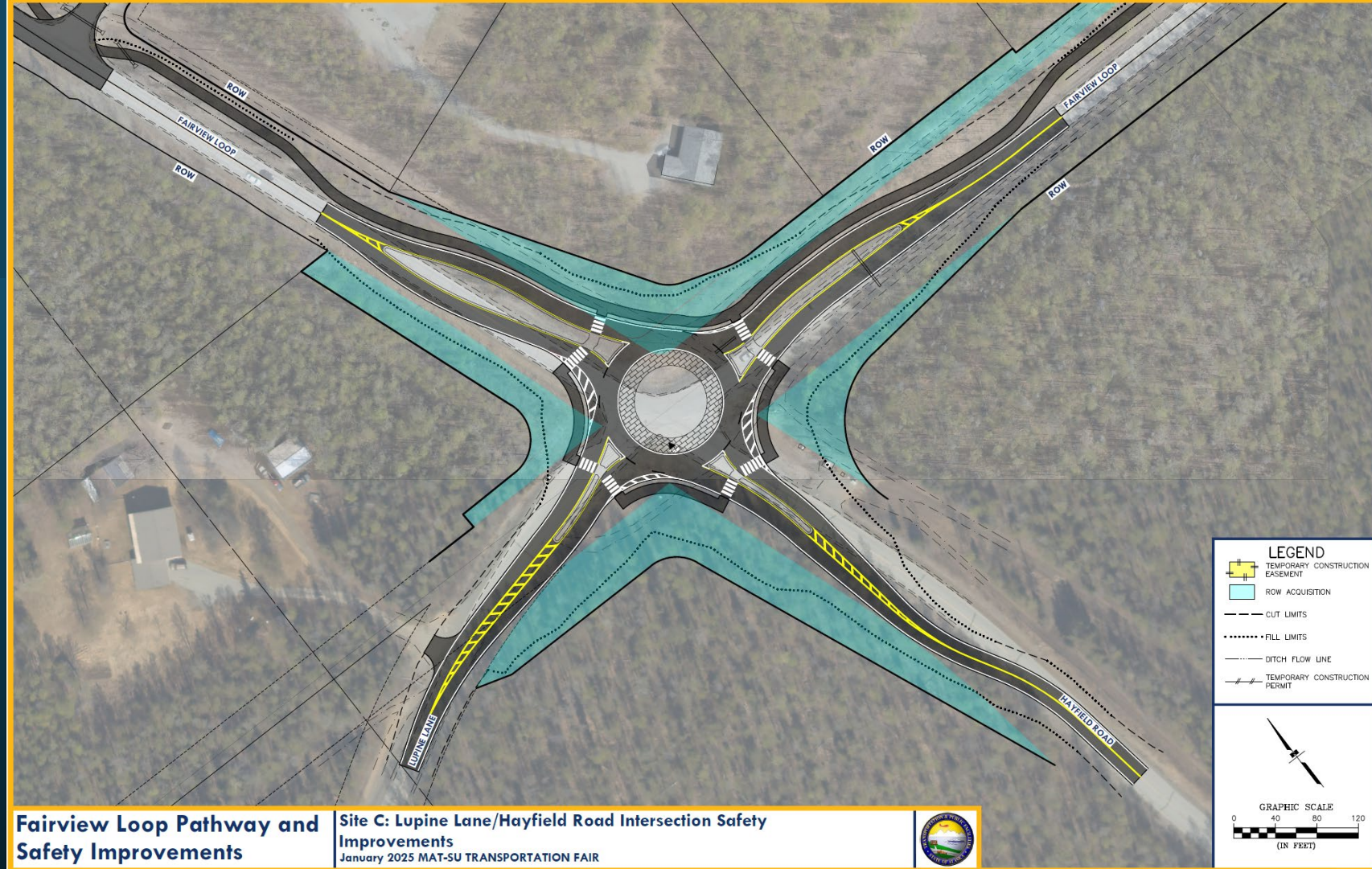


SITE C – Lupine Lane and Hayfield Road

Issues: Sharp corner, poor visibility, and confusing intersection that is stop-controlled for Hayfield and Lupine but flow-through (no-stop) for Fairview Loop Road.

