

# MEMORANDUM

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

**DATE:** May 5, 2014

**TO:** Planning Commission

**FROM:** Travis Goddard, Planning Manager  
Community Development Department



**FILE NO.:** CSP2014 0006

**PROPOSAL:** Review of Alaska DOT&PF project 68471, Glacier Highway reconstruction and pedestrian improvements from Fritz Cove Rd to Seaview Ave, for consistency with locally adopted plans and ordinances.

CBJ 49.15.580 – State project review. *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 and modifications to such projects.*

## GENERAL INFORMATION

**Applicant:** Alaska Department of Transportation and Public Facilities

**Property Owner:** Alaska Department of Transportation and Public Facilities

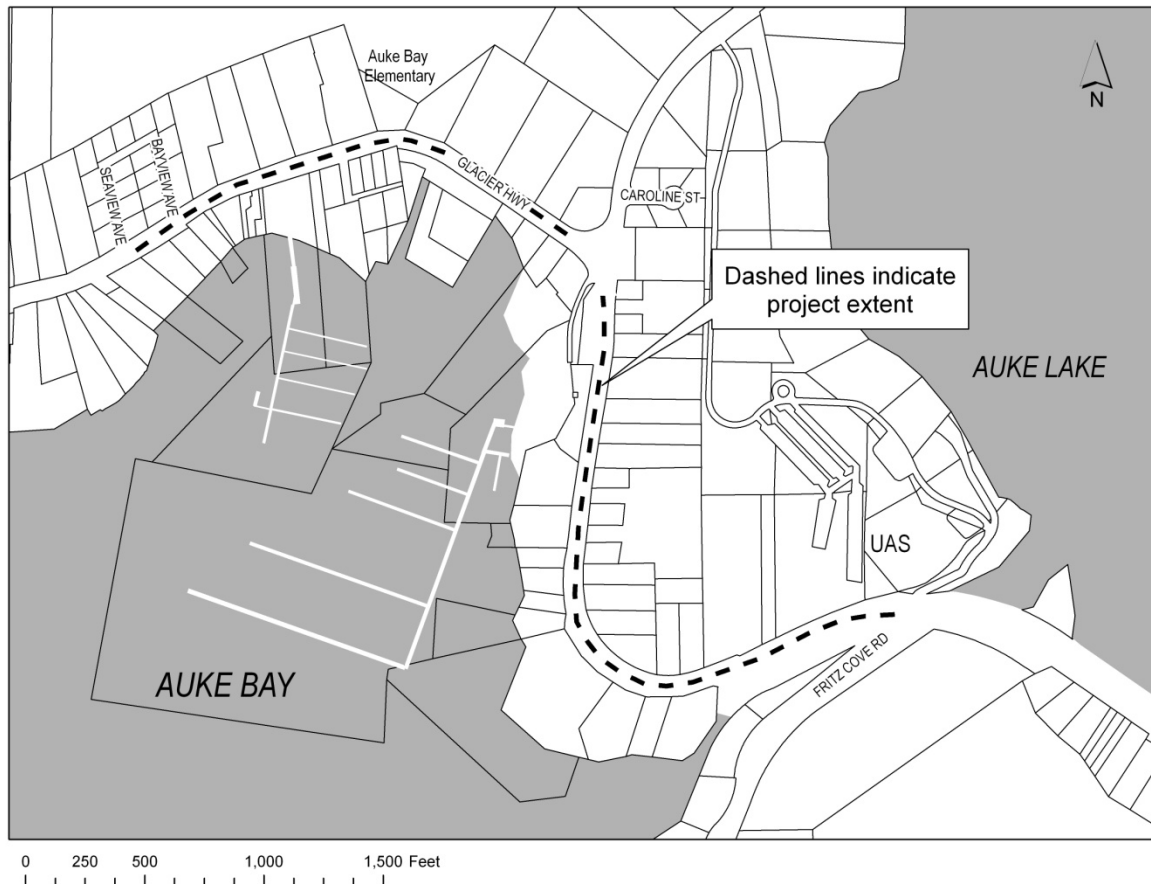
**Site:** Glacier Highway from Fritz Cove Road to Seaview Avenue

**Site Size:** 1 mile long, 80-90 feet wide

**Street Classification:** Arterial

**Surrounding Land Use:** North/East - D5, General Commercial, Light Commercial, D10  
South/West - D1, Waterfront Commercial, General Commercial

### **VICINITY MAP**



### **ATTACHMENTS**

- Attachment A – CSP2014 0006 Development Permit Application
- Attachment B – Abutter's Notice
- Attachment C – Estimated ROW Impacts, Glacier Highway Plan View
- Attachment D – Auke Bay Speed Limits
- Attachment E – Auke Bay Speed Order, 1992
- Attachment F – Auke Bay Speed Order, 1993
- Attachment G – Summary of Public Comments by DOT&PF, May 2012
- Attachment H – DOT&PF response to comments, May 2012
- Attachment I – Recommendation from Auke Bay Steering Committee, 4/21/2014
- Attachment J – Letter from Karl and Vivien Hegg, 4/21/2014
- Attachment K – Letter from Bonnie Bennetsen, 4/21/2014
- Attachment L – Letter from Lesley Lyman, 4/24/2014
- Attachment M – Scoping response letter from Eric Feldt to Linda Smith, 2/9/2011

## **PROJECT DESCRIPTION**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has submitted State Project No. 68471 for review by the City and Borough of Juneau for consistency with Title 49. The project, Glacier Highway – Fritz Cove Road to Seaview Avenue Roadway and Pedestrian Improvements, is listed in the 2013 – 2014 Statewide Transportation Improvement Program (STIP) under Need ID 23475, as follows:

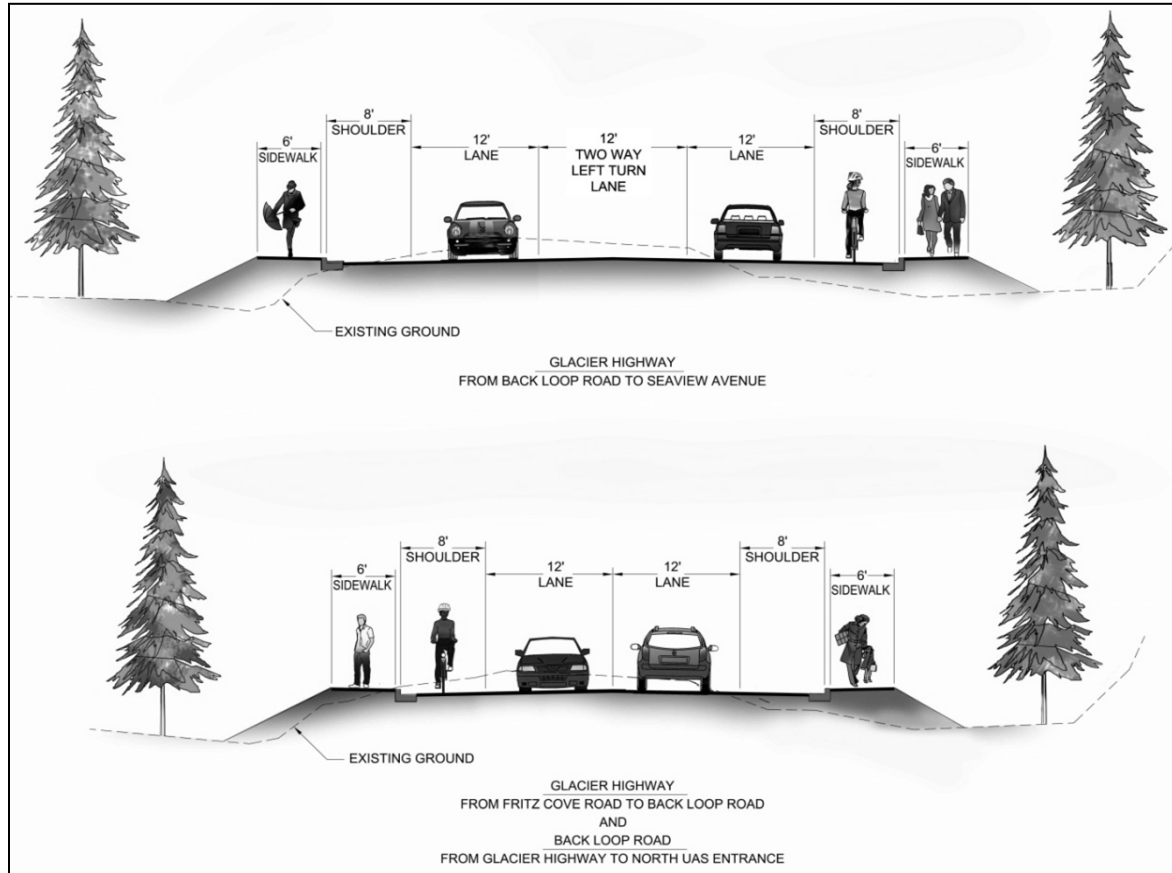
Reconstruct Glacier Highway between Fritz Cove Road and Seaview Avenue at Auke Bay to reconstruct segments of road sub-base, widen roadway, flatten curve alignments, improve intersections, drainage systems, resurface roadway, lighting, guardrail, improve bicycle and pedestrian facilities, and add a center turn lane through the Auke Bay business area. Total length of project is approximately one mile.

