


# MEMORANDUM

CITY/BOROUGH OF JUNEAU  
155 South Seward Street, Juneau, Alaska 99801

**DATE:** May 5, 2011

**TO:** Planning Commission

**FROM:** Greg Chaney, Planning Manager  
Community Development Department 

**FILE NO.:** CSP20110002

**PROPOSAL:** Realignment and re-grading of Thane Road

## GENERAL INFORMATION

**Applicant:** State of Alaska DOT/PF

**Property Owner:** State of Alaska DOT/PF

**Property Address:** Thane Road

**Legal Description:** Thane Road right-of-way

**Site Size:** 4.5 miles of Thane Road

**Zoning:** Industrial, Waterfront Industrial, Rural Reserve, D-1 Residential

**Access:** Thane Road

**Existing Land Use:** Thane Road right-of-way

**Surrounding Land Use:** Northeast - D1, Rural Reserve, low-density residential or vacant  
Northwest - Industrial, Waterfront Industrial or vacant  
Southeast - D1, low-density residential or vacant  
Southwest - D1, low-density residential or vacant



CITY/BOROUGH OF JUNEAU  
★ ALASKA'S CAPITAL CITY

### **ATTACHMENTS**

Attachment 1 Thane Road Pavement Rehabilitation capitol project bill  
Attachment 2 3/3/11 Applicant Letter  
Attachment 3 General Site Plans  
Attachment 4 Full Site Plans  
Attachment 5 Juneau Area wide Traffic Map 2009  
Attachment 6 Juneau Area wide Traffic Map 2009 Close up of Rock Dump Area  
Attachment 7 3/31/11 CBJ Lands and Resources Comment letter

### **PROJECT DESCRIPTION**

The Thane Road Pavement Rehabilitation project was approved by the Alaska Legislature with a total of budget of \$4,000,000 funded with State of Alaska cruise ship passenger fee revenues (Reference Number 47733, (Attachment 1). It is classified as a “One Time Project” without further funding allocated or anticipated. A brief summary and statement of need was included:

Reclaim the existing pavement structure, improve drainage and resurface with no more than a minor increase in pavement width (requires a waiver for bicycle and pedestrian accommodation) from Mt. Roberts Drive to the end of the route. Improve foundation of the road bed. This project contributes to the Department’s Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

The Alaska Department of Transportation (DOT) proposes to rehabilitate approximately 4 miles of pavement to varying degrees on Thane Road between the intersection of Mount Roberts Street at the Rock Dump to the end of the road. The project (Attachment 2) includes the following:

- Road surface would be ground and replaced with 2.5 inches of asphalt concrete.
- Culverts would be repaired or replaced depending on condition.
- Approximately 1,200 feet of rock face along a shoulder would be removed to a depth of 6 feet to allow for centerline realignment.
- Guardrail would be replaced and upgraded at locations as needed.
- 645 feet of new sidewalk would be constructed near Mt. Roberts Street.
- Select areas of the road would be realigned to allow a paved four-foot shoulder with a two foot gravel strip between the fog line and guardrail.

The road corridor is within 330-feet of four eagle nests, therefore a Variance to the CBJ eagle nest setback is also required. The Variance will be reviewed concurrently with the CSP under VAR2011-0009.

## ANALYSIS

The specific details of the project include the following, as calculated by CBJ staff based on project plans (Attachment 3 & 4):

- development of 645 (0.1 miles) linear feet of new sidewalk;
- 8,482 linear feet (1.6 miles) of new shoulder, with an average of 4' of pavement and 2' of gravel, not uniform, variable from one side of the road to another, full shoulder is on one side of the road only;
- 10,571 (2 miles) linear feet of pavement rehabilitation with no shoulder improvement;
- 4,651 linear feet no modification for two sections north of Sheep Creek (will be improved with another project)
- Total project length, approximately 24,349 (4.6 miles) linear feet.

DOT proposes to add shoulder improvements to approximately the northern half of the road corridor on one side of the road, and 645 feet of new sidewalk near Mt. Roberts Street. The residential area at the end of Thane Road has no proposed shoulder improvements; in the section of the project only road re-surfacing is proposed. As the current poor condition of the road surface acts to reduce traffic speeds, vehicle speeds are expected to increase if the surface road condition improves.

The US Department of Transportation has published analysis of the safety improvements provided by installation of shoulders alongside roadways:

**US Department of Transportation, Federal Highway Administration (FHWA) Guidance  
Memo on Consideration and Implementation of Proven Safety Countermeasures**  
<http://safety.fhwa.dot.gov/policy/memo071008/>

Signed July 10, 2008 by FHWA Associate Administrator for Safety.

- The presence of a sidewalk or pathway on both sides of the street corresponds to approximately an **88 % reduction** in “walking along road” pedestrian crashes.
- Providing paved, widened shoulders (minimum of 4 feet) on roadways that do not have sidewalks corresponds to approximately a **71% reduction** in “walking along the road” pedestrian crashes.
- Over 80% of pedestrians die when hit by vehicles traveling at 40 mph or faster while less than 20% die when hit at 20 mph.

Based on the statistics cited above, shoulder improvements on one side only proposed for Thane Road on the northern half of the project will result in a significant safety improvement for pedestrians. Although this is not ideal, it still represents a significant safety improvement over the

pedestrians. Although this is not ideal, it still represents a significant safety improvement over the current situation.

The portion of the project that does not include shoulders will remain unsafe for pedestrians. Considering that pedestrian collision survival rates significantly increase for vehicles traveling 20 mph versus 40 mph, CDD staff will recommend that the segment of the project without shoulders be posted with a 20 mph speed limit.

Providing a shoulder on one side of the road will provide an improvement for cyclists traveling on that side of the road. Bicyclists cannot take advantage of a wider shoulder on only one side of the road when traveling in both directions and follow laws that require they ride in the direction of traffic. In some cases this might provide cyclists with a false sense of security and lure them into an area where they must ride out in the traffic lane on the opposite side of the road without a refuge.

As a less expensive alternative to constructing a shoulder which complies with vehicular standards, it would be helpful if DOT could evaluate the possibility of constructing gravel shoulders in the residential area. These areas would provide a refuge for pedestrians but would not be as expensive as shoulders paved and graded for use by vehicles.

These issues are discussed further in the Adopted Plans section below, which include specific transportation requirements for Thane Road.

### **CONFORMITY WITH ADOPTED PLANS**

The 2008 CBJ Comprehensive Plan and 2009 CBJ Non-Motorized Transportation Plan have many general policies regarding multi-modal transportation and also specific policies regarding Thane Road. Staff will note all policies in this review but will analyze only the policies specifically written for Thane Road.

#### **2008 CBJ Comprehensive Plan**

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Relevant policies include the following:

***Policy 8.1** It is the policy of the CBJ to promote a balanced, well-integrated local multi-modal surface transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities.*

***Policy 8.2** It is the policy of the CBJ to promote and facilitate transportation alternatives to private vehicles as a means of reducing traffic congestion, air pollution and the consumption of fossil fuels, and to provide safe and healthy means of transportation to all people.*

***Implementing Action 8.2.1A2.*** *Work the Alaska Department of Transportation/Public Facilities (DOT) to construct sidewalks and/or separated paths, or where these are not practical, a wide shoulder of at least 36" along roads that lack such improvements, with a priority given to those corridors which have Average Annual Daily Traffic of 4000 vehicles or more.*

Staff notes that in the 2009 Juneau Area wide Traffic Map (Attachment 5), the Little Rock Dump to Downtown has an Average Annual Daily Traffic (AADT) of 4,980. The section directly addressed by this proposal has an AADT of 4,150 (Attachment 6), this exceeds the 4000 minimum cited above in Implementing Action 8.2.1A2. South of the Little Rock Dump, the AADT drops to 1951 and is further reduced to 497 in the residential area at the end of the road.

***Implementing Action 8.2.1A3.*** *Implement the pedestrian and non-motorized improvements called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.*

The Area Wide Transportation Plan was a collaborative effort between the City and Borough of Juneau and DOT. It was adopted by the Assembly in 2001. It contains two policies referenced in Comprehensive Plan Implementing Action 8.2.1A3 cited above that are directly related to this proposal.

**Area Wide Transportation Plan (AWTP), Downtown/Thane Priority Solution List, page 14:**

27 Thane Road Improvement: Reconstruct Thane Road as a two-lane roadway with pedestrian and bicycle facilities for improved connection to residential and recreation areas. (Medium-term)

28 Seawalk-Sheep Creek to Norway Point: Develop a pedestrian and bicycle path from Sheep Creek through downtown waterfront activity centers to Norway Point. Provide signage and connections between pathway and activity areas. (Near-term)

**CBJ Comprehensive Plan Policy 8.3** *It is the policy of the CBJ to respond to the special transportation needs of each subarea of the CBJ and to integrate them into a CBJ-Wide Comprehensive Transportation Plan. This system should seek to reduce the consumption of fossil fuels by facilitating efficient routes of travel, convenient and rapid transit, and safe motorized and non-motorized travel ways.*

In the Subarea description regarding Thane (page 124), the Comprehensive Plan provides the following description:

*“Thane Road provides vehicular, bicycle and pedestrian access to residential , recreational, tourist-oriented commercial and other non-residential destinations, including a fish hatchery. Thane Road is an approximately six mile, two-lane paved State-maintained roadway that cuts through steep terrain on both sides. There is no separated pedestrian or bicycle lane and there are numerous places where there is no road shoulder, and curves in the road limit motorist sight lines. The speed limit of the road varies from area to area. The first few miles pass through hazardous avalanche chutes. Despite these constraints and hazards, the road is the sole access for about 175 Thane residents (Census 2000 count) and is extremely popular with joggers, hikers, berry pickers, cyclists, and other recreational enthusiasts.”*

Following this description are three Implementing Actions for Thane Road in support of Policy 8.3, as follows:

***8.3.1A20. Encourage DOT to upgrade Thane Road from the CBJ Sewer Treatment Plant to Sheep creek. All reconstruction of Thane Road should include separated pedestrian and bike lanes which, because of terrain, may need to be located outside of the existing right-of-way and/or along the shoreline.*** [emphasis added]

As noted in the Analysis section, the proposed project includes shoulder widening on one side of the road in approximately 1.6 mile stretch of road on the northern edge of the project near Mount Roberts Street. The proposed development is significant improvement to this hazardous area, however it does not fully comply with this Implementing Action, which requires such improvements from the CBJ Sewer Treatment Plant to Sheep Creek.

***8.3.1A22. Implement the subarea improvements for Thane and Out the Road called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.***

The proposed project offers some non-motorized transportation improvements in accordance with CBJ Comprehensive Plan policies. However there are some critical gaps in pedestrian improvements in residential areas where those improvements may be needed the most.

## **2009 Non-Motorized Transportation Plan**

Like the Comprehensive Plan, the 2009 Non-Motorized Transportation Plan has many relevant policies as well as specific recommendations regarding Thane Road. Staff will focus on the most

specific recommendations.

The 2001 Area Wide Transportation Plan defines the framework for transportation projects in Juneau for the next 20 years. Page 30 of the Non-Motorized Plan refers to the Area Wide Transportation Plan's top six priorities. The two policies most relevant to Thane Road include the following:

- 1. Establish and implement Transportation Demand Management Policies through the CBJ focusing on reducing single-occupant-vehicle trips and promoting alternative modes of travel.*
- 4. Establish and maintain bicycle lanes, pathways, sidewalks and bus stops where they are needed. Maintain bicycle lanes, pathways, sidewalks and bus stops with regular restriping, re-surfacing, street sweeping, and snow removal.*

Page 57 of the Non-Motorized Plan specifically lists high-priority shoulder lane improvements for Thane Road as follows:

- *Minimum of five feet on both sides.*
- *If there are segments where this is not possible, then develop a wide travel lane and share-the-road signs*
- *A context sensitive street design should be used to ensure that safe design and appropriate traffic speeds (Staff note: this is the exact wording in the Plan)*
- *Signed as part of a cross-Juneau bikeway*

Page 59 of the Non-Motorized Plan lists high-priority Separated Path Improvements for Thane Road as:

*Separated Path along Thane Road from Downtown to Sheep Creek: paved path 10 feet wide on the channel side of Thane Road where property ownership and topography allow it.*

To fully comply with the 2009 Non-Motorized Plan the project must include a five foot shoulder on both sides of the road for the entire length of Thane Road. DOT has proposed a shoulder averaging four feet on one side for approximately half the length of the road. There are no shoulder improvements proposed south of Sheep Creek in the primary residential area near the end of the road.

Finally, Chapter 8 of the Non-Motorized Plan includes a policy and extended narrative which pinpoints the crux of the problem with the proposed Thane road rehabilitation as it relates to non-motorized transportation policies. Policy Two states:

**State Projects.** *Work with the Alaska DOT&PF Regional Director to establish a routine*

*process to allow CBJ input at the front-end of the design stage for state road projects.*

The narrative continues as follows:

*“This will save time and money for both the State and CBJ and significantly enhance cooperation and communication. Review of proposed State road or road reconstruction and improvement projects is governed by CBJ 49.15.580 and AS 35.30.010, which provides that the CBJ will review these projects and may impose conditions on and modifications to such projects. A challenge is that AS 35.30.010 states that the review must occur ‘prior to construction of a public project,’ which gives a lot of latitude as to when a project comes before CDD and the CBJ Planning Commission for review. State projects are generally brought to CBJ for review after the design and environmental review have been completed and often just prior to construction. At this stage it is too late to effectively address design issues that would add or improve non-motorized facilities.*

*“Southeast Region Alaska DOT&PF does not routinely communicate in this manner with communities in its region as they are all so small. However, in other Alaska DOT&PF regions early communication with communities occurs more regularly, for example in Anchorage since it is large enough to be a Metropolitan Planning Organization.*

*“Juneau, however is the largest city in Southeast Alaska DOT&PF region and it is the State Capital. Informal but regular CBJ CDD input early in the design process (before the environmental review) will benefit both Alaska DOT&PF and CBJ by clarifying expectations, preventing delays and saving money due to better communication and cooperation on the front end.*

*“This would not take the place of the review under CBJ 49.15.5480 and AS 35.30.00, but would be in addition and less formal. The CBJ CDD would gather parties like other pre-application meetings and provide input, ideas and ensure Alaska DOT& PF project designers know about relevant planned local projects. A process such as this would likely make the subsequent formal review more predictable and routine for all.”*

#### **49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS**

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The road corridor is within 330-feet of four eagle nests, therefore a Variance to the CBJ eagle nest setback is also required. The Variance will be reviewed concurrently with the CSP under VAR2011-0009.

The project does not affect wetlands or other sensitive habitat. An Alaska Department of Fish and Game permit is required for culvert replacement along the route. Since use of Best Management Practices for minimizing siltation are required for DOT projects of this nature, further review of CBJ coastal development, habitat, and wetland regulations is not necessary.



### **ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)**

Not applicable. This project does not require a state-coordinated ACMP review.

### **FINDINGS**

With approval of VAR2011-0009, and use of Best Management Practices to minimize siltation, the project meets the habitat requirements of the CBJ Land Use Code. Concerning required pedestrian improvements the project partially complies with the CBJ 2008 Comprehensive Plan, and complies to some extent with the 2009 CBJ Non-Motorized Transportation Plan, because sidewalk or shoulder widening will be included one side of the road for 1.73 miles of the project length. CBJ strongly encourages development of a 4-6 foot wide shoulder for the full length of the project, with a special emphasis on residential areas. Improving the road surface without providing pedestrian facilities leads typically leads to increased road speed and a higher potential for pedestrian accidents.

The residential area at the end of Thane Road has no proposed shoulder improvements. As the current poor condition of the road surface acts to reduce traffic speeds, vehicle speeds are expected to increase if the surface road condition improves. Since the FHWA indicates that over 80% of pedestrians die when hit by vehicles traveling over 40 mph while less than 20% die when hit at 20 mph, the project as proposed may be creating a more dangerous situation for pedestrians and bicyclists.

### **RECOMMENDATION**

Staff recommends that the Director adopt the above findings and approve the proposed City-State Project review, which would allow DOT/PF to rehabilitate 4.5 miles of Thane Road in accordance with the Project Description with the following recommendations.

1. CBJ strongly encourages DOT to develop shoulder improvements throughout the length of the road and on both sides of the road whenever possible. Shoulder improvements should be a top priority in the residential area at the end of the road where road re-surfacing may increase driving speeds.
2. As a less expensive alternative to constructing shoulders that comply with vehicular standards, evaluate the possibility of constructing gravel shoulders in residential areas. These areas would provide a refuge for pedestrians but would not be as expensive as shoulders paved and graded for use by vehicles.
3. Where a shoulder cannot be provided due to budget constraints, signage should be installed to alert drivers, bicyclists, and pedestrians that all users must share the road. These signs

should be posted as necessary where no shoulder is provided, on one or both sides of the road as needed. Shared-road markings (aka Sharrows), should be painted on the road surface for the length of the project, with appropriate companion signage.

4. In residential areas without shoulders or sidewalks provided, post a maximum speed limit of 20 mph.
5. In non-residential areas without shoulders or sidewalks provided, post a maximum speed limit of 35 mph.
6. Remove “Shared Road” signs and pavement markings (as described in Recommendation 3) and higher speed limits (as described in Recommendations 4 and 5) only after completion of separate pedestrian path(s) and shoulders on both sides of the road as called for in Area Wide Transportation Plan, CBJ Comprehensive Plan, and the Non-Motorized Transportation Plan.

# DEVELOPMENT PERMIT APPLICATION

Project Number	<b>CITY and BOROUGH of JUNEAU</b>	Date Received: <u>3/22/11</u>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description <u>Repairing and widening Thane Road</u> <u>to New sidewalk near Rock Pump</u>		
PROPERTY LOCATION		
Street Address <u>Thane Road</u>	City/Zip <u>Juneau</u>	
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <u>Thane Right of Way</u>		
Assessor's Parcel Number(s) <u>0</u>		
LANDOWNER/LESSEE		
Property Owner's Name <u>Alaska Department of Trans</u>	Contact Person: <u>Keith Karpstein</u>	Work Phone: <u>965-1796</u>
Mailing Address <u>6360 Glacier Highway</u>	Home Phone: <u>772-9742</u>	Fax Number: <u>965-4414</u>
E-mail Address <u>Keith.Karpstein@alaska.gov</u>	Other Contact Phone Number(s):	
LANDOWNER/LESSEE CONSENT		
<p>****Required for Planning Permits, not needed on Building/Engineering Permits****</p> <p>I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:</p> <p>A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.</p> <p>B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.</p>		
X _____ Landowner/Lessee Signature		_____ Date
X _____ Landowner/Lessee Signature		_____ Date
<p>NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.</p>		
APPLICANT		
If the same as OWNER, write SAME, and sign and date at X below		
Applicant's Name <u>Same</u>	Contact Person:	Work Phone:
Mailing Address	Home Phone:	Fax Number:
E-mail Address	Other Contact Phone Number(s):	
X _____ Applicant's Signature		_____ Date of Application

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS

✓	Permit Type	Initialed	Date Received	Application Number(s)
<input checked="" type="checkbox"/>	Building/Grading Permit			
	City/State Project Review and City Land Action			
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)			
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

Comments:

\_\_\_\_\_

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**Permit Intake Initials**

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

# ATTACHMENT 1

**Juneau: Thane Road Pavement Rehabilitation**

**FY2009 Request: \$4,000,000**  
**Reference No: 47733**

**AP/AL:** Allocation

**Project Type:** Construction

**Category:** Transportation

**Location:** Juneau Areawide

**Contact:** Frank Richards

**House District:** Juneau Areawide (HD 3-4)

**Contact Phone:** (907)465-3900

**Estimated Project Dates:** 04/19/2009 - 06/30/2014

**Appropriation:** Cruise Ship-Related Projects

## Brief Summary and Statement of Need:

Reclaim the existing pavement structure, improve drainage and resurface with no more than a minor increase in pavement width (requires a waiver for bicycle and pedestrian accommodation) from Mt. Roberts Drive to the end of the route. Improve foundation of the roadbed. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

<b>Funding:</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>Total</b>
CPV Tax	\$4,000,000						\$4,000,000
<b>Total:</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

## Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

## Additional Information / Prior Funding History:

None.

## Project Description/Justification:

Thane Road is narrow and deteriorating. Cruise buses use this road to access the Mining Museum, dog sled rides, hatchery and historic mine sites.

# STATE OF ALASKA

## ATTACHMENT 2

### DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION PRECONSTRUCTION  
DESIGN & ENGINEERING SERVICES

SEAN PARNELL, GOVERNOR

6860 GLACIER HIGHWAY  
PO Box 112506  
JUNEAU, AK 99811-2506

PHONE: (907) 465-4504  
FAX: (907) 465-4414

March 3, 2011

Teri Camery, Juneau Coastal District  
155 South Seward Street  
Juneau, AK 99801

RE: Project Number 69340 – JNU Thane Road  
Pavement Rehabilitation – Request of Comments

Dear Ms. Camery:

The Alaska Department of Transportation and Public Facilities (DOT&PF) requests comments on a proposed pavement rehabilitation project in Juneau, Alaska. Comments on the proposal from resource and regulatory agencies and the interested public would assist us in preparing the project's environmental documentation. Construction is proposed to begin in summer of 2011.

#### **Project Location**

The proposed project is located on Thane Road. The beginning of the project (BOP) is at the intersection of Mt. Roberts Street, continuing 4.5 miles to the southeast to the end of the road, which is the end of the project (EOP). The project is located in Section 22, T41S, R67E, Sections 4 & 5, T42S, R68E, and Sections 30, 31, & 32, T41S, R68E, Copper River Meridian, on the Juneau B-1 USGS Quadrangle Map (See enclosed Sheet 1-Key and Regional Maps, Sheet 2-Project Location Map, Sheet 3-Project Area).

#### **Project Description**

Thane Road pavement is near the end of its useful life. The proposed project would make the following upgrades and rehabilitate 4.5 miles of the existing pavement surface:

- Road surface would be ground and replaced with 2.5 inches of asphalt concrete.
- Culverts would be repaired or replaced depending on condition.
- Approximately 1,200 feet of rock face along a shoulder would be removed to a depth of 6 feet to allow for centerline realignment.
- Guardrail would be replaced and upgraded at locations as needed.
- 644 feet of new sidewalk would be constructed near Mt. Roberts St.
- Select areas of the road would be realigned to allow a 4 foot shoulder between the fog line and guardrail.

## **Potential Project Impacts**

The proposed project would result in some temporary impacts during construction. There would be short delays in traffic and occasional single lane controls based on pavement work schedules. Construction related noise should not be excessive. The location of the proposed project is situated in an area of Juneau that has a number of sites that are listed in the Alaska Heritage Resources Survey (AHRS) database. Several eagle nests have been noted in the project area.

## **Request for Comments**

We request your comments on the proposed project, particularly in regard to potential impacts to resources under your jurisdiction. DOT&PF must also determine to what extent this project will impact coastal zone resources and cultural or historic properties. If you have information that would assist in these determinations, please provide it. To comply with certain interagency agreements, we also request the views of applicable agencies on potential effects on bald eagles and threatened and endangered species. Your comments will be included in the project's environmental document. We would appreciate your response by March 31, 2011.

Thank you for your consideration of this request for comments. If you have question or require clarification on any elements of the proposal, please contact Chris Schelb, Project Environmental Analyst at 907/465-4447 or by e-mail at [chris.schelb@alaska.gov](mailto:chris.schelb@alaska.gov) or me directly at (907) 465-4504 or by e-mail at [john.barnett@alaska.gov](mailto:john.barnett@alaska.gov).

Sincerely,



John Barnett  
Project Environmental Coordinator

Enc:

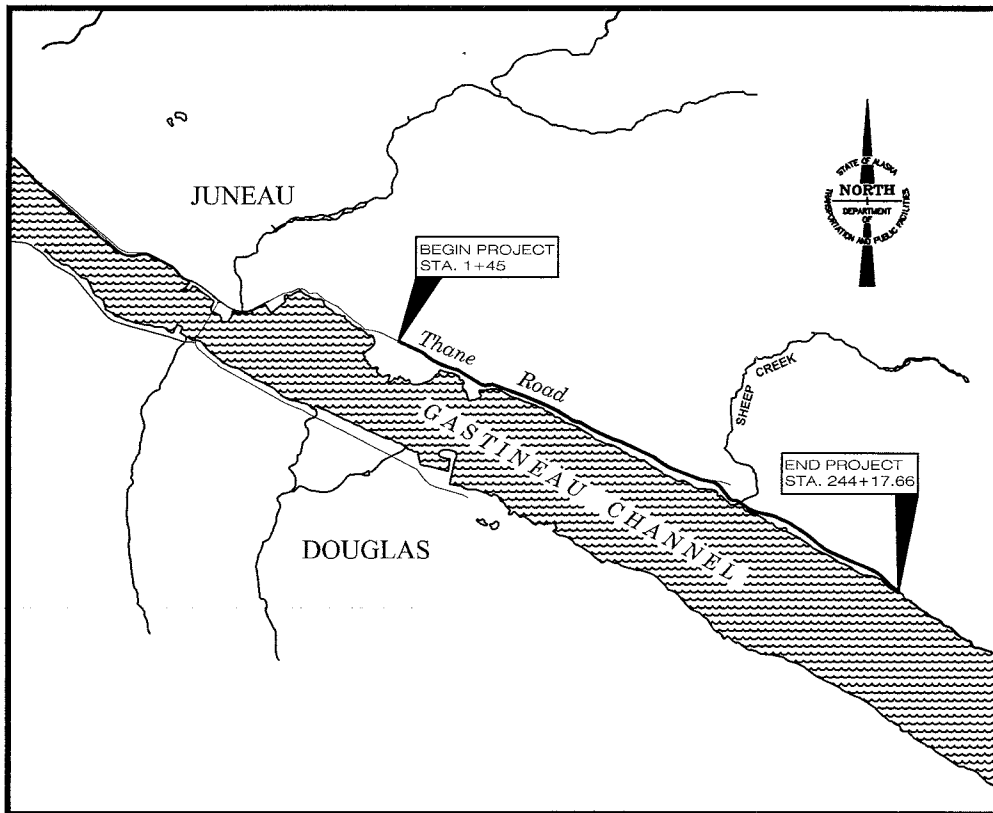
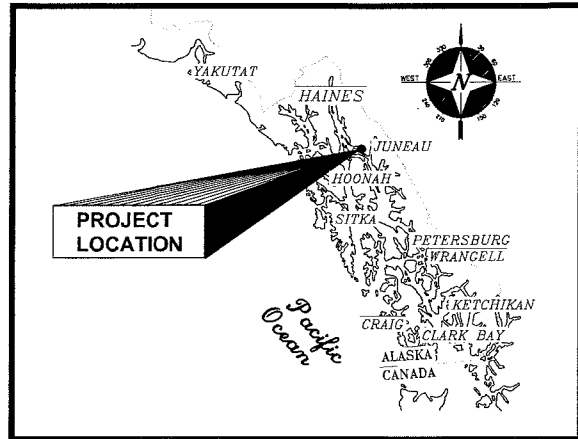
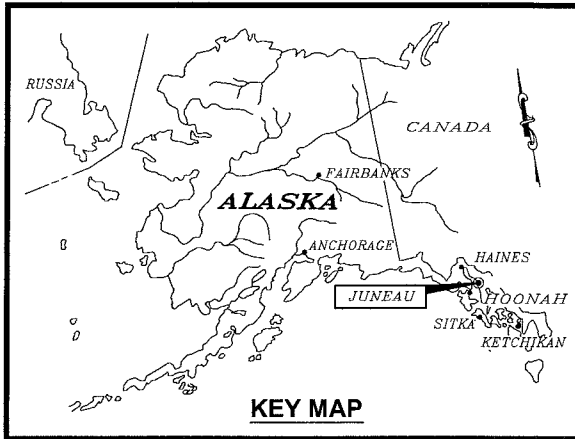
Sheet 1-Key and Regional Maps  
Sheet 2-Project Location Map  
Sheet 3-Project Area  
Sheet 4-Project Construction Typical Sections  
Sheet 5-Project Construction Typical Sections

Cc: Jane Gendron, SE Region Environmental Manager, DOT&PF  
Keith Karpstein, Engineering Manager, DOT&PF  
Ben White, Statewide Environmental Manager, DOT&PF

Distribution list:

Judith Bittner, State Historic Preservation Office  
Carrie Bohan, Coastal & Ocean Management, DNR  
Mayor Bruce Botelho  
Teri Camery, Juneau Coastal District  
Heidi Firstencel, Supervisor, U.S. Army Corps of Engineers

Maria Gladziszewski, Chair, Juneau Planning Commission  
Bill Hanson, U.S. Fish & Wildlife Service  
Steve Lewis, Migratory Bird Management U.S. Fish & Wildlife Service  
Heather Marlow, Manager, CBJ Lands and Resources  
Chris Meade, EPA Region 10, Juneau  
Dale Pernula, Community Development Director  
Linda Shaw, NOAA Fisheries  
Paula Terrel, Thane Neighborhood Association  
Jackie Timothy, ADF&G



**LOCATED IN:**

SECTION: 22, T41S, R67E  
SECTIONS: 4, 5, T42S, R68E  
SECTIONS: 30, 31, 32,  
T41S, R68E

COPPER RIVER MERIDIAN  
JUNEAU B-1  
QUADRANGLE MAP

**KEY AND REGIONAL  
MAPS  
PROJECT NO. 69340**

APPLICATION BY:  
ALASKA STATE DEPT. OF TRANSPORTATION  
AND PUBLIC FACILITIES  
S.E. REGION DESIGN & ENGINEERING SERVICES

**JNU-THANE ROAD  
PAVEMENT REHABILITATION**

AT: JUNEAU, ALASKA

WATER BODY:  
GASTINEAU CHANNEL

DATE: FEB., 2011 SHEET 1 OF 5

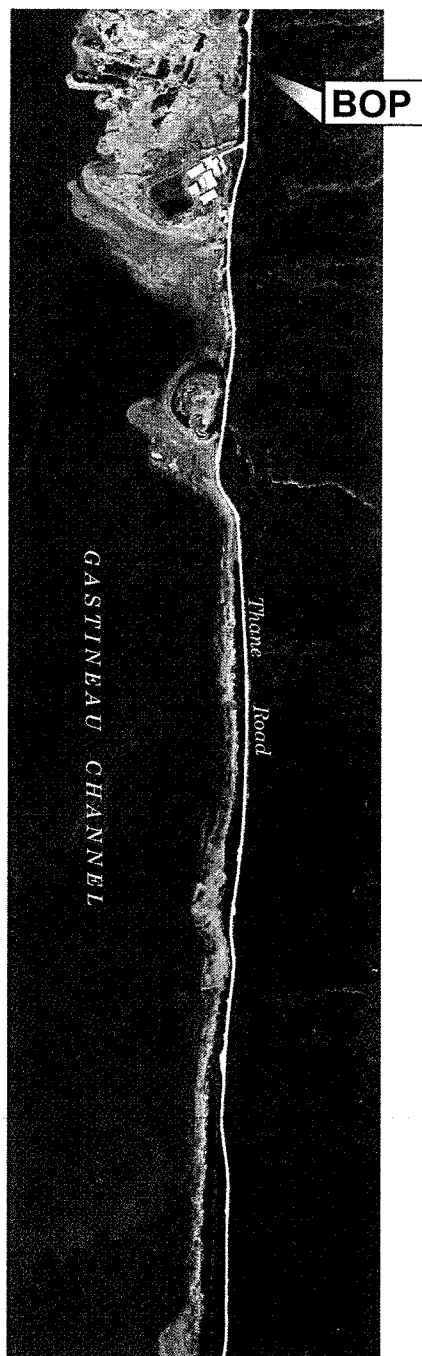


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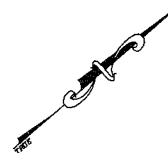
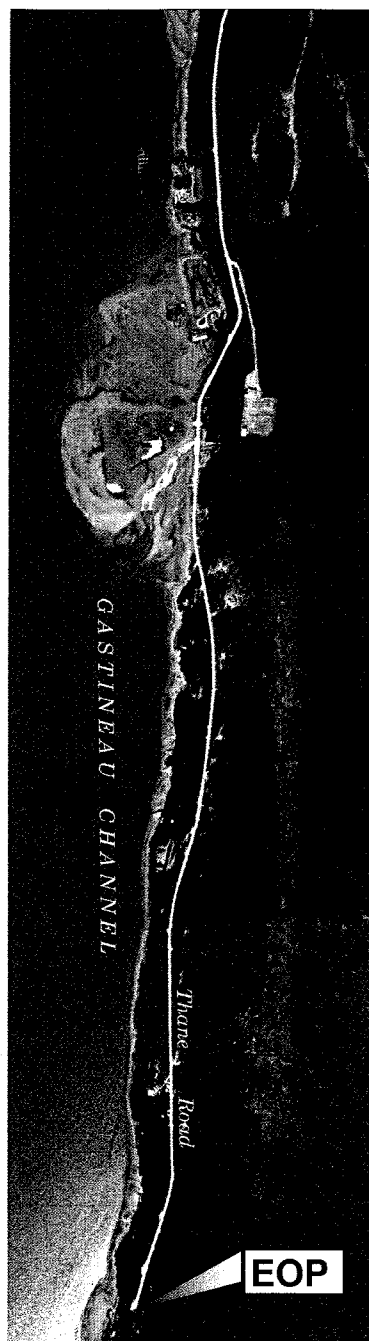
DATE: FEB., 2011 SHEET 2 OF 5

JUNEAU 1 MILE



MATCHLINE

MATCHLINE



LOCATED IN:

SECTION: 22, T41S, R67E  
SECTIONS: 4, 5, T42S, R68E  
SECTIONS: 30, 31, 32,  
T41S, R68E

COPPER RIVER MERIDIAN  
JUNEAU B-1  
QUADRANGLE MAP

**PROJECT AREA**

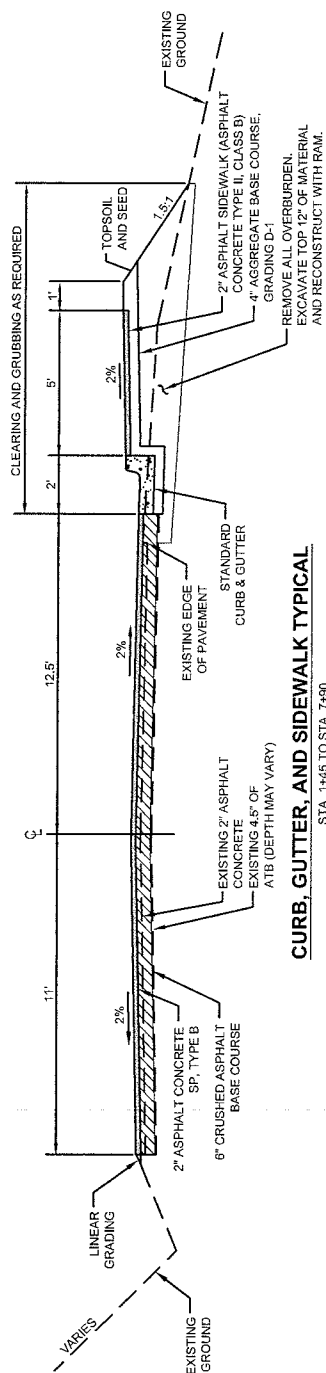
APPLICATION BY:  
ALASKA STATE DEPT. OF TRANSPORTATION  
AND PUBLIC FACILITIES  
S.E. REGION DESIGN & ENGINEERING SERVICES

JNU-THANE ROAD  
PAVEMENT REHABILITATION

AT: JUNEAU, ALASKA

WATER BODY:  
GASTINEAU CHANNEL

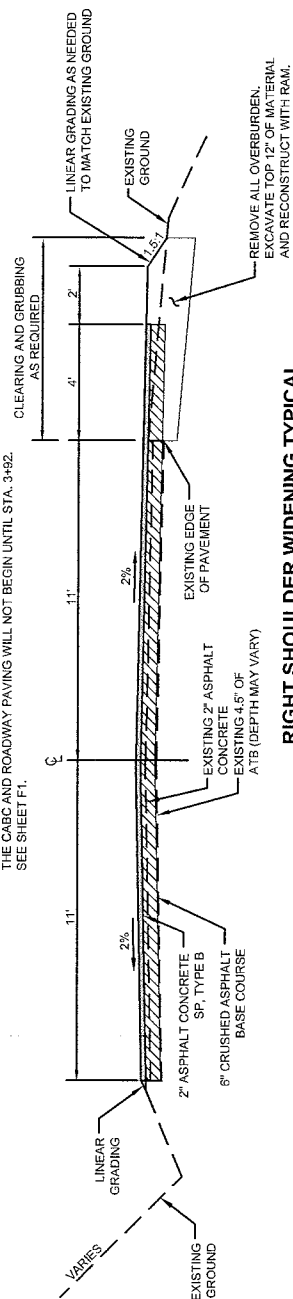
DATE: FEB., 2011 SHEET 3 OF 5



**CURB, GUTTER, AND SIDEWALK TYPICAL**

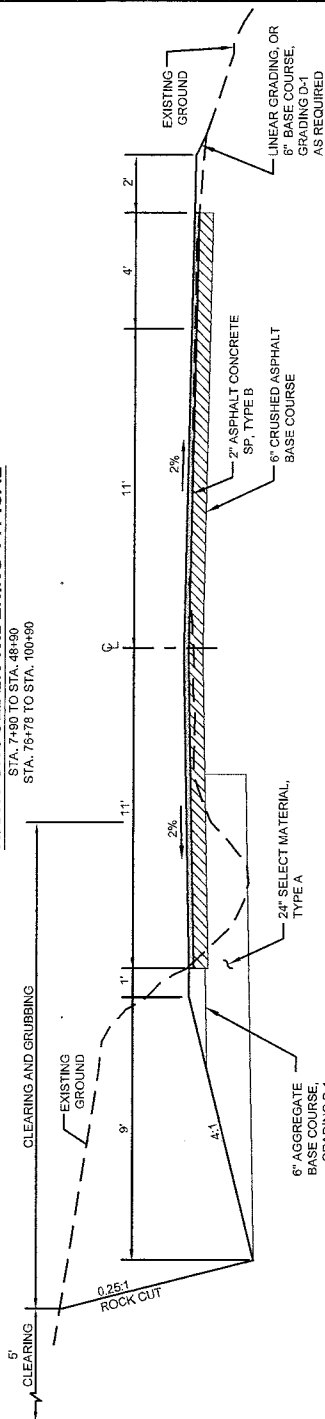
STA. 1+45 TO STA. 7+90

NOTE: STA. 1+45 TO STA. 3+92  
SAWCUT ALONG FOG LINE TO CONSTRUCT CURB AND GUTTER.  
THE CABC AND ROADWAY PAVING WILL NOT BEGIN UNTIL STA. 3+92.  
SEE SHEET F1.



**RIGHT SHOULDER WIDENING TYPICAL**

STA. 7+90 TO STA. 48+90  
STA. 76+78 TO STA. 100+90



**LEFT SHIFT TYPICAL**

STA. 100+90 TO STA. 114+50

LOCATED IN:

SECTION: 22, T41S, R67E  
SECTIONS: 4,5, T42S, R68E  
SECTIONS: 30, 31, 32,  
T41S, R68E

COPPER RIVER MERIDIAN  
JUNEAU B-1  
QUADRANGLE MAP

# PROJECT CONSTRUCTION TYPICAL SECTIONS

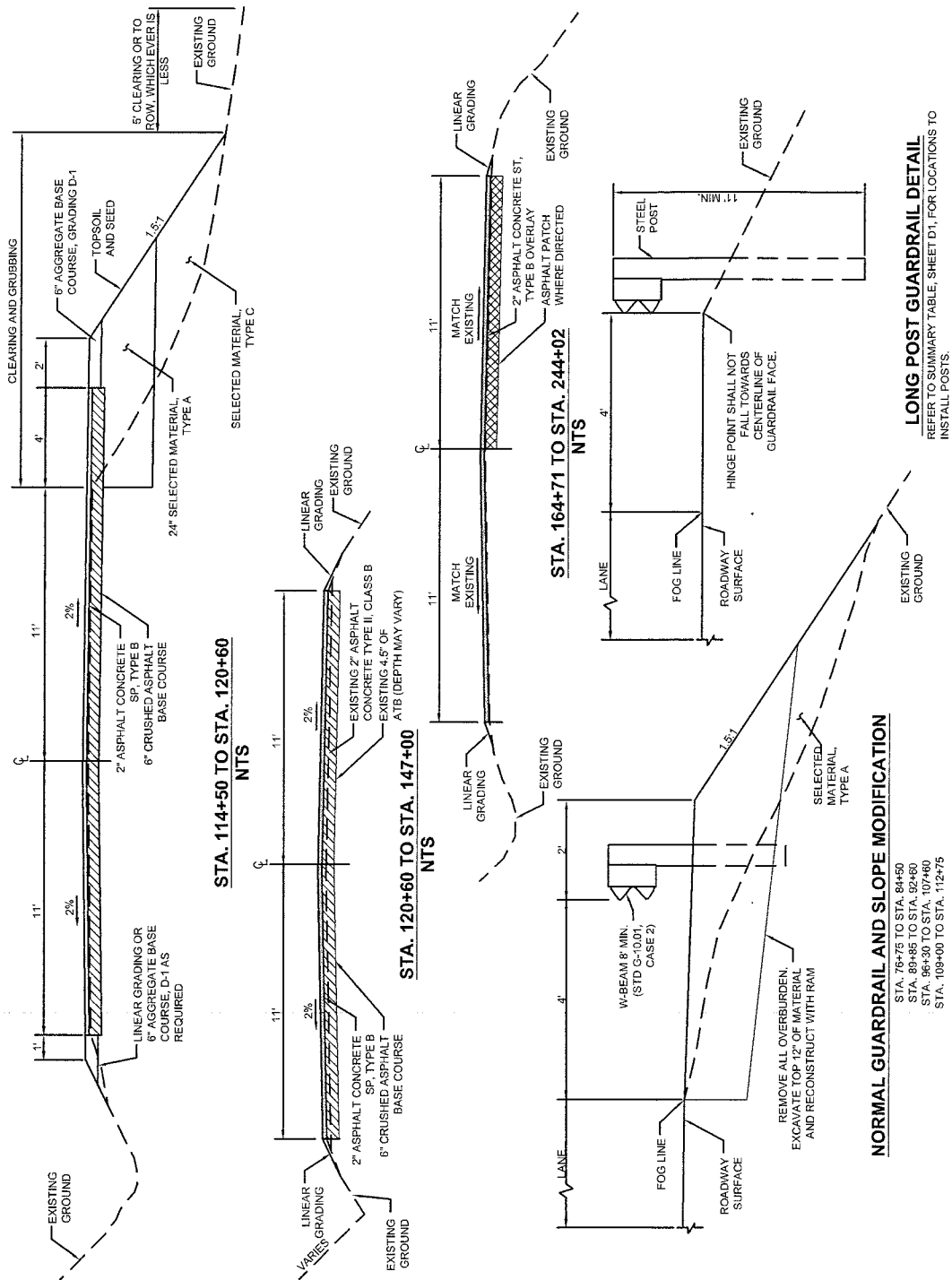
APPLICATION BY:  
ALASKA STATE DEPT. OF TRANSPORTATION  
AND PUBLIC FACILITIES  
S.E. REGION DESIGN & ENGINEERING SERVICES

JNU-THANE ROAD  
PAVEMENT REHABILITATION

AT: JUNEAU, ALASKA

WATER BODY:  
GASTINEAU CHANNEL

DATE: FEB., 2011 SHEET 4 OF 5



LOCATED IN:

SECTION: 22, T41S, R67E  
SECTIONS: 4,5, T42S, R68E  
SECTIONS: 30, 31, 32,  
T41S, R68E

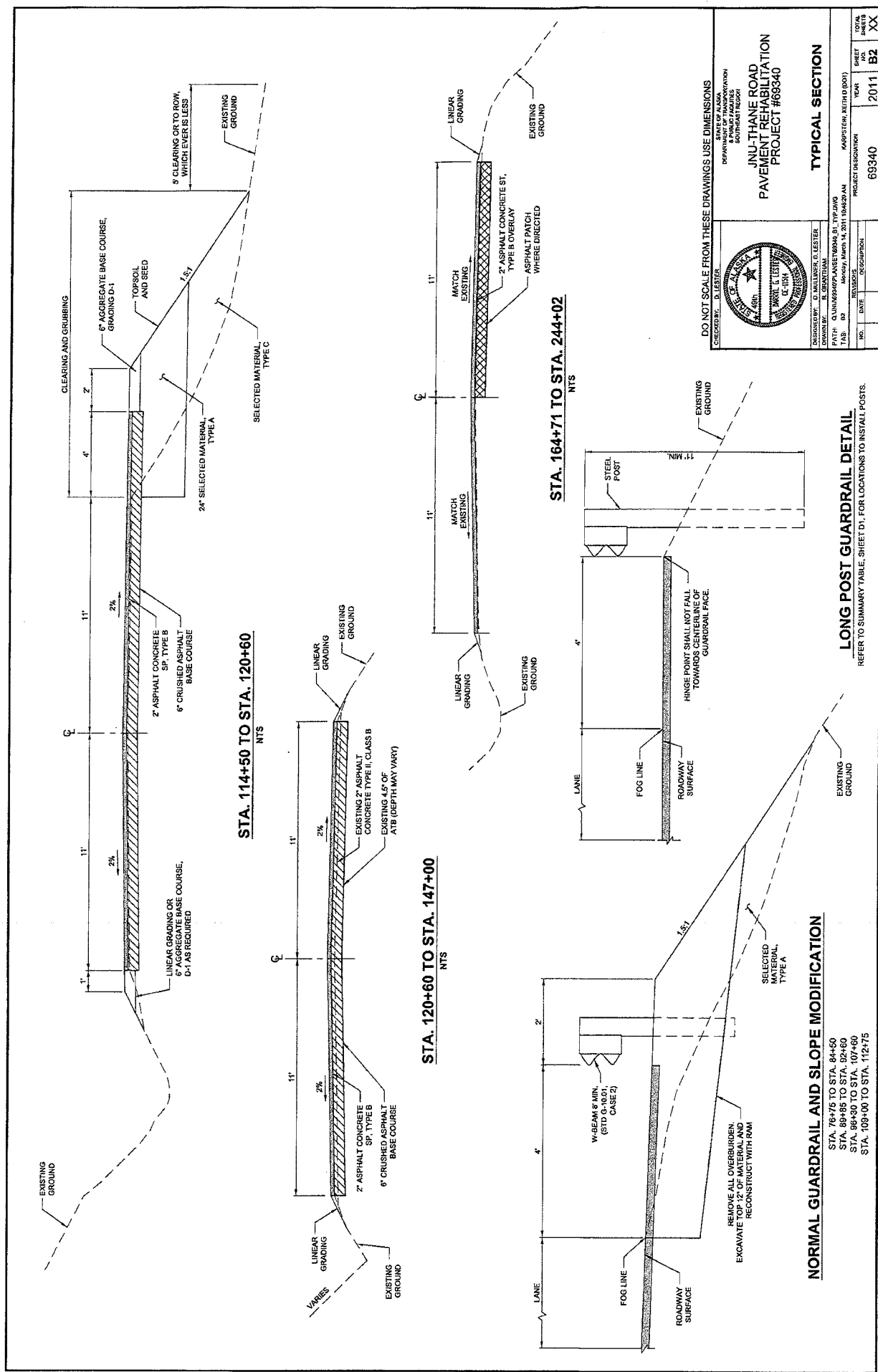
COPPER RIVER MERIDIAN  
JUNEAU B-1  
QUADRANGLE MAP

## PROJECT CONSTRUCTION TYPICAL SECTIONS

APPLICATION BY:  
ALASKA STATE DEPT. OF TRANSPORTATION  
AND PUBLIC FACILITIES  
S.E. REGION DESIGN & ENGINEERING SERVICES

JNU-THANE ROAD  
PAVEMENT REHABILITATION  
AT: JUNEAU, ALASKA  
WATER BODY:  
GASTINEAU CHANNEL

DATE: FEB., 2011 SHEET **5** OF **5**



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. LESTER

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SOUTHEAST REGION

JNU-THANE ROAD  
PAVEMENT REHABILITATION  
PROJECT #69340

**TYPICAL SECTION**

DESIGNED BY: G. MATHIAS & LESTER  
DRAWN BY: M. GRANTZMAN  
LAWSON, AK. CE-1034

PROJECT DESIGNATION: 69340

DATE: 2/14/2011  
BY: MATHIAS & LESTER  
T.B. ID: 104629 AM  
Monday, March 14, 2011 10:46:29 AM

TOTAL SHEETS	XX
SHEET NO.	B2
YEAR	2011

**ATTACHMENTS \*Check!!!\***

Attachment 1 Thane Road Pavement Rehabilitation project  
Attachment 2 Development Permit Application  
Attachment 2 3/3/11 Applicant Letter  
Attachment 4 General Site Plans  
Attachment 5 Full Site Plans  
Attachment 6 Juneau Area wide Traffic Map 2009  
Attachment 7 Juneau Area wide Traffic Map 2009 Close up of Rock Dump Area  
Attachment 8 3/31/11 CBJ Lands and Resources Comment letter

**PROJECT DESCRIPTION**

The Thane Road Pavement Rehabilitation project was approved by the Alaska Legislature with a total of budget of \$4,000,000 funded with State of Alaska cruise ship passenger fee revenues (Reference Number 47733, Attachment 1). It is classified as a “One Time Project” without further funding allocated or anticipated. A brief summary and statement of need was included:

Reclaim the existing pavement structure, improve drainage and resurface with no more than a minor increase in pavement width (requires a waiver for bicycle and pedestrian accommodation) from Mt. Roberts Drive to the end of the route. Improve foundation of the road bed. This project contributes to the Department’s Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

The Alaska Department of Transportation (DOT) proposes to rehabilitate approximately 4 miles of pavement to varying degrees on Thane Road between the intersection of Mount Roberts Street at the Rock Dump to the end of the road. The project includes the following:

- Road surface would be ground and replaced with 2.5 inches of asphalt concrete.
- Culverts would be repaired or replaced depending on condition.
- Approximately 1,200 feet of rock face along a shoulder would be removed to a depth of 6 feet to allow for centerline realignment.
- Guardrail would be replaced and upgraded at locations as needed.
- 645 feet of new sidewalk would be constructed near Mt. Roberts Street.
- Select areas of the road would be realigned to allow a paved four-foot shoulder with a two foot gravel strip between the fog line and guardrail.

The road corridor is within 330-feet of four eagle nests, therefore a Variance to the CBJ eagle nest setback is also required. The Variance will be reviewed concurrently with the CSP under VAR2011-0009.

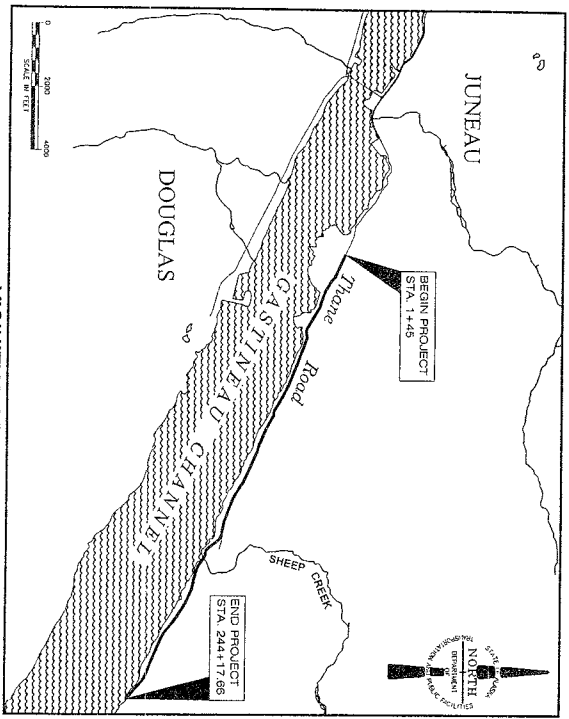
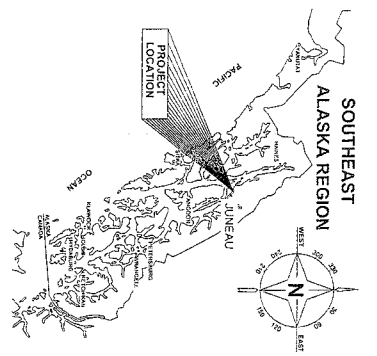
**ANALYSIS**

# State of Alaska

Department of Transportation  
and Public Facilities  
Southeast Region

## JUNEAU: THANE ROAD PAVEMENT REHABILITATION

MT. ROBERTS ST. (MP 1.125) TO END OF THANE ROAD(MP 5.620)  
PROJECT No. 69340



### DESIGN DESIGNATION THANE ROAD

A.D.T. 2008	=	4250
A.D.T. 2031	=	4770
D.H.V. (12.1%) 2031	=	578
% T	=	10.6%
V	=	35-45 M.P.H.
E.A.L.	=	750.000

### PROJECT SUMMARY

LENGTH OF PROJECT	=	4.5 MILES
LENGTH OF RESURFACING	=	4.5 MILES
WIDTH OF RESURFACING	=	22-28 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-22.01	G-04.07W	M-20.12	S-30.03
C-06.12	D-23.01	G-10.01	M-23.12	T-6.00
C-06.10	D-26.02	G-13.00	S-03.10	T-20.02
D-01.02	E-13.00	G-20.10	S-01.00	T-21.02
D-04.21	G-00.01	L-20.13	S-05.01	
D-07.00	G-01.00S	L-20.10	S-20.10	

### INDEX

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LAYOUT
A3-A4	SURVEY CONTROL PLAN
B1-B2	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1-D6	SUMMARIES
F1-F8	PLAN
F9-F21	PLAN & PROFILE
F22-F30	PLAN
H1	DRAINAGE PROFILE
J1-J2	MISCELLANEOUS DETAILS
P1-P2	EROSION & SEDIMENT CONTROL DETAIL
S1	TRAFFIC CONTROL

CDS MILEPOINT	START	END
	1.125	5.620

PATH: G:\UNB\3\PLANSET\69340\_A1.TITLE.DWG TBA:AT  
Wednesday, September 16, 2009 9:24 AM  
PLOT: PSPACE OR MSPACE: 1+1(F)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION



APPROVED:

REGIONAL PRE-CONSTRUCTION ENGINEER  
CHUCK CORREA, P.E.

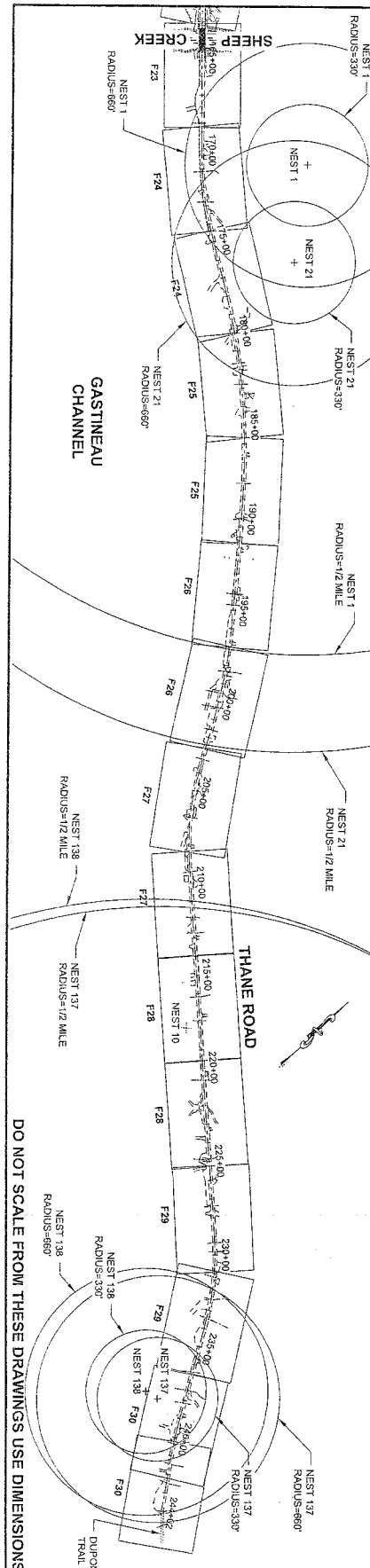
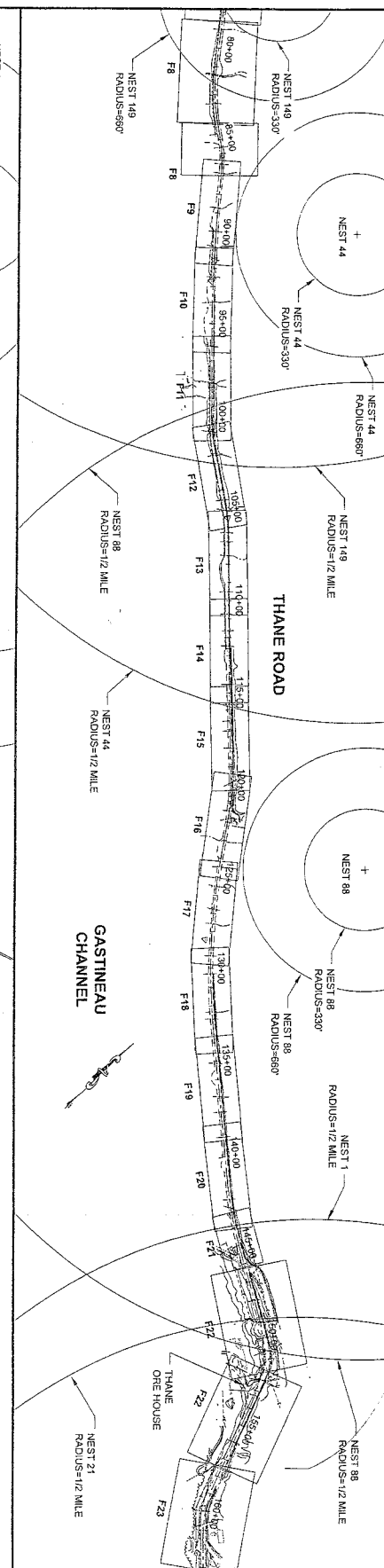
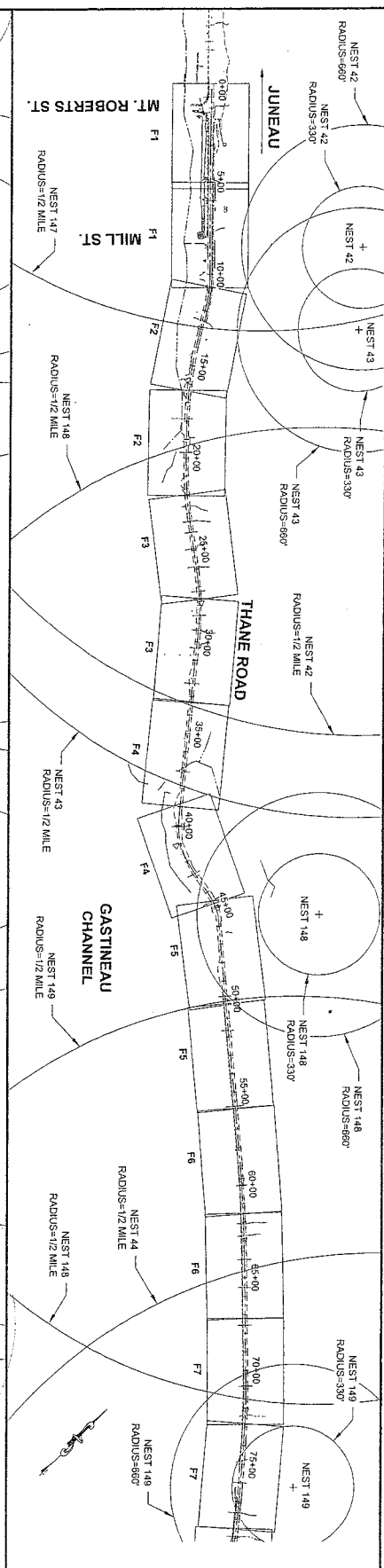
APPROVED:

DIRECTOR, SOUTHEAST REGION  
GARY L. DAVIS

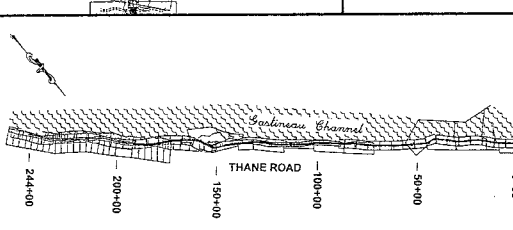
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD  
CONDITION:

CONSTRUCTION PROJECT MANAGER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	69340	2011	A1	1



PLAN  
QUANTITY SHEET 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 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998, 999, 1000



DESIGNED BY: D. LESTER  
CHECKED BY: D. LESTER  
DRAWN BY: R. GRANTHAM  
DEPARTMENT OF TRANSPORTATION  
SOUTHEAST REGION  
JNL  
THANE ROAD PAVEMENT  
REHABILITATION  
PROJECT #09340

LAYOUT  
PROJECT REVISION  
69340

STATE: ALASKA  
YEAR: 2014  
SHEET NUMBER: 001  
TOTAL SHEETS: 1000

A2 XX



# **CURB, GUTTER, AND SIDEWALK TYPICAL**

NOTE: STA. 1145 TO STA. 3+92  
SANDCUT LONG CURVE TO CONSTRUCT CURB AND GUTTER.  
THE C&B AND ROADWAY PAVING WILL NOT BEGIN UNTIL STA. 3+92.  
SEE SHEET F1.

STA. 1145 TO STA. 7+40

REMOVE ALL OVERBUDGEN  
EXCAVATE TOP 12" OF MATERIAL  
AND RECONSTRUCT WITH RAM.

## **TYPICAL SECTION NOTES:**

1. CONSTRUCT SHOULDERS WITH RAM AS SHOWN PRIOR TO PULVERIZING ACTIVITIES IN ORDER TO CONSTRUCT THE SIDEWALK AND THE CRUSHED ASPHALT BASE COURSE (C&B) FULL WIDTH OF ROADWAY.
2. SHOULDER EXCAVATION IS ANTICIPATED TO BE A DEPTH OF 4" IF THE ENGINEER MAY INCREASE OR DECREASE THE DEPTH OF EXCAVATION TO A SUFFICIENT FOUNDATION MATERIAL.
3. PULVERIZING DEPTH SHALL BE THE FULL DEPTH OF EXISTING PAVEMENT PER SECTION 308.
4. CONTRACTOR SHALL MAKE INITIAL PASS THEN ADD AGGREGATE FOR C&B. IF REQUIRED, TO MEET A SMOOTH AND UNIFORM GRADE. THE ENGINEER SHALL APPROVE GRADE, PRIOR TO MIXING OIL AND CEMENT IN SECOND PASS.
5. THE LIMITS OF PULVERIZING SHALL BE AS CLOSE TO THE FACE OF CURB/RAMP AS POSSIBLE. ACTUAL CRUSHED ASPHALT BASE COURSE LIMITS SHALL BE DETERMINED BY THE ENGINEER.
6. LINEAR GRADING SHALL CONSIST OF GRADING, SHAPING, AND COMPACTING THE CRUSHED ASPHALT BASE MATERIAL AS SHOWN ON THE TYPICAL SECTION. SEE SECTION 308 OF THE SPECIAL PROVISIONS.
7. DOT&P IS MAKING ITS STOCKPILED RAM LOCATED AT THE INTERSECTION OF EGAN AND MENDELHALL LOOP AVAILABLE FOR CONTRACTOR USE ON THE PROJECT.
8. WHERE ROCK EXCAVATION IS REQUIRED, RUFFE MUST ROADWAY STRUCTURAL SECTION TO A DEPTH MATCHING THE DITCH BOTTOM TO FACILITATE DRAINAGE.
9. THE EXISTING PAVEMENT CONSISTS OF APPROXIMATELY 4.5" OF A.T.B. AND 2" OF ASPHALT CONCRETE. ACTUAL PAVEMENT DEPTH MAY BE GREATER AT LOCATIONS OF MAINTENANCE PATCHES.

AS-BUILTS FOR THE PREVIOUSLY REHABILITATED SEGMENT BETWEEN STA. 48+90 TO STA. 76+78 HAD 4 CORES DRILLED TO DETERMINE EXISTING PAVEMENT THICKNESS.

EXISTING ASPHALT THICKNESS	
CORE	THICKNESS
1	6 3/4"
2	6 1/4" TO 6 1/2"
3	5 3/4"
4	5 3/4"

# **RIGHT SHOULDER WIDENING TYPICAL**

STA. 7+90 TO STA. 48+90  
STA. 76+78 TO STA. 100+90

# **LEFT SHIFT TYPICAL**

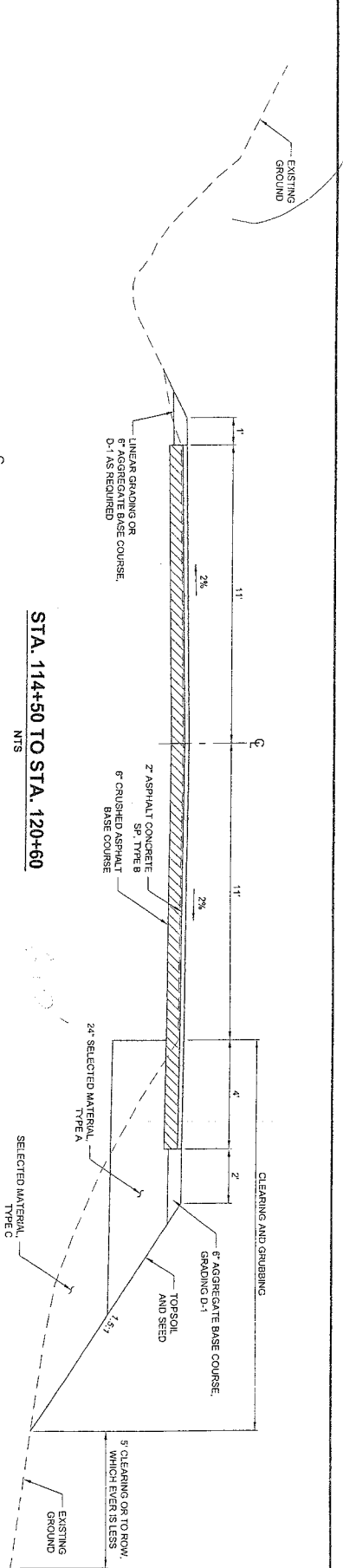
STA. 100+90 TO STA. 114+50



JUNIL-THANE ROAD  
PAVEMENT REHABILITATION  
PROJECT #69340

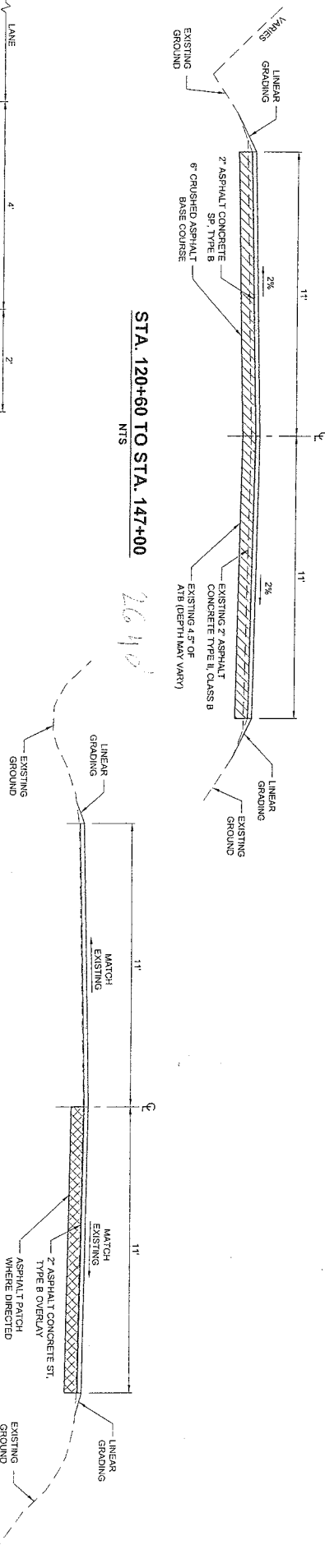
## **TYPICAL SECTION**

DESIGNED BY: D. MILLER, D. LESTER	STATE OF ALASKA
DRAWN BY: R. GRANITZKA	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DATE: 1/18/2011	1/18/2011
PROJECT DESCRIPTION: JUNIL-THANE ROAD PAVEMENT REHABILITATION PROJECT #69340	PROJECT DESCRIPTION: JUNIL-THANE ROAD PAVEMENT REHABILITATION PROJECT #69340
NO. 69340	YEAR 2011
SHEET 1	TOTAL 22



STA. 114+50 TO STA. 120+60  
NTS

STA. 120+60 TO STA. 147+00  
NTS




STA. 164+71 TO STA. 244+02  
NTS

NORMAL GUARDRAIL AND SLOPE MODIFICATION

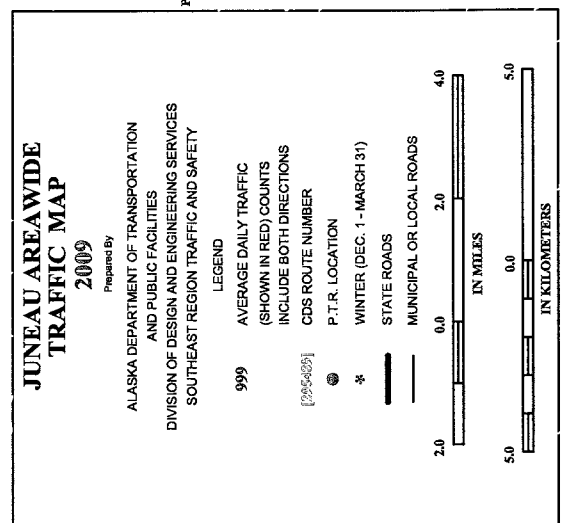
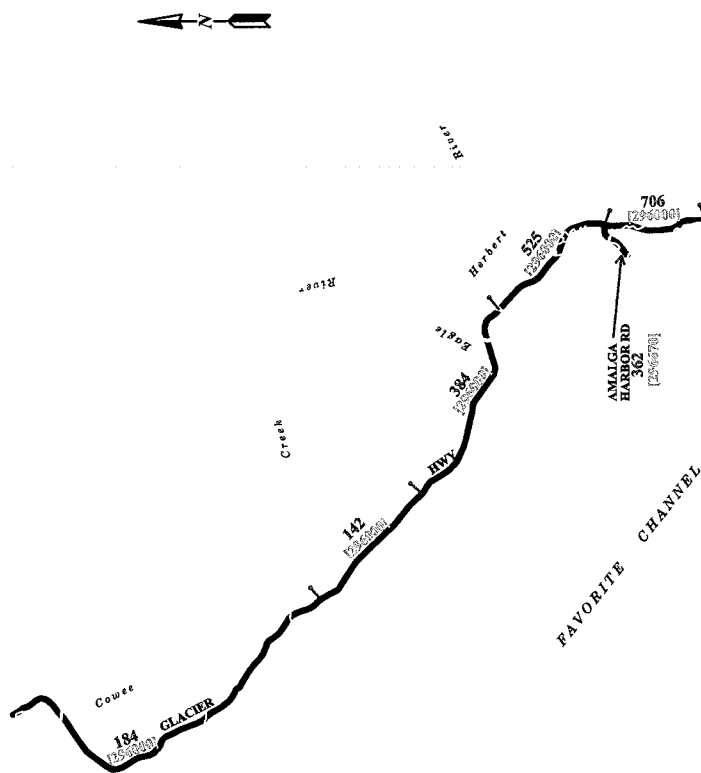
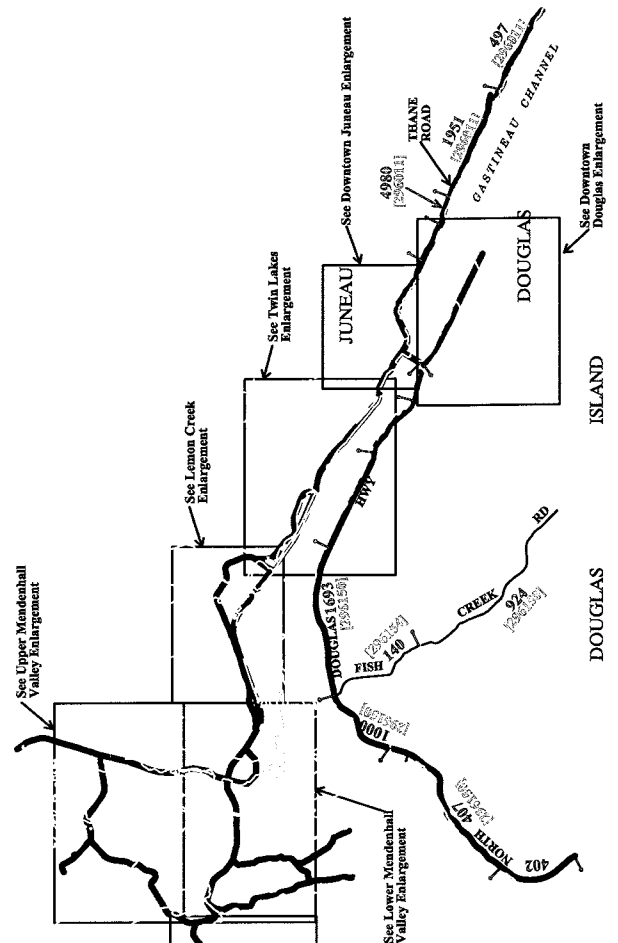
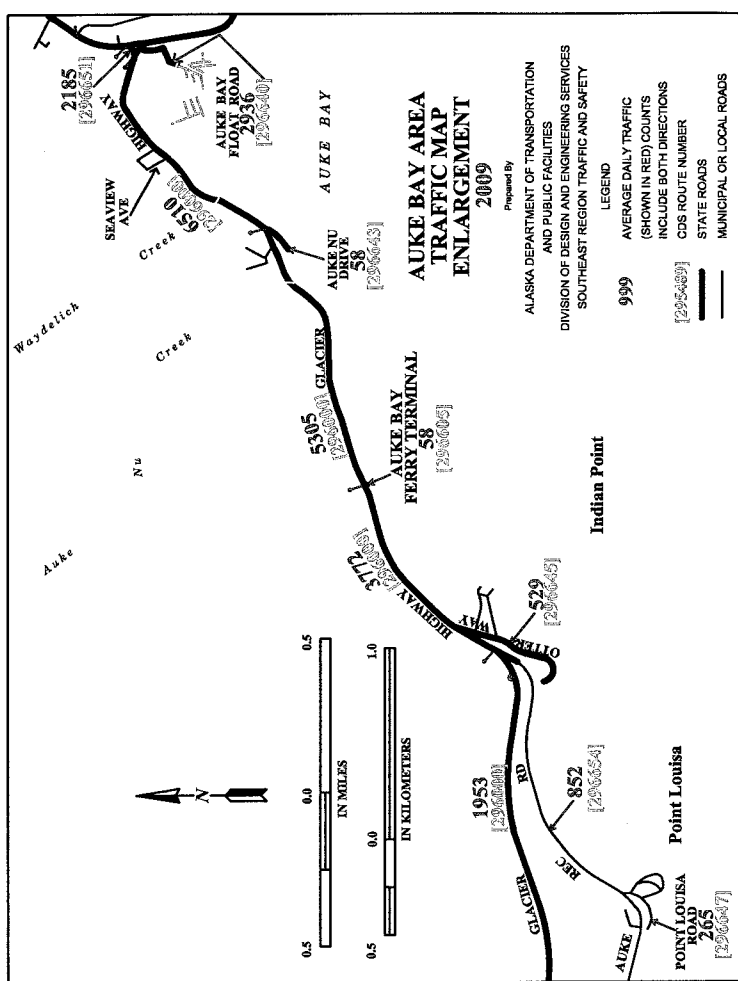
STA. 76+75 TO STA. 84+50  
STA. 89+65 TO STA. 92+60  
STA. 96+30 TO STA. 107+60  
STA. 109+00 TO STA. 112+75

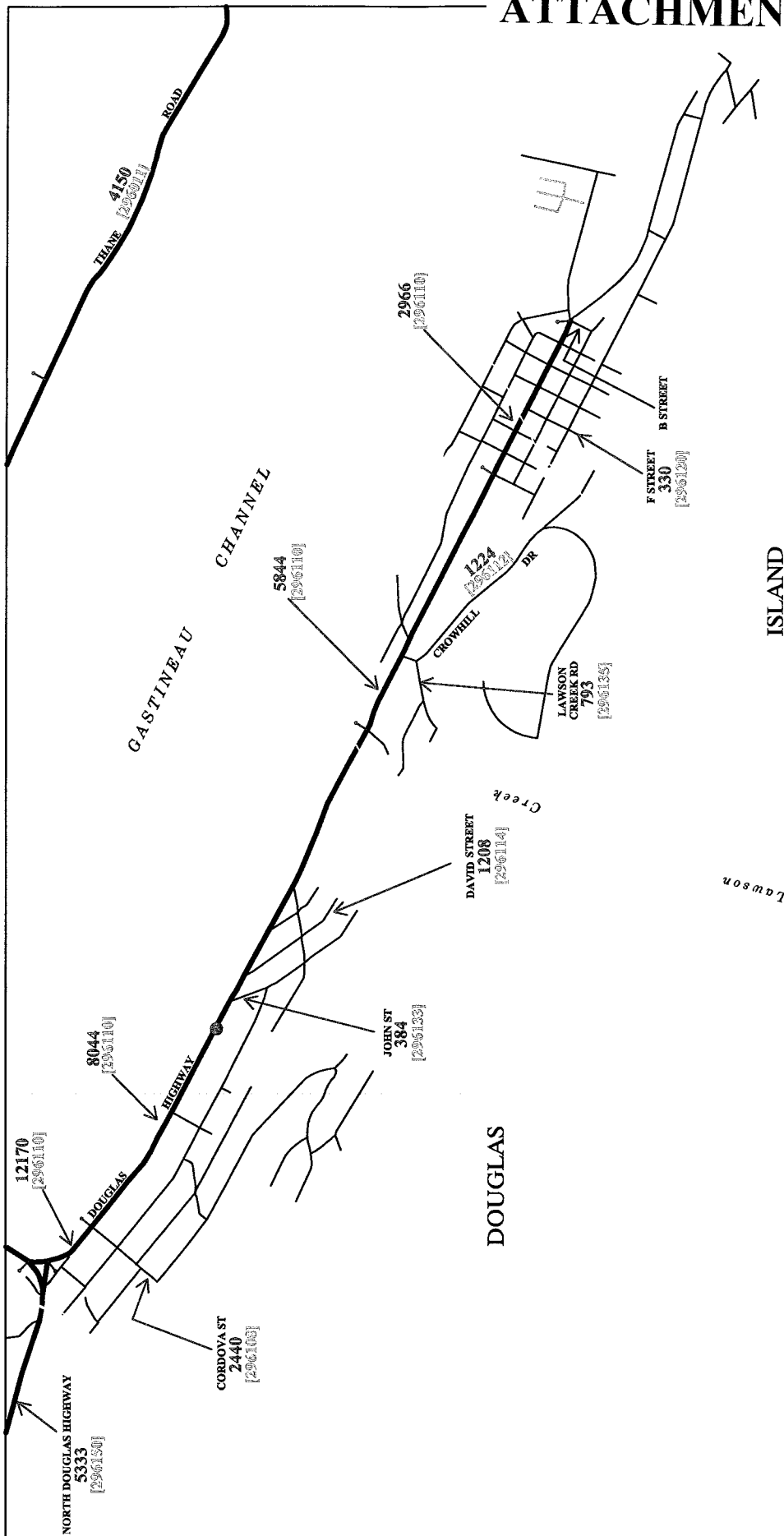
LONG POST GUARDRAIL DETAIL

REFER TO SUMMARY TABLE, SHEET 01, FOR LOCATIONS TO INSTALL POSTS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS			
DESIGNED BY: D. MILLER, C. LESTER		CHECKED BY: D. LESTER	
			
<p>STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION SOUTHEAST REGION</p> <p><b>JULI-THANE ROAD PAVEMENT REHABILITATION PROJECT #69340</b></p>			
DESIGNED BY: R. GONTHAM		PROJECT DESCRIPTION	
PATH: GUARDRAIL AND SLOPE MODIFICATION, 81' TYPE BING		YEAR: 2011	
TAB: 02		SHEET NO: 52	
DATE: 11/19/14		SHEET TOTAL: XX	
REVISIONS		TOTAL SHEETS: 10	
DATE: 11/19/14		SHEET NO: 52	
DESCRIPTION		SHEET TOTAL: XX	
PROJECT DESCRIPTION		TOTAL SHEETS: 10	
69340		SHEET NO: 52	
2011		SHEET TOTAL: XX	

TYPICAL SECTION

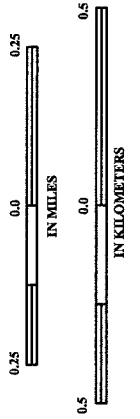
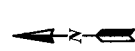


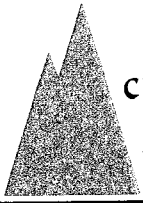


## DOWNTOWN DOUGLAS TRAFFIC MAP ENLARGEMENT 2009

Prepared By  
ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
DIVISION OF DESIGN AND ENGINEERING SERVICES  
SOUTHEAST REGION TRAFFIC AND SAFETY

- 999** AVERAGE DAILY TRAFFIC  
(SHOWN IN RED) COUNTS  
INCLUDE BOTH DIRECTIONS
- [295409]** CDS ROUTE NUMBER
- P.T.R. LOCATION**
- STATE ROADS**
- MUNICIPAL OR LOCAL ROADS**





**CITY/BOROUGH OF JUNEAU**  
**ALASKA'S CAPITAL CITY**

**LANDS AND RESOURCES**

Telephone: (907) 586-5252; Fax: (907) 586-5385  
[Heather\\_Marlow@ci.juneau.ak.us](mailto:Heather_Marlow@ci.juneau.ak.us)

March 31, 2011

Mr. John Barnett, Project Environmental Coordinator  
Southeast Region, ADOT  
6860 Glacier Highway,  
P.O. Box 112506  
Juneau, AK 99811-2506

RE: Project Number 69340-JNU Thane Road

Mr. John Barnett,

Thank you for the opportunity to comment on this project. My comments are submitted with the intent of increasing awareness of the pedestrian and bicycle trips generated by the Thane Campground.

The City and Borough of Juneau operates a primitive seasonal campground with 26 spaces at 1585 Thane Road. The campground is on the uphill side of Thane Road, just past the CBJ Sewage Treatment Plant and the GCI Earth Station. The campground is intended to serve seasonal workers (primarily seafood processing) as well as a portion of the homeless population.

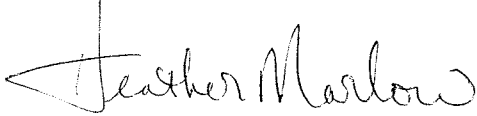
The campground has a small parking lot that allows service providers (garbage truck, portable toilets, and maintenance) to park and maneuver vehicles outside of the travel lanes. Campers are not allowed to park in the parking lot as it interferes with the needs of the service providers. Generally this is not a problem, as we do not see many campers with vehicles. The campground generates a large number of pedestrian and bicycle trips as 20-30 campers travel back and forth to jobs and services in the downtown area, and beyond, on a daily basis.

After reviewing the typical sections proposed for the project and talking with ADOT project staff, this project will construct a sidewalk between Mt. Roberts Street and Mill Street. Beyond Mill Street, the right shoulder of Thane Road will be widened to 4 feet and surfaced. This cross section is proposed to continue beyond the campground. Given the number of pedestrian and bicycle trips to the campground, the proposed sidewalk and shoulder widening improvements will be welcome additions to Thane Road. As the project continues to be designed and developed these improvements should be retained.

Given the duration between ADOT projects in this area, please consider augmenting the proposed improvements to extend the sidewalk to the campground (station 19+10) and to better accommodate bicycle traffic, particularly in the northbound or in-bound travel lane.

Please feel free to contact me for additional information or discussion.

Sincerely,

A handwritten signature in cursive script, reading "Heather Marlow". The signature is written in dark ink and is positioned to the right of a vertical line that extends from the word "Sincerely,".

Heather Marlow  
Lands and Resources Manager

cc: Dale Pernula, CBJ Community Development Director  
Scott Ciambor, CBJ Affordable Housing Coordinator &  
Co-Chair of the Juneau Homeless Coalition