

FMATS 2015 – 2018 Transportation Improvement Program Project Nomination Form

Project nominations are accepted from the public and are scored based on the adopted Project Scoring Criteria. These criteria assign weight based on the project's impact on the following:

1. Health and Quality of Life
2. Safety Improvements
3. Public Support
4. Project Cost/ Project Length (\$/miles)
5. Road Functional Class
6. Road Maintenance and Condition
7. Other Considerations (economic development, security, utility conflict resolution, etc.)

The score the project receives will be used to determine the project's eligibility for funding in the Transportation Improvement Program, or TIP. The TIP identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4 year period.

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| NAME: Donna Gardino |
| ADDRESS: Attn: FMATS City of Fairbanks, City Hall 800 Cushman St. Fairbanks, 99701 |
| PHONE: 907-459-6786 |
| EMAIL: donna.gardino@fmats.us |

Name of Proposed Project: Peridot Street Reconstruction

Project Scope/ Description:

Reconstruct Peridot Street from the Richardson Highway to City limits, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.

Is there a commitment from a public organization to maintain this project if built? If so please identify that organization below.

The City of North Pole will maintain the project after is is built.

Has an organization agreed to pay the non-federal funding match for this project? If so please identify the organization that has committed to pay the non-federal share.

The City of North Pole will fund the non-federal share of the project.

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Does this project support all or some of the four goals of FMATS? The four goals are listed below please explain the relationship between these goals and this project.

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.
2. Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life.
4. Optimize the utility and lifespan of the existing transportation system.

Goal 1: This project uses the Smart Growth principles of creating walkable neighborhoods; strengthening and directing development towards existing communities.

Goal 2: Completing this road offers all users a convenient and safer link to destinations on either side of this currently unpaved facility.

Goal 3: This project improves air quality by cutting down on dust associated with an unpaved facility. Paving this link in the roadway network improves quality of life by making transportation easier for all users. Wear and tear on vehicles using this road should be reduced with a paved facility which could have environmental benefits.

Goal 4: This reconstruction project optimizes the utility of the existing road by providing for drainage and paving the now gravel road.

1) Does this project improve community health and/or quality of life? For example: improve air and water quality, enhance intermodal connectedness, reduce congestion, etc.

By providing drainage and paving the road, issues with dust and vehicle maintenance are reduced. Congestion on nearby roadways should be reduced as more users choose to use this newly paved surface. There is a diner, a church and a gravel pit located on this road. It sees a lot of truck traffic as well as use by residents of the nearby Woodland and Pine Stream service areas.

2) Is safety a factor? For example, is there a history of accidents or safety complaints?

According to the Alaska DOT&PF Crash Database there were no crashes found from mile point 0.1873 (Richardson Highway) to mile point 0.2215 (Hurst Road).

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3) Would you describe the public support for this project as broad-based, localized, or limited? Please provide a justification for this level of public support.

A petition for the paving and maintenance of this road was created in 1999, it has approximately 300 signatures. Public support for this project is broad-based as it is an identified medium-term need in the 2040 Metropolitan Transportation Plan.

4) Please provide a cost estimate for each phase of this project if available. For example: design, right-of-way, utilities, and construction

The FMATS 2040 MTP spending plan lists \$1.5 million for this project.

AADT = 520 at Finnell and 490 at Quinell = 505

$\$1,500,000 / 505 = 14.14$

5) If this is a road project please provide the functional classification of the road or roads. For example: arterial, urban collector, or local road.

The functional class of this road is a minor collector.

6) Will this project improve drainage, decrease operating cost, promote efficient system management or improve overall facility condition? Please explain:

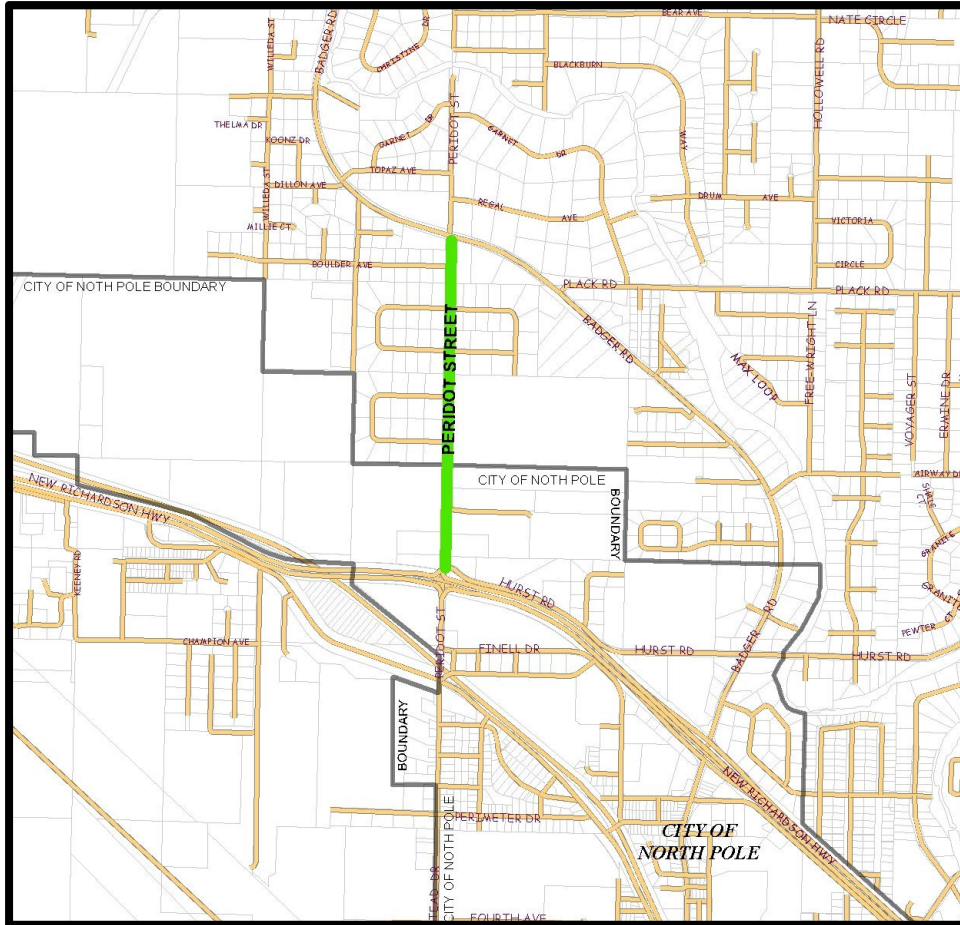
This project will improve drainage along this route by paving a currently unpaved road. The overall facility condition will be greatly improved with the addition of the paved facility. Wear and tear on vehicles and maintenance concerns with an unpaved road will be reduced or eliminated.

7) Are there other benefits of this project? For example: national security, community development or otherwise economic benefits.

The addition of pavement along this route should result in an increase the AADT of this roadway. Subsequently, the surrounding roads should see a decrease in the AADT as the system balances the addition. Additionally, there should be some economic benefit in reducing the wear and tear on vehicles long this corridor.

8) Please address other issues that have not been addressed concerning this project. (Attach additional pages and/or photos as necessary)

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For more information, please contact:

Donna Gardino
 FMATS MPO Coordinator
 800 Cushman Street
 Fairbanks, AK 99701
 Phone: (907) 459-6786
 Fax: (907) 459-6783
donna.gardino@fmats.us

Margaret Carpenter
 DOT&PF Fairbanks Area Planner
 2301 Peger Road
 Fairbanks, Alaska 99709
 Phone: (907) 451-2388
 Fax: (907) 451-2313
margaret.carpenter@alaska.gov

Vacant
 FMATS MPO Transportation Planner
 800 Cushman Street
 Fairbanks, AK 99701
 Phone: (907) 459-6805
 Fax: (907) 459-6783

Vacant
 FNSB Transportation Planner
 P.O. Box 71267
 Fairbanks, Alaska 99707
 Phone: (907) 459-1266
 Fax: (907) 459-1255

Please submit completed form and attachments to the MPO Coordinator via mail, fax or email.

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