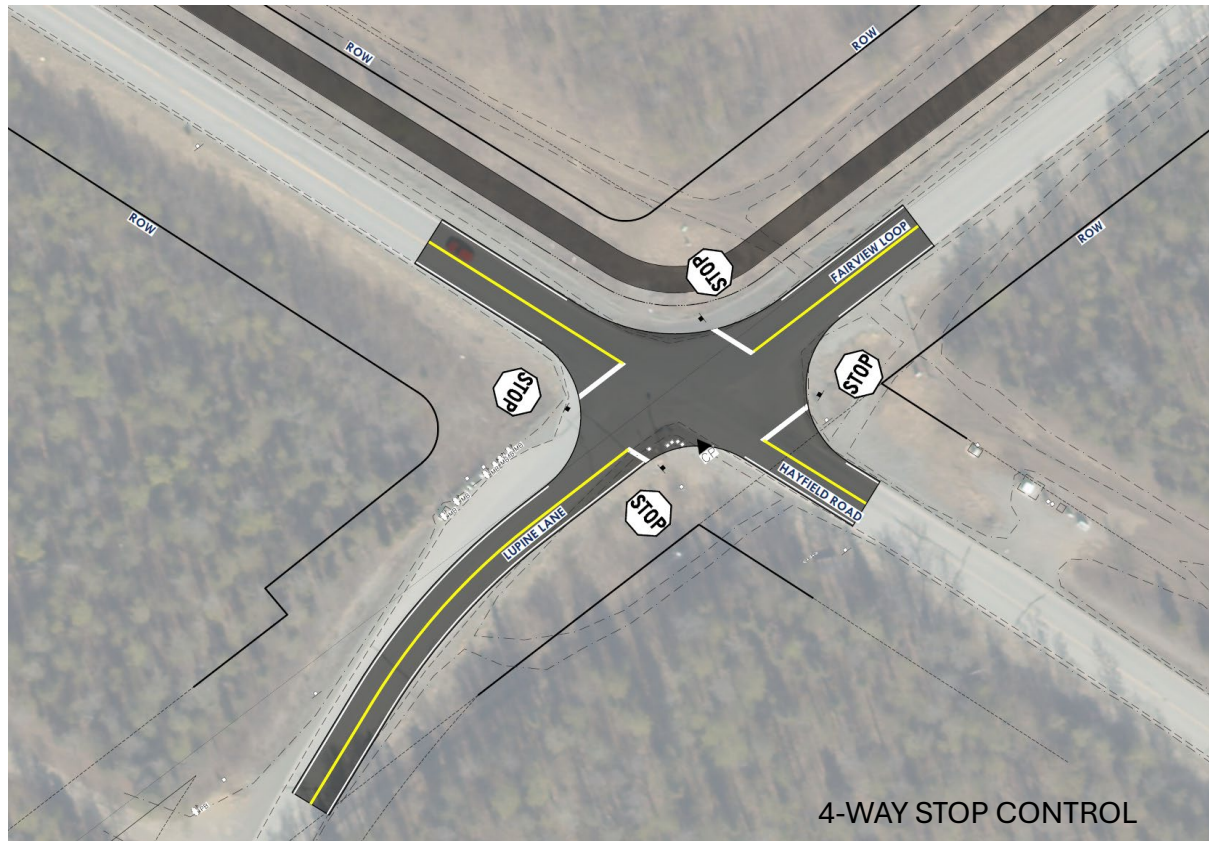
Solution: We will replace the stop-controlled intersection with a new roundabout with pedestrian crossings and raise grades to promote sight lines and drainage.

Anticipated Construction:
2030



Multiple intersection alternatives were considered to improve traffic flow and safety at the junction of Hayfield Road and Lupine Lane.

Option C1 – 4-Way Stop Control



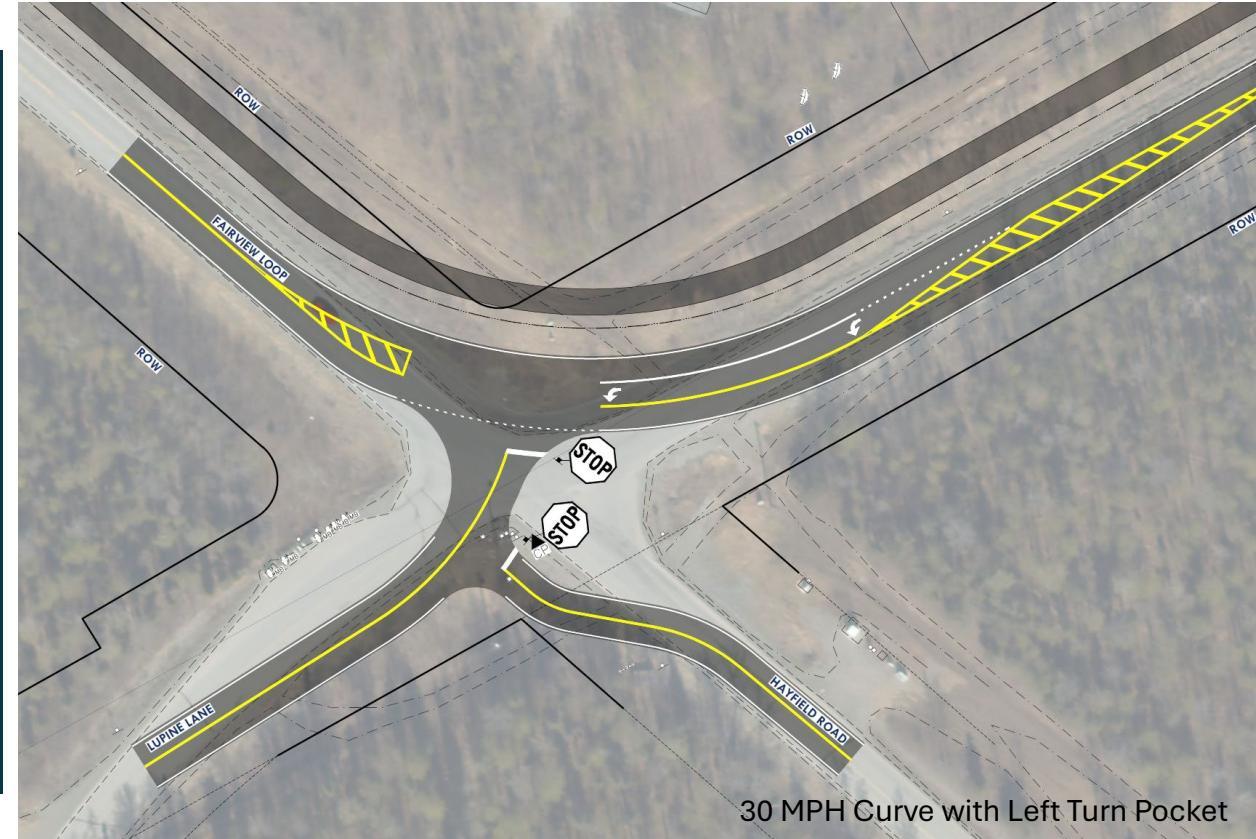
This alternative was not selected due to its impacts to the traffic flow on Fairview Loop. Data shows that traffic volumes have increased greatly in the last 10 years along Fairview Loop and its intersecting side streets. The existing intersection configuration allows for free flow of traffic through this intersection along Fairview Loop. This alternative requires that all vehicles come to a complete stop before navigating the intersection regardless of if there are other vehicles waiting at the intersection or not. This would have a notable impact to the efficiency of traffic flow on the Fairview Loop to Fairview Loop turning movement. This issue would only be worsened by anticipated future traffic volume increases.

