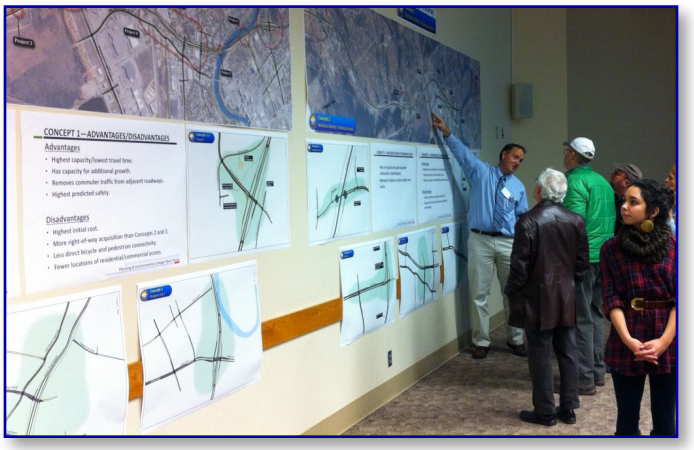
Alaska Department of Transportation & Public Facilities

Northern Region

Fact Sheet

Richardson Highway/Steese Expressway Planning and Environmental Linkage (PEL) Study
DOT&PF Project, AKSAS # 60799



FAQ

Q: What's a PEL study?

A: PEL stands for "Planning and Environmental Linkage." PEL studies are one of the Federal Highway Administration's (FHWA) Every Day Counts program initiatives designed to speed project delivery. The study is essentially a planning document for the corridor, with the goal of developing project concepts with community and public input. This study differs from past studies because of the environmental linkage component. Environmental impacts will be identified for each concept. Through public, local government, and resource agency cooperation, undesirable concepts will be eliminated before they reach project level. Through the PEL study, DOT&PF can identify "red flags" early and make better informed decisions on which projects go forward and which shouldn't.

The objective of the Richardson Highway/Steese Expressway PEL Study is to evaluate traffic operations in the study area, identify conceptual engineering solutions that address operational deficiencies, and prepare a planning level analysis of the environmental and engineering impacts of each concept. This PEL study is being completed in consultation with public and agency stakeholders and results will be incorporated into the next Fairbanks Metropolitan Transportation Plan to guide transportation and project decisions.

Q: What area does the study cover?

A: The project begins at "6-mile" Badger Road interchange on the Richardson Highway and ends at the Chena Hot Springs Road interchange on the Steese Expressway (see map on back page).

Contact us to be added to the project mailing list:

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For more information:

http://dot.alaska.gov/nreg/richardson-steese/

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Q: When will concepts developed from this study be constructed?

A: Each concept was developed to address either a current or future traffic deficiency. As such, some concepts may be constructed within the next five years while others may not be constructed for up to 20 years. As concepts are finalized, recommendations for construction dates will be developed.

Q: When will the study be complete?

A: The final PEL study will be complete in summer 2014.

Q: What sorts of concepts for the corridor are being developed?

A: We're looking at the corridor as a whole and developing three overall concepts.

Concept 1: High Mobility/Low Access

- Reduces travel time for through traffic while limiting access to adjacent roads and property. This concept converts major at-grade intersections to grade-separated interchanges, and converts the study corridor to a controlled access facility.

Concept 2: Moderate Mobility/Moderate Access

- Balances corridor mobility and access by blending at-grade intersection improvements with grade-separated interchanges.

Concept 3: Low Mobility/High Access

- Maximizes direct traffic access to adjacent properties by maintaining and improving existing transportation infrastructure. Most intersections remain at-grade.

Q: What do "mobility" and "access" mean as they relate to the corridor concepts?

A: Mobility emphasizes reducing travel time through the corridor. Access emphasizes providing direct connection to adjacent properties along the corridor.

Q: What's an at-grade intersection?

A: The general area where two or more roads join or cross. Common traffic controls for at-grade intersections include traffic signals, stop signs, or yield signs. Intersections may have 3 or more legs. The most common intersection type has four legs.

An at-grade intersection joins two or more roads and can include traffic signals, stop signs, or yield signs.

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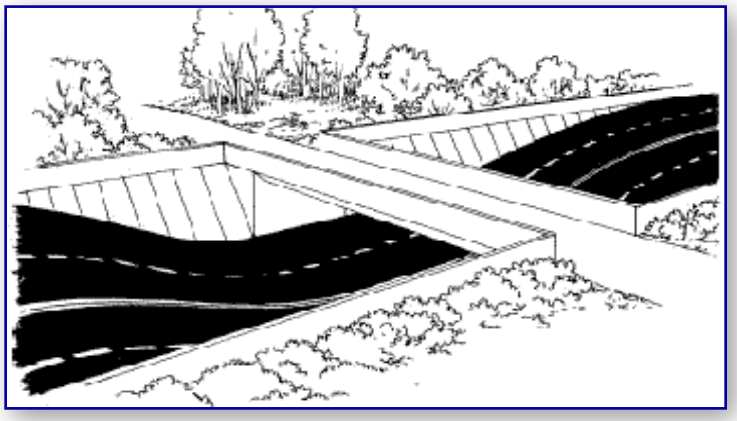


A grade-separated interchange connects two or more roads on different levels. Drawing courtesy of www.transitfacts.com.

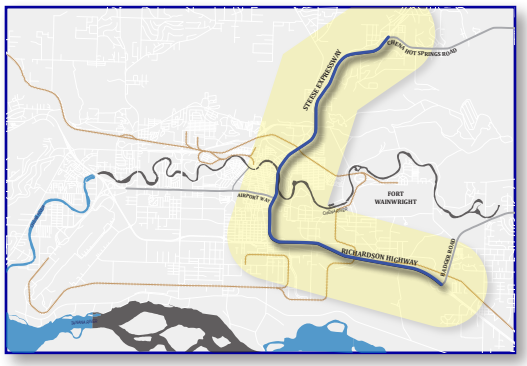
Q: What's a grade-separated interchange?

A: A system of interconnecting two or more roads on different levels. There are multiple configurations to design an interchange, but some of the more popular types include: diamond, cloverleaf, and single-point urban interchange (SPUI). Common names for interchanges include overpass, underpass, and flyover.

Q: Has DOT&PF coordinated with other stakeholders on this study?

A: The project team has conducted extensive outreach with agencies and the public including four interagency work sessions and two public open houses.

See reverse for study corridor!



Visit the project website:
http://dot.alaska.gov/nreg/richardson-steese/

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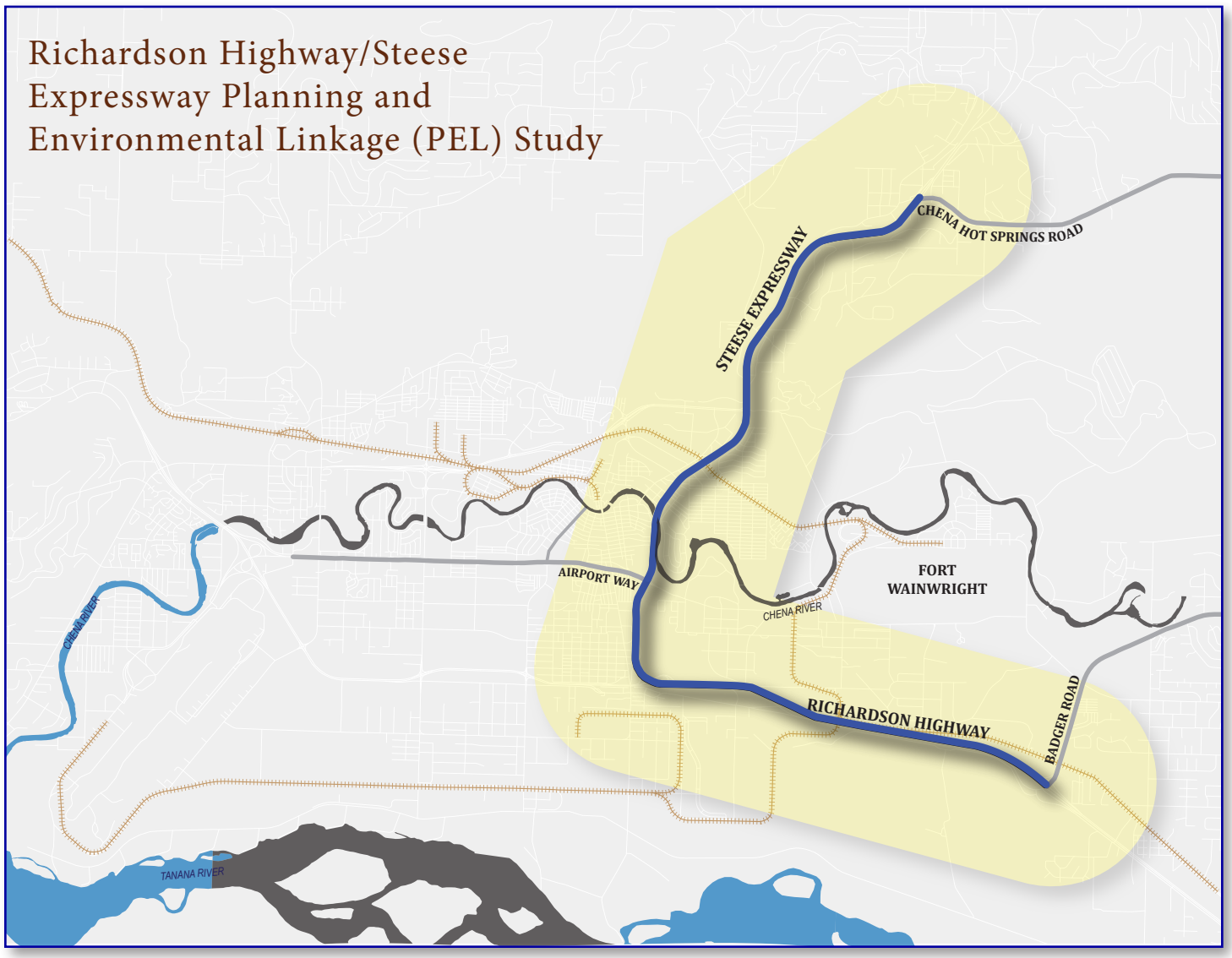
Study Corridor



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