

MEMORANDUM

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

DATE: January 4, 2013

TO: Planning Commission

FROM: Beth McKibben, Planner *BMK*
Community Development Department

FILE NO.: CSP2012 0017
CSP2012 0018

PROPOSAL: Glacier Hwy and Mendenhall Loop Intersection safety improvements – Auke Bay Roundabout and a request for a perpetual easement across CBJ land to access a private residence.

GENERAL INFORMATION

Applicant: State of Alaska DOT & PF
City & Borough of Juneau

Property Owner: State of Alaska DOT & PF
City & Borough of Juneau

Property Address: Glacier Hwy and Mendenhall Loop intersection.
11755 Glacier Highway

Legal Description: N/A –roundabout
USS 2664 Lot 4 - easement

Parcel Code No.: 0 Parcel

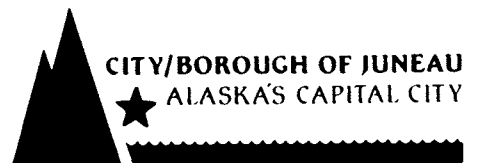
Site Size: 0.37 miles

**Comprehensive Plan Future
Land Use Designation:** MMU/IPU (map E)

Zoning: WC, GC, LC, D15, D15

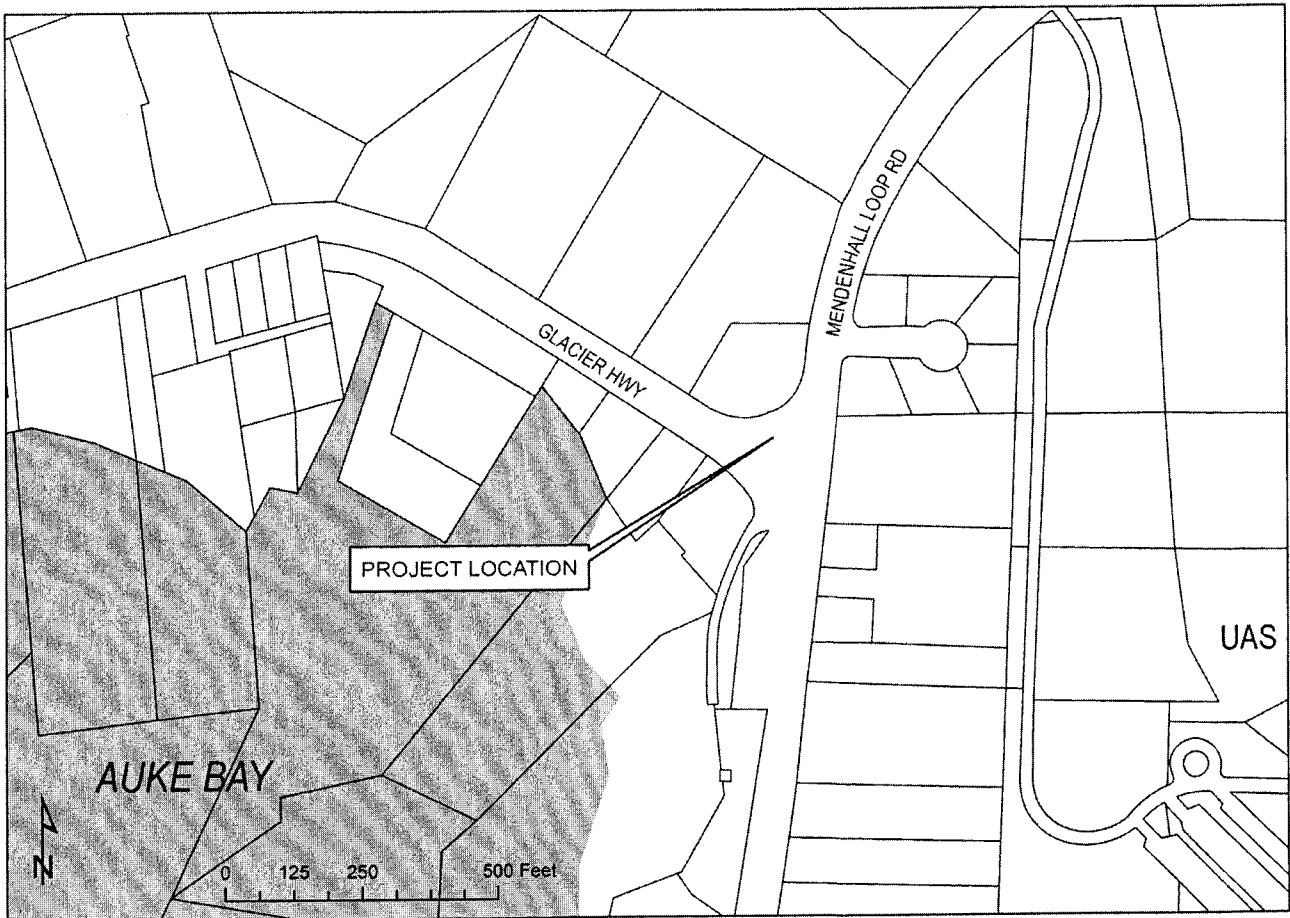
Utilities: City water & sewer

Access: Glacier Highway and Mendenhall Loop Road



Existing Land Use: Mixed residential, commercial, institutional

Surrounding Land Use: North - GC, D15, University, IPEC,
South - WC, Dehart's, CBJ Harbor, residential
East - D-5 University, residential
West - LC, GC Commercial, restaurant



ATTACHMENTS

- A- Design Study Report
- B- Memorandum from Rorie Watt and Hal Hart
- C- Email from Rorie Watt
- D- Resolution from United Students of UAS
- E- Email from Jerry Medina
- F- Email from John Kern
- G- Email from Gary Gillette
- H- Letter from Errol Champion

BACKGROUND

The Alaska Department of Transportation and Public Facilities (AkDOT/PF) is proposing to install intersection safety improvements at the intersection of Glacier Highway and Mendenhall Loop Road. The plans are for 0.37 miles of road and include the installation of a modern roundabout, reconstruction of Mendenhall Loop Road from the intersection with Glacier Highway to the North entrance of UAS (see sheet A1). The project includes new asphalt pavement, and sidewalks on both sides of Mendenhall Loop Road and as a companion to this project, AkDOT/PF is seeking a perpetual easement across CBJ lands to provide driveway access to a private residence.

ANALYSIS

The review is only for the stretch of road described above. There is a separate, closely related corridor project, which reaches beyond the proposed roundabout, from the Fritz Cove Road to Seaview Avenue that is to be funded with Federal funds. The design of the two projects is being coordinated so as to ensure their compatibility. The project which is the subject of this review is being funded with \$4,250,000 of State General Obligation Bonds and is programmed for construction in 2013. The proposed safety improvements for this 0.37 miles of road in addition to the roundabout include:

- Crosswalks: Crosswalks are provided on each leg of the roundabout. The existing crosswalk at the UAS intersection will remain.
- Pedestrian Refuges: The roundabout crosswalks will have a pedestrian refuge, so pedestrians will negotiate one lane of traffic at a time. See Sheet H1 and H2 of the design plan set.
- Bus shelters/stops: The existing bus shelter at the IPEC driveway will be relocated up the hill on the south side of the University Way intersection. See Sheet H4 Station 151+00. UAS has indicated that they will be building paved bus pullout and shelter on the north side of the University Way intersection.
- Bike Crossings: Bicyclists going through the roundabout will have the option of “taking the lane” and ride through as a vehicle or riding up on the sidewalk. Ramps have been

provided at the roundabout approaches and Sidewalks have been widened around the roundabout to accommodate bicyclists. See page 4 & 8 of the DSR.

The other project (Glacier Highway – Fritz Cove to Seaview Ave) will install a bus pullout and shelter at the Glacier Highway/Harbor Drive intersection.

According to the November 2012 Design Study Report (attachment A) the typical section of the road will match the existing pavement width of 40 feet and will provide 12-foot lanes, 8-foot shoulders, and 6-foot wide sidewalks on both sides of the road. The east and west bound legs of the roundabout will match the proposed design for the improvements planned for Fritz Cove to Seaview Avenue project, which are 12-foot lanes, 8-foot shoulders, 6-foot sidewalks for the west bound leg and 11-foot lanes, 8 foot shoulders, and 7-foot sidewalks for the eastbound leg. A 2.5 foot concrete retaining wall will be placed at the toe of the slope along the section of the roundabout that abuts Dehart's. The slope up to the street level will have topsoil and be seeded.

The current road has a 5-foot wide sidewalk along Glacier Highway on the east and north sides of the road. The sidewalk is separated from the travel lanes by a bicycle lane. There is only a narrow shoulder on the other side of the highway. Mendenhall Loop Road has identified bicycle lanes on both sides of the road in the project area, and no sidewalks.

This project will not change current speed limits. The roundabout will be posted with an advisory speed of 20 mph. AkDOT/PF has stated that the establishment of the speed limit is outside the intersection improvements being reviewed in this staff report and will be established by the Fritz Cove to Seaview Avenue project.

Attachment B is a memorandum to the Planning Commission from the CBJ Director of Engineering, Rorie Watt and CBJ Director of Community Development, Hal Hart. This memorandum is clarified with a December 20, 2012 email from Rorie Watt (attachment C). This correspondence explains the concerns that the community has expressed to the Assembly about the proposed changes to the road way and the impacts these changes will have to the area and the community's desire for a safe, walkable place. The memorandum makes several suggestions for changes to the project with this goal in mind. Staff notes that the primary concerns addressed in the December 20th memorandum are for the Fritz Cove to Seaview Avenue project. The project that is subject to this review is staying within the existing pavement width. There are no changes to the speed limit proposed by this project. However, staff notes that the review below for conformity with adopted plans will be the same for the Fritz Cove to Seaview Avenue project and the suggestions provided by the memorandum should be considered in the design of that project.

CONFORMITY WITH ADOPTED PLANS

The 2008 CBJ Comprehensive Plan, 2009 CBJ Non-Motorized Transportation Plan and the not yet adopted Safe Routes to Schools Plan have many general policies regarding multi-modal transportation and also specific policies regarding the Auke Bay area.

2008 CBJ Comprehensive Plan

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 with 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.*

***Implementing Action 8.3.1A8.** Work with DOT to undertake transportation improvements to state right-of-ways within the Auke Bay area pursuant to recommendations included in a CBJ-adopted Auke Bay neighborhood plan. The plan should address existing and anticipated travel demands generated by the ferry terminal, marina, commercial fisheries facilities, affordable housing, expansion of the University of Alaska Southeast, and other destinations located further out the road, and should incorporate the improvements identified in DOT's ABCOR (Auke Bay Corridor) study. Extension of existing sidewalks and provision of additional sidewalks should be high priorities. (staff notes the ABCOR project referenced in the 2008 Comprehensive Plan is the by-pass).*

***Implementing Action 10.13.1A3** conduct an area plan for the Auke Bay community to create an attractive, pedestrian-oriented marine mixed use village that promotes affordable housing and accommodates the space and livability needs and objectives of residents, university students and faculty, recreational enthusiasts, fishermen and women, business operators, property owners, and area fish and wildlife.*

This project, as designed makes significant improvements in safety for vehicles, pedestrians and bicyclists. The addition of wider sidewalks to both sides of the street, bicycle lanes, pedestrian refuges and identified crosswalks make this area safer for pedestrians than the current situation.

The project is located in Subarea 3 of the 2008 Comprehensive Plan, on map E. The maps of the Comprehensive Plan designate this area as MMU/IPU –Marine Mixed Use and Institutional Public Use.

The Plan describes M/MU as:

These lands are characterized by high density residential and nonresidential land uses in areas in and around harbors and other water-dependent recreational or commercial/industrial areas. Suitable locations include Auke Bay, downtown Juneau, downtown Douglas, and the waterfront areas of the west Douglas and Echo Cove new growth areas when master development plans are developed. Typically, neighborhood-serving and marine-related retail, marine industrial, personal service, food and beverage services, recreational services, transit and transportation services should be allowed and encouraged, as well as medium- and high-density residential uses at densities ranging from 10 to 60 residential units per acre. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land. Float homes, live-a-boards, and house boats, if necessary services (such as sewer) are provided to berthing locations, are appropriate for these areas.

IPU is described as:

Lands that are in public ownership and dedicated for a variety of public uses, such as the University of Alaska Southeast;

The project is located in Subarea 3 of the 2008 Comprehensive Plan.

Guidelines and considerations for subarea 3 directly applicable to this project:

*1. Conduct an area plan or neighborhood plan for the Auke Bay area that would address residential and non-residential uses in the vicinity of the cove, harbor and university with the **goal of creating a marine mixed use, transit and pedestrian-oriented village in Auke Bay**. Marine mixed use land uses could include: water-related recreation, eco-tourism, commercial fisheries, sport fisheries, marine-related research and aquaculture, and other private and public use of the waters; shoreline and inland areas of Auke Bay including the University of Alaska Southeast (UAS) campus, student and faculty housing, neighborhood commercial needs, transportation systems, habitat protection, educational facilities, careful urban design, and viewscape protection measures. This study should address the needs of and should include the participation of all stakeholders including*

property owners, residents, business operators, university administration, student and faculty, the Alaska Department of Transportation and Public Facilities, all relevant CBJ departments and divisions, NOAA staff and researchers, and residents of neighborhoods who regularly traverse the Auke Bay area. (emphasis added)

3. Encourage high-density, transit-oriented residential and/or mixed use developments in the Auke Bay “village” area and around the University, particularly for student and faculty affordable housing.

7. Encourage UAS and private property owners to dedicate new public rights-of-way to create an interconnected Auke Bay neighborhood street system.

11. Provide for expansion of the UAS campus, including student and faculty housing and athletic facilities.

17. Encourage beautification and buffering along major roadways.

20. Work with DOT to provide sidewalks, bicycle paths, and/or trails separated from the road travelway along existing and newly-constructed arterial and collector roadways to provide safe and efficient access and to reduce pedestrian and bicycle/motor vehicle conflicts. (emphasis added)

The project, as designed provides wider sidewalks to both sides of the street, bicycle lanes, pedestrian refuges and identified crosswalks which will make this area safer for pedestrians than the current situation and should reduce pedestrian and bicycle/motor vehicle conflicts.

The 2008 Comprehensive Plan states the following policy (pg 39) “it is the policy of CBJ to facilitate the preservation and rehabilitation of existing housing, particularly housing affordable to low-income residents.” Allowing the easement will facilitate the preservation of an existing home by maintaining access to the road system.

Auke Bay in the Transit Development Plan:

P. 138; List of Priority Shelters
Auke Bay; Inbound at Mendenhall Loop Road and Caroline St.

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 Auke Bay. 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 Auke Bay 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.*

Recommended Improvements to Non-Motorized Infrastructure relevant to this project:

Juneau-Wide

- 1. Cross-Juneau Bikeway – Identify gaps, bring all routes up to standards, add signs. This focus on a bikeway way will raise the visibility of cycling in Juneau and will encourage residents to take more trips by bicycle. (See Figure 11 and Table 8.1).*
- 2. Paved Shoulder Lanes – Add paved shoulder on Glacier Highway from Lena Loop to Tee Harbor (#11)... These routes are part of the cross-Juneau bikeway and are recreation destinations. The paved shoulder will provide space for both pedestrians and cyclists.*

Mendenhall Valley West

- 3. Glacier Highway Sidewalk Improvements Auke Bay/UAS – Sidewalk improvements in University of Alaska Southeast (UAS) and Auke Bay area including complete sidewalk system and crosswalks where needed (#2 and #12). The area includes residential and commercial uses, the UAS, and an elementary school and has many pedestrians. Pedestrian improvements will make the area safer and will encourage increased pedestrian use.*
- 4. Bike Lane Glacier Highway from Deharts to Brotherhood Bridge – Bike lane along Glacier Highway from Deharts to the Brotherhood Bridge needs to be brought up to standards for width, pavement markings and signs (#3). The paved shoulder in this area is currently variable in width and does not have consistent pavement markings and signs. This route has high traffic volumes and speeds and is part of the cross town bike route.*

Glacier Highway (Mendenhall Loop Road to Ferry Terminal)

- Add sidewalk on both sides on Glacier Highway between Mendenhall Loop Road and the Auke Bay ferry terminal*

- *Vegetated buffer between street and sidewalk and continental style crosswalks should be added*
 - *Initiate safe routes to schools program*
- Glacier Highway and Mendenhall Loop Road (UAS area)**
- *Sidewalk needed on both sides of the street*
 - *Consider added vegetated buffer along Glacier Highway where traffic volume and speeds are high*
 - *Should be integrated with sidewalk in the Auke Bay area*

The CBJ developed, but has not yet adopted a Safe Routes to Schools Plan. The purpose of the plan is to create safe, convenient and fun opportunities for Juneau children to walk and bicycle to and from school and thus encourage more children to be physically active. One of the improvements recommended in the plan for this area is:

Improve the intersection of Mendenhall Loop Road and Glacier Highway to make it easier and safer for pedestrians and bicyclists. *The 2012-2015 ADOT&PF STIP includes Project ID# 18242 to improve this intersection but the project description does not specify non-motorized considerations. ADOT&PF reports that the preferred option is to build a roundabout here and it will improve conditions for pedestrians and cyclists. The project is scheduled for design in FY 12 and construction in FY 12-13. Follow project design to ensure safe crossing to and from Auke Bay Elementary School is included. The AADT from Mendenhall Loop Road through this intersection heading west is 2,247. The speed limit on Glacier Highway here is 35 mph and the AADT is 6,724; here on Mendenhall Loop Road the speed limit is 40 mph.*

The Safe Routes to School Plan notes the following information about pedestrian safety:

3.3 Pedestrian Safety Issues

Accidents involving pedestrians result in injuries that tend to be more serious than in other types of accidents. According to the federal highway administration, approximately 40 percent of accidents involving pedestrians occur at an intersection and 75 percent of accidents occur where there are no traffic controls. Traffic speed is a significant factor in the outcome of a pedestrian accident. If a car traveling 20 mph hits a pedestrian, there is an 85 percent survivability rate. If a car traveling at 40 mph hits a pedestrian, there is only a 15 percent survivability rate.

The addition of wide shoulders and wide sidewalks to both sides of the street, cross walks and the pedestrian refuge that are included in this project make significant improvements and implement both the Non-Motorized and Safe Routes to Schools Plans, with the exception of the vegetated buffer.

HABITAT

According to the Design Study report the project includes wetlands east of the existing Mendenhall Loop Road intersection and between the north entrance to UAS and the first property at Caroline Street. A Nationwide permit will be required from the US Army Corps of Engineers. The contractor will be required to comply with the Alaska Pollution Discharge Elimination System and obtain necessary permits. The report also notes steps that are to be taken to minimize the spread of non-native plants and that only certified weed free seed mix will be used.

COMMENTS

There are no public notice requirements associated with a city or state project review. However, notices were mailed to affected property owners for the proposed safety improvements and roundabout. Additionally, AkDOT/PF posted a public notice sign in the project for the intersection improvements and roundabout.

Staff received a resolution from the United Students of the University of Alaska Southeast which encourages AkDOT/PF to not raise the speed limit on Glacier Highway (attachment D)

Jerry Medina, as a representative of Passage Electrical Cooperative, submitted comments in support of the project (attachment E).

John Kern, CBJ Transit expressed concern bus stops between the time this project is completed and the Fritz Cove to Seaview project is completed. A temporary bus stop is needed until the Glacier Highway – Fritz Cove to Seaview Ave project installs a permanent bus pullout and shelter at the Glacier Highway/Harbor Drive intersection. This is needed because the roundabout project moves the existing bus shelter at the IPEC driveway up the hill on the south side of the University Way intersection (attachment F). John Kern and AkDOT/PF expect to agree on a location for the temporary bus stop.

Gary Gillette, Docks and Harbors, initially expressed concerns with the proposed easement. These concerns were worked out with AkDOT/PF. Furthermore, the Docks and Harbors Board considered the requested easement at the December 20, 2012 meeting and are in support (attachment G).

Errol Champion, area resident, submitted comments does not support the project and is of the opinion that it does not solve increased traffic congestion (attachment H).

FINDINGS

Review of adopted plans and Title 49 indicates that the project complies with the CBJ Land Use Code and applicable plans, including the Comprehensive Plan. The contractor will address impacts from project construction with Best Management Practices.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the above findings and approve the State Project review, which would allow DOT/PF to install intersection safety improvements at the intersection of Glacier Highway and Mendenhall Loop Road for 0.37 miles with the following condition:

AkDOT/PF work with Capital Transit to provide temporary bus stops as needed.

Additionally, staff recommends the Planning Commission adopt the above findings and approve the City Project review, which will allow CBJ to provide an easement across CBJ land for a driveway.

CSP12-18

DEVELOPMENT PERMIT APPLICATION

Project Number State # 69003	CITY and BOROUGH of JUNEAU	Date Received: 12/27/12
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description Perpetual driveway easement on CBS property		
	PROPERTY LOCATION		
	Street Address 11755 Glacier Hwy	City/Zip	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, etc.) L+4 USS 2664		
	Assessor's Parcel Number(s) 4B2801010040		
	LANDOWNER/ LESSEE		
	Property Owner's Name CBS	Contact Person: Heather Markow	Work Phone: 586.020
	Mailing Address 155 S Seward	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	LANDOWNER/ LESSEE CONSENT	****Required for Planning Permits, not needed on Building/Engineering Permit****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. 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.			
X	Heather Markow Landowner/Lessee Signature	12/27/12 Date	
X	Landowner/Lessee Signature	Date	
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.			
APPLICANT If the same as OWNER write "SAME" and sign and date at X below			
Applicant's Name AK Dept of Transp. & Public Facilities	Contact Person: Greg Lockwood	Work Phone: 465-2395	
Mailing Address P.O. Box 112506, Juneau AK 99811-2506	Home Phone:	Fax Number:	
E-mail Address greg.lockwood@alaska.gov	Other Contact Phone Number(s):		
X	Greg Lockwood Applicant's Signature	27 Dec. 2012 Date of Application	

OFFICE USE ONLY BELOW THIS LINE					
STAFF APPROVALS	<input checked="" type="checkbox"/>	Permit Type Building/Grading Permit	Signs	Date Received	Application Number(s)
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action		12/27/12	CSP12-018
	<input type="checkbox"/>	Inquiry Case (Fee in Lieu, Letter of ZC, Use Not Listed)			
	<input type="checkbox"/>	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	<input type="checkbox"/>	Sign Approval (if more than one, fill in all applicable permit #'s)			
	<input type="checkbox"/>	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	<input type="checkbox"/>	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	<input type="checkbox"/>	Variance Case (De Minimis and all other Variance case types)			
	<input type="checkbox"/>	Wetlands Permits			
	<input type="checkbox"/>	Zone Change Application			
	<input type="checkbox"/>	Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
Comments:				Permit Intake Initials	

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters) <i>Glacier - Back Loop</i>	Case Number <i>CSP12-014</i>	Date Received <i>12/27/12</i>
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TYPE OF PROJECT REVIEW:

City Project Review
 City Land Acquisition /Disposal
 State Project Review

DESCRIPTION OF PROJECT *The easement which is sought is a necessary part of the U.S. State's project to reconstruct the Glacier Highway - Back Loop Road Intersection which includes a roundabout. This easement will restore access to Lot 3B USS 2664*

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S): *Vacant*

PROPOSED USE OF LAND OR BUILDING(S): *Vacant with driveway access to Lot 3B, USS 2664*

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? No Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # *69003*

ESTIMATED PROJECT COST: *\$ 50,000*

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

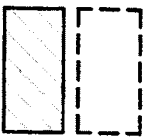
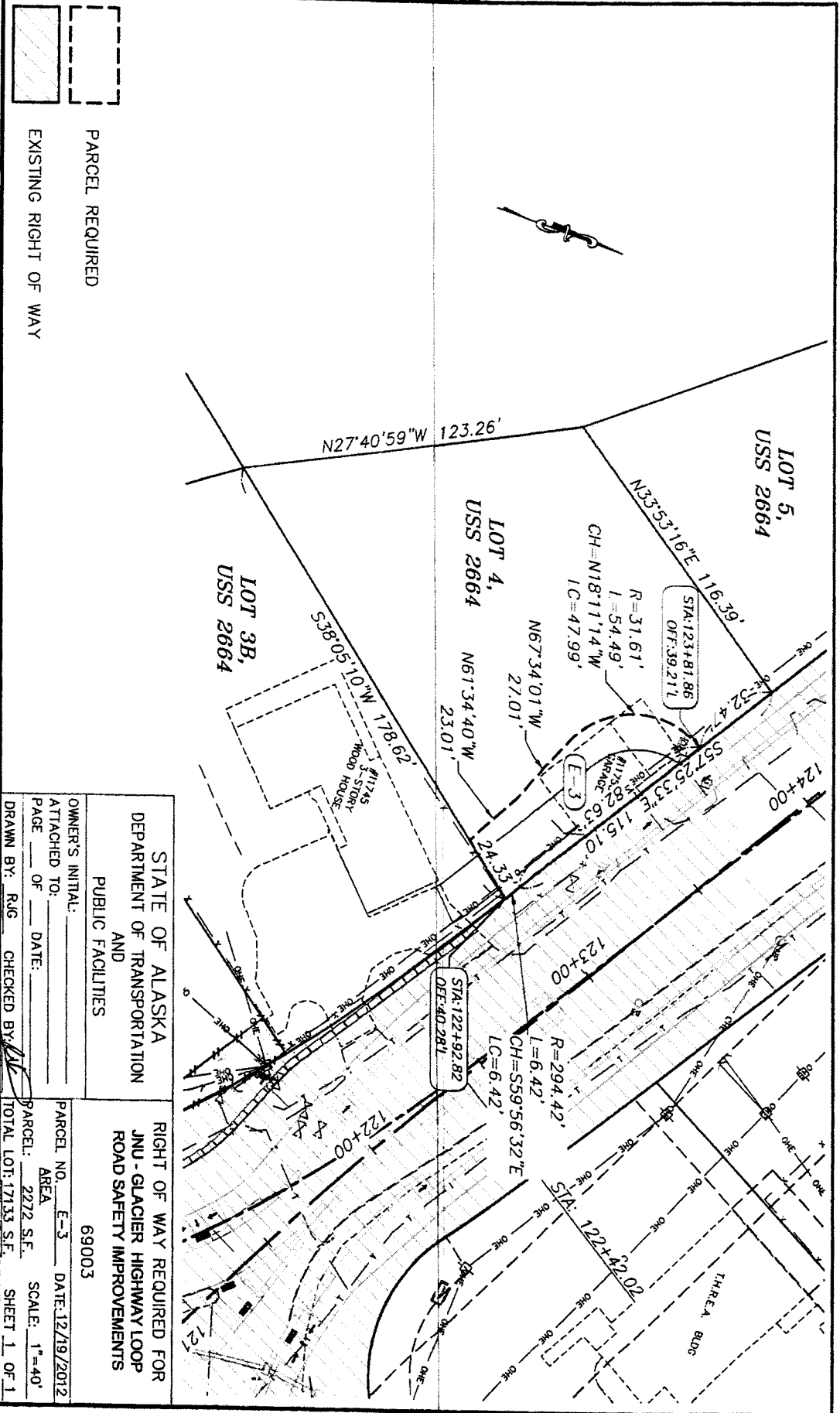
If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

CITY/STATE PROJECT FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM & EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

TO BE COMPLETED BY THE APPLICANT



PARCEL REQUIRED
EXISTING RIGHT OF WAY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
JNU - GLACIER HIGHWAY LOOP
ROAD SAFETY IMPROVEMENTS

69003

OWNER'S INITIAL: _____ DATE: 12/19/2012
 ATTACHED TO: _____
 PAGE OF _____ DATE: _____
 DRAWN BY: RJG CHECKED BY: [Signature]
 PARCEL NO. E-3
 AREA 2272 S.F.
 SCALE: 1"=40'
 TOTAL LOT: 17133 S.F.
 SHEET 1 OF 1

DEVELOPMENT PERMIT APPLICATION

Project Number CSP2012-0017	CITY and BOROUGH of JUNEAU	Date Received:
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description The project would construct a modern roundabout at the Back Loop intersection with Glacier Highway. It would also construct Back Loop Road from Glacier Highway to the north UAS entrance. In addition to new asphalt pavement, sidewalks would be constructed on both sides of Back Loop Road.		
	PROPERTY LOCATION		
	Street Address		City/Zip
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	LANDOWNER/ LESSEE		
	Property Owner's Name Alaska Department of Transportation and Public Facilities		Contact Person: Greg Lockwood
	Mailing Address P.O. Box 112506 Juneau AK 99811		Work Phone: 465-2393
	E-mail Address greg.lockwood@alaska.gov		Home Phone: Fax Number:
			Other Contact Phone Number(s):
PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ***Required for Planning Permits, not needed on Building/ Engineering Permits***		
	I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:		
	A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.		
	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.		
	X	<i>Greg Lockwood</i> Landowner/Lessee Signature	Alaska DOT & PF Engineering Manager
			Date <u>11/20/12</u>
	X		
			Date
	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.		
	APPLICANT If the same as OWNER, write "SAME" and sign and date at X below.		
Applicant's Name <u>SAME</u>		Contact Person:	
Mailing Address		Work Phone:	
E-mail Address		Home Phone:	
		Fax Number:	
		Other Contact Phone Number(s):	
X	<i>Greg Lockwood</i> Applicant's Signature		
		Date <u>11/20/12</u>	

OFFICE USE ONLY BELOW THIS LINE					
STAFF APPROVALS	<input checked="" type="checkbox"/>	Permit Type	***SION	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			CSP12-17
		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)				
***Public Notice Sign Form filled out and in the file.					
Comments:				Permit Intake Initials	

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

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City Project Review
 City Land Acquisition /Disposal
 State Project Review

DESCRIPTION OF PROJECT

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Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S): _____

PROPOSED USE OF LAND OR BUILDING(S): _____

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? No Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: ~~\$ NA~~ Greater than 2.5 M GL

For more information ^{CITY'S} regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

TATE PROJECT FEES				
	Fees	Check No.	Receipt	Date
Application Fees	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM & EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

TO BE COMPLETED BY THE APPLICANT



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

**Department of Transportation
and Public Facilities**

SOUTHEAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4444
Toll free: 877.305.6630
Fax: 907.465.4414

November 15, 2012

Mr. Hal Hart, Director
Community Development Department
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

RECEIVED

NOV 16 2012

PERMIT CENTER/CDD

CS 12-017

RE: State Project No. 69003 JNU: Glacier Highway and Back Loop Road Intersection Safety Improvements

Dear Mr. Hart:

We are submitting the enclosed plans for your review and comment. In addition to a general review, please specifically review for compliance in accordance with AS 35.30.020.

Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe that the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

If we have not received comments regarding the project's compliance with planning and zoning ordinances within 90 days after submittal of these plans, the Department will proceed with the project as planned. If you have any questions, I can be reached by phone at: (907) 465-2393, or by e-mail at: greg.lockwood@alaska.gov.

Sincerely,

A handwritten signature in black ink that reads "Greg Lockwood".

Greg Lockwood, P.E.

DOT&PF Engineering Manager

Enc: Project 69003 Preliminary Project Plans and Specifications

"Get Alaska Moving through service and infrastructure."

State of Alaska, Standard Specifications for Highway Construction, 2004 English Edition and Modified as Follows:

**SPECIAL PROVISIONS AND
STANDARD MODIFICATIONS
FOR**



**Glacier Highway / Back Loop Road Intersection Improvements
Project No. 69003**

All Provisions contained in this section are considered Special Provisions unless otherwise designated as a Standard Modification (E), Statewide Special Provision (S or ES), or Southeast Region Special Provision (SES)

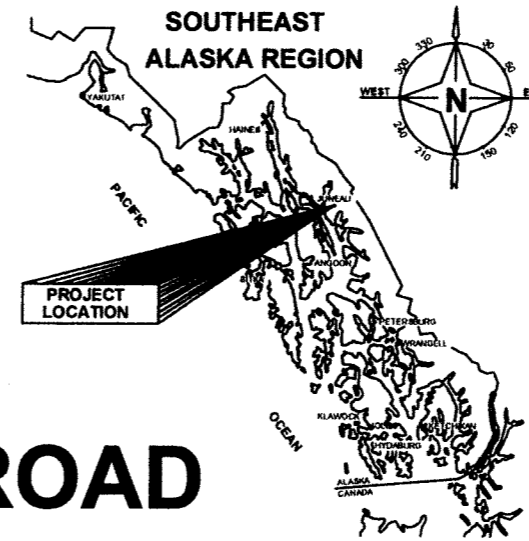
State of Alaska

Department of Transportation
and Public Facilities

Southeast Region

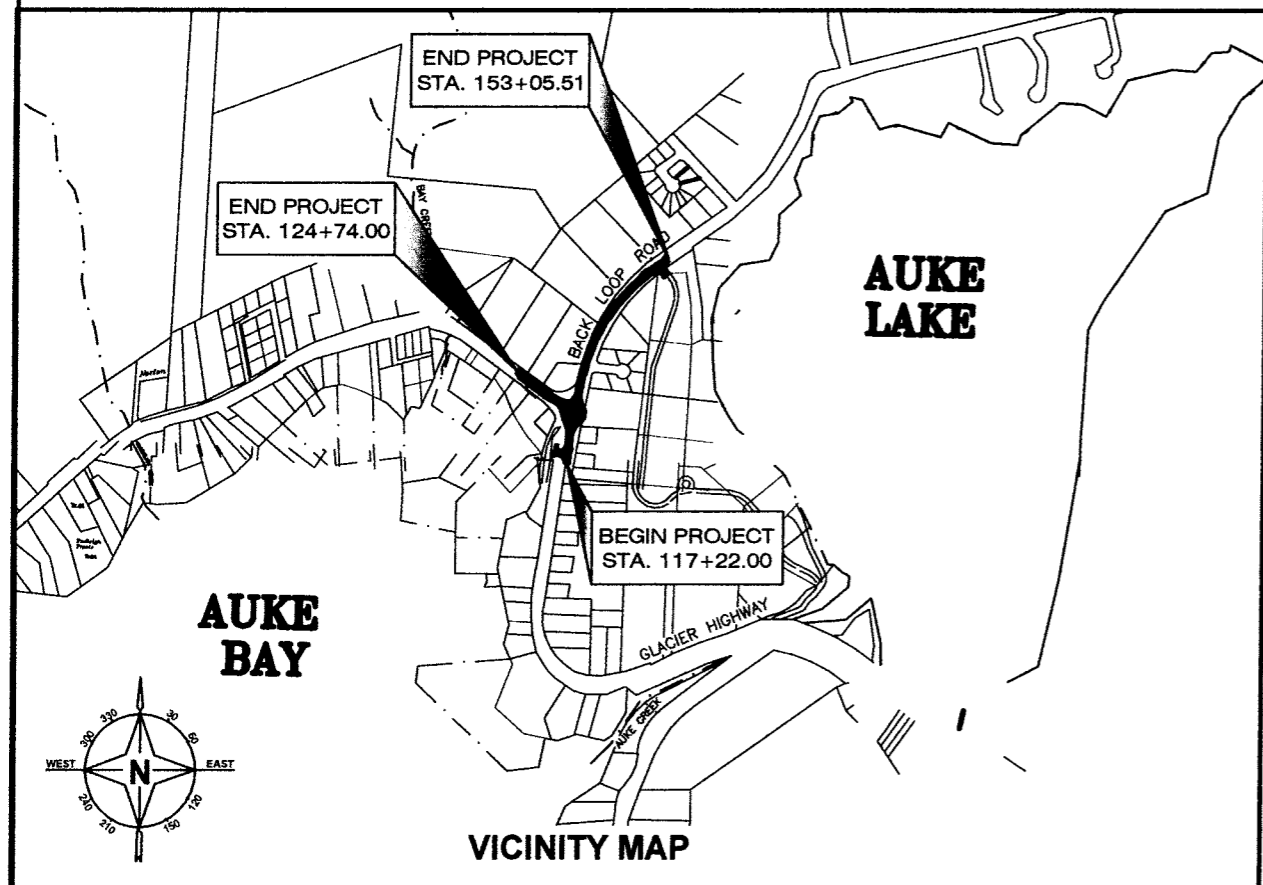
JUNEAU, ALASKA GLACIER HIGHWAY AND BACK LOOP ROAD

INTERSECTION SAFETY IMPROVEMENTS
PROJECT No. 69003



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CSP 12-017

INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SURVEY CONTROL PLAN
A3	PROJECT ALIGNMENT & SHEET LAYOUT PLAN
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C1	ESTIMATE OF QUANTITIES
D1-D4	SUMMARY TABLES
E1-E4	MISCELLANEOUS DETAILS
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F5-F7	ROADWAY PROFILES
G1-G10	GRADING PLANS AND POINT TABLES
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M1-M2	RETAINING WALLS
P1-P4	EROSION AND SEDIMENT CONTROL PLAN
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**PROJECT SUMMARY
GLACIER HIGHWAY**

CDS ROUTE NO	=	296401
CDS MILEPOINT	=	3.754 TO 3.983
LENGTH OF GRADING	=	0.37 MILES
LENGTH OF PAVING	=	0.37 MILES
WIDTH OF PAVING	=	37 FT
LENGTH OF PROJECT	=	0.37 MILES

**DESIGN DESIGNATION
GLACIER HIGHWAY**

V	=	40 MPH
A.D.T. 2009	=	3510
A.D.T. 2014	=	3600
A.D.T. 2034	=	3970
D.H.V. 2034	=	480
TRUCKS %	=	11.5%
E.A.L.	=	850,000

**DESIGN CRITERIA
RECONSTRUCTION**

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	C-03.10	C-04.12	C-05.10	D-01.02	D-04.21
D-20.03	D-22.01	D-23.01	D-24.00	D-25.00	D-26.02
D-35.00	E-13.00	F-01.01	I-20.13	I-21.01	I-22.01
L-03.10	L-23.01	L-24.00	L-26.00	M-01.00	M-20.12
M-23.12	S-00.10	S-05.01	S-20.10	S-23.00	S-30.03
T-20.02	T-21.02	T-22.03	T-23.00		

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

104A

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Wednesday, July 25, 2012 10:12:36 AM
PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

PS&E

APPROVED:
REGIONAL PRE-CONSTRUCTION ENGINEER DATE
CHARLES W. CORREA, P.E.

APPROVED:
DIRECTOR, SOUTHEAST REGION DATE
ALBERT H. CLOUGH, CPG

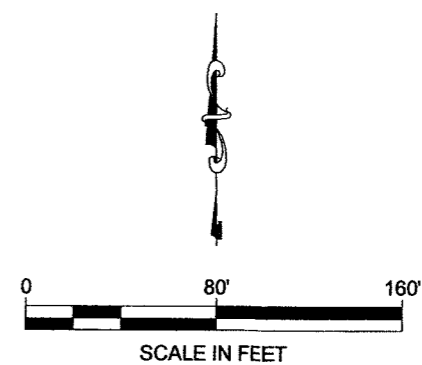
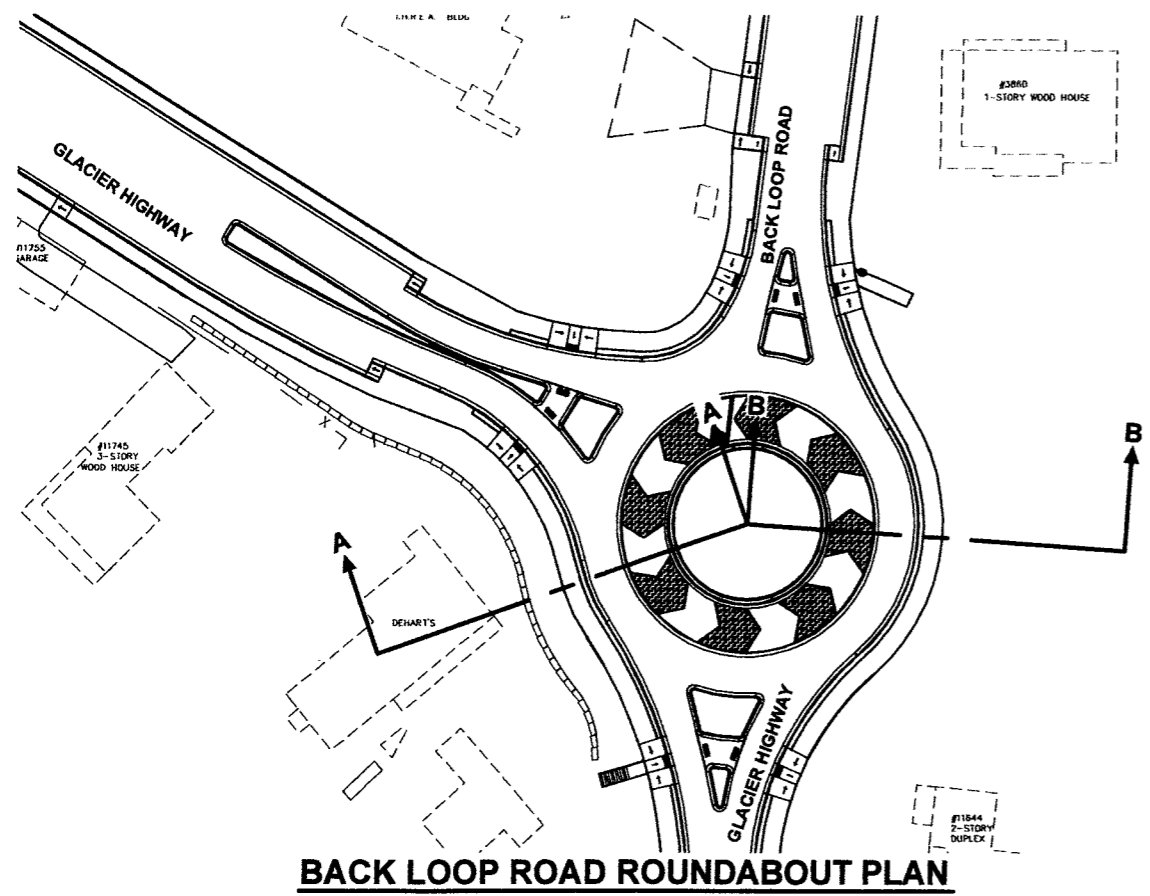
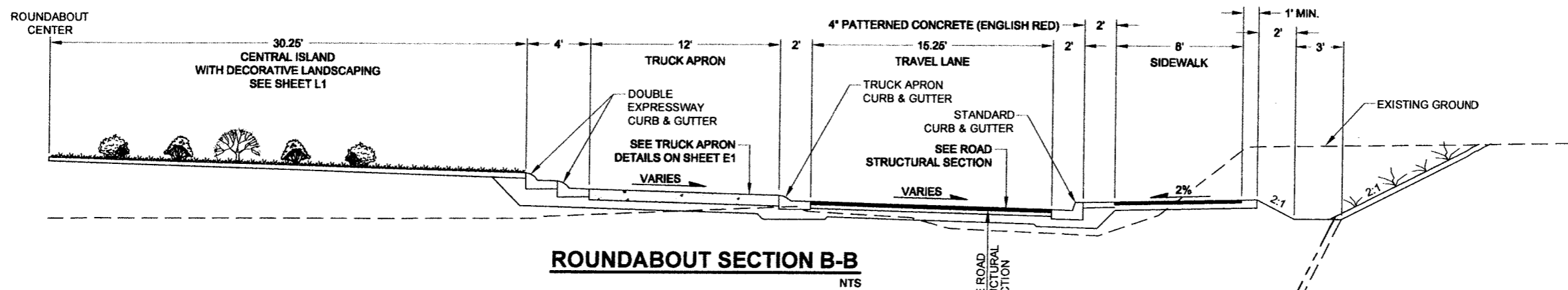
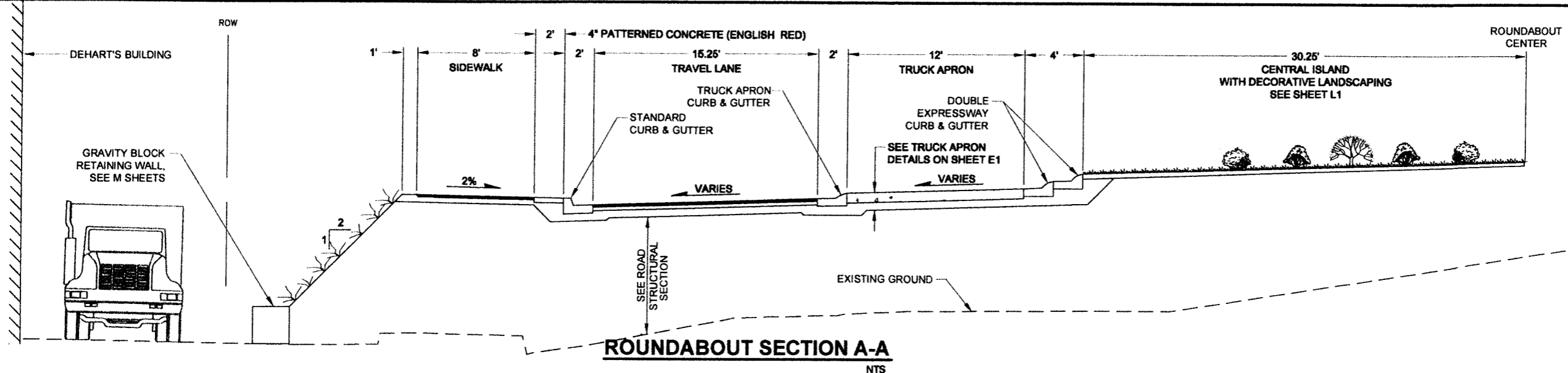
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CONDITION:

CONSTRUCTION PROJECT MANAGER DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	69003	2012	A1	XX

PREPARED BY: USKH
 BILL PADDOCK
 22 October 2012
 TAB B2

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: N. LEIGH

PS&E

DESIGNED BY: R. KRAEMER, W. WEBB

DRAWN BY: M. HIDALGO, K. BLAIR, B. PADDOCK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

TYPICAL SECTIONS

PROJECT DESIGNATION	
69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
B2	XX

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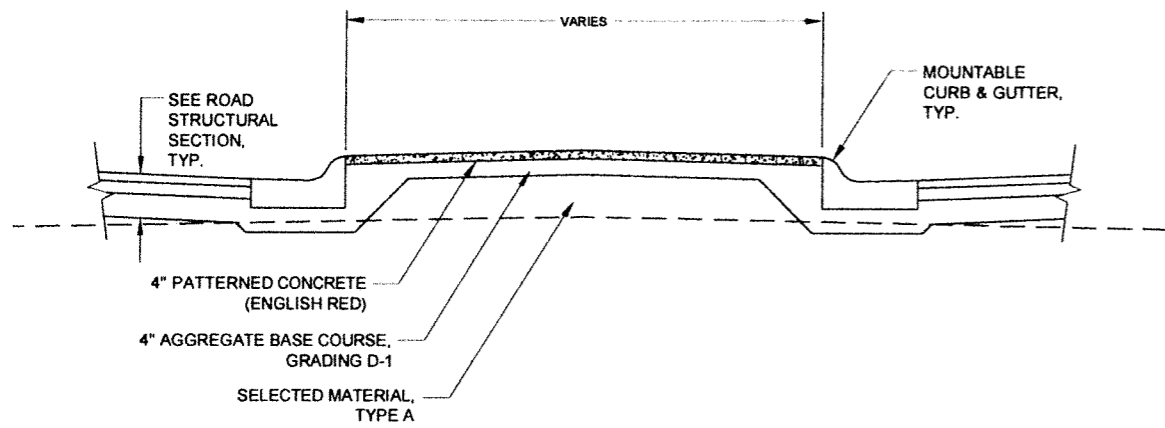
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 MARILYN HIDALGO
 19 October 2012
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ADDENDUM NUMBER

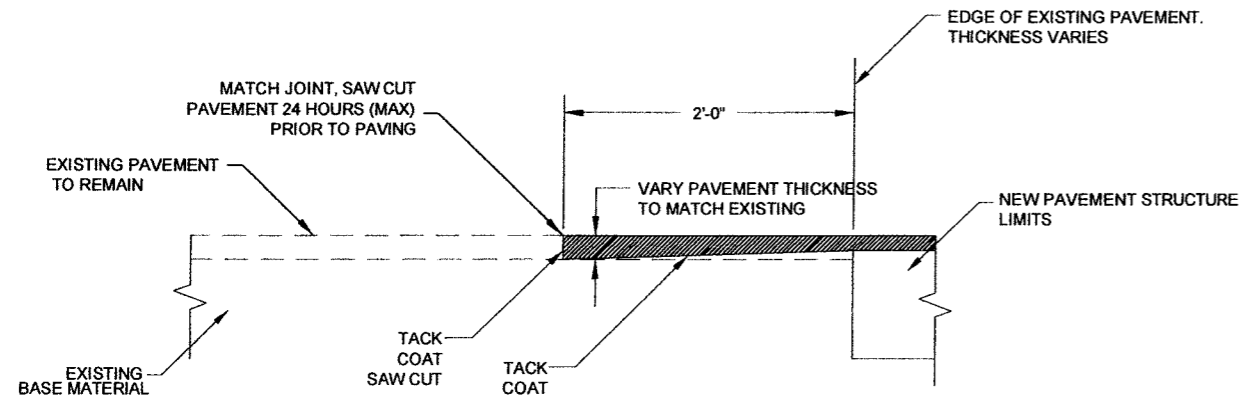
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



TRAFFIC ISLAND TYPICAL SECTION



PAVEMENT MATCH JOINT DETAIL

CHECKED BY: N. LEIGH

PS&E

DESIGNED BY: R. KRAEMER, W. WEBB

DRAWN BY: M. HIDALGO, K. BLAIR, B. PADDOCK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

TYPICAL SECTIONS

PROJECT DESIGNATION	
69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
B3	XX

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\UNIFILE\JOBS\1289500\DWGS\C\SHETS\1289500 B01-B02.DWG

CONDUIT NOTES:

- ⬠ 2" RMC
- 1-3c#8 (A1)

GENERAL ILLUMINATION NOTES:

1. CONTRACTOR SHALL CONTAIN IMPROVEMENTS WITHIN THE ROAD R.O.W.
2. CONDUIT LAYOUT SHOWN IS SCHEMATIC. CONDUIT ROUTING SHALL BE AS DIRECT AS FEASIBLE BETWEEN STRUCTURES.
3. INSTALL BARE 1c#8 GROUND IN ALL CONDUIT.
4. THE CIRCUITRY BETWEEN A LIGHT POLE AND THE ADJACENT JUNCTION BOX SHALL CONSIST OF 1-3c#8 IN AND OUT (2-3c#8 TOTAL) IN 2" RMC.

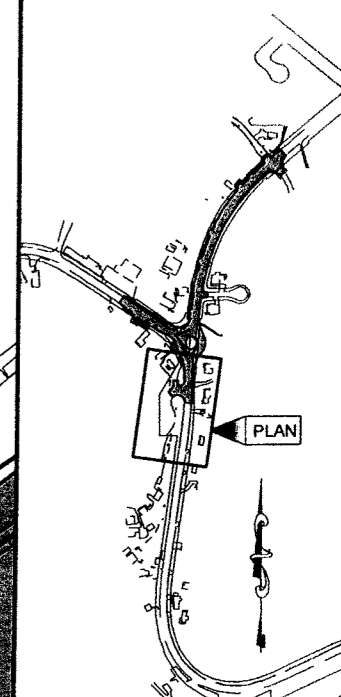
PREPARED BY: USKH
 BILL PADDOCK
 22 October 2012
 TAB H1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No	DATE	DESCRIPTION



PLAN LEGEND

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DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

SIGNING STRIPING & ILLUMINATION

PROJECT DESIGNATION

69003

STATE YEAR

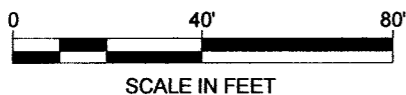
ALASKA 2012

SHEET NUMBER TOTAL SHEETS

H1 XX

STATTER HARBOR
 PARKING LOT

BEGIN PROJECT
 STA. 117+22.00
 MATCH EXISTING



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\1289 900\DWGS\C\SHETS\1289 900 H01-H04.DWG

CONDUIT NOTES:

- ◆ A 2" RMC
1-3c#8 (AB1)
- ◆ B 3" RMC
1-3c#8 (AB1)
- ◆ C 3" RMC
2-3c#6 (AA3, AB2)
- ◆ D 2" RMC
1-3c#6 (AB2)
- ◆ E 2" RMC
1-3#6 (AA3)

PREPARED BY: USKH
BILL PADDOCK
22 October 2012
TAB: H2

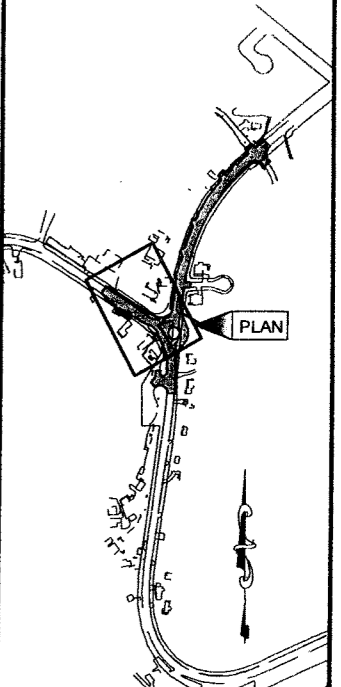
ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

END PROJECT
STA. 124+74.00
MATCH EXISTING



PLAN LEGEND

CHECKED BY: N. LEIGH

PS&E

DESIGNED BY: R. KRAEMER, W. WEBB, B. PADDOCK

DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

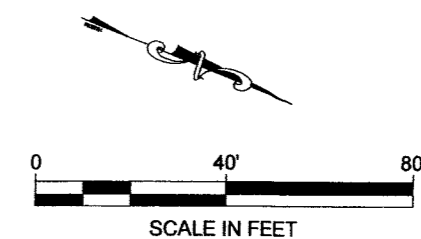
**GLACIER HWY & BACK LOOP
ROAD INTERSECTION SAFETY
IMPROVEMENTS**

**SIGNING STRIPING &
ILLUMINATION**

PROJECT DESIGNATION

69003

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
H2	XX



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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CONDUIT NOTES:

⬡ 2" RMC
1-3c#8 (A2)

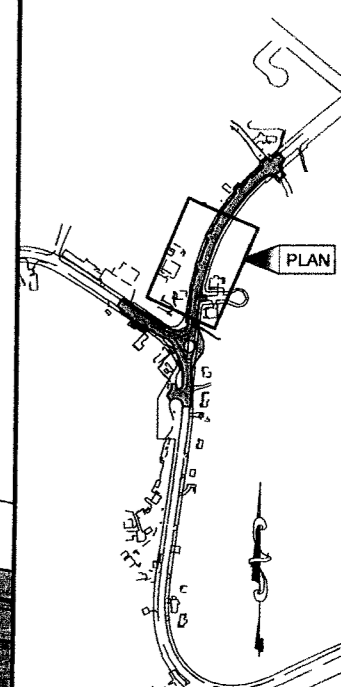
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BILL PADDOCK
22 October 2012
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No	DATE	DESCRIPTION



PLAN LEGEND

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DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

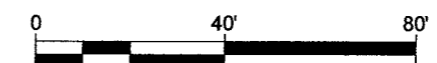
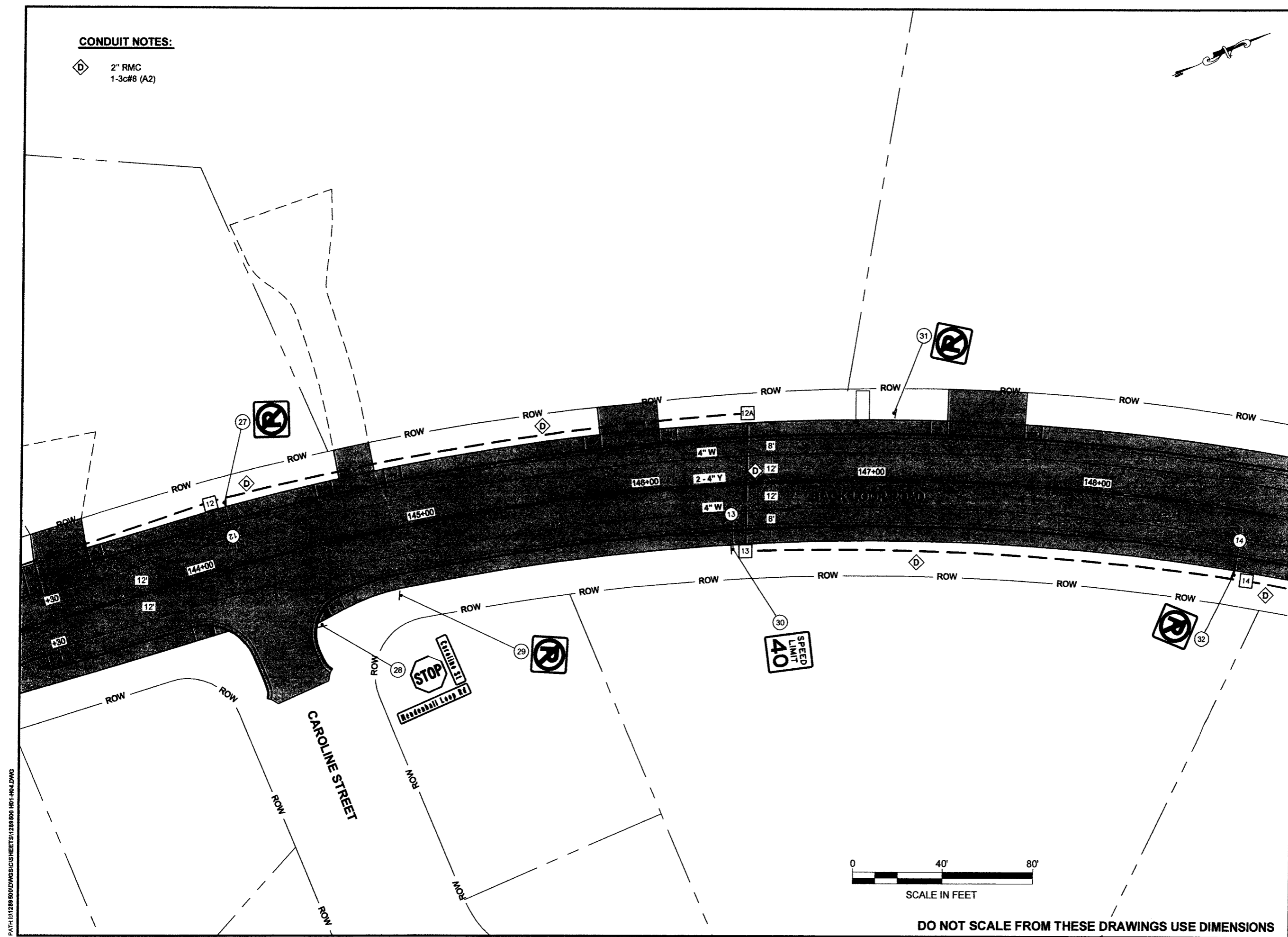
GLACIER HWY & BACK LOOP
ROAD INTERSECTION SAFETY
IMPROVEMENTS

SIGNING STRIPING & ILLUMINATION

PROJECT DESIGNATION

69003

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
H3	XX



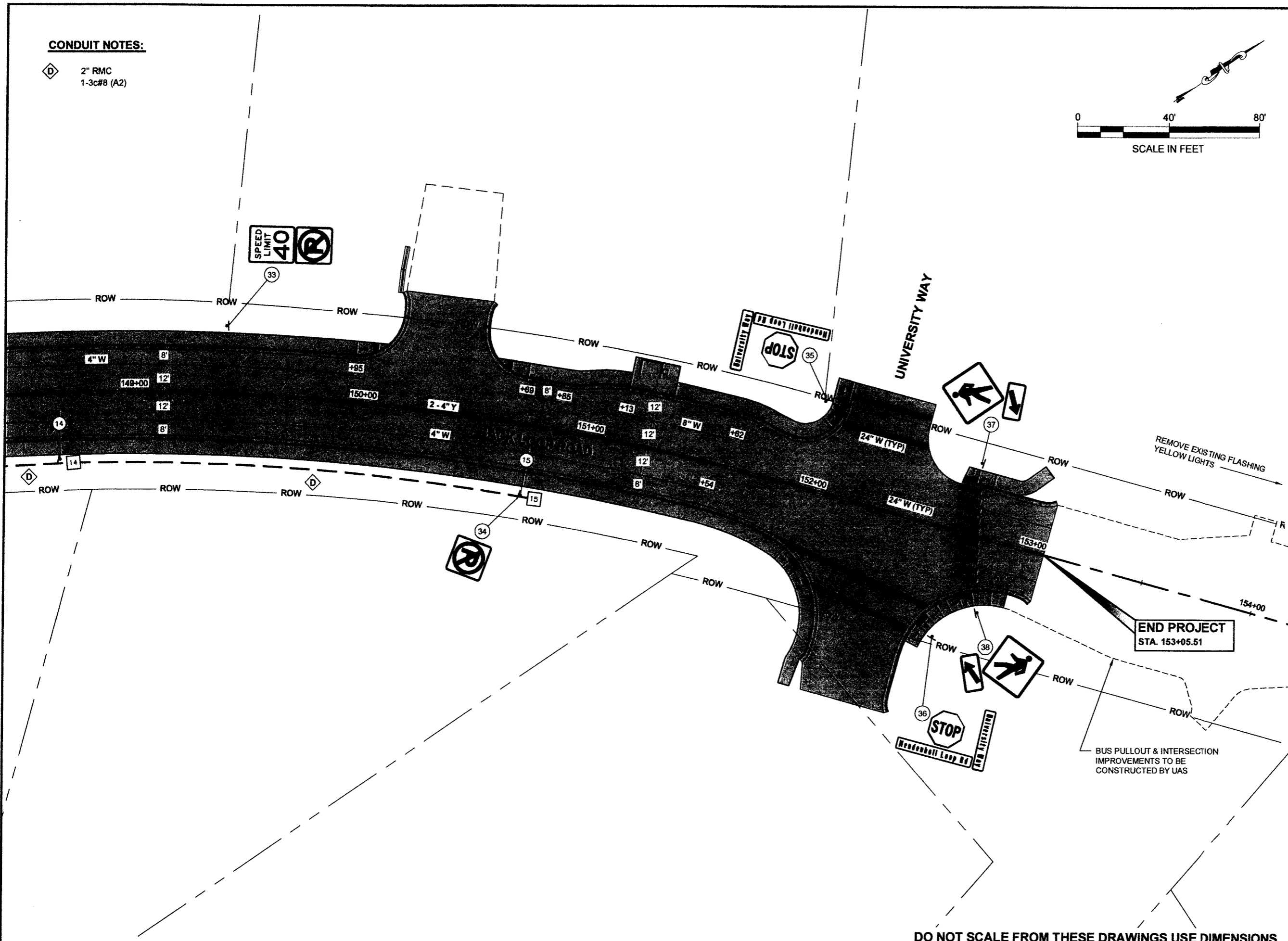
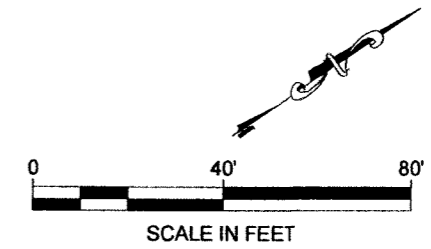
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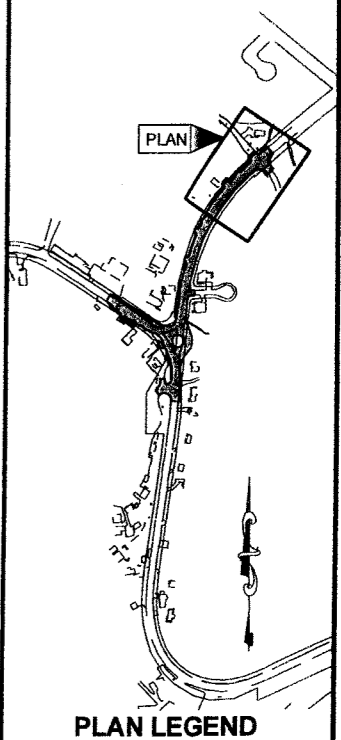
CONDUIT NOTES:

◇ 2" RMC
1-3c#8 (A2)



PREPARED BY: USKH
BILL PADDOCK
22 October 2012
TAB H4

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



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DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

GLACIER HWY & BACK LOOP
ROAD INTERSECTION SAFETY
IMPROVEMENTS

SIGNING STRIPING & ILLUMINATION

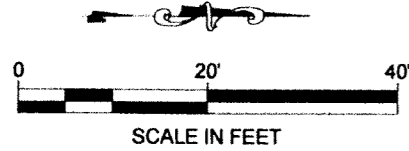
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69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
H4	XX

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BUS PULLOUT & INTERSECTION
IMPROVEMENTS TO BE
CONSTRUCTED BY UAS

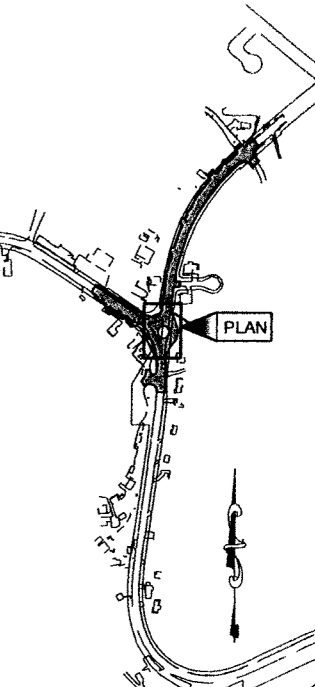
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 BILL PADDOCK
 22 October 2012
 TAB: G2

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

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PS&E

DESIGNED BY:

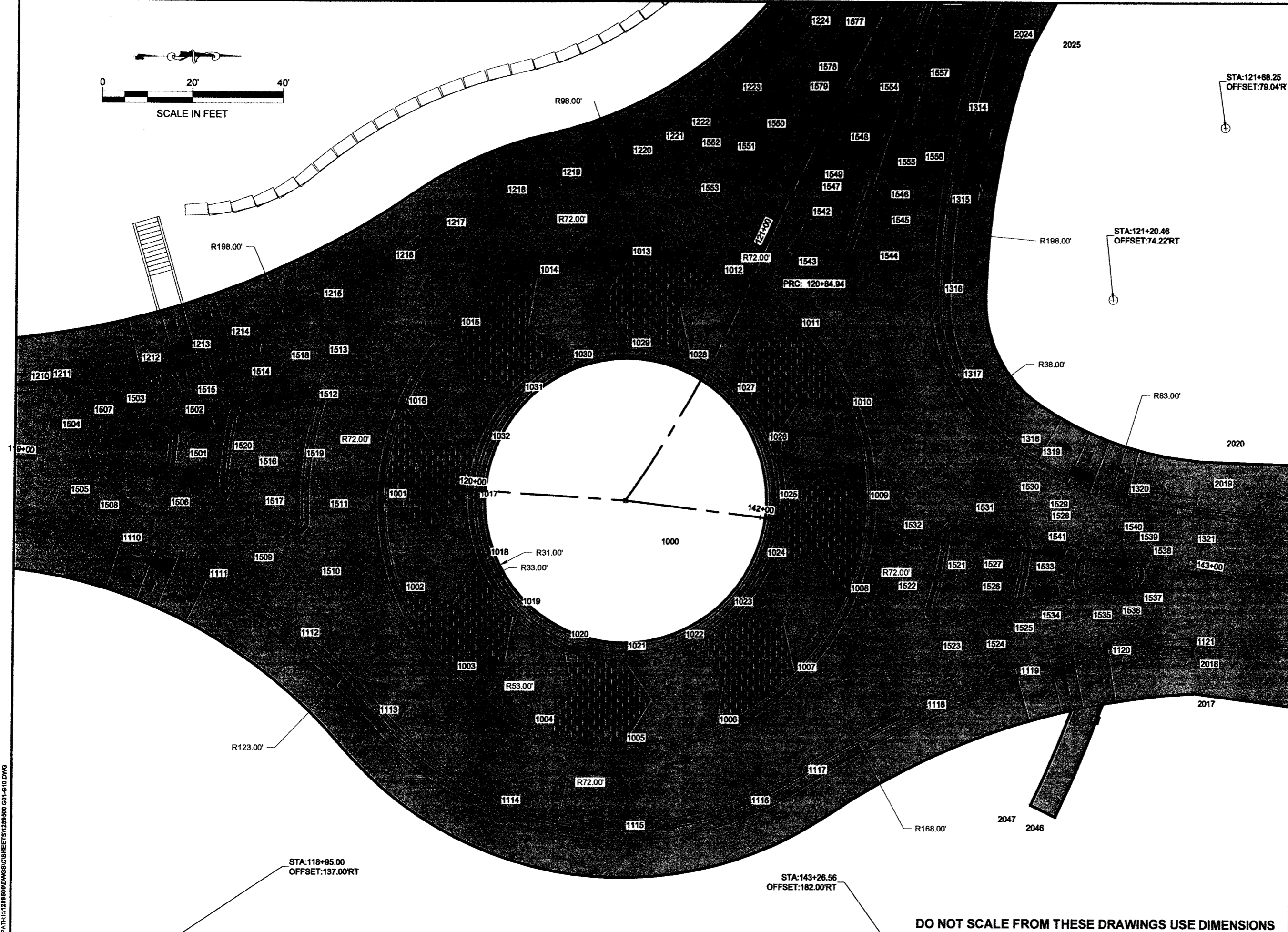
DRAWN BY:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

GRADING PLAN

PROJECT DESIGNATION	
69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
G2	XX



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STA:143+26.56
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STA:121+88.25
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STA:121+20.46
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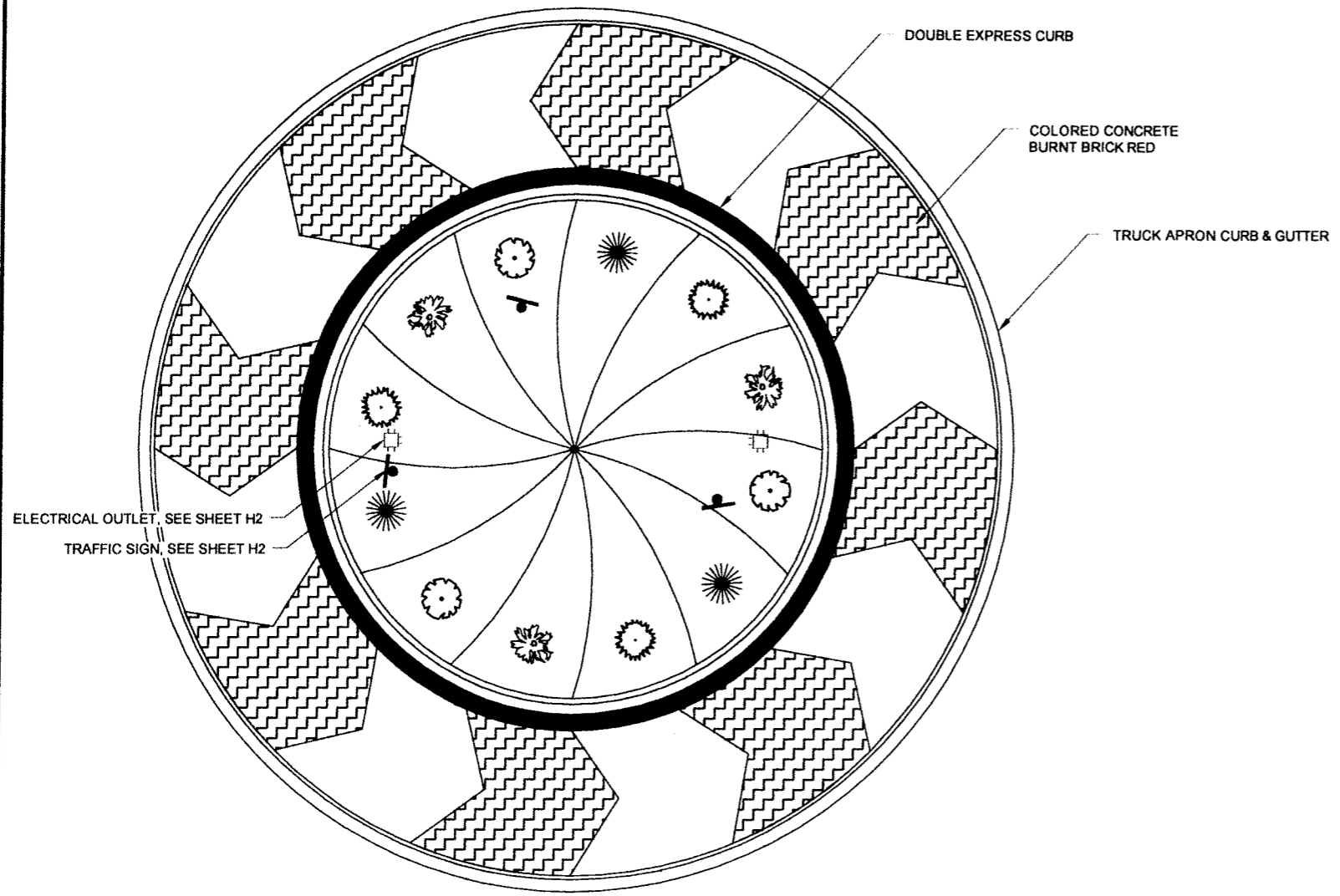
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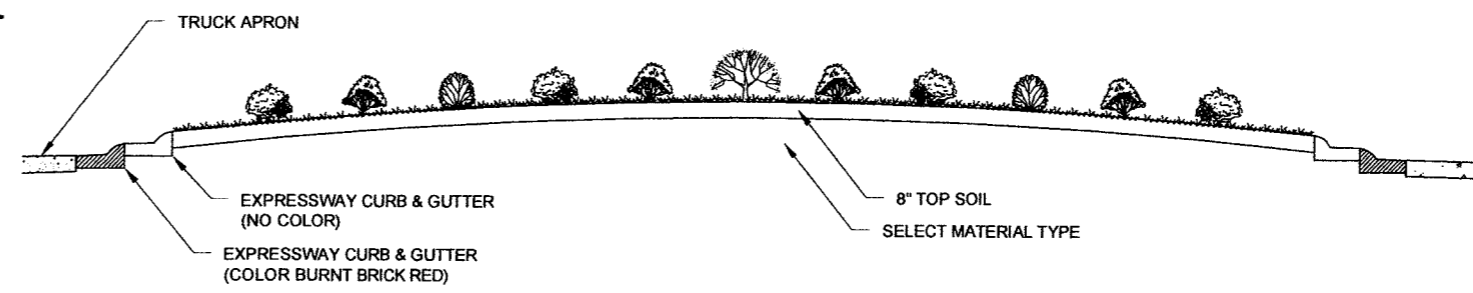
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PREPARED BY: USKH
 BILL PADDOCK
 22 October 2012
 TAB: L1

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



MENDENHALL LOOP ROAD ROUNDABOUT PLAN - OPTION 1



ROUNDABOUT SECTION - OPTION 1
 GLACIER HIGHWAY & BACK LOOP ROAD

LANDSCAPE SHRUBS - PLANTING SCHEDULE

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE & SPACING
	TAXUS CUSPIDATA DENSIFORMIS	DENSIFORMIS JAPANESE YEW	2 GAL CAN, 24" O.C.
	SPIRAEA BETULAFOLIA "TOR"	"TOR" BIRCHIEF SPIREA	1 GAL, 18" O.C.
	BERBIS THUMBERGRI "CRIMSON CAROUSEL"	CRIMSON CAROUSEL JAPANESE BARBERRY	1 GAL, 18" O.C.
	SPIRAEA JAPONICA "GOLDEN PRINCESS"	GOLDEN PRINCESS SPIRAEA	1 GAL, 18" O.C.

CHECKED BY: N. LEIGH

PS&E

DESIGNED BY: R. KRAEMER, W. WEBB
 DRAWN BY: M. HIDALGO, K. BLAIR, B. PADDOCK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP ROAD INTERSECTION SAFETY IMPROVEMENTS

ROUNDABOUT LANDSCAPE PLAN OPTION 1

PROJECT DESIGNATION	
69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
L1	XX

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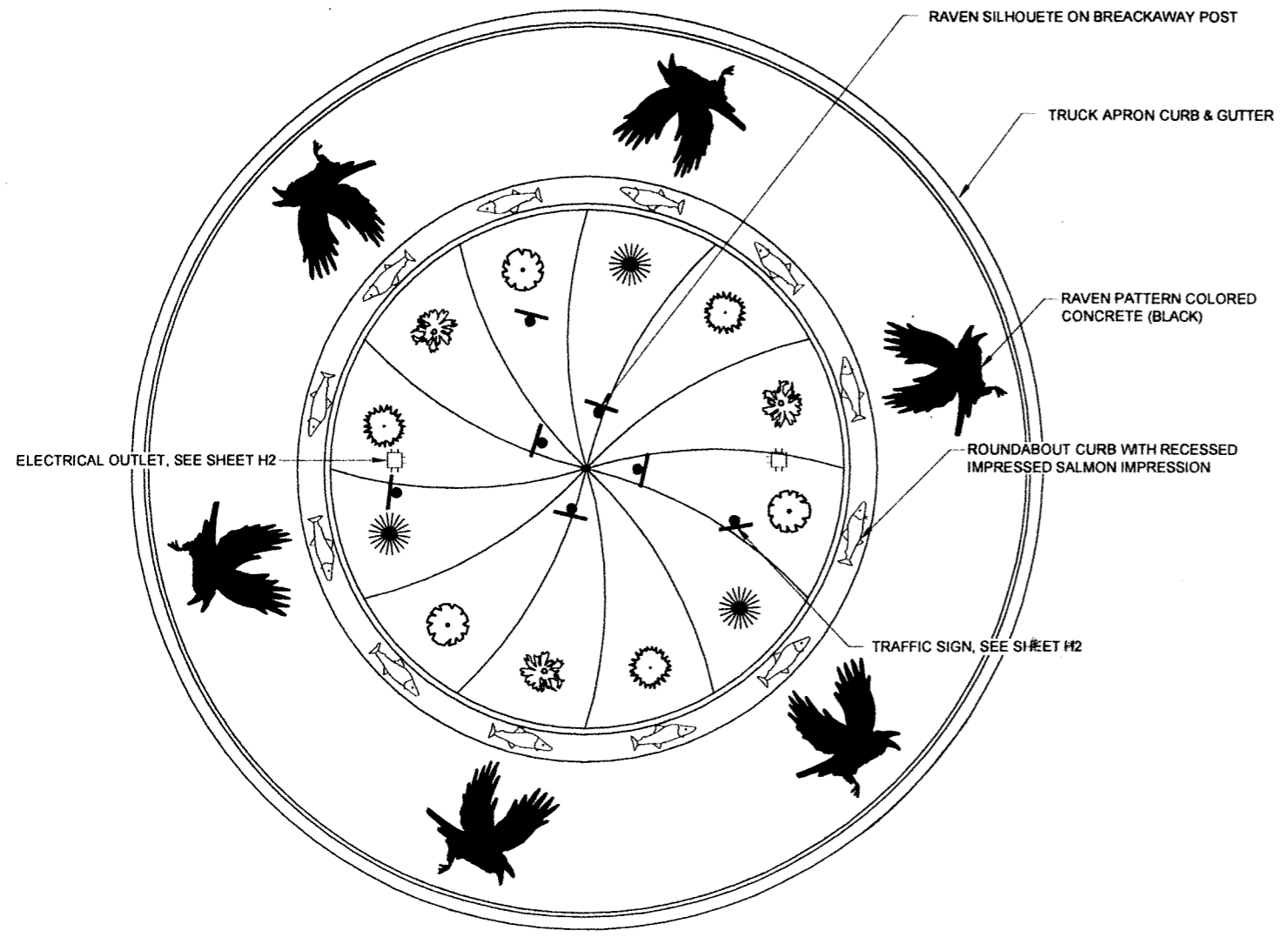
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



MENDENHALL LOOP ROAD ROUNDABOUT PLAN - OPTION 2



ROUNDABOUT SECTION - OPTION 2
 GLACIER HIGHWAY & BACK LOOP ROAD

LANDSCAPE SHRUBS - PLANTING SCHEDULE

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE & SPACING
	TAXUS CUSPIDATA DENSIFORMIS	DENSIFORMIS JAPANESE YEW	2 GAL CAN, 24" O.C.
	SPIRAEA BETULAFOLIA "TOR"	"TOR" BIRCHIEF SPIREA	1 GAL, 18" O.C.
	BERBIS THUMBERGRI "CRIMSON CAROUSEL"	CRIMSON CAROUSEL JAPANESE BARBERRY	1 GAL, 18" O.C.
	SPIRAEA JAPONICA "GOLDEN PRINCESS"	GOLDEN PRINCESS SPIRAEA	1 GAL, 18" O.C.

CHECKED BY: N. LEIGH

PS&E

DESIGNED BY: R. KRAEMER, W. WEBB

DRAWN BY: M. HIDALGO, K. BLAIR, B. PADDOCK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

**ROUNDABOUT
 LANDSCAPE PLAN
 OPTION 2**

PROJECT DESIGNATION

69003

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
L2	XX

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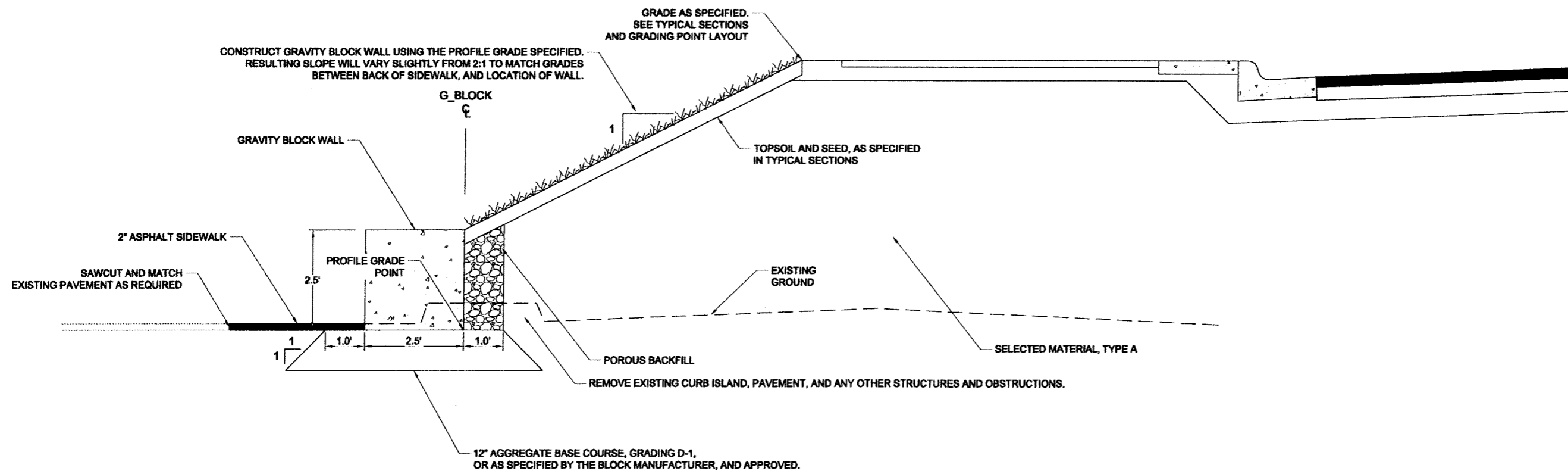
PREPARED BY: USKH
 BILL PADDOCK
 22 October 2012
 TAB: M2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



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PS&E

DESIGNED BY: R. KRAEMER, W. WEBB, B. PADDOCK

DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

GLACIER HWY & BACK LOOP
 ROAD INTERSECTION SAFETY
 IMPROVEMENTS

**GRAVITY
 BLOCK WALL
 SECTION**

PROJECT DESIGNATION

69003

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
M2	XX

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

LEGEND

- - - - - CUT LIMITS
- FILL LIMITS
- FLOW DIRECTION
- - - - - DITCHLINE FLOW DIRECTION
- WATERS OF THE U.S.
- SB TEMPORARY SEDIMENT BARRIER
- FR FIBER ROLLS
- HTL HIGH TIDE LINE (13.0 FT)
- ROW RIGHT OF WAY
- - - - - PROPERTY LINE
- - - - - CULVERT BYPASS
- Area of Disturbance
- Catch Basin Insert
- Temporary Rock Filter Dam
- ◇ Temporary Check Dam

AUKE BAY HARBOR



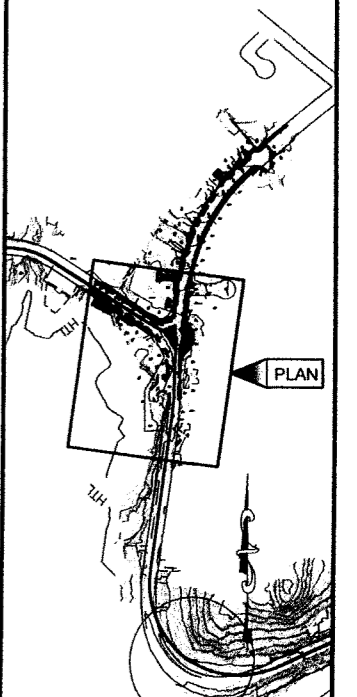
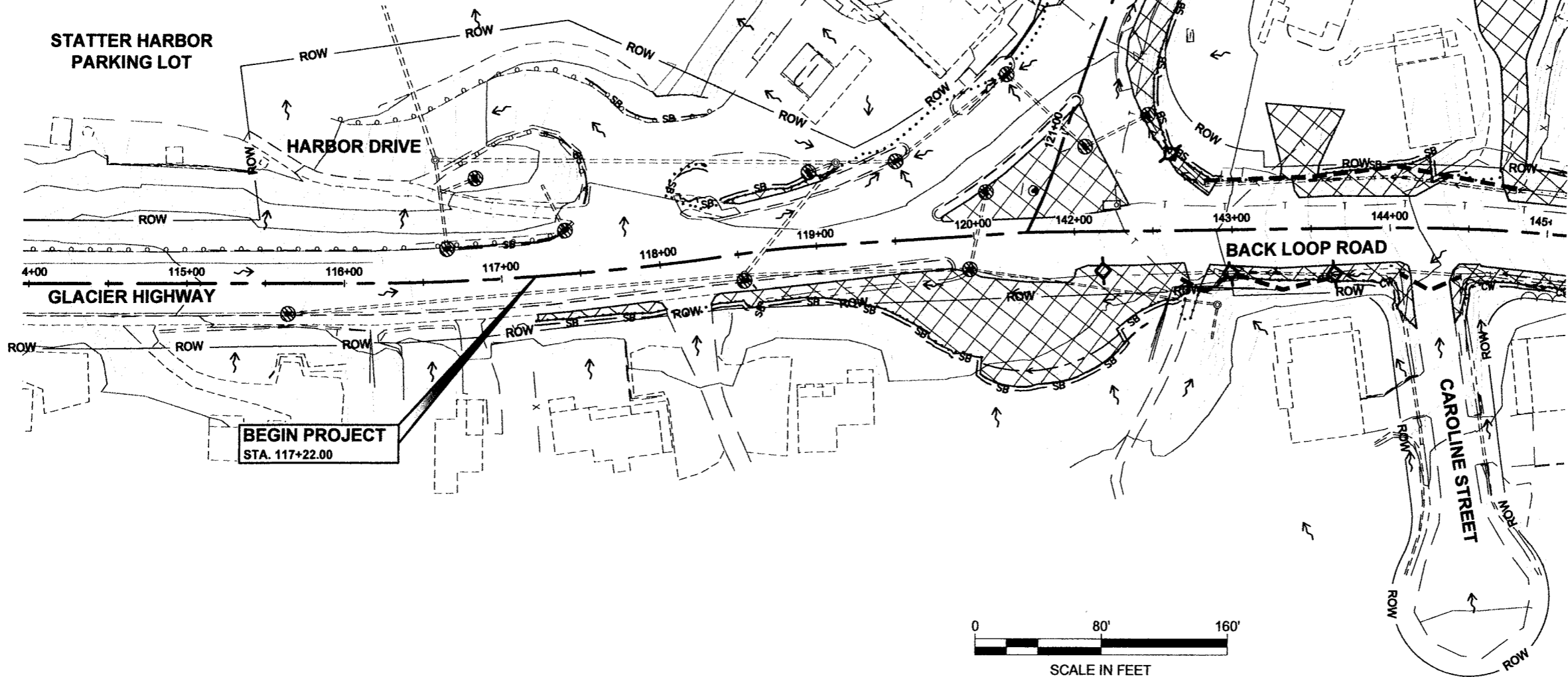
PREPARED BY: USKH
CINDI PANNONE
23 October 2012
TAB P1

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

EROSION AND SEDIMENT CONTROL PLAN:

GENERAL: THE INTENT OF THE ESCP IS TO KEEP SEDIMENT FROM ENTERING ANY OF THE WATERS SURROUNDING THE PROJECT.

- REFER TO ESCP REPORT FOR EROSION CONTROL BEST MANAGEMENT PRACTICES (BMP'S).
- INSTALL BMP'S PRIOR TO EARTH DISTURBING ACTIVITIES.
- FOR INSTALLATION OF EACH SECTION OF THE UNDERGROUND STORM DRAIN SYSTEM, INSTALL TEMPORARY ROCK FILTER DAM UPSTREAM OF GROUND DISTURBANCE AND INSTALL CLEAR WATER DIVERSION (PUMPED DIVERSION) TO PUMP WATER AROUND THAT SECTION OF THE WORK AREA. WHEN EACH UNDERGROUND STORM DRAIN SYSTEM SECTION IS COMPLETED, INSTALL CATCH BASIN INSERTS IN EACH STORM DRAIN INLET PRIOR TO REMOVING THE CLEAR WATER DIVERSION, TEMPORARY ROCK FILTER DAM, AND ADVANCING TO THE NEXT SECTION. SEE ESCP REPORT FOR INSTALLATION DETAILS OF BMP'S.
- IF INSPECTION REVEALS EROSION CONTROL MEASURES ARE INSUFFICIENT, THE CONTRACTOR SHALL IMMEDIATELY IMPLEMENT CORRECTIVE ACTION. THIS MAY INCLUDE: CHANGING CONSTRUCTION METHODS, INSTALLING ADDITIONAL EROSION CONTROL BMP'S, PHASING WORK, AND OTHER CORRECTIVE MEASURES.
- STABILIZE DISTURBED GROUND AS SOON AS POSSIBLE. UNSTABILIZED SURFACES MUST BE TEMPORARILY STABILIZED WITH BONDED FIBER MATRIX, SEEDING, MATTING, OR OTHER EFFECTIVE MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION AND SEDIMENT CONTROL UNTIL PROJECT WORK AREAS ARE PAVED AND SEEDED AREAS HAVE ACHIEVED 70% VEGETATIVE COVER.
- PROVIDE TEMPORARY SEDIMENT BARRIER AS SHOWN ON PLANS, AND AS NECESSARY, TO PREVENT MIGRATION OF SEDIMENT USING SILT FENCE, FIBER ROLLS, OR GRAVEL FILTER BERM.



PLAN LEGEND

CHECKED BY: N. LEIGH

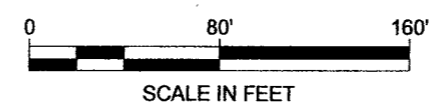
PS&E

DESIGNED BY: R. KRAEMER, W. WEBB, B. PADDOCK
DRAWN BY: M. HIDALGO, K. BLAIR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
GLACIER HWY & BACK LOOP
ROAD INTERSECTION SAFETY
IMPROVEMENTS

ESCP EARTHWORK PHASE BMPS

PROJECT DESIGNATION	
69003	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
P1	XX



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STATE OF ALASKA



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION



DESIGN STUDY REPORT

GLACIER HIGHWAY AND BACK LOOP ROAD INTERSECTION SAFETY IMPROVEMENTS

STATE PROJECT No. 69003

November 2012



Prepared By:

Nathan C. Leigh, PE
Project Manager, USKH Inc.

Date

Submitted By:

Greg Lockwood, PE
Engineer Manager

Date

Approved By:

Charles W Correa, PE
Regional Preconstruction Engineer

Date

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- Appendix D – Preliminary Engineer’s Estimate
- Appendix E – Geotechnical Report (Investigation is pending approval)

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1. Project Description

A. Location of Project

The Glacier Highway and Back Loop Road Intersection Safety Improvements project is located near Auke Bay within the City and Borough of Juneau (CBJ), Alaska. The project limits are from milepost (MP) 3.754 to MP 3.983 of the Mendenhall (Back) Loop Road. The northern terminus of the project is the north University of Alaska Southeast (UAS) driveway near the Student Recreation Center. The southern, eastern, and western limits of the project are limited to the intersection with the Glacier Highway. See Figure 1 for location and vicinity map.

B. Project History and Existing Conditions

In 2004, the Alaska Department of Transportation and Public Facilities (DOT&PF) completed a reconnaissance study for the Auke Bay Corridor (ABCOR). The ABCOR Study considered alternatives that addressed the existing and anticipated capacity and safety deficiencies in the Auke Bay Area, including the intersection of Glacier Highway and Back Loop Road.

Back Loop Road is currently paved with asphalt concrete and is approximately 40 feet wide. There are no sidewalks, and pedestrians and bicycles share the roadway shoulders. Glacier Highway provides no obvious places for pedestrian crossing. There are poorly marked crosswalks in the area and at the "Y" intersection between Glacier Highway and Back Loop Road. Vehicle speeds typically exceed both the posted and design speeds for the roadways, especially in their transition between the rural, high speed roadway and an urban zone. The sight distances are marginal for vehicles entering the roadway from the harbor, the gas station, and a private driveway near the intersection with Glacier Highway.

The Engineering Preferred Alternative identified by the ABCOR Study included a roundabout at the intersection as well as adding sidewalks to both sides of Back Loop Road from Glacier Highway to the north UAS Access intersection.

C. Purpose and Need

The purpose of the project is to provide for the safe passage of pedestrians and vehicles within the Glacier Highway/Back Loop Road intersection. The need for the project includes geometric design deficiencies within the intersection that create poor sight distances, inadequate pedestrian crossings, and conflicting traffic (turning) patterns.

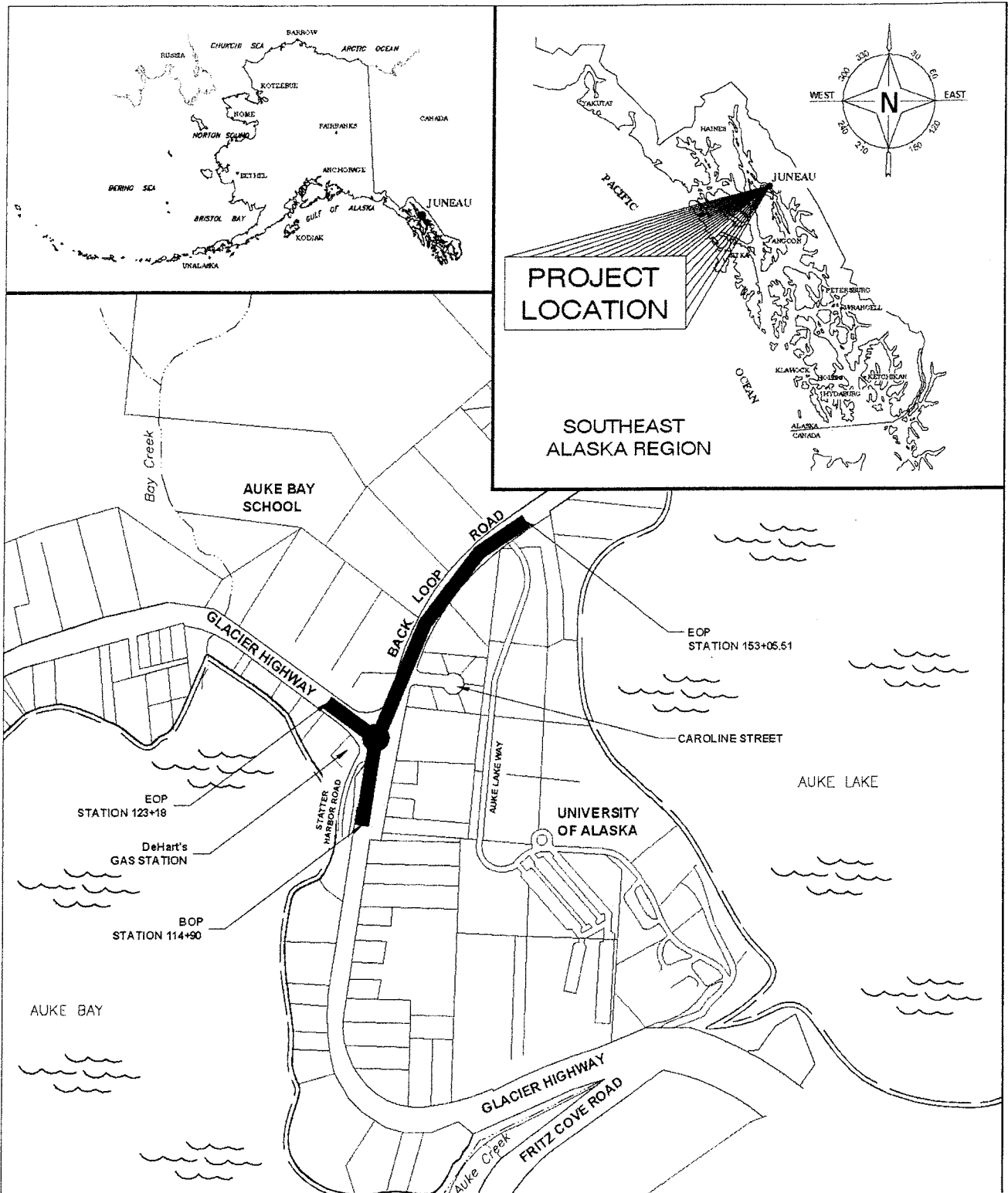


Figure 1 Location and Vicinity Map

2. Design Standards

The following design standards were considered in the design of this project. While this project is not federally funded, guidance and standards required for federal participation were met for continuity of design throughout the corridor. When allowed, local design standards of the DOT&PF, Highway Preconstruction Manual (PCM) were used. The standards below are not listed in any particular order, nor does the listing indicate precedence or table of authority. The Design Designation and Project Design Criteria Sheet (PCM Figure 1100-2) are shown in Appendix A.

- American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets (Green Book, or GB), 2004
- Alaska Department of Transportation & Public Facilities, Highway Preconstruction Manual (PCM)
- Alaska Traffic Manual/Manual of Uniform Traffic Control Devices (ATM/MUTCD) for applicable criteria required by the PCM and AASHTO
- National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Informational Guide, Second Edition, 2010
- American Association of State Highway and Transportation Officials (AASHTO), Roadside Design Guide, 2006 Edition
- American Association of State Highway and Transportation Officials (AASHTO), Informational Guide for Roadway Lighting, Current Edition
- Alaska Department of Transportation & Public Facilities, Alaska Highway Drainage Manual, Current Edition
- Alaska Department of Transportation & Public Facilities, Guide for Flexible Pavement, Design, and Evaluation, Current Edition
- Institute of Transportation Engineering, Traffic Engineering Handbook, Current Edition
- U.S. Architectural & Transportation Barriers Compliance Board, Americans with Disabilities Act Accessibility Guidelines, Current Edition
- Transportation Research Board, Highway Capacity Manual Special Report 209, 2000 Edition
- Alaska Department of Transportation & Public Facilities, Alaska Environmental Procedures Manual, Noise Policy, April 2011

Design Criteria for roundabouts are not as developed or universally accepted as they are for road segments because the science of roundabout design is still evolving, and flexibility is necessary to meet the needs of each installation. There are guidelines for various roundabout design elements, many of which are presented in the NCHRP Report 672 *Roundabouts: An Informational Guide* (2nd Edition, 2010). Recommended values for roundabout elements are listed below:

- Speed – 20-25 mph. Speed differentials between different elements of the roundabout tend to be very important for user safety and should be limited to 10 to 15 mph.
- Design Vehicle – WB-50, in conformance with the project's design designations.

- Grade Across Roundabout – 4 percent maximum.
- Circulatory Roadway Cross Slope – 2 percent recommended, 3 percent maximum.
- Approach Grades – 4 percent maximum for a distance of 40 feet from the circulatory roadway.
- Circulatory Lane Width – 16 to 20 feet.
- Pedestrian Access – Accessible pedestrian crossings should be provided on all approach legs. Median pass-through should be 10 feet wide and at least 6 feet long. A tactile buffer should be provided between sidewalks and the circulatory roadway.
- Bicycle Access – Bicycle lanes should be terminated before the roundabout (100 feet) so cyclists can join the traffic flow and traverse the roundabout as a vehicle. Ramps can be provided so cyclists can use the pedestrian facilities and not join traffic, but this is not required for single-lane roundabouts. If ramps for cyclists are provided, sidewalks should be widened to 10 feet (8 feet minimum) to meet multi-use path standards through the roundabout.
- Intersection Capacity – The Alaska Highway Preconstruction Manual, DOT&PF defines the lowest acceptable Level of Service (LOS) as C for urban arterials and LOS D on urban collectors. Traffic analysis is included in Appendix B.

3. Alternatives Considered

Two alternatives were considered for the current design effort: Alternative One and No Build. Alternative One is based on the ABCor Preferred Alternative. The ABCor Study contains details of other intersection improvement alternatives considered, including stop-controls and traffic signals.

A. No Build

The No Build alternative would leave conditions as they exist today.

B. Alternative One

Alternative One would construct a modern roundabout at the Back Loop intersection with Glacier Highway. It would also reconstruct Back Loop Road from Glacier Highway to the north UAS entrance. Sidewalks would be constructed on both sides of Back Loop Road, as well as bus pullouts near the North UAS entrance. This alternative is part of the short term improvements in the engineering preferred alternative presented in the ABCor Study.

4. Discussion of the Preferred Alternative

A roundabout at Back Loop Road and Glacier Highway would provide improved safety for all users of this intersection and maintain an acceptable level of service (LOS) at the intersection through 2034. It would also reduce the conflicting turning movements for vehicles, and provide dedicated crossing locations for pedestrians and cyclists. Sidewalks would be constructed on both sides of Back Loop Road and Glacier Highway to match existing and proposed project designs. These improvements would provide a continuous route for pedestrians on both sides of the road, which is lacking in the existing conditions. The sidewalks will also separate the pedestrians from the cyclists, who can use the road shoulders. Providing separate space for each user group will further enhance safety.

5. Typical Sections

The typical section for Back Loop Road recommended by the ABCor Study has been modified to match the existing pavement width of 40 feet. The typical section will provide 12-foot lanes and 8-foot shoulders, measured to the face of curb. These are the recommended widths for Urban Collectors in the Green Book. Six (6)-foot-wide sidewalks will also be constructed on both sides of the roadway. The typical sections for the east and west bound legs of the roundabout will match the proposed design for Glacier Highway; 12-foot lanes, 8-foot shoulders, 6-foot sidewalks for the westbound leg and 11-foot lanes, 8-foot shoulders, 7-foot sidewalks for the eastbound leg.

The typical sections, and draft plan and profile sheets are contained in Appendix C.

6. Horizontal and Vertical Alignment

The horizontal alignment of Back Loop Road and Glacier Highway will follow their existing alignments up to the roundabout where they will deflect to enter into the center of the roundabout. The horizontal location of the roundabout has been set to limit the impact to any one private property. The edge of the roundabout has been placed 20 feet away from the southern right-of-way (ROW) to avoid a large retaining wall that would block visibility to the adjacent commercial property owner, DeHart's Store. This requires obtaining additional ROW from UAS on the northern side.

The vertical alignment will be modified to accommodate maximum design grades of the roundabout. Grades are recommended to be flat (4 percent maximum) approaching and going through the roundabout. The existing approach grade coming down Back Loop Road toward Glacier Highway is steep (9.8 percent). The vertical alignment of Glacier Highway will be raised as much as 12 feet in order to create the flat grades for the roundabout.

Reducing the grade all the way up Back Loop Road is not practicable, as it would require lowering 1,000 feet of Back Loop Road, lowering University Auke Way intersection, replacement of existing underground utilities, subexcavation of poor subgrade soils, and partial acquisition of a home to realign Caroline Street.

All horizontal and vertical alignment will meet current design standards listed in Section 2. See sheet B2 in the plan set included in Appendix C.

7. Erosion and Sediment Control

Erosion and Sediment Control Plans (ESCPs) will be developed according to Chapter 16 of the *Alaska Highway Drainage Manual*. No extraordinary effort or unusual conditions are anticipated for control of erosion, or containment of sediment. A variety of best management practices (BMPs) may be employed, as needed.

8. Drainage

The typical section includes curb and gutter for the entire length of the project. Existing drainage patterns will be incorporated into the design of the new storm drain system. Existing outfalls into Auke Bay will remain unchanged. The existing amount of impervious paved surface will be very similar to the proposed project final surface. Increase in runoff amounts is not anticipated.

9. Soil Conditions

A geotechnical study was performed for this project and in general found the existing road to consist of a gravel fill layer over the top of a soft glacial till layer. This will require additional subexcavation in areas where the proposed road extends past the existing road prism.

10. Access Control Features

Access control will be by driveway permit only. Most driveways along the corridor do not have existing driveway permits because they were built before the implementation of strict driveway permitting. New driveway permits will be obtained for all driveways along the project. Existing driveways will be brought up to current standards where practicable.

- Existing access for Dehart's Store includes access on Harbor Drive and two driveways onto Glacier Highway. Alternative One will maintain the Harbor Drive access and remove the two Glacier Highway driveways.
- Existing access to 11745 Glacier Highway (STA 122+00 LT) includes two separate driveways. Alternative One will eliminate both of these driveways and add one driveway further away from the roundabout to accommodate a grade differential.
- The driveway for Lot BB-2, Plat 88-36 (STA 143+00 LT) will be relocated further away from the roundabout to allow left turns in and out of the driveway.
- Existing access to Lot BB, Plat 88-38 (STA 146+00 LT) includes two separate driveways. Access to the existing AEL&P facilities on this property requires both of these driveways.
- Existing access to Lot U, USS 2391 (STA 148+00 LT) includes two separate driveways. Alternative One will eliminate one of these driveways.
- Existing access to Lot V, USS 2391 (STA 150+00 LT) includes three separate driveways. Alternative One will eliminate two of these driveways and widen the remaining driveway to accommodate the school bus traffic at this property. This will also provide access to the caretaker/residence on the same property.

11. Traffic Analysis

A traffic analysis was conducted under the ABCor Study that determined the existing intersection configuration would experience LOS F by 2019, which exceeds the DOT&PF target LOS of C. A single-lane roundabout was analyzed and was determined sufficient to accommodate the traffic at an acceptable LOS through 2029. Since the ABCor study in 2004, growth patterns in Juneau have changed enough to justify reanalyzing the traffic at the intersection. Using traffic counts collected in 2011, analysis reveals that two-way stop control is currently at LOS D. Looking forward using the growth rates listed on the design designation report; a single-lane roundabout was analyzed and will accommodate the anticipated traffic at LOS A through 2034. The traffic analysis conducted for this project is included as Appendix B

12. Safety Improvements

From 2004 through 2008, there were nine crashes at the Glacier Highway/Back Loop Road intersection. Crash type details are listed in Appendix B. According to the average daily travel (ADT) maps for those years, the ADT through the intersection was 9,159 from 2004 through 2008. That works out to a rate of 0.56 crashes per million entering vehicles (MEV). In comparison, on average there are 0.54 crashes per MEV at a typical "T" intersection in Alaska. The observed crash rate is slightly above the statewide average crash rate, but the difference is statistically insignificant.

There are several characteristics of this intersection that could be changed to improve intersection safety. For example, the existing "Y" at the Glacier Highway/Back Loop Road intersection is composed of three separate "T" intersections, each with its own set of conflict points where traffic streams cross each other and create a collision risk. In addition, the skew angle for the southbound Back Loop Road to eastbound Glacier Highway intersection does not meet standards, which makes it difficult for stopped drivers to see conflicting traffic. Also, the pedestrian facilities are discontinuous through the intersection, which means pedestrians do not have good guidance on where they should be going and are less predictable to motorists at the intersection.

The roundabout alternative will improve safety at this intersection by reducing the number of conflict points, reducing the speed and angle of impact of collisions that do happen, and by providing pedestrian facilities with dedicated, signed, and striped crossing locations. The *Alaska Highway Safety Improvement Handbook* (DOT&PF 2011) states that a single-lane roundabout should reduce crashes by 30 percent compared to a two-way stop controlled intersection.

13. Right-Of-Way Requirements

ROW requirements will include the lower 70 feet of the UAS lot to accommodate the roundabout, a driveway relocation for the residents at 11745 Glacier Highway, and a couple of slope easements that are less than 500-sf each; ROW requirements show only partial property acquisitions are needed to construct this project.

14. Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities will include 6-foot sidewalks, and 8-foot shoulders to face of curb on both sides of the proposed roadway section. The standard design will provide adequate and safe passage for the projected level of use. Crosswalks will be designed for each leg of the roundabout.

15. Utility Relocation and Coordination

One electrical line corner pole and one in-line pole will be relocated to accommodate the roundabout. An existing underground communications vault is located in the middle of proposed roundabout driving lanes. Relocating this vault is prohibitively expensive because it is a main connection point for Back Loop Road and Glacier Highway. The vault will be added onto and extended so the access lid will be outside the traffic lanes.

The existing waterline in Glacier Highway will be replaced because the increase in road elevation will place the existing waterline too deep to be maintained. The City and Borough of Juneau (CBJ) will also be replacing about half of the Back Loop Road waterline where they have indications that the existing pipe has significant corrosion.

Design coordination will continue with the utility agencies through the final design and review process.

16. Pavement Design

The proposed pavement section is 2 inches of hot mix asphalt, over 3 inches of asphalt treated base course, and 12 inches of subbase. New embankment will be constructed using select material, Type A.

The pavement design will be conducted according to the *DOT&PF Flexible Pavement Design* manual and approved by the DOT&PF Materials Engineer.

17. Cost Estimate

See Appendix D for an itemized Engineer's Estimate. The general estimate is as follows:

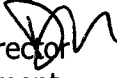

Basic Bid Estimate	\$	3,689,236
Construction Engineering (~15%)	\$	560,000
Phase 3 – Right of Way	\$	139,000
Phase 7 – Utilities	\$	380,000
ICAP at 4.79%	\$	203,538
Project Total	\$	4,971,774
Available Funding (phases 3, 4, and 7)	\$	4,550,000



Engineering Department
155 South Seward Street
Juneau, Alaska 99801

Telephone: 586-0800 Facsimile: 463-2606

TO: Planning Commission Dec. 12, 2012

FROM: Rorie Watt, P.E., Director  Engineering Department Hal Hart, Director  Community Development Department

RE: Review of Auke Bay DOT Projects

This memorandum is in response to ongoing citizen interest in the Alaska Department of Transportation (DOT) projects in Auke Bay, and the CBJ's role in commenting on those projects. DOT has two overlapping projects in development: construction of a roundabout at the Back Loop Road and Glacier Highway intersection, and reconstruction of Glacier Highway from Auke Lake to Seaview Avenue.

CBJ 49.15.580 provides for the review of State projects by the Planning Commission:

The commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects.

Frequently, the Assembly does not review State projects and the only formal local government comment is made by the CBJ Planning Commission. However, in this case Juneau citizens petitioned the CBJ Assembly to intervene with regard to project design details prior to review of the State projects by the Planning Commission. The root of the citizen petition was to request that the Assembly ask DOT to design the roadway improvements for lower traffic speeds. DOT has stated that reducing traffic speeds would delay the Glacier Highway project for a year, and that a year delay could jeopardize funding.

After hearing information at three COW meetings, the Assembly decided to take no action and to let normal project review at the Planning Commission proceed. The Assembly did not want to delay the projects, but acknowledged the pedestrian safety concerns and expressed frustration about the limited alternatives it had.

Background

There are numerous public development projects in the Auke Bay area. Projects include the renovation of Auke Bay Elementary School, renovation and expansion of Statter Harbor, continued significant investment and facility planning by UAS, construction of the USFS facility and construction of a number of DOT transportation improvement projects.

At the COW meetings the following topics were discussed:

- A. **CBJ adopted plans** – CBJ has the broad policy goal of encouraging higher density residential or mixed use developments in a transit and pedestrian-oriented village in Auke Bay. Some citizens have interpreted this goal to mean that the vehicle speeds should be reduced, perhaps to as low as 20 mph.

- B. **DOT design approach** - DOT proposes constructing continuous sidewalks and shoulders on both sides of the road and the addition of a center turn lane. The shoulders also function as bike lanes. All of the components of the plan are features that are supported by Community Development, Engineering, and Manager's Office staff. DOT plans to maintain the current 35 mph speed limit.
- C. **Concern that the DOT proposed design would increase driving speeds** – DOT's plan creates a 52' wide paved road way section. There is concern that a wider road section would induce drivers to drive faster than the current and planned 35 mph limit.
- D. **Public request to reduce speed limits** – Lowering the speed limit has not been considered by DOT. Members of the public have asked for the project to be designed for reduced speeds.

DOT stated that a reduction in speed limits could delay the Glacier Highway Project. There was some frustration by the Assembly at this apparent narrowing of options. We have asked DOT to be prepared to further explain this potential time trap when they come to the Planning Commission.

Subsequent to the second Assembly COW meeting, Planning, Engineering and Manager's staff met with DOT and broadly discussed possible roadway design modifications that could potentially achieve both DOT and community goals.

Those suggestions included:

1. **Lane/Shoulder Widths:** Study of lane and shoulder widths to ensure that actual speeds did not increase. Aside from the policy question of designing the corridor for a slower speed, there is a real concern that the proposed road section (8' shoulders, 12' lanes, center turn lane of 12' adding up to a curb-curb width of 52' could result in an increase in driving speeds, particularly from the intersection of Back Loop Road to Seaview Avenue).
2. **Entrance Island:** Near Seaview Avenue, a traffic island that would help signify entrance into a reduced speed zone.
3. **Crosswalk Design:** There is concern that the proposed mid-block cross walk will be difficult for pedestrians to use outside of school zone hours. When the speed zone is in effect (20 mph), the crosswalk could function well. Outside of those hours crosswalk safety could be problematic.

Role of the Planning Commission:

The Assembly gave no overriding policy direction at its last COW on this topic. Consequently, the Planning Commission should review the DOT projects as it normally would and should be aware that the Assembly is very interested in the outcome of that review.

Beth McKibben

From: Rorie Watt
Sent: Thursday, December 20, 2012 11:50 AM
To: Beth McKibben
Cc: Hal Hart
Subject: Auke Bay Projects at Planning Commission

Beth –

After an additional communication with DOT, I have a clarification to the joint memorandum from Hal and I. In the memorandum, we said that:

"The root of the citizen petition was to request that the Assembly ask DOT to design the roadway improvements for lower traffic speeds."

DOT staff has pointed out that the potential demolition of DeHart's was an important area of interest in the community petition and that our comment about speed being the root of the petition glossed over this fact. When we wrote the memo, DOT had already changed their plans to avoid the demolition of DeHart's. Anyway, I would agree that we over-generalized the intent of the petition in our memo.

Rather than interpreting the intent of the written petition (and that of its signers), it is probably best to just quote the petition"

"We, the undersigned Auke Bay business, commercial and educational interests; join together to petition the City and Borough of Juneau and the State of Alaska to protect and enhance the neighborhood of Auke Bay as a safe walkable place to live, dine, shop, study, recreate, work and transit. Current plans for wide lanes, shoulders and a huge roundabout will forever alter the characteristics of this neighborhood and make the area less walkable and livable.

*> We want to keep DeHart's as a vibrant icon of and service to the community, the University and visitors.
> We would like to see an inclusive planning process that considers the greater neighborhood as a whole before any changes are made to Glacier Highway between Fritz Cove Road and the Auke Bay Ferry Terminal, including the intersection of the Back Loop Road."*

I hope this helps clarify the issues. Please include this email with the packet materials. Thanks.

Laurie Sica

From: Amber K Averette [akaverette@uas.alaska.edu]
Sent: Monday, September 10, 2012 11:59 AM
To: Borough Assembly
Cc: Jarmyn Kramlich
Subject: Auke Bay Corridor
Attachments: Resolution.pdf

To whom it may concern:

I am the Administrative Assistant for the Student Government here at Auke Bay Campus. I have been asked to forward a resolution on regarding the Auke Bay Corridor. If you have any questions please feel free to email me back or our Student Government may be reached at (907) 796-6517.

Have a wonderful day,

Amber Averette
Administrative Assistant
(907) 796-6528

Attachment D

9/10/2012



Student Government

University of Alaska Southeast

United Students of the University of Alaska Southeast

Resolution – 12/13-01

Auke Bay Resolution

Sponsored By: President Jarmyn Kramlich

Date of Introduction: Friday, September 07, 2012

Purpose: To encourage the Department of Transportation to take a course of action that will not increase the speed limit on the Glacier Highway.

Whereas:

The United Students of the University of Alaska Southeast Juneau Campus represents 2,258 students and we feel that any proposed increased to the speed limit in the Auke Bay corridor is dangerous to the students that live and learn on campus.

Whereas:

The Auke Bay Corridor project has many safety improvements that are much needed in the Auke Bay community, such as sidewalks, and improved lighting.

Whereas:

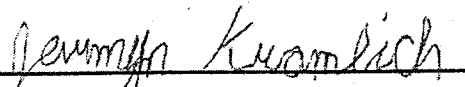
While D.O.T has made a strong effort to improve pedestrian safety, increasing the speed limit is counterproductive to those efforts.

Be It Resolved:

That a copy of this resolution will be sent to Alaska Department of Transportation & Public Facilities Southeast Regional Manager Alnert Clough , and The City and Borough of Juneau Assembly Members.

This Resolution is to take effect: Friday, September 07, 2012

X


President Jarmyn Kramlich

Laurie Sica

From: Karla Hart [alaskabirder@gmail.com]
Sent: Friday, September 07, 2012 12:29 PM
To: Borough Assembly
Subject: Auke Bay speed limits

Greetings Assemblymembers,

For reference at the Monday Committee of the Whole Meeting, the following statute. Emphasis is added. Apparently this consultation has not been taking place at all in Juneau, given the lack of awareness of this statute by anyone with CBJ staff and the lack of consultation by DOT. In Southcentral Region of the state I understand that such consultations take place as a matter of course.

Because time is of essence in the matter of Auke Bay project redesign, and CBJ has clearly adopted plans for urban, pedestrian/transit-oriented development, I believe that the best option at this time is for the Assembly to pass a resolution at the next regular Assembly meeting that states recommended speed limits for the 1 mile Auke Bay Corridor that are in alignment with adopted CBJ plans (Community Development staff can provide this I'm sure) and to include in the resolution that design speeds, including traffic calming measures, should support the CBJ recommended speed.

Public Involvement

AS 19.10.72 (b) states:

"In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality. In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other community organizations request in writing to participate in the determination. The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization."

Feel free to contact me if you have any questions regarding Friends of Auke Bay or my research on community speed limits. Greg Chaney did a fabulous job at the last COW

9/7/2012

meeting of presenting background info on Auke Bay. I have confidence that Community Development staff have the expertise to do a good area plan to enhance Auke Bay and encourage you to see that they get the direction and resources to start that planning immediately.

Regards,

Karla Hart

523-6996

Laurie Sica

From: Karen & Jed Dinnan [dinnans@gmail.com]
Sent: Saturday, September 08, 2012 11:22 AM
To: Borough Assembly
Subject: Auke Bay Speed Limit

Please do not allow DOT to raise the speed limit in Auke Bay. There are many pedestrians walking and crossing the street including UAS students, people going to and from the boat harbor, restaurants, post office as well as bus riders and elementary school students. Auke Bay is a community with a fire department, its own post office, convenience store, school, college, harbor, gas station, church. It doesn't seem appropriate that drivers should speed through its center especially coming to a round about. If the speed limit is raised, you can be sure that drivers will push it to 10 mph over the limit. Please leave the speed limit where it is for the safety of the community.

Thank you.
Karen and Jed Dinnan
10905 Mendenhall Loop Rd
Juneau, AK 99801

Laurie Sica

From: travelinjohnneary@hotmail.com
Sent: Sunday, September 09, 2012 6:47 PM
To: Borough Assembly
Subject: Web Form Mail:
Follow Up Flag: Follow up
Flag Status: Red

Recipient: entire Sender: John Neary	Email: travelinjohnneary@hotmail.com Telephone: 9077890317
Subject: Auke Bay road changes	
Message: Please press DOT for slower speed limits and more walkable neighborhood sidewalks and bike paths in the new roundabout project now being planned for the Deharts area. I drive or bike this route everyday from Tee Harbor and won't mind slowing down a bit in order to improve the experience for all the walkers and bikers, restaurant clients, tourists, students and others who crowd the sidewalks. This is very important to our community and the long term plans for Statter Harbor projects. SLOW DOWN the traffic, it's a neighborhood!	

Laurie Sica

From: Jim Collins [jcollins@allenmarine.com]
Sent: Monday, September 10, 2012 12:23 PM
To: Borough Assembly
Cc: kday@princesstours.com; 'Hagevig, Bill (PCL)'; donna@alaskacoachtours.com; kerry@alaskacoachtours.com
Subject: Comments for Assembly regarding Auke Bay road areas, from Allen Marine Tours
Monday Sept 10th, 2012 --- 12:15 pm

To the Borough Assembly:

Allen Marine Tours would like to see the speed limit through Auke Bay area stay as it is now, even after the road improvements are made.

Can you confirm you received this and it will be given / provided to the assembly?

Thanks and best regards,
Jim Collins
Allen Marine Tours – Juneau
(907) 789-0081 xt.18

Laurie Sica

From: llolmb [lindablefgen@gmail.com]
Sent: Monday, September 10, 2012 3:02 PM
To: Borough Assembly
Subject: Auke Bay Corridor
To: Mayor Botelho and CBJ Assembly

We strongly support the proposed CBJ Community Development plans approved by the assembly for the Auke Bay community.

We are opposed to the DOT plan to increase the speed in the corridor on either end of the round about and support a reduction in speed prior to the round about and exiting the round about.

Auke Bay meets the definition of a community; a variety of businesses/ services, boat harbors, schools and university, churches, post office, fire department, residences (private, condominiums and apartments), all generating significant pedestrian and non motorized activity.

Our observation is the current speed of 35 mph is followed by about 25 percent of the drivers. We are located on Caroline Street overlooking the site of the round about.

Regulation 13 AAC 002.275 by definition supports the need to reduce the speed through the Auke Bay corridor:

Regulation 13 AAC 002.275 sets the following maximum lawful speeds on Alaska roads (hereafter referred to as "regulatory maximum" speeds). Regulatory maximum speed limits are in effect except where speed limit orders establishing different limits have been completed and those limits have been posted.

- (1) 15 miles per hour in an alley;
- (2) 20 miles per hour in a business district;
- (3) 25 miles per hour in a residential district; or
- (4) 55 miles per hour on any other roadway.

An additional concern is the access road to the Back Loop posted at 40 mph. The UAS main entrance/ exit is now on the Back Loop creating a four way intersection with the Rec Center/ National Guard facility.

The Back Loop approaches to this intersection are hills and severely limit the visibility of oncoming traffic for those exiting UAS onto the Back Loop. To date there have been 2 traffic accidents I am aware of at this intersection.

Thank you for your public service.

Linda Blefgen
Lawrence Lee Oldaker
3864 Caroline Street
789-0820

9/10/2012

Beth McKibben

From: Beth McEwen
Sent: Wednesday, December 12, 2012 3:04 PM
To: Jerry Medina; Beth McKibben
Cc: Dawn Raab
Subject: RE: File No. CSP2012 0017

Beth McKibben – I believe this was meant to be sent to you from Jerry for the 12/18 Planning Commission meeting materials rather than me.

*Beth McEwen, MMC
Deputy Clerk
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
Beth_McEwen@ci.juneau.ak.us
907-586-0203ph/907-586-4552fax*

From: Jerry Medina [<mailto:jmedina@ak.net>]
Sent: Wednesday, December 12, 2012 2:59 PM
To: Beth McEwen
Subject: File No. CSP2012 0017

Hi Beth,

I will be out of state for the meeting scheduled on December 18, 2012 therefore I will provide written comments in my absence. I am speaking for my employer Inside Passage Electric Cooperative (IPEC) and **not** as a Planning Commissioner. IPEC owns the property located at 12480 Mendenhall Loop Road across Glacier Highway from DeHarts. We are in favor of the Glacier Highway and Back Loop Intersection safety improvements since our driveway is located adjacent to a current bus stop that is proposed to be moved as part of this project.

Currently any time the bus stops to pick up or drop off passengers the bus blocks our driveway creating a hazardous situation for our patrons, employees, and our business tenant (engineering firm) who rents the downstairs of our building who are trying to make a left hand turn into the driveway. Vehicles waiting for the bus to move in order to turn into our parking lot block the traffic lane in two directions. Those turning left from Glacier Highway at the triangle intersection onto Back Loop Road and also vehicles turning right from Glacier Highway onto Back Loop Road. There is a very short distance in both directions to our driveway approach and traffic exiting from Glacier Highway onto Back Loop Road have a tendency to keep their current speed to make it up the hill.

I have heard two accidents in the past year in my office due to the unsafe nature of this intersection and went outside to determine the damage. Fortunately no one was hurt in either accident. These improvements proposed by DOT will not only improve the safety of the area but will serve as a traffic calming measure to reduce speed for pedestrians to safely cross the street.

Thank you for the opportunity to provide input on this project.

Jerry Medina
Administrative Officer
Inside Passage Electric Cooperative
PO Box 210149

Beth McKibben

From: John Kern
Sent: Thursday, January 03, 2013 2:27 PM
To: Beth McKibben
Subject: RE: Auke Bay rotary

The State is proposing to move the existing shelter to the existing stops at the top of the hill at the University entrance. This is fine, and UAS has indicated they may be improving the stop on the other side of the Mendenhall Loop Road.

Upon completion of the roundabout intersection project the Auke Bay stops will be at the top of the hill (UAS entrance) and near the Fritz Cove intersection. The stops at the current intersection will be removed and not replaced until the following project, Fritz Cove to Seaview, or however they put it together. This will leave the immediate area without a bus passenger stop for a year or more. Temporary stops may work, but DOT/PF has not indicated if and where temporary stops would be located.

The final concept with bus passenger stops near the Harbor entrance, upon completion, will meet our needs and is a significant improvement. We have no indication when the project will be completed or whether it has been designed. It would be inconvenient and unreasonable to have no bus stop near the intersection for an extended period of one year or more.

From: Beth McKibben
Sent: Thursday, January 03, 2013 12:01 PM
To: John Kern
Subject: RE: Auke Bay rotary

John –this is the discussion regarding bus stops.

Bus shelters/stops: The existing bus shelter at the IPEC driveway will be relocated up the hill on the south side of the University Way intersection. See Sheet H4 Station 151+00. UAS has indicated that they will be building paved bus pullout and shelter on the north side of the University Way intersection.

The other project (Glacier Highway – Fritz Cove to Seaview Ave) will install a bus pullout and shelter at the Glacier Highway/Harbor Drive intersection.

Based on this can you please clarify for me what are your concerns/needs. From the email string I'm a bit confused. Does this meet your need? Long term? Short term? Do you need more bus stops in this scope of this project? Will temporary stops work? Thanks!

No hurry but I need to finish my staff report today. ☺

From: John Kern
Sent: Wednesday, January 02, 2013 8:15 AM
To: Beth McKibben
Subject: FW: Auke Bay rotary

Please see attachment and below.

From: Benjamin Lyman
Sent: Monday, December 10, 2012 3:52 PM
To: John Kern

Cc: Kirk Duncan; John Bohan; Greg Chaney; Beth McKibben
Subject: FW: Auke Bay rotary

John, Beth will be taking this case to the Planning Commission for review.

From: John Kern
Sent: Monday, December 10, 2012 3:34 PM
To: Benjamin Lyman; Kirk Duncan
Cc: John Bohan; John Kern
Subject: RE: Auke Bay rotary

The attached sketch shows the previously agreed to location for bus passenger stops at Auke Bay. This is what DOT went to public review on. As you can see the decision to reduce the scope put them out of the roundabout project. I have had conversations about this with Nathan Leigh as recent as November and it was my understanding that some form of stop would be provided as indicated on this sketch. They have changed the roundabout and Harbor entrance since this sketch in March, and these changes make it all the more important to incorporate the bus passenger stops into the roundabout project. Ben, is the Planning Commission taking this up? And, if so, can you suggest they insist on bus stops here to replace the ones they are removing? Thank you.

From: Benjamin Lyman
Sent: Monday, December 10, 2012 2:00 PM
To: John Kern; Kirk Duncan
Cc: John Bohan
Subject: RE: Auke Bay rotary

Me three. The existing stops on the uphill side of the triangle-about are very heavily used, and bus stops are needed in the DeHart's/Harbor area.

From: John Kern
Sent: Monday, December 10, 2012 1:51 PM
To: Kirk Duncan
Cc: John Bohan; Benjamin Lyman
Subject: RE: Auke Bay rotary

Could you forward the complete set of plans to me? It is not uncommon for DOT to move forward on approvals before all issues are settled, but there should be bus stops at the Harbor, if the project includes this area. And, if not, there should be provisions for temporary stops. This was my latest understanding from Nathan Leigh of USKH. That being said, Nathan is only the consultant and is not making the final decisions here. I agree with John that we need assurances of bus stops at Auke Bay.

From: Kirk Duncan
Sent: Monday, December 10, 2012 1:36 PM
To: John Kern
Subject: FW: Auke Bay rotary

John – Can you bring me up to speed on the bus stop situation at Auke Bay in regards to the DOT rotary. Do we need something in writing regarding the short and long term plan for bus stops?

Thanks
Kirk

From: John Bohan
Sent: Monday, December 10, 2012 11:32 AM
To: Kirk Duncan

Cc: Benjamin Lyman
Subject: RE: Auke Bay rotary

Kirk -

I believe Ben Lyman is bringing this project to the Planning Commission and you two should get together to make sure Capital Transit Service is accommodated for the Harbor users / Harbor bus stop.

Looking quickly at the plans it appears that DOT has eliminated the two harbor stops (inbound and outbound) and is relocating the current Harbor Bus shelter up to the University Entrance. I don't see any new or Temporary stops shown on the plans to replace the Harbor intersection stops. I am concerned that DOT has no intentions of constructing new bus stops to accommodate the Harbor area Transit users and intend to make them walk all the way up the hill to the University stops.

Questions:

- Where are the Harbor Bus stops going to be located?
- If the bus stops are being moved outside the current "project limits", how will DOT accommodate temporary stops until the future phase of the project / new stops are constructed?
- How far from harbor are new stops going to be constructed – is distance acceptable?

I would get DOT's commitment for the "temporary" stops from in writing so we have something to hang our hat on when we have to argue with them after completion of this roundabout phase when they don't put the stops in.

thanks

Thanks
John Bohan, PE
C.B.J. Chief CIP Engineer
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606

From: Kirk Duncan
Sent: Monday, December 10, 2012 9:10 AM
To: John Bohan
Subject: FW: Auke Bay rotary

John – Any concerns about the Capital Transit bus stop in terms of the Auke Bay rotary?
Thanks
Kirk

From: John Kern
Sent: Monday, December 10, 2012 9:02 AM
To: Kirk Duncan
Subject: RE: Auke Bay rotary

The date on these drawings appears to be October 22. I understand the scope of the project may have changed since that time. In these drawings they propose to move the current bus passenger shelter to the top of the hill to provide for the bus stop already there for the UAS. I discussed this location with them with the caution that it be close enough to the top of the hill to allow adequate site distance. There will be adequate distance for the bus to clear the traffic lane, but it will occupy the bike lane while at the stop. This is the common practice along State ROWs. I have been working with DOT and UAS on the location of pullouts and shelters at the top of the hill. I think if you look in these drawings the Auke Bay bus passenger stops are shown south of the roundabout intersection above the Harbor. This is a sheet that you didn't send to me. I was told that they are now looking at reducing the first

phase of the project to not include the Harbor entrance and these bus passenger stops. I indicated to them that I felt the community would not accept the loss of the bus passenger stops here for a year and they have indicated they may propose temporary stops. That is the last I have heard, dating from sometime in November.

From: Kirk Duncan
Sent: Monday, December 10, 2012 8:31 AM
To: John Kern
Subject: RE: Auke Bay rotary

John – I just received a finished set of prints if you want to look at the, I am forwarding the 2 sheets that I think are relevant to the discussion
Thanks
Kirk

From: John Kern
Sent: Monday, December 10, 2012 8:21 AM
To: Kirk Duncan
Subject: RE: Auke Bay rotary

I am not sure what you are looking at? Do you have something recent from DOT?

From: Kirk Duncan
Sent: Monday, December 10, 2012 7:28 AM
To: John Kern
Subject: Auke Bay rotary

John – You OK with the design for the bus shelter on the Auke Bay rotary? There does not seem to be a pull out but I could be reading the plans incorrectly.
Thanks
Kirk

Beth McKibben

From: Gary Gillette
Sent: Monday, December 31, 2012 4:25 PM
To: Beth McKibben
Subject: RE: Auke Bay Roundabout comments?

We came to an agreement with ADOT/PF to grant a perpetual easement for fair market value. Heather is handling the process which I believe will go to Lands Committee on Jan 7 and to the full Assembly on Jan 28. You can check with her on the specifics. The loss of the property will mean loss of landscaping and one or two parking spaces. Since our plans are still conceptual we may be able to squeeze some of this back into the project.

From: Beth McKibben
Sent: Monday, December 31, 2012 2:48 PM
To: Gary Gillette
Subject: Auke Bay Roundabout comments?

Hi Gary

Do you have any updated comments on this? I have the CSP case for the perpetual easement for the driveway. Both are scheduled for the Jan 8 PC meeting. Thanks!

Beth McKibben, AICP
Senior Planner, CDD
City & Borough of Juneau
(907)586-0465 phone
(907)5863365 FAX



Please consider the environment before printing this email.

Beth McKibben

From: Gary Gillette
Sent: Monday, December 10, 2012 8:25 AM
To: Beth McKibben
Subject: RE: review requested CSP 2012 0017 Intersestion improvements Glacier Hwy and Backloop

Hi Beth

Hal had sent over the drawings previously and I sent him a couple comments.

- 1) They show a driveway access to the Deems residence just north of DeHart's. This access driveway is on Docks and Harbors managed CBJ land. They have no agreement to use this property for access. The property is part of our new launch ramp parking lot.
- 2) The driveway access to Harbor Drive is being cut and patched. There is no runoff control at the edge of pavement thus will cause erosion on the downhill side.

If you need further clarification on these items please let me know.

From: Beth McKibben
Sent: Friday, December 07, 2012 4:28 PM
To: Ron King; Charlie Ford; Brent Fischer; Heather Marlow; Gary Gillette; Ed Foster; Kirk Duncan; Scandling, Laury (laury.scandling@juneauschools.org); Dave Crabtree; Dan Jager; Tom Trego; 'Epstein, David B (DOT)' (david.epstein@alaska.gov); Good, Sheila D (DOT) (sheila.good@alaska.gov); Steve Brockmann@fws.gov; 'Timothy, Jackie L (DFG)' (jackie.timothy@alaska.gov); Sally Wanstall, DEC (sally.wanstall@alaska.gov)
Subject: review requested CSP 2012 0017 Intersestion improvements Glacier Hwy and Backloop

Hello All

DOT is seeking a City/State Project Review for the proposed intersection improvements at Glacier Highway and Back Loop Road. Please send any comments you may have by 5pm on December 14. Thank you! The attachments will come in 2 separate emails as together it was too big

Beth McKibben, AICP
Senior Planner, CDD
City & Borough of Juneau
(907)586-0465 phone
(907)5863365 FAX



Please consider the environment before printing this email.

AUKE BAY ROUND ABOUT

Dec 18, 2012

Thanks for the opportunity to comment.

Addressing the tremendous growth in automobile traffic in Auke Bay is long overdue. I have lived on Caroline Ave directly up the hill from DeHart's and have experienced firsthand the tremendous growth in all forms and types of vehicle traffic.

I wish I could support this proposal to build a round-a-bout to solve the traffic congestion but it just simply will not work. Please consider the following:

In the early 1980's, I served on a committee with several UAS staff and locals to develop the first Master Plan for the UAS campus. At that time, it was a consensus of opinion that a major Auke Bay by-pass route was needed to absorb the traffic headed to the UAS campus and housing complex, traffic headed to the Auke Bay ferry terminal, traffic headed to the NOAH facility and all residential traffic going out the road beyond the ferry terminal.

A suggested route was identified to go along the east shoreline of Auke Lake, go behind the current UAS student housing & re-enter Glacier Highway somewhere around Wadeleigh Creek. In addition to providing relief of congestion at Auke Bay, this new road would provide access to a major residential CBJ tract of land on the east side of Auke Lake. This area is #1 on the CBJ Lands Division priorities to develop for a new residential sub-division.

The UAS now prefers all campus traffic enter the area from the Back Loop rather than through the Fritz Cove intersection and passing through Chapel by the Lake.

With the growth in tourism, more and more access pressure has been placed on the ramps and docks at Auke Bay and the commercial private dock facility adjacent to the ferry terminal. Can you imagine the congestion that will be created with this round about with large 40 passenger tour busses entering the harbor directly from the round-about circle. Add in numerous vehicles towing boat trailers. Add in the smaller vans filled with tourists seeking a variety of excursions. Now add in the ferry traffic, the NMFS facility, the new USFS Forest Science Lab plus all the residents who live out the road beyond Auke Bay.

Yes, we do have a traffic congestion problem from the top of Peterson Hill on out the road and it needs to be addressed. But this plan does nothing to resolve the traffic problems. It simply forces the same amount of vehicles to navigate a small radius round-a-bout. We can do better and we need to look at the traffic plan that was adopted 30 years ago as a start to making Auke Bay Traffic less congested. **Right now in my opinion, this proposal is going in circles and does nothing to solve the increased traffic congestion.**

Sincerely,

A handwritten signature in black ink that reads "Errol Champion". The signature is written in a cursive, flowing style.

Errol Champion

3868 Caroline Ave

Juneau, AK 99801

Cc: CBJ Planning Commission Members