Multiple intersection alternatives were considered to improve traffic flow and safety at the junction of Hayfield Road and Lupine Lane.

Option C2 – 30 MPH Curve with Left Turn Pocket

This alternative was not selected due to the sub-optimal layout for a combined Lupine Lane and Hayfield Road approach. This alternative prioritizes traffic flow along Fairview Loop by increasing the radius between the two Fairview Loop legs of the intersection with a curve having a design speed of 30 MPH. The addition of the left turn lane further removes congestion along Fairview Loop by removing vehicles waiting for a left turn from the through traffic lanes.

Connecting Hayfield Road into Lupine Lane creates a new intersection in close proximity to Fairview Loop. This would cause queued vehicles waiting at the Fairview Loop and Lupine Lane intersection to block traffic to the Lupine Lane and Hayfield Road intersection. Additionally, larger vehicles and vehicles with trailers would have difficulty navigating the series of tight turns in close proximity to one another resulting from the combined approaches. This issue would only be worsened by anticipated future traffic volume increases.

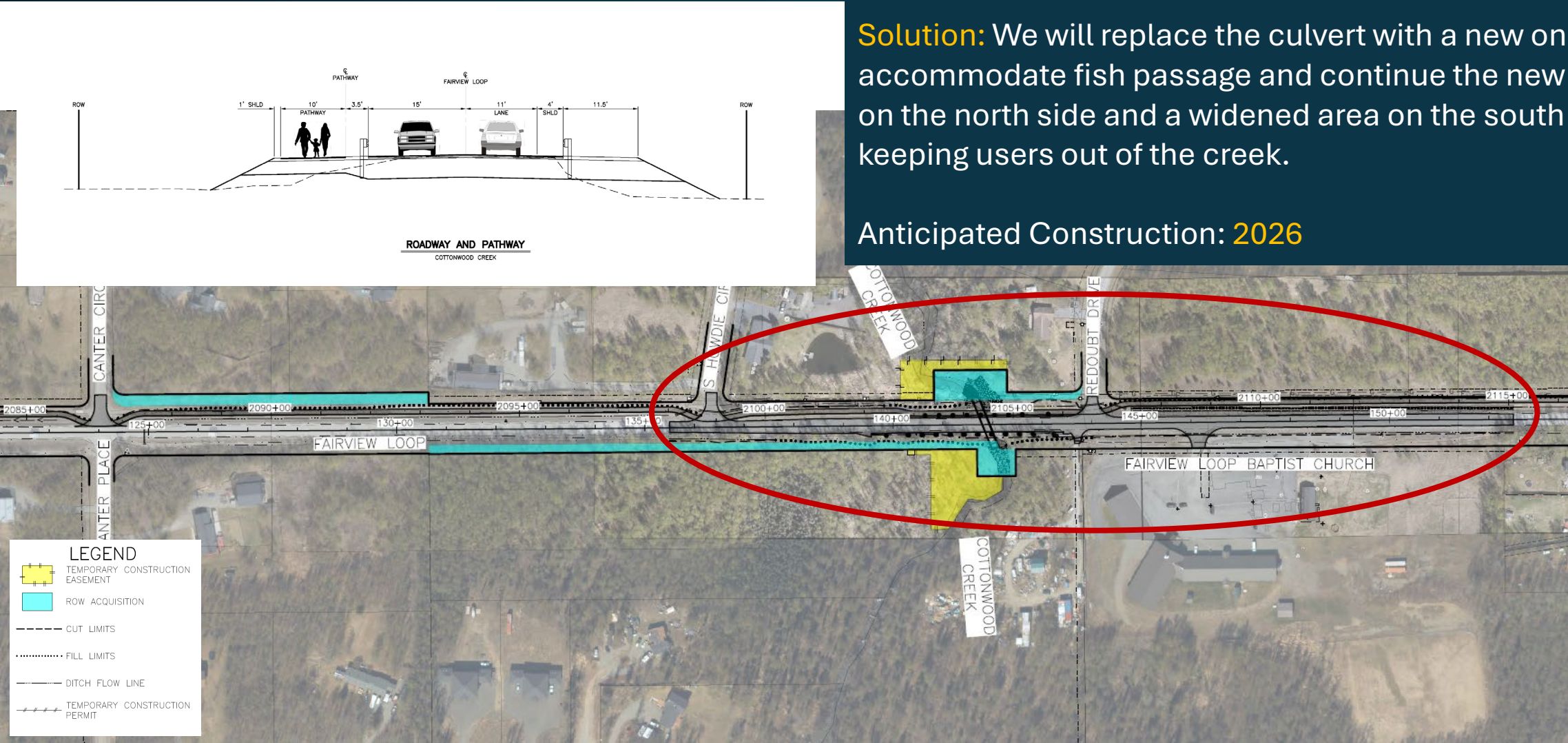


SITE D – Cottonwood Creek

Issues: The culvert at Cottonwood Creek is in poor condition, there is no dedicated, safe place to walk or bike, and potential negative environmental impacts from recreational and maintenance activities.

Solution: We will replace the culvert with a new one to accommodate fish passage and continue the new pathway on the north side and a widened area on the south side, keeping users out of the creek.

Anticipated Construction: 2026

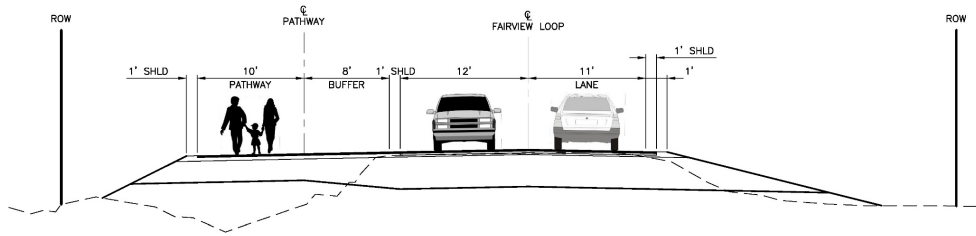


SITE E – Cottonwood Slough

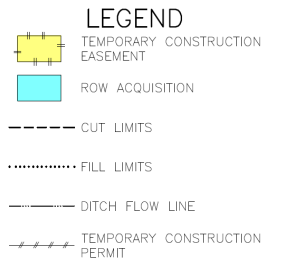
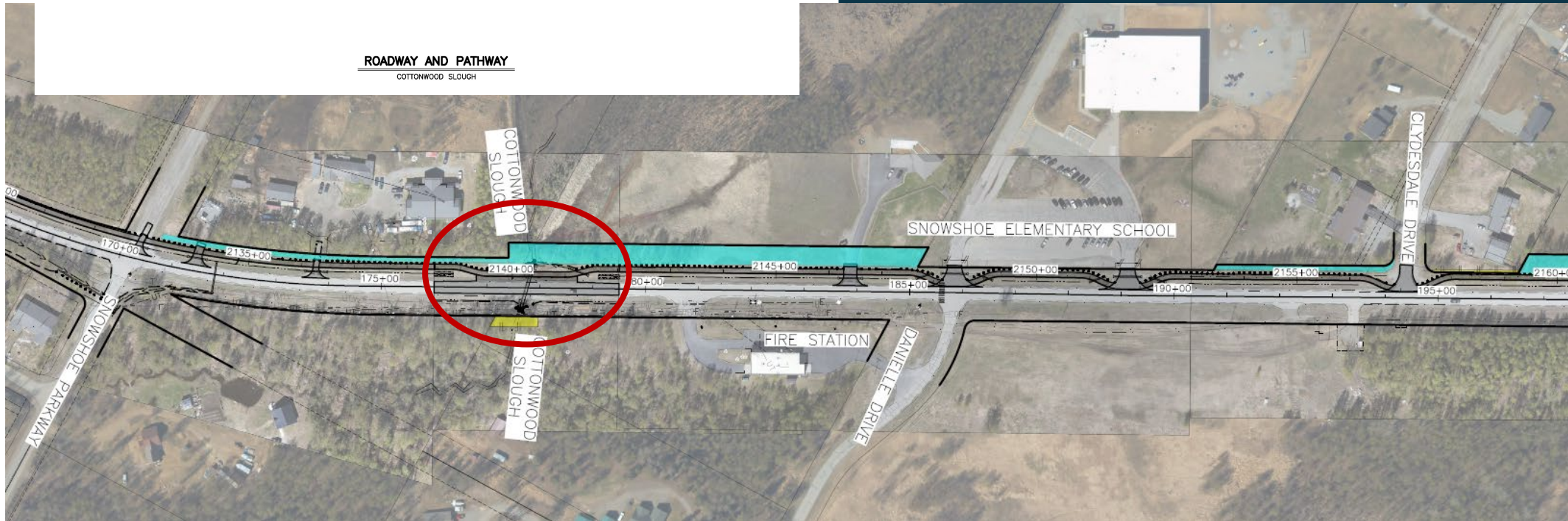
Issues: The culvert at Cottonwood Slough is in poor condition, there is no dedicated, safe place to walk or bike, and potential negative environmental impacts from recreational and maintenance activities.