The project is budgeted for design and right of way acquisition in 2014, and construction in 2015. This project area does not include the intersection of Glacier Highway and Mendenhall Loop Road (Back Loop Road), which is currently under construction to install a roundabout.

Currently, Glacier Highway has two travel lanes, a five foot wide sidewalk on the north side, and paved shoulders of up to eight feet wide along the full length of the project area. A dedicated left turn lane serves traffic turning off of Glacier highway onto Fritz Cove Road and Auke Lake Way. A pedestrian crosswalk is currently provided at the eastern end of the Auke Bay Post Office. The speed limit through the Auke Bay business area, from Seaview Avenue to Harbor Road, is 35 mph. The speed limit through the remainder of the project area, from Harbor Road to Fritz Cove Road, is 40 mph. However, the speed limit was mistakenly posted at 35 mph, and the curve in front of UAS's Anderson Building is marked at a suggested speed of 35 mph.

The proposed project will widen Glacier Highway to include two twelve foot travel lanes, eight foot wide shoulders, and six foot wide sidewalks on both sides of the road along the full length of the corridor. In addition, a 12 foot center turn lane would be included at the curve west of Fritz Cove Road to access the Anderson Building and former Auke Bay Lab area, as well as through the commercial district of Auke Bay from the intersection of Mendenhall Loop Road to just east of Bayview Avenue. (See Figure 1 and Attachment A)

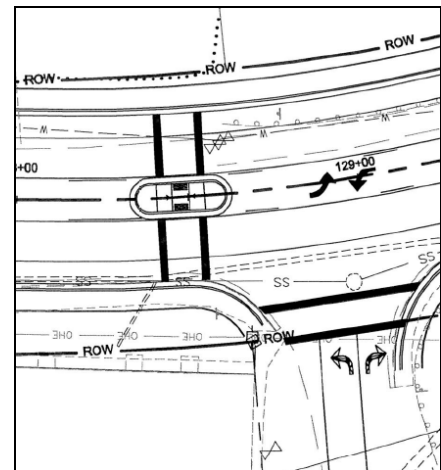
There are several design features that are not shown in these basic cross sections. As part of this project, the speed signs from Fritz Cove Road to Mendenhall Loop Road (Back Loop Road) would be corrected to reflect the current Speed Limit of 40 mph. To safely allow for drivers to travel at the current speed limit of 40 mph, the curve west of Fritz Cove Road would be straightened and elevated to allow for safe speeds up to 40 mph. This curve realignment would require the fee simple acquisition of part or all of nine pieces of property (See Attachment C).



**Figure 1: Cross section of Glacier highway as proposed by DOT&PF, with and without a center turn lane.**

Additional design elements will be included in the project to provide safety for all roadway users. Bus pullouts and shelters on both sides of the road will be provided south of Harbor Road. An indirect left turn, or “jug handle,” will be provided for motorists turning left out of Auke Lake Way. This will allow drivers to turn west onto Glacier Highway, then pull into a turn lane and wait for a gap in traffic, and make a U-turn in a provided pull-out area before proceeding east.

The project proposal also includes moving the existing crosswalk from the Auke Bay Post Office to the eastern leg of the Auke Bay Elementary School entrance. The crosswalk would have a raised median in the center. An additional raised median will be installed at the western end of the project, just



**Figure 2: Crosswalk and raised median proposed in front of Auke Bay Elementary School.**

east of Bayview Avenue, although no crosswalk will be provided at that location. No additional crosswalks are provided as part of this project. However, the installation of the roundabout at Glacier Highway and Mendenhall Loop Road will include three marked crosswalks across the three legs of the roundabout.

The proposal includes the installation of lighting along the entire project area. Although no lighting plan or fixture specs have been submitted, the applicant has indicated their intent to use gooseneck style lighting fixtures similar to what is used along other sections of Glacier Highway, including at the roundabout intersection.

## **BACKGROUND**

In 2004 DOT&PF conducted the Auke Bay Corridor Reconnaissance study (hereafter referred to as the ABCOR study). The ABCOR Study was intended to analyze current traffic data in the Auke Bay area, and identify safety concerns. It included an alternative analysis, and identified a preferred alternative for future project development. The preferred design alternative described short term and long term improvements. The short term improvements included a roundabout at Glacier Highway and Mendenhall Loop Road (Back Loop Road), a roundabout at Fritz Cove Road and Glacier Highway, sidewalks on both sides of the highway from Fritz Cove Road to the Spaulding Meadows Trailhead, and a two lane cross section throughout the corridor with a turn lane at the Anderson Building curve. The long term projects focused on the construction of a bypass from Industrial Boulevard to Glacier Highway to the north of Auke Lake.

As part of the ABCOR study, DOT&PF assembled a Project Steering Committee made of agency representatives, and a Community Advisory Committee composed of local residents, business owners and other stakeholders. During the study these groups met five times. Public comments were submitted through public meetings and on a project website in 2003. Additionally, an open-ended survey conducted in February 2003 received 97 responses. Many comments and survey responses had overlapping concerns and ideas. The most frequently mentioned issues (in order of frequency) were

- Install Bicycle/Pedestrian facilities through Auke Bay
- Improve access to the UAS “Fish Lab” [Anderson Building]
- Slow traffic/lower speed limits
- Improve Fritz Cove/Glacier Hwy intersection

Although the ABCOR study was completed in 2004, the project did not truly begin to move forward until 2011, when DOT&PF began scoping review for the reconstruction of Glacier Highway through the Auke Bay Corridor. In response to requests for scoping comments, the Community Development Department issued a statement in February, 2011 (Attachment M), calling to DOT’s attention the requirements in the Area Wide Transportation Plan for main street treatments and traffic calming throughout Auke Bay. This scoping letter noted the need for

pedestrian level lighting, sidewalks, bike lanes, and other traffic calming and main street features. (Attachment M) These scoping comments were consistent with plan elements identified in the local plan review portion of the ABCOR study.

DOT&PF took additional public comment in 2012, when project engineers began to move forward with a specific project design for a roundabout at Glacier Highway and Mendenhall Loop Road, and the reconstruction of Glacier Highway from Fritz Cove Road to Seaview Avenue. At that time, DOT&PF received over 140 written comments. A DOT&PF summary of public comments (Attachment G) notes that a petition initiated by the Friends of Auke Bay and signed by approximately 450 people was also submitted. The petition stated that “We the undersigned Friends of Auke Bay 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 traverse.” The petition made two demands:

- We wish 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 Back Loop Road.

In May, 2012, DOT&PF issued a public response to the public comments received. The initial roundabout alignment was changed to preserve DeHarts, and the intersection of Fritz Cove Road/Auke Lake Way and Glacier Highway was modified to include the indirect left turn option. The statement also noted the frequency of comments regarding a public desire for lower speeds. The response stated:

Glacier Highway is designated as an Urban Principal Arterial. Therefore, its main function is to move traffic from one area to another. Decreasing speeds is not an objective of this project—improving safety and providing for future traffic growth are the objectives. The proposed road improvements are designed to be safe at the design speed and will include several improvements that will increase safety including; sidewalks on both sides of the street, 8-foot shoulders, left turn lane at Auke Bay Lab, center lane from Back Loop to Bay View, continuous street lighting, eliminating parking on the shoulders, and improved bus stops at better locations. (Attachment H)

On June 4, 2012, the same petition by the Friends of Auke Bay was also given to the CBJ Assembly. This time, the petition had approximately 850 signatures. In response to the presentation of this petition to the Assembly, the City Manager directed the Community Development Department to initiate a public planning process for the Auke Bay community.

## **PUBLIC COMMENT**

The Community Development Department has received three emails from members of the public (Attachments J-L). All comments received were from residents of Fritz Cove Road, with concerns about the increase in the posted speed at the intersection of Fritz Cove Road and Glacier Highway.

The Auke Bay Plan Steering Committee has also submitted a recommendation to the Planning Commission regarding this project, at the request of staff (Attachment I). Although the Steering Committee does not routinely make recommendations on development projects in the area, staff felt that this project was unique in its scale and impact on the neighborhood. In addition, the Auke Bay Plan was catalyzed in part by the Friends of Auke Bay petition and community concerns over the potential impacts of proposed local highway projects.

The Steering Committee identified several important elements that they wished to see in Auke Bay in the near future. Eight of these elements, they determined, were either adequately addressed in the Glacier Highway - Fritz Cove Road to Seaview Avenue project, or were not within the scope of the project. However, as stated in a memo from staff liaison Ben Lyman on behalf of the Steering Committee, “the **design speeds for the project are higher than the Steering Committee found was appropriate** for the corridor.” The Steering Committee made the following recommendation to the Commission:

The Auke Bay Area Plan Steering Committee therefore recommends that the project be found consistent with CBJ 49 pursuant to AS 35.30.010, **with the condition that the project design be modified to a 30 mph design speed throughout the project area.**

## **ANALYSIS**

### **Major Subdivision**

As part of the realignment of the curve west of Fritz Cove Road, DOT&PF will need to acquire part or all of nine adjacent parcels (see Attachment C). According to CBJ’s subdivision requirements, CBJ 49.19.430, “The major subdivision procedures shall be used for the subdivision of a parcel into five or more lots, including the resubdivision of existing parcels into five or more lots or the adjustment of the boundary of five or more parcels.”

There is currently no exception made in CBJ’s subdivision ordinance for a public agency or for right of way acquisition. The Community Development Department is currently working on an amendment to the subdivision ordinance that would provide such an exemption. The Commission could choose to pursue passage of this portion of the ordinance at a quicker rate than the rest of the amendment to facilitate the completion of this project. However, at the time

of this staff report, current CBJ code requires a major subdivision application with an as-built survey and plat for the adjustment of the lot lines of the properties in question. Staff has included Condition of Approval #1 to address this issue.

### Variances

According to the Estimated Right of Way Impacts document provided by DOT&PF staff (Attachment C) the proposed right of way acquisition and lot line adjustments may result in non-conforming front yard setbacks. All properties to be acquired are zoned as D5. The D5 zone requires a 20 foot front yard setback, with a minimum lot depth of 85' and a minimum lot width of 70'. Lot size minimums in this zone are 7,000 square feet, a standard which is not eligible for a Variance. Because the document provided is not an as-built completed by a licensed surveyor, it is not possible for staff to judge if the lot line adjustments conform to these requirements. Using the scale provided, it appears that 11370 Glacier Avenue and 11120 Glacier Avenue may have structures within the front setback following the lot line adjustment.



**Figure 3: Highway realignment and right of way acquisition at the Anderson Building curve may compromise front yard setbacks for lots such as this one.**

There is also insufficient information provided to determine if the newly created lots will be of substandard depth or size. Before proceeding with a subdivision and land acquisition process, variances must be approved by the Planning Commission for any proposed discrepancy with dimensional standards. Because DOT&PF is causing the nonconformance, it will be that agency's responsibility to apply for any needed Variances, and not the responsibility of impacted property owners. Staff has included Advisory Condition #2 to address this issue.

### Speed

Given the degree of public comment and interest in speed limits through the corridor, it is critical to establish a shared understanding regarding state policy for setting speeds on state highways.

In the Auke Bay area, the speed has been set using speed orders. Speed orders are issued by DOT&PF and establish speed limits based on the existing speeds measured in a speed study. A speed order for 40 mph from Harbor Road to Fritz Cove Road was established in 1992 (Attachment E). A speed order of 35 mph was established from Seaview Avenue to Harbor Road in 1993 (Attachment F), which superseded a previous speed order in that road segment of 40 mph. Speed orders can be lowered, but no lower than the median of what is known as the "pace." Alaska State Policy and Procedure 05.05.020 defines the pace as "the 10 mph speed range that includes the largest number of vehicles, as determined by a speed study."



According to Alaska Statute 19.10.72 (b),

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 hold a public hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization.

Staff does not know what level of consultation was conducted when the speed orders were established in Auke Bay in the early 1990's.

As discussed in the background section of this report, many members of the public have expressed an interest in lowering the speed limits or installing traffic calming treatments through Auke Bay to make the area a safe place to walk and bike, and to improve safe access in and out of driveways. Traffic calming and lowering speeds have been recurring topics in public comments during the 2003 ABCOR public process, in the 2011-2012 scoping review and through the Steering Committee for the Auke Bay Plan.

CBJ plans do not dictate a specific speed for Glacier Highway through Auke Bay. The Non-Motorized Transportation plan does make recommendations for traffic calming treatments on arterials, including 11 foot wide travel lanes for traffic speeds of 45mph or less (pg. 25). Additionally, the Area Wide Transportation Plan calls for the installation of traffic calming and main street treatments from Fritz Cove Road to Seaview Avenue. These policy directives and design recommendations indicate support for lower speeds through the Auke Bay area.

DOT&PF can lower the speed order, but according to Policy and Procedure 05.05.020, it cannot be lowered below the median of the pace. Currently, the median of the pace as recorded in 2012 was 32.3 mph in front of the UAS book store. Therefore, the speed through the Auke Bay commercial district cannot be lowered below 35 mph at this time simply by posting a new speed limit. However, the project engineers have continued to emphasize that the roundabout treatment at Glacier Highway and Mendenhall Loop Road, soon to be completed as a separate project, will have a tempering effect on speeds through the neighborhood. DOT&PF has indicated a willingness to conduct a new speed study for the area after the roundabout is completed, and to reevaluate the speed orders at that time. In the business district, a lower median of the pace could be an indicator that traffic calming is working, and a median below 30 mph would allow for DOT&PF to lower speed limits in that roadway segment to 30 mph.

## **CONFORMITY WITH ADOPTED PLANS**

### **Comprehensive Plan 2013 Update**

Within the Transportation chapter of the Comprehensive Plan 2013 Update, there are three implementing actions in the Auke Bay Subarea section which relate directly to this project:

8.8 – IA17: Require sidewalks and bicycle paths or lanes along newly constructed arterial and collector streets where appropriate, and provide or work with ADOT&PF to provide such amenities along existing roads.

8.8 – IA18: Implement the subarea improvements for Auke Bay and “Out the Road” called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.

8.8 – IA19: Crosswalks across Glacier Highway in mid-block or unsignalized locations should utilize medians for mid-crossing pedestrian refuges; where present, the existing center turn lane should be eliminated except where it is needed for vehicles to queue for left turns off of Glacier Highway at major intersections. Medians should be used to reduce the number of locations where left turns onto Glacier Highway are possible. Snow removal and storage need to be considered in redesigning the roadway.

The requirements laid out in Implementing Action 17 have been adequately addressed in the project proposal. Six foot sidewalks and eight foot shoulder bike lanes on both sides of the street are included as part of this project. See the Area Wide Transportation Plan subsection of this report (below) for a discussion of Implementing Action 18.

Implementing Action 19 has also been adequately addressed. The crosswalk in front of Auke Bay Elementary School includes a median pedestrian refuge, as the plan calls for. Although this project does not include medians to control left turns onto Glacier Highway, the provision of a center turn lane has been limited to areas where it is needed by those turning left off of Glacier Highway.

Snow removal, which is mentioned in Implementing Action 19, is an important consideration for the project area. The maintenance staff at UAS has expressed some interest in arranging a maintenance agreement with DOT&PF for snow removal along the portions of new sidewalk serving UAS students.

Area Wide Transportation Plan (2001)

In the Area Wide Transportation Plan, only one recommendation within the Auke Bay/Glacier Hwy Sub-area pertains directly to this project. The subarea introduction makes the following remarks about the transportation network at Auke Bay: “This area must be designed to adequately serve pedestrians, bicyclists, local vehicle trips and through vehicle trips.” Policy 61 provides the following guidance:

ID	Solution	Auke Bay/Glacier Highway Subarea	Priority
61	Glacier Hwy – Fritz Cove Road to Ferry Terminal Reconstruction, Back Loop Road Intersection Improvement and Auke Bay “Main Street” Treatment	Construct a roundabout or traffic signal at the Back Loop Road intersection. Integrate the intersection with main street/traffic calming treatments through Auke Bay. Treatments to be used include landscaping, sidewalks on both sides of the street, access management, pedestrian level lighting, bus pullout/shelter, curb extensions and bicycle lanes.	Near Term

It is important to note that this policy was considered by the Plan authors to be a “near term” solution 13 years ago. Large highway projects such as this one are usually considered 20 year projects. Therefore, any improvements not included in this project may not be addressed for another 20 years. By that time, some of the near term solutions called for in 2001 might not be implemented for nearly 35 years, almost two entire generations after plan adoption.



**Figure 4: Bus pullouts are included as part of DOT&PF's proposed design.**

Many of the treatments called for in this policy are being installed as part of this project, including sidewalks on both sides of the street, bus pullouts, and bicycle lanes. Vegetation will be provided as part of the roundabout project. However, two items required in the above policy solution have not been provided for in the project: pedestrian level lighting and curb extensions. Curb extensions are not a feasible design at this time because such traffic calming devices work best when combined with on street parking (which is not provided in the proposed design). Lighting, however, is currently included as a project element. Rather than pedestrian scale lighting, DOT&PF has proposed

highway scaled, high pressure sodium fixtures on cobra head style poles on one side of the highway, consistent with what is used in other arterials throughout the Borough.

CDD staff infers that in the context of the plan’s recommendation for main street treatments and traffic calming throughout Auke Bay, “pedestrian level” means lighting fixtures of a pedestrian scale. This recommendation is echoed in the Non-Motorized Transportation Plan, which mentions “pedestrian scale lighting” as a feature of pedestrian-friendly streets (pg. 42). The proposed 40ft-tall fixtures are not consistent with what is called for in the Area Wide Transportation Plan.

Although this requirement was included both in the ABCOR study in 2004 and in CDD scoping comments to DOT&PF in 2011, DOT&PF staff has stated that federal funding would not be available for infrastructure deemed to be purely aesthetic. Due to this funding limitation, CDD staff does not recommend that pedestrian level lighting fixtures be included as a condition of approval. However, if the Commission wishes to address this inconsistency, a condition could be imposed requiring that conduit be installed for fixtures as funding is available. Alternatively, the Commission could make a recommendation that the difference in cost be provided through local Capital Improvement Program (CIP) funds.

#### Non-Motorized Transportation Plan (2009)

The Non-Motorized Transportation Plan (NMTP) has four project descriptions that are relevant to staff’s review of CSP2014 0006:

Imprvmt #	Project Description	Priority
2	<b>Glacier Highway (Back Loop Road to Ferry Terminal)</b> <ul style="list-style-type: none"> <li>• Add sidewalk on both sides on Glacier Highway between Back Loop Road and the Auke Bay ferry terminal</li> <li>• Vegetated buffer between street and sidewalk and continental style crosswalks should be added</li> <li>• Initiate safe routes to schools program</li> </ul>	High
3	<b>Glacier Highway (Back Loop Road to Brotherhood Bridge)</b> <ul style="list-style-type: none"> <li>• Shoulder is already paved</li> <li>• Additional pavement markings and signs to show that it is a bike lane</li> <li>• Intersection striping according to AASHTO standards</li> <li>• Regular maintenance required</li> <li>• Signed as part of cross-Juneau bikeway</li> <li>• Street lights are required</li> </ul>	High
4	<b>Fritz Cove Road and Glacier Highway</b> <ul style="list-style-type: none"> <li>• DOT may install a roundabout at this location</li> <li>• Second option would be full traffic light with signal for pedestrians or pedestrian activated light with signs and continental crosswalk markings</li> </ul>	High

12	<b>Glacier Highway and Back Loop Road (UAS area)</b> <ul style="list-style-type: none"> <li>• Sidewalk needed on both sides of the street</li> <li>• Consider added vegetated buffer along Glacier Highway where traffic volume and speeds are high</li> <li>• Should be integrated with sidewalk in the Auke Bay area</li> </ul>	Low-Medium
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Currently the project design does not include pavement markers to indicate that the shoulder is also a bike lane. Because this corridor is part of the Cross-Juneau Bikeway, bicycle lane markings, as prescribed by the Manual of Uniform Traffic Control Devices (MUTCD) will be required for consistency with the Non-Motorized Transportation Plan. DOT&PF has not completed a signage plan showing bicycle wayfinding. However, CDD staff and the project engineers have discussed both the signing and the pavement markings, and will continue to work together to ensure that the signage and striping plan is consistent with requirements in the Non-Motorized Transportation Plan. Staff has included Condition #3 to reflect this agreement.



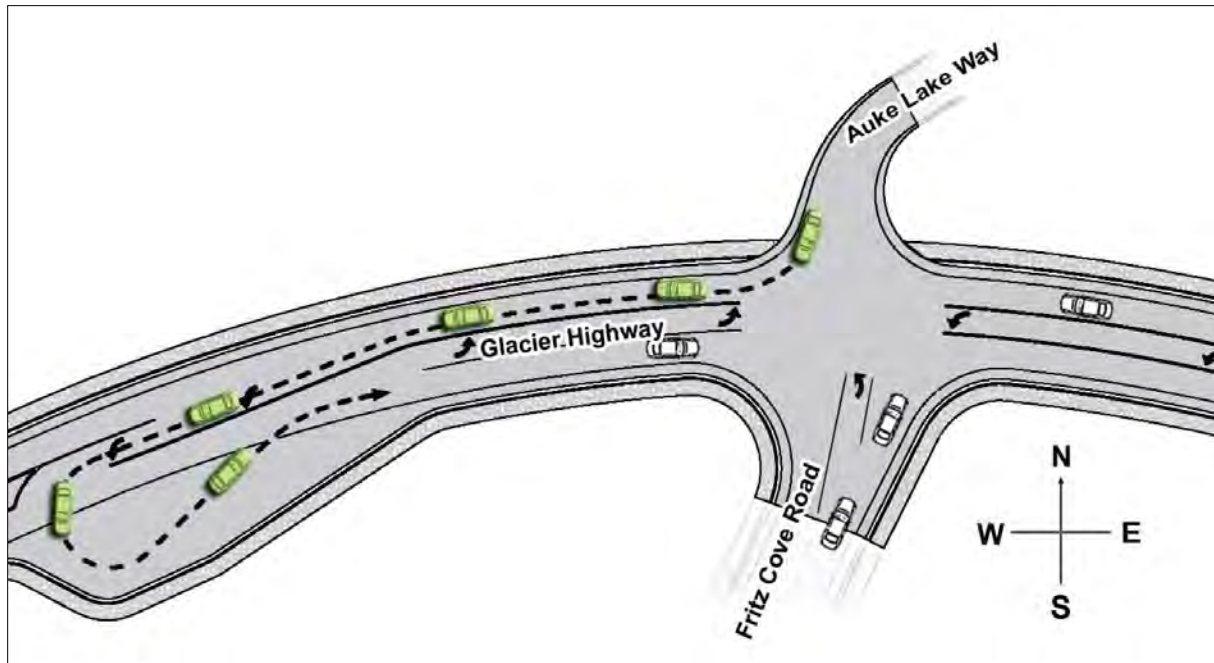
**Figure 5: Glacier highway through Auke bay is part of the Cross-Juneau Bikeway.**

Improvement #4 of the NMTP recommends a roundabout or traffic light at the intersection of Fritz Cove Road/Auke Lake Way and Glacier Highway. In public comments during this project review and in past planning processes for the project area, many community members have suggested that turning left out of Fritz Cove Road onto Glacier Highway is challenging. Many perceive the movement to be unsafe. Furthermore, some are worried that increasing the design speed at the curve past the Anderson Building to the west will make this movement even more difficult.

DOT&PF staff has responded to this concern by stating that when the sidewalk is installed up to Fritz Cove Road, the guard rail will be pulled back, improving visibility. Straightening the curve and super-elevating it will also improve visibility for drivers at the intersection of Fritz Cove Road and Glacier Highway.

The ABCOR study originally included a roundabout at this location in the recommended alternative. However, since vehicle access to the University campus was eliminated, the amount of traffic using Auke Lake Way has been significantly reduced. According to traffic studies completed in 2012, an average of 27 vehicles may experience significant delay turning off of Auke Lake Way onto Glacier Highway between 4:30 and 5:30 pm. That same study indicated that motorists turning left out of Fritz Cove Road do not experience undue delay. DOT&PF staff

considered the costs of a roundabout to highway traffic too great for the small number of turning vehicles that would benefit from it. The indirect left turn is a less impactful option to serve drivers who do not want to wait for a gap in traffic to make a left hand turn out of Auke Lake Way.



**Figure 6: The indirect turn proposed by DOT&PF to improve left hand turns from Auke Lake Way onto Glacier Highway.**

## **HABITAT**

An active bald eagle nest is identified in U.S. Fish and Wildlife surveys on the north side of Glacier Highway across the road from the Anderson Building. The projected road realignment will result in roadway construction within 330 feet of the nest. According to local and federal law, DOT&PF will need to acquire either a Variance from the Planning Commission to develop within 330 feet of the nest in compliance with CBJ 49.70.310(2), or acquire an eagle take permit from U.S. Fish and Wildlife Service to remove the nest.

The project crosses over two anadromous fish bearing streams. Auke Creek runs under Glacier Highway through a culvert at the intersection of Fritz Cove Road. Bay Creek runs under Glacier Highway at the entrance to Auke Bay Elementary, and drains into the harbor next to the city wastewater treatment plant. According to the provided plans, DOT&PF will acquire easements to construct retaining walls at both creeks. Construction of such structures is allowed within stream setbacks as per CBJ 49.70.950(f).

## **FINDINGS**

The project as proposed is largely in conformance with Title 49 and adopted plans, but with the following exceptions:

- 1) Staff recommends advisory conditions be placed on the project to alert DOT&PF of requirements in Title 49 for subdivisions, setbacks and habitat protection. Conditions #1-3 address this finding.
- 2) The lack of markings in the bike lanes is inconsistent with the Non-Motorized Transportation Plan, which calls for shoulders in the area to be marked as bike lanes with wayfinding signage for bicyclists. Staff recommends that bicycle lane marking and bicycle wayfinding be required as a condition of approval. This finding is addressed through Condition #4.
- 3) Given that the community has consistently raised concerns with the existing speeds in the corridor, and given the traffic calming treatments called for in the Area Wide Transportation Plan (Policy 61), staff feels that explicit conditions addressing the design speed through traffic calming facilities are warranted. Once the roundabout is in place, CDD staff feels that a speed study is warranted to determine if the speed orders may be lowered consistent with P&P 05.05.020. Staff recommends Condition #5 to address these community concerns.
- 4) While some provisions have been made for traffic calming through the commercial section of the corridor, no traffic calming is provided from Harbor Road to Fritz Cove Road, and the straightening of the Anderson Building curve will lead to an increase in operational speeds along this stretch of roadway. Staff recommends that some traffic calming element be added near this end of the project area, consistent with the requirement for traffic calming in the Area Wide Transportation Plan and the design recommendations of the Non-Motorized Transportation Plan. This could be a raised median near the indirect left turn lane, a narrowing of the painted travel lanes to 11 feet from Fritz Cove Road to Harbor Road, or some other traffic calming measure deemed appropriate by DOT&PF staff. Staff recommends Condition #6 in order for the project to be compliant with the Area Wide Transportation Plan, and to address public concerns about the safety of turning left out of Fritz Cove Road.

## **RECOMMENDATION**

Staff recommends that the Planning Commission adopts the Director's findings, and **approve** CSP2014 0006 as consistent with Title 49, under the following conditions:

### Major Subdivision

- 1) Applicant must submit a major subdivision application to the Community Development Department for the re-alignment of right of way and re-subdivision of five or more adjacent parcels. (Advisory)

### Variance to Setbacks

- 2) Any lot line adjustments and right of way realignment that result in the creation of a non-conforming setback must have a Variance approved by the Board of Adjustment. (Advisory)

### Variance to Eagle Nest Setbacks

- 3) A Variance approved by the Board of Adjustment is required prior to the commencement of any construction work within 330 feet of an active eagle nest on public land. (Advisory)

### Striping and Signage

- 4) Shoulders shall be marked as bike lanes consistent with the Manual of Uniform Traffic Control Devices throughout the project area. The length of the project shall be signed with wayfinding signs where appropriate as part of the Cross Juneau Bikeway. The applicant must submit a signage and striping plan for review and approval by the Community Development Department for consistency with the Non-Motorized Transportation Plan. (Mandatory)

### Future Speed Study

- 5) Applicant must conduct a new speed study once the roundabout is completed at the intersection of Glacier Highway and Mendenhall Loop Road, and re-measure the pace along Glacier Highway in the project area. If the median of the pace is lower than 30 mph in the business district, the DOT&PF shall re-evaluate the speed order accordingly. (Mandatory)

### Traffic Calming Design

- 6) In compliance with Priority 61 of the Area Wide Transportation Plan, the applicant shall include traffic calming treatments throughout the corridor, including between Fritz Cove Road and Harbor Road. (Mandatory)



# CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 20140006	Date Received 3/5/2014
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## TYPE OF PROJECT REVIEW:

☐ City Project Review
 ☐ City Land Acquisition /Disposal
 ☒ State Project Review

## DESCRIPTION OF PROJECT

The project would reconstruct the Glacier Highway corridor between Fritz Cove Road and Seaview Avenue (excluding the Back Loop Road/Glacier Highway intersection improvements that is currently under construction). The project will install lighting throughout the corridor, realign curves to meet design speeds, resurface the roadway, add a sidewalk to the waterside of the road throughout the corridor, establish a fixed bike lane/shoulder width of 8 feet, improve drainage, improve intersections, and replace all existing sidewalk.

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):

Alaska DOT&PF Right of Way for Glacier Highway

## PROPOSED USE OF LAND OR BUILDING(S):

no change

## 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 # 68471

ESTIMATED PROJECT COST: \$ 10,000,000

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	\$ 1600			
Total Fee	\$ 1600			

**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**

# DEVELOPMENT PERMIT APPLICATION

Project Number	<b>CITY and BOROUGH of JUNEAU</b>	Date Received: <u>3/5/2014</u>
Project Name (City Staff to Assign Name)		

<b>PROJECT / APPLICANT</b>	<b>Project Description</b>		
	<u>State Project No. 68411 Glacier Highway Fritz Cove Road to Seaview Avenue Roadway and Pedestrian Improvements - see attached plans</u>		
	<b>PROPERTY LOCATION</b>		
	Street Address <u>Glacier Highway Fritz Cove Road to Seaview Ave</u>	City/Zip <u>99801</u>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	<b>LANDOWNER/ LESSEE</b>		
	Property Owner's Name <u>Alaska DOT and PF</u>	Contact Person: <u>Greg Lockwood</u>	Work Phone: <u>407/321-5382</u>
	Mailing Address <u>PO Box 112506 Juneau, AK 99811-2506</u>	Home Phone:	Fax Number:
	E-mail Address <u>greg.lockwood@alaska.gov</u>	Other Contact Phone Number(s):	
<b>LANDOWNER/ LESSEE CONSENT</b> ***Required for Planning Permits, not needed on Building/ Engineering Permits***			
<p>I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:</p> <p>A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.</p> <p>B. (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.</p> <p>X <u>Greg Lockwood, Alaska DOT &amp; PF Project Manager</u> <u>3/5/14</u> Landowner/Lessee Signature Date</p> <p>X _____ Landowner/Lessee Signature Date</p> <p>NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.</p>			
<b>APPLICANT</b> If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name <u>SAME</u>		Contact Person:	
Mailing Address		Home Phone:	
E-mail Address		Fax Number:	
Other Contact Phone Number(s):			
X <u>Greg Lockwood</u> <u>3/5/14</u> Applicant's Signature Date of Application			

<b>STAFF APPROVALS</b>	OFFICE USE ONLY BELOW THIS LINE			
	<input checked="" type="checkbox"/>	Permit Type	***SIGN	Date Received
	<input checked="" type="checkbox"/>	Building/Grading Permit		
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action		<u>3/5/2014</u>
	<input type="checkbox"/>	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)		<u>CSP20140006</u>
	<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 <u>JKL</u>

## **CITY/STATE PROJECT REVIEW REQUIREMENTS**

Each application for a City/State Project is reviewed by the Planning Commission at a public hearing. The permit procedure is intended to provide the Commission the flexibility necessary to make recommendations tailored to individual applications.

**Application:** An application for a City/State Project Review will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

**Forms:** A completed City/State Project Review Application form and Development Permit Application form. The "land owner or lessee consent" signature is mandatory for all landowners on the Development Permit Application form.

**Fees:** No fee required for projects that cost less than \$2.5 million. For projects costing more than this amount, the fee is \$1,600.00. All fees are subject to change.

**Project Description:** A detailed letter or narrative describing the project.

**Plans:** All plans are to be drawn to scale and clearly show the items listed below:

- A. Plat, site plan, floor plan and elevation views of existing and proposed structures and land;
- B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances;
- C. Proposed traffic circulation within the site including access/egress points and traffic control devices;
- D. Existing and proposed lighting (including cut sheets for each type of lighting);
- E. Existing and proposed vegetation with location, area, height and type of plantings; and,
- F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

**Document Format:** All information that is submitted as part of an application shall be submitted in either of the following formats:

- A. Electronic copies may be submitted by CD, DVD or E-mail in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf or other formats pre-approved by the Community Development Department.
- B. Paper copies may not be larger than 11" X 17" (Unless a larger paper size is preapproved by the Community Development Department).

**Application Review & Hearing Procedure:** Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

**Review:** As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

**Hearing:** All City/State Project Review Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting. The Planning Commission will make a recommendation based on staff's analysis and forward it to the Assembly for final approval/denial.

---

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Design and Engineering Services – Southeast Region

Preconstruction – Preliminary Design and Environmental

SEAN PARNELL, GOVERNOR

6860 Glacier Highway

P.O. Box 112506  
JUNEAU, ALASKA 99811-2506  
PHONE: 465-4499

### LETTER OF TRANSMITTAL

DATE: March 5, 2014

TO: CBJ

155 S. Seward St

Juneau, AK 99801

Hand Delivered

ATTN: Rob Steedle, City Manager

RE: 68471 Glacier Highway: Fritz Cove Road to  
Seaview Avenue

FROM: Greg Lockwood 907-465-2393

Rob:

WE ARE SENDING YOU:

☒ ATTACHED

☐ UNDER SEPARATE COVER VIA Post office

#### THE FOLLOWING ITEMS:

☐ SHOP DRAWINGS  
☐ COPY OF LETTER  
☒ PLANS  
☐ SUBCONTRACT  
☐ SPECIFICATIONS  
☐ SUBMITTAL  
☐ PRINTS  
☐ CHANGE ORDER  
☐ SAMPLES  
☐ ESTIMATE

#### THESE ARE TRANSMITTED AS CHECKED BELOW:

☐ FOR APPROVAL  
☐ FOR YOUR INFORMATION  
☐ AS REQUESTED  
☐ FOR REVIEW AND COMMENT  
☐ APPROVED AS NOTED  
☐ RETURNED FOR CORRECTIONS  
☒ FOR YOUR USE  
☐ RESUBMIT ☐ COPIES FOR APPROVAL  
☐ SUBMIT ☐ COPIES FOR DISTRIBUTION  
☐ RETURN ☐ CORRECTED PRINTS

☐ SIGNED AND RETURNED

REMARKS: Please let me know if you would like to discuss or if you have any questions.

SIGNED:

*Greg Lockwood*

DATE:

*3/5/14*



ATTACHMENT A





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: 800.575-4540  
Fax: 907.465.4414

March 5, 2014

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

RE: Federal Project No. 0933039 - State Project No. 68471  
Glacier Highway – Fritz Cove Road to Seaview Ave Roadway and Pedestrian 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.

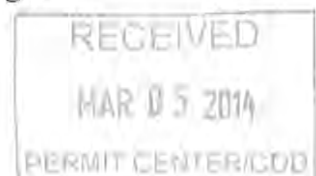
If we have not received comments regarding the project's compliance with planning and zoning ordinances within 90 days after submittal of these plans, the Department will proceed with the project as planned. If you have any questions, I can be reached by phone at: (907) 465-4443, or by e-mail at: [greg.lockwood@alaska.gov](mailto:greg.lockwood@alaska.gov).

Sincerely,

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

Greg Lockwood, P.E.  
DOT&PF Project Manager

ATTACHMENT A



*"Keep Alaska Moving through service and infrastructure."*

Glacier Highway Fritz Cove to Seaview Avenue  
Project No. 0933039/68471

Enclosure: Preliminary Project Plans

Cc:

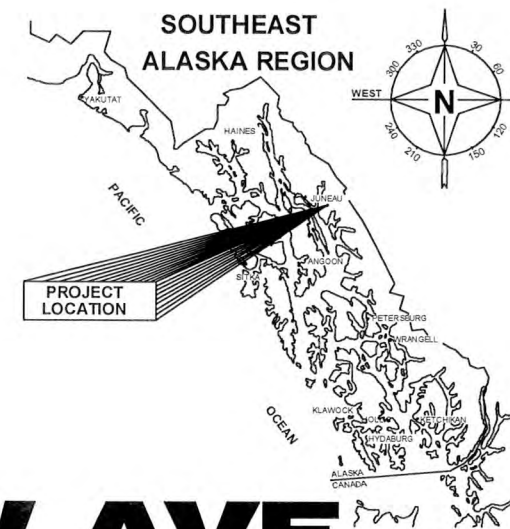
Kim Kiefer, CBJ City Manager

Rob Steedle, CBJ Deputy City Manager

ATTACHMENT A

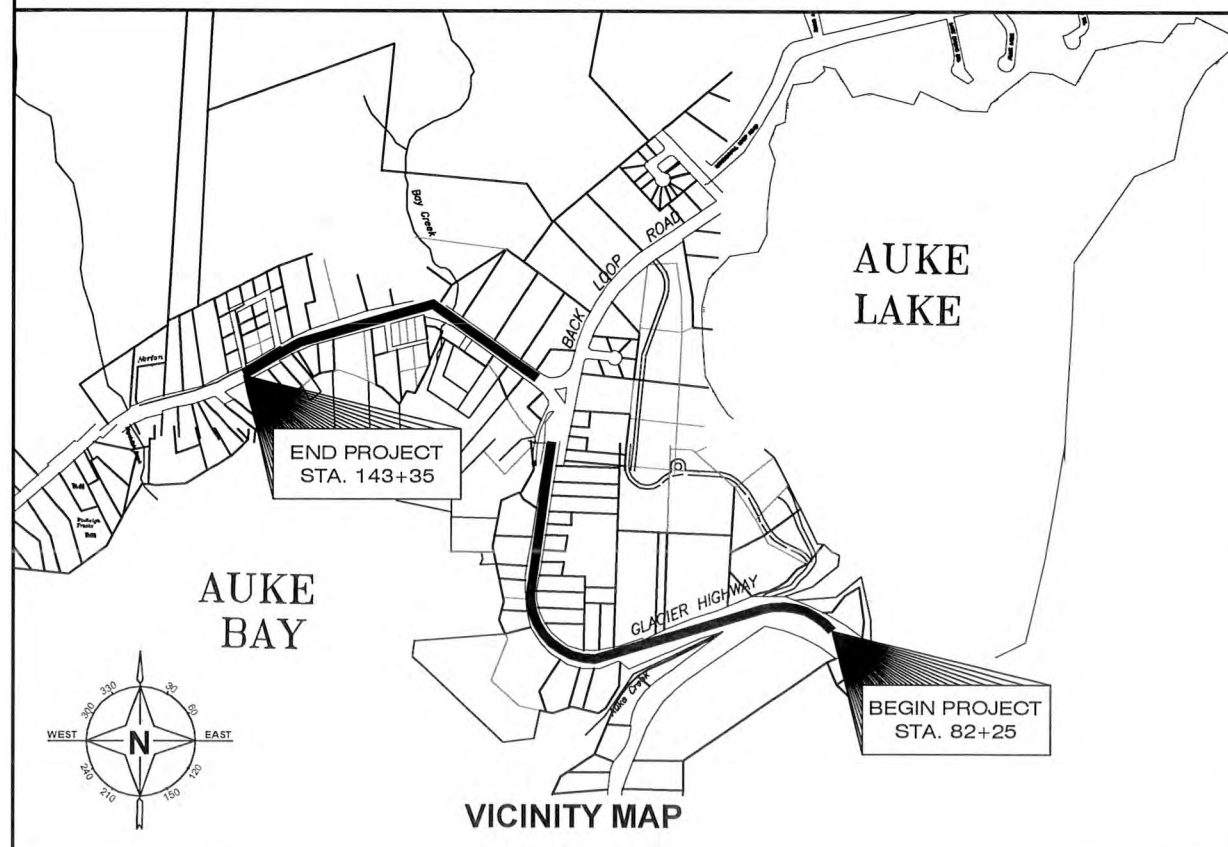
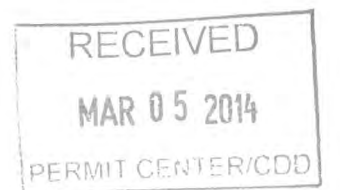


## Southeast Region



# GLACIER HIGHWAY FRITZ COVE TO SEAVIEW AVE

## ROADWAY AND PEDESTRIAN IMPROVEMENTS

**PROJECT No. 0933039/68471**[illegible]

**STATE OF ALASKA**  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
Southeast Region

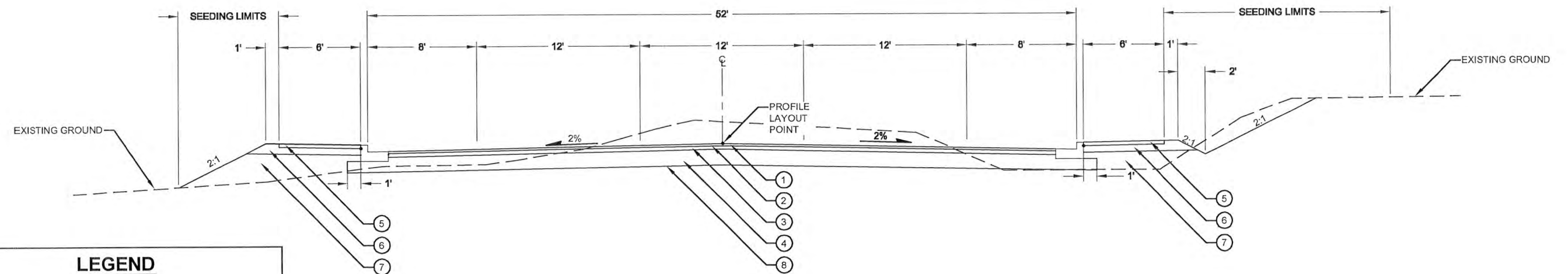
REGIONAL PRE-CONSTRUCTION ENGINEER  
APPROVED:

REGIONAL DIRECTOR, SOUTHEAST REGION  
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER	DATE
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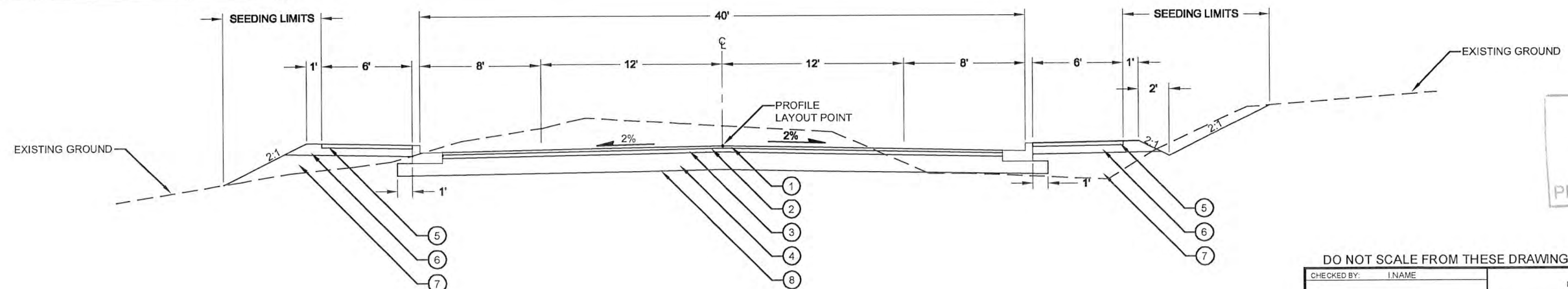
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	<b>0933039/68471</b>	2014	<b>A1</b>	XX



### TYPICAL SECTION - LEFT TURN LANE & TWO-WAY LEFT TURN LANE

CUT AND FILL TYPICAL BOTH SIDES OF ROADWAY

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B
- ② STE-1 ASPHALT FOR TACK COAT
- ③ 3" ASPHALT TREATED BASE COURSE
- ④ 12" SUBBASE, GRADING C
- ⑤ 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B
- ⑥ 4" AGGREGATE BASE COURSE, GRADING D-1
- ⑦ USEABLE EXCAVATION AND/OR BORROW
- ⑧ LIMITS OF UNCLASSIFIED EXCAVATION



### TYPICAL SECTION

CUT AND FILL TYPICAL BOTH SIDES OF ROADWAY

RECEIVED

MAR 05 2014

PERMIT CENTER/CDD

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE  
ROADWAY & PEDESTRIAN  
IMPROVEMENTS  
PROJECT #68471

## TYPICAL SECTIONS

DESIGNED BY: I.NAME

DESIGNED BY:	I.NAME
DRAWN BY:	I.NAME

Tuesday, March 04, 2014 2:04:50 PM

TABI B1

REVISIONS

PROJECT DESIGNATION

	YEAR	
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JORDAN HALL

SHEET
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NO.

SHEETS  
MM

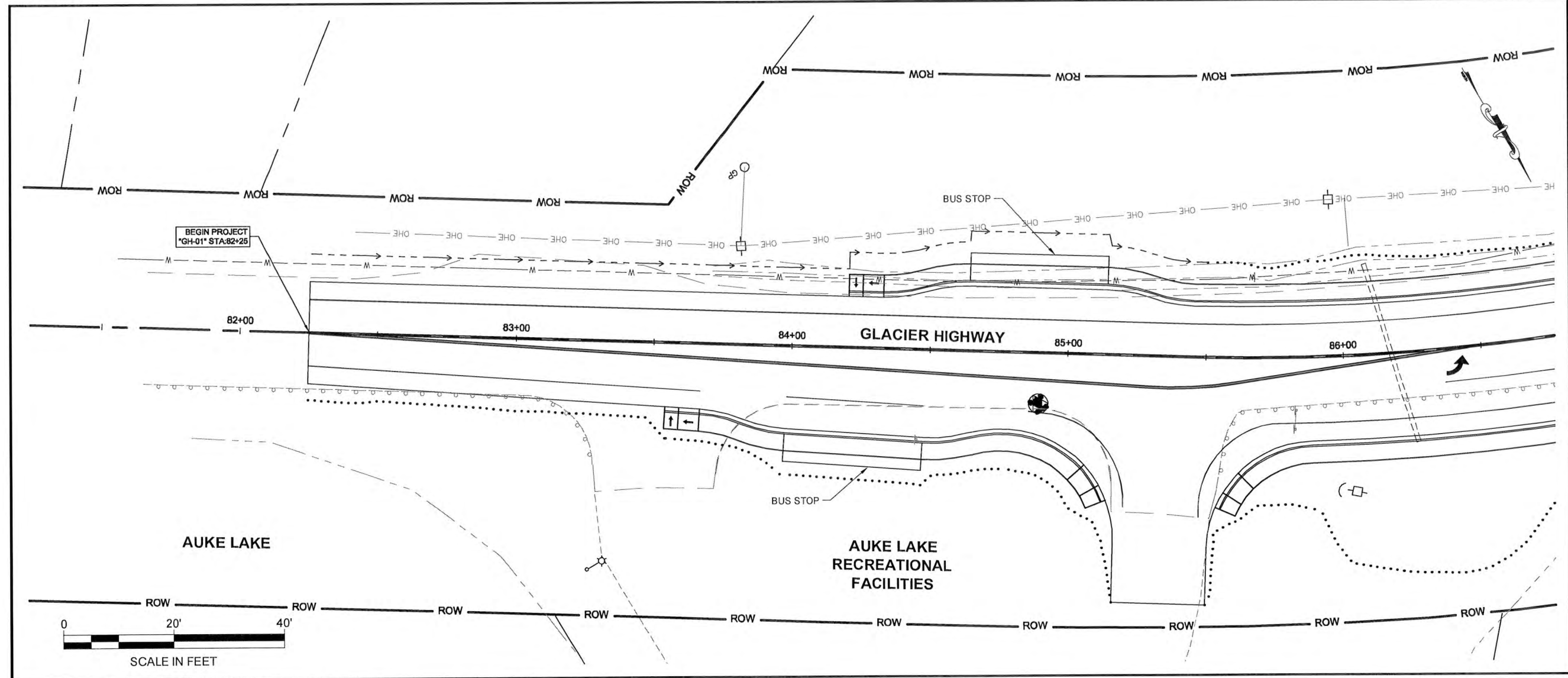
0933039/68471

2014

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**B1**

SHEETS  
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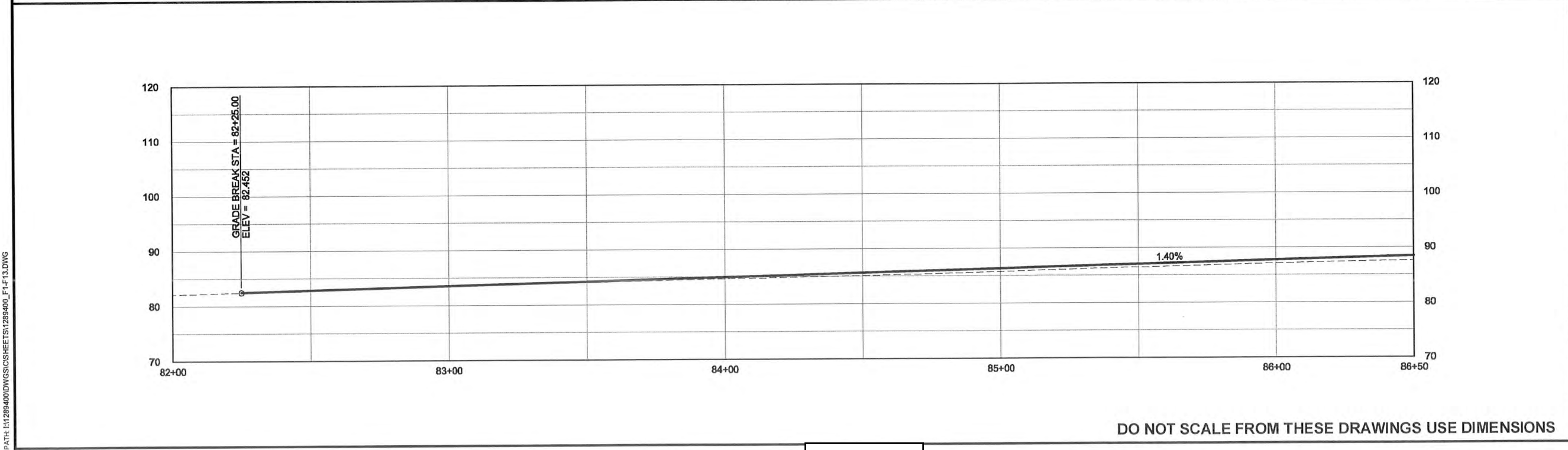




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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

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MAR 05 2014  
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PLAN LEGEND



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DESIGNED BY: I:NAME

DRAWN BY: I:NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

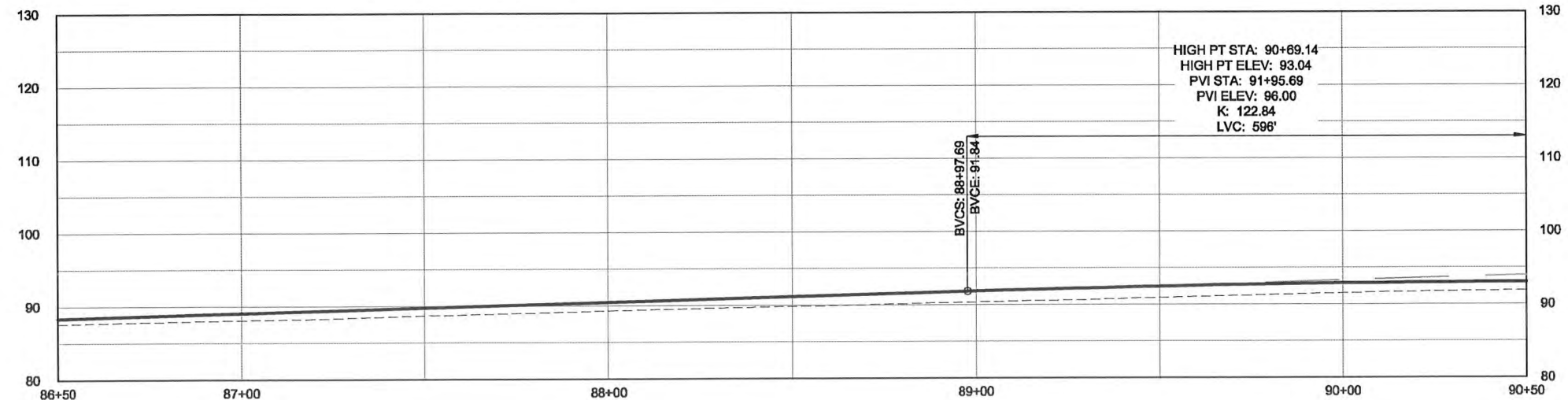
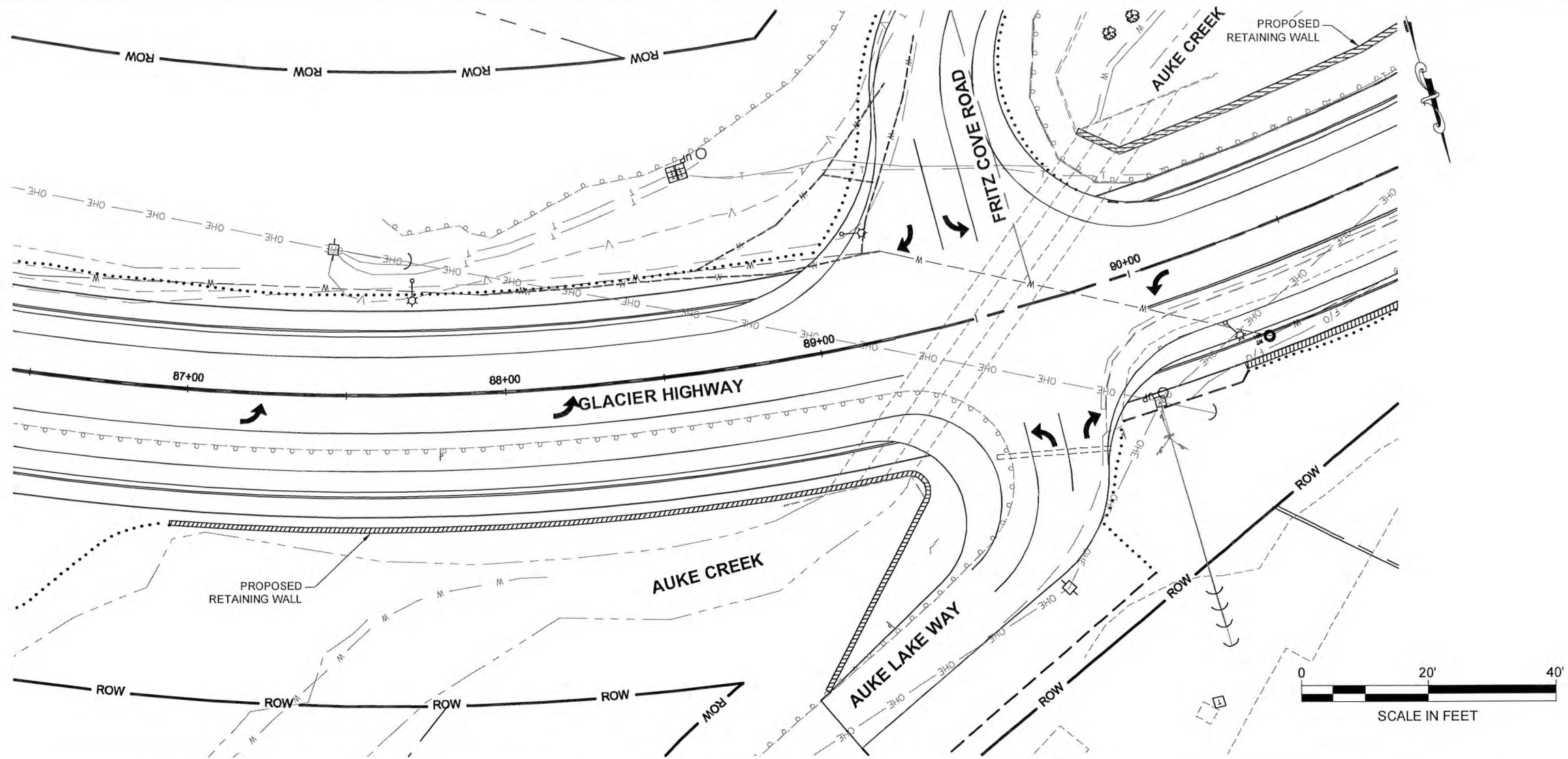
GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION  
0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
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4-Mar-14  
TAB: F2

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ATTACHMENT NUMBER

RECORD OF REVISIONS

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PLAN LEGEND

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DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION

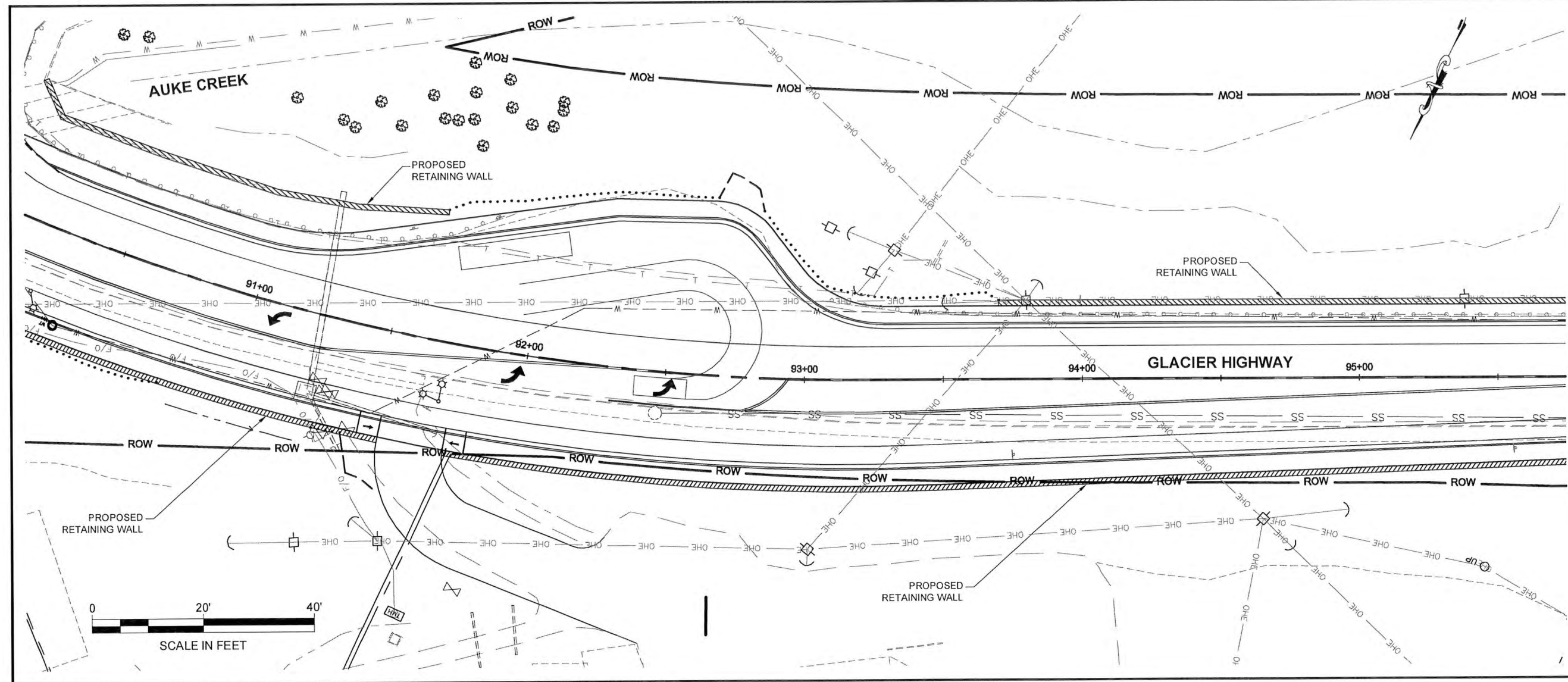
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STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
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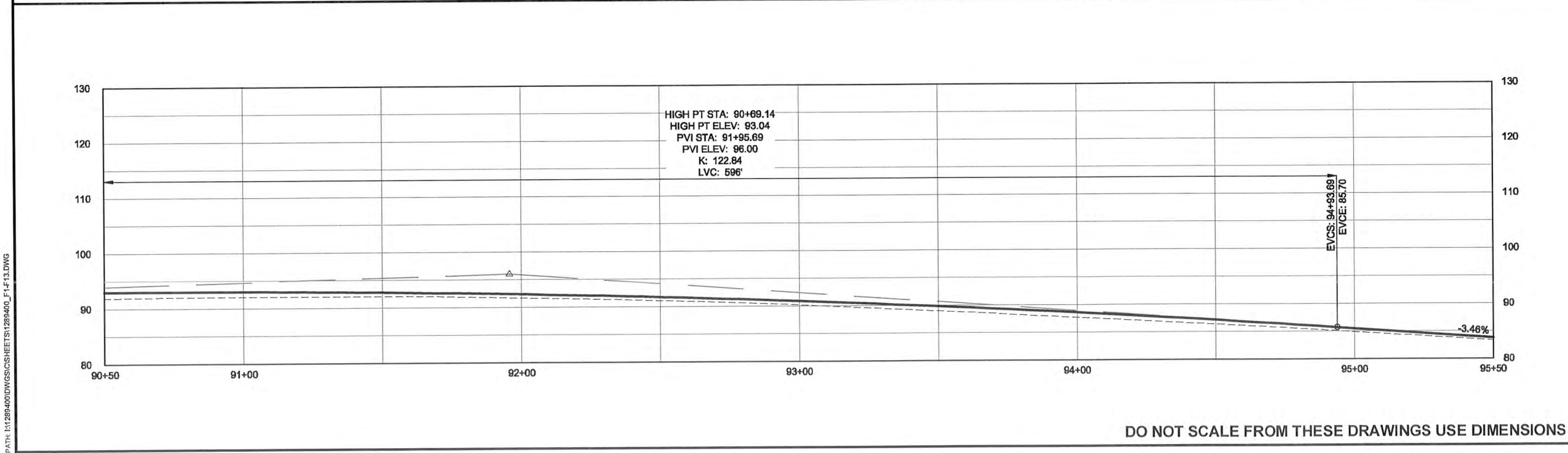
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RECORD OF REVISIONS		
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PLAN LEGEND



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DