

Phase 2: Fairview Loop Pathway & Safety Improvements

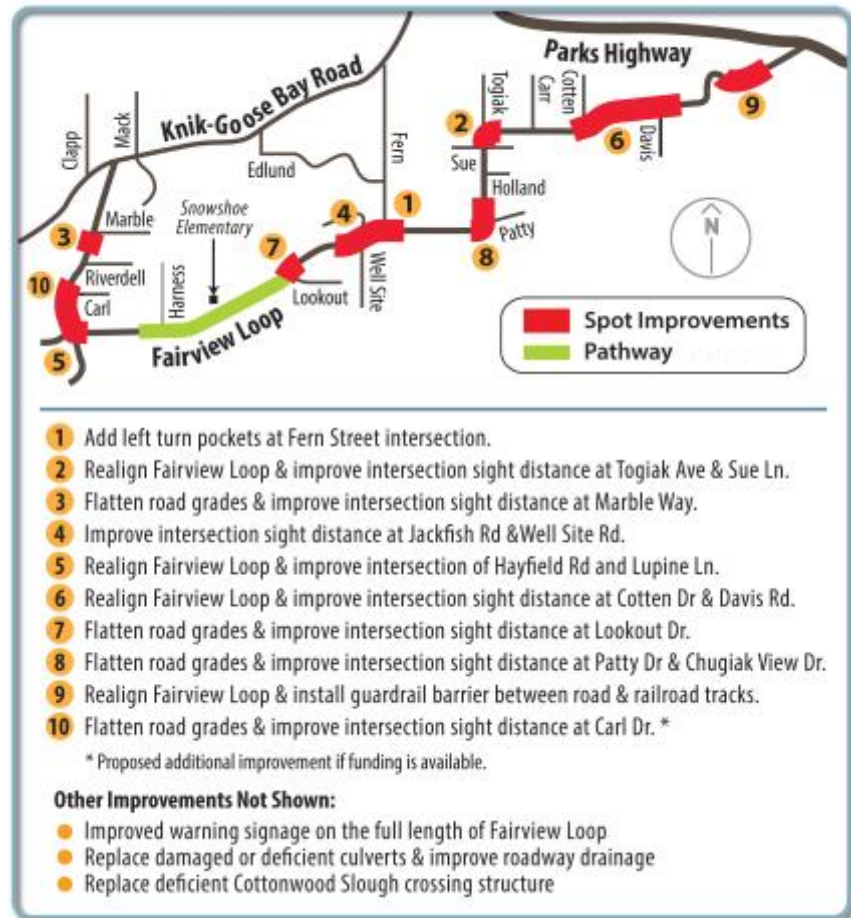
Project Number Z517740000



Project Scope

Phase 1 construction was completed in 2015. The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is working on Phase 2. Concerns about the project budget and the potential benefits of the planned safety improvements caused a partial re-scope of the project. As a result, the pathway length will be reduced to a total length of 1.7 miles, generally centered about Snowshoe Elementary School and include 10 locations for roadway safety improvements (see Project Location Map).

Project Location Map



Funding

This project is being funded by the State of Alaska. The Legislature set aside a total of \$46.5 million for multiple Fairview Loop projects, including Phase 1 and 2 and the signal realignment project at Fairview Loop and Knik-Goose Bay Road.

Governor Walker, as part of his June 29th veto announcement, paused a number of projects including Phase 2 of this project. At this time, it is not known when Phase 2 will resume.

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Frequently Asked Questions

Why was the project re-scoped and the pathway shortened? In early 2016 the Department clarified the legislative intent associated with the funding that was obtained. As a result of the clarification the pathway was shortened to its intended length of extending approximately one mile to either side of Snowshoe Elementary School.

Do the utilities still have to be relocated? Utilities will still need to be relocated to make room for the safety improvements and the pathway. The extent of the relocations will be known as the design advances.

Will ATVs and snow machines be allowed to travel on the pathway? ATVs and snow machines cannot legally travel on the road or pathway; however, these types of vehicles may legally travel within the remaining road right-of-way (ROW).

How much right-of-way is needed for the project? Will my property be affected? ROW acquisitions of varying widths are needed to construct the pathway and safety improvements. The pathway follows a typical distance from Fairview Loop, but ROW needs vary along the project due to the lay of the land next to the road and an inconsistent existing ROW width. Acquisitions are needed from private parties, public agencies, and other landowners. Right-of-Way agents will proactively contact affected property owners and agencies to begin the acquisition phase.

What are my rights as a property owner if the project will require some of my land? When the right-of-way needs are determined and the acquisition process has begun, the project will follow the specific guidelines outlined in the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended*. You can find a copy of this document on the project website documents page.

What will happen if the land you purchased for the pathway is no longer needed? Can I repurchase the land? The DOT&PF will evaluate the relinquishment of already acquired rights-of-way after Phase 2 is complete. If DOT&PF decides to relinquish the property that is no longer needed, then there are established processes to do so. The original property owner will have the first right of refusal to purchase the land at fair market value at that time.

What happens if I do not want to sell property for the safety improvements or the pathway? The project team is proceeding with the project as directed by the Alaska Legislature in funding appropriations at the request of area residents. The project is deemed to be in the best interest of the community. The project acquisition team will work with each property owner in an effort to seek an equitable outcome and secure the needed right-of-way. Should the project encounter an unwilling seller, design compromises, and/or legal action may be necessary.