Solution: We will replace the culvert with a new one to accommodate fish passage and continue the new pathway on the north side.

Anticipated Construction: 2026



ROADWAY AND PATHWAY
COTTONWOOD SLOUGH

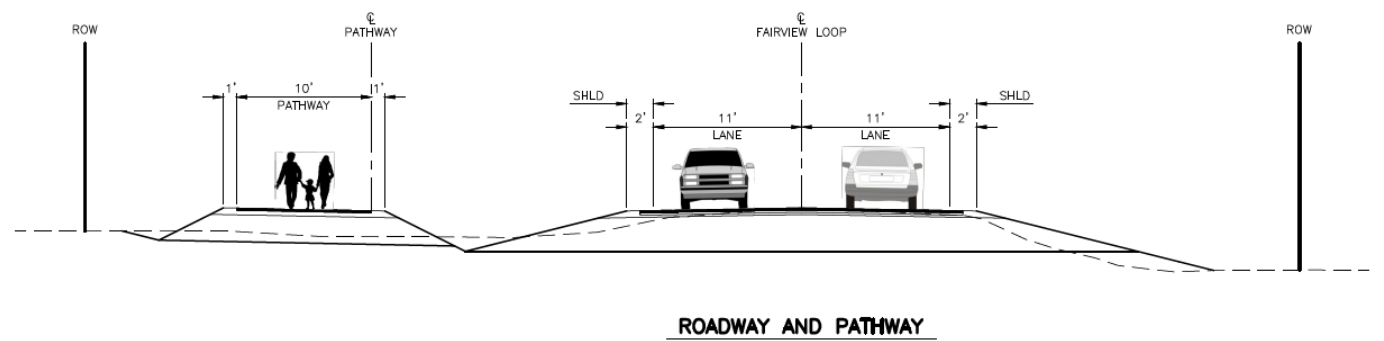
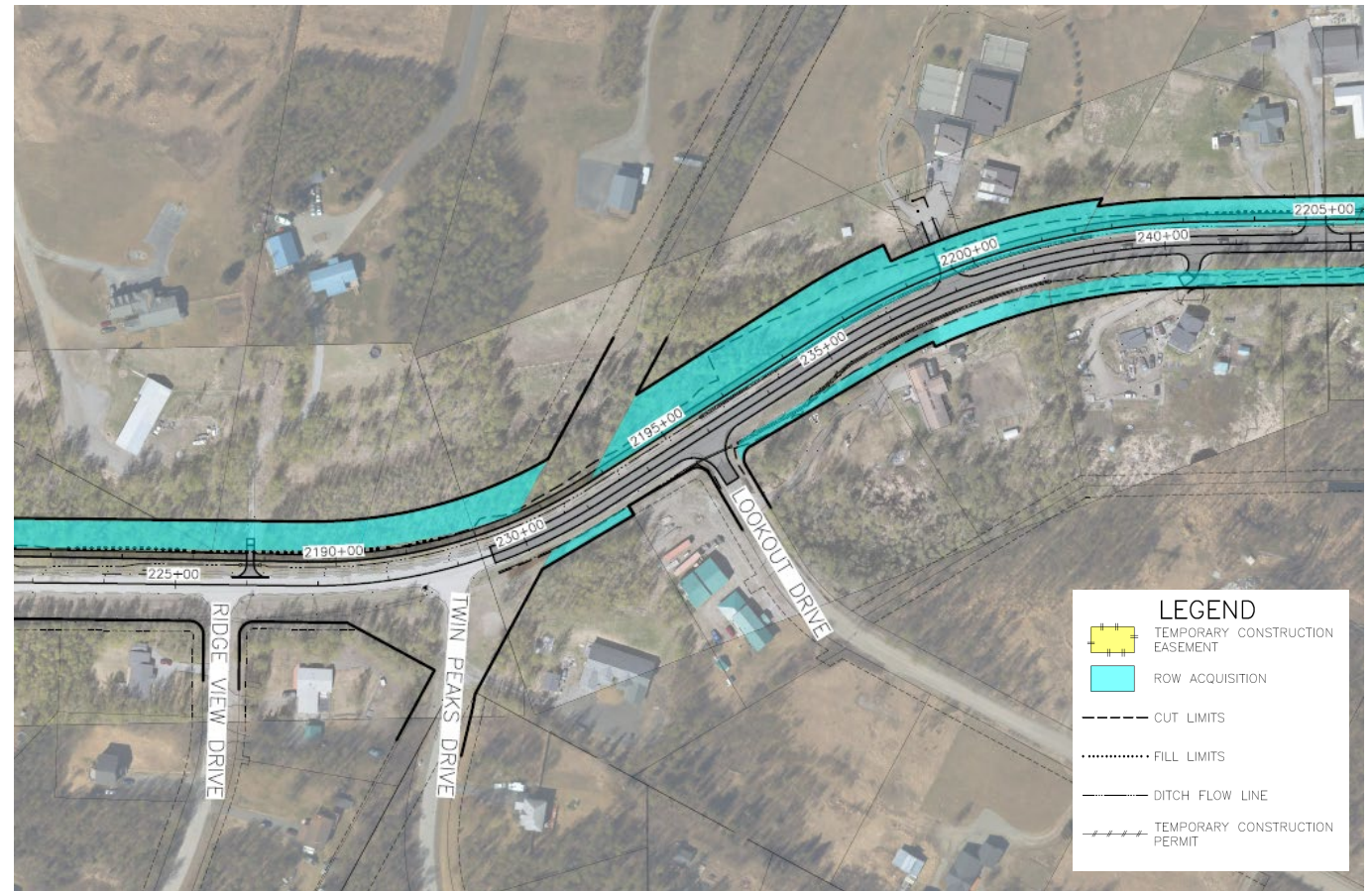


SITE F – Lookout Drive

Issues: Poor sight distances and steep grades, as well as a high accident history due to the current road geometry and excessive speeds.

Solution: We will flatten the road grades and extend the vertical curves near Lookout Drive to improve sight lines and make driving conditions safer.

Anticipated Construction:
2028

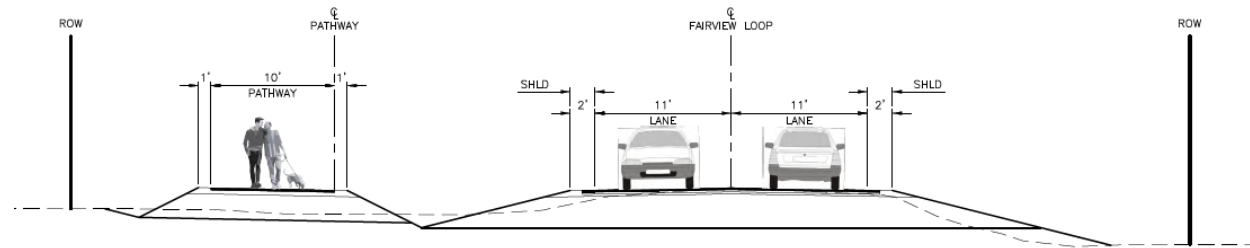


SITE G – Fern Street

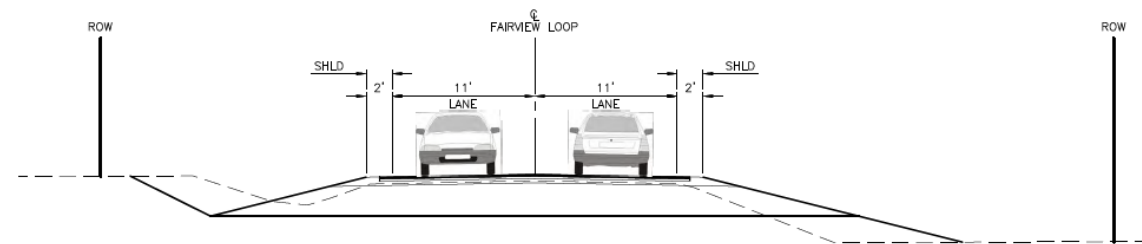
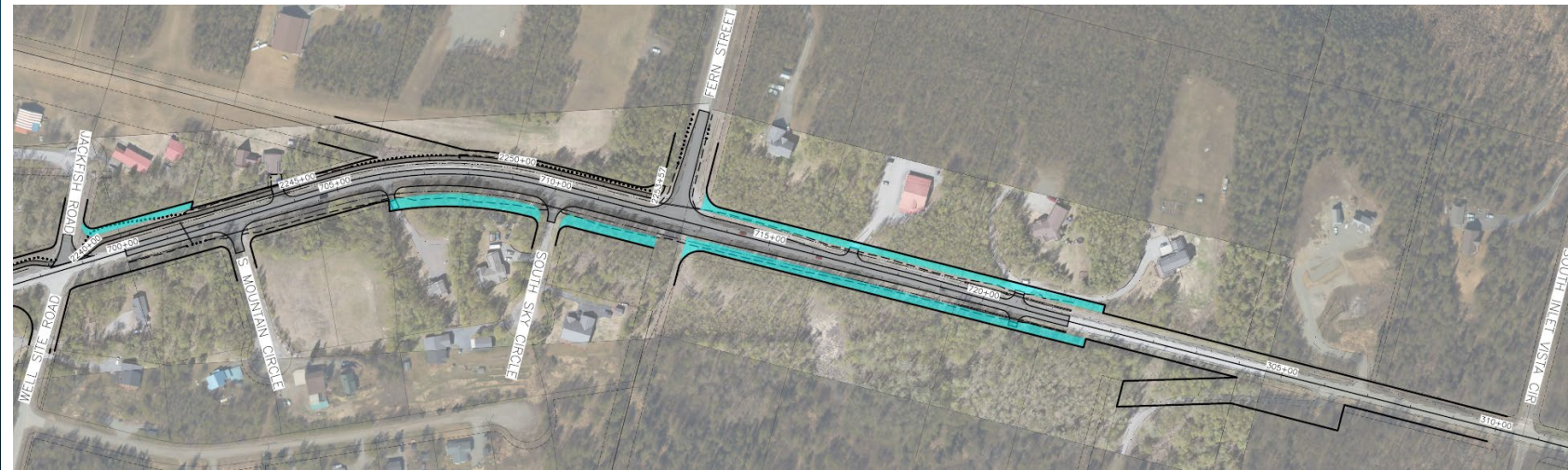
Issues: Unclear traffic flow with multiple access points on the Fairview Loop curve, limited sight distances, and high speeds.

Solution: We will add dedicated left turn lanes on Fairview Loop and Fern Street to ease traffic flow. The road grades and curves along Fairview Loop will also be adjusted to improve sight lines at the intersection.

Anticipated Construction:
2028



ROADWAY AND PATHWAY
WELL SITE ROAD TO FERN STREET



ROADWAY ONLY
EAST OF FERN STREET

SITE H – East Patty Drive & East Rod Circle

Issues: Confusing traffic flow with multiple accesses on the Fairview Loop Road curve, poor sight distances, dangerous speeds.



Solution: To improve safety, we will widen the shoulder on the west side of Fairview Loop Road for emergency maneuvers. We will smooth the curve of Fairview Loop Road and flatten the grade to improve sight distances at the intersections.

Anticipated Construction:
2030

Multiple alternatives were considered to improve traffic flow and safety at the junctions of Fairview Loop Road and East Rod Circle and East Patty Drive.

Option H1

Existing Alignment – Two Approaches – Two-Way Left Turn Lane



This alternative was **not selected** as a two-way left turn lane is unprecedented along this road corridor and uncommonly used for such short distances. This alternative could lead to driver confusion as to where the turning lane began and ended, leading to improper use. This would only be worsened in the wintertime when pavement markings are obscured by snow and ice. The existing alignment of Fairview Loop consists of multiple different horizontal curve radii, making the existing curve more difficult to predictably navigate.

Multiple alternatives were considered to improve traffic flow and safety at the junctions of Fairview Loop Road and East Rod Circle and East Patty Drive.

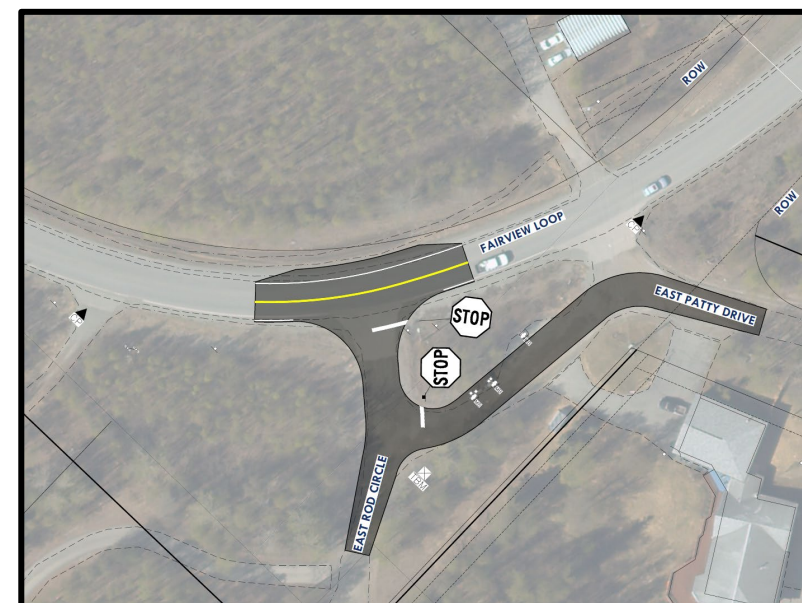
Options H2 and H3



H2 - Existing Alignment –
Single Approach –
Left Turn Pocket

Alternatives H2 and H3 were **not selected** due to the sub-optimal layout for a combined East Rod Circle and East Patty Drive approach. The existing local street network and residential development do not allow sufficient separation between the Fairview Loop and East Rod Circle and Fairview Loop and East Patty Drive intersections for two left turn lanes. This results in the need to consolidate the approaches (streets) to create a single access point on Fairview Loop to locate a single left turn lane at East Rod Circle. Connecting East Patty Drive into East Rod Circle creates a new intersection close to Fairview Loop. This would cause queued vehicles waiting at the Fairview Loop and East Rod Circle intersection to block traffic to the East Rod Circle and East Patty Drive intersection. Additionally, larger vehicles and vehicles with trailers would have difficulty navigating the series of tight turns in close proximity to one another resulting from the combined approaches. The existing alignment of Fairview Loop also consists of multiple different horizontal curve radii, making the existing curve more difficult to predictably navigate.

H3 - Existing Alignment –
Single Approach –
Widened Shoulder

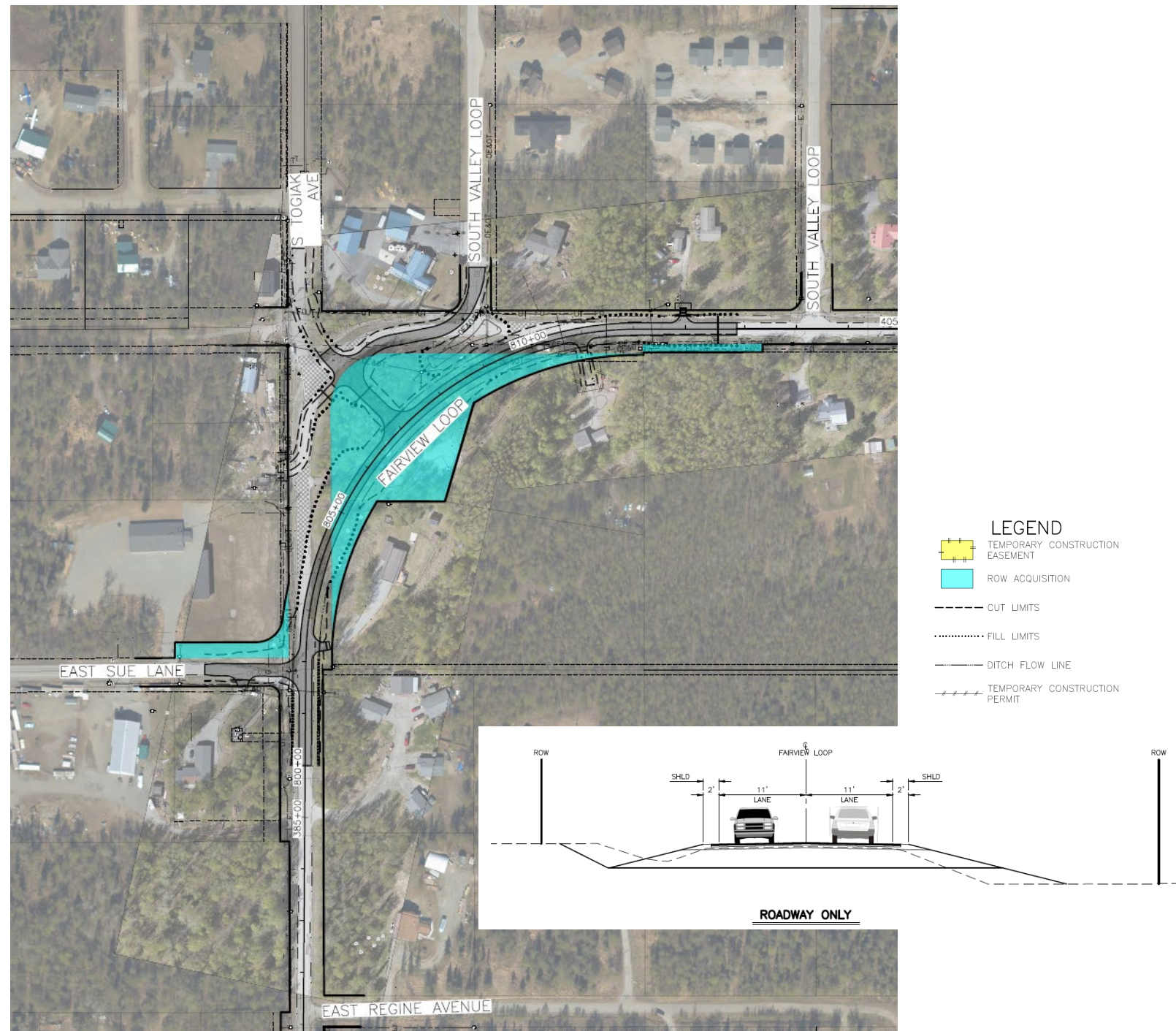


SITE I – Togiak Avenue

Issues: *Tight corner, limited sightlines, and complex intersection.*

Solution: We will smooth the horizontal curve along Fairview Loop near Togiak Avenue to make driving safer. Additionally, we will make minor adjustments to the intersections of Togiak Avenue, South Valley Loop, and East Sue Lane intersections to enhance visibility and improve sight lines.

Anticipated Construction:
2026

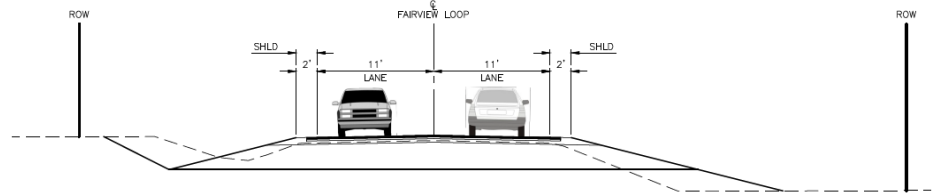


SITE J – Cotten Drive and Davis Road

Issue: Limited sightlines, traffic congestions, and complex intersections.

Solution: We will straighten the road alignment between Cotten Drive and Davis Road to improve visibility. Small realignments will be made at the intersections of Cotten Drive, South Candywine Road, East Kibby Drive, and Davis Road to ensure better sight lines.

Anticipated Construction: 2026



ROADWAY ONLY

LEGEND

- TEMPORARY CONSTRUCTION EASEMENT
- ROW ACQUISITION
- CUT LIMITS
- FILL LIMITS
- DITCH FLOW LINE
- TEMPORARY CONSTRUCTION PERMIT



WHAT'S NEXT?

Finalization of Right-of-Way.

Relocation of utilities.

Completion of environmental permitting.

Finalize design for Stage 1 construction in 2026.

For more information, please contact:

DOT&PF Project Manager
Lauren Little, PE
lauren.little@alaska.gov
907-378-5911