



# Airport Way/Steese Expressway Reconstruction Project

Project No. 0002(385)/NFHWY00245

## Project Fact Sheet

The Alaska Department of Transportation & Public Facilities (DOT&PF) proposes safety and mobility improvements at the intersection of Gaffney Road, Airport Way, Richardson Highway, and the Steese Expressway (GARS) in Fairbanks, Alaska. This project is being developed under the Highway Safety Improvement Program (HSIP).

### Purpose and Need:

This intersection is the second-busiest intersection in town and has had nearly 100 crashes in 5 years. The purpose of this project is to reduce the high incidence of crashes at the GARS intersection. Once complete, this project will also address current and future congestion and capacity issues, helping to get you through this busy intersection faster and more safely.

Constructing a new intersection will improve safety by reducing the number of potential conflict points within the intersection. Reducing the number of potential conflicts between turning vehicles and increasing the efficiency of the intersection area will also improve travel times. Overall maintenance costs, which will rise slightly due to the increased number of signals requiring snow removal, electricity, and pavement maintenance, are offset by the capacity and safety improvements.

### Project Scope:

The final intersection design is underway. The Continuous Flow Intersection Median U-Turn (CFI-MUT), the selected preferred alternative, will result in construction of a revised intersection layout; new traffic signals; signage and striping; drainage modifications; pedestrian and bicycle path improvements; and landscaping and hardscaping enhancements.

### Project Status:

The project team has evaluated options to address safety and capacity to meet the projected traffic growth needs of this intersection through the year 2045. While



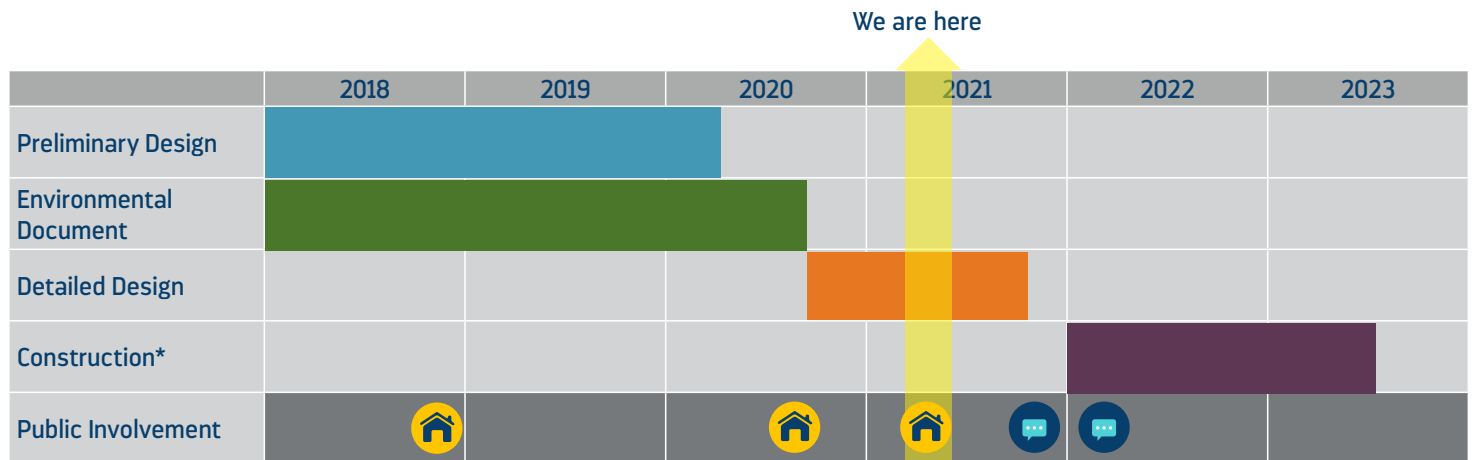
### Selected Preferred Alternative: Continuous Flow Intersection Median U-Turn (CFI-MUT)



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interchange options meet the purpose and need, the \$40+ million cost of constructing a bridge for an interchange produces significant funding challenges. Therefore, DOT&PF has selected the preferred alternative, CFI-MUT. This at-grade solution will improve safety and reduce the number of potential conflict points within the intersection. Final engineering design, environmental analysis, maintenance costs, and construction estimates for the CFI-MUT are being developed. Public input on design will be solicited throughout the project, and a public meeting will be scheduled prior to construction. Construction is anticipated for the 2022 construction season and is expected to last through 2023.

## Project Schedule:



\* Pending funding availability.

Indicates additional public engagement

## Project Funding:

The project is 90 percent federally funded, with a 10 percent state match. Construction costs are estimated between \$10 and \$15 million. Estimates will be refined as project's detailed design progresses. Project funding is allocated under the HSIP.

## We Want to Hear From You!

All comments received will be considered by the project team. Simply your comments to us at [info@GARSreconstruction.com](mailto:info@GARSreconstruction.com). A public meeting is being planned for spring 2021, once the initial design of the GARS CFI-MUT is complete. You can also sign up for project updates by emailing [info@GARSreconstruction.com](mailto:info@GARSreconstruction.com).

*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. Code 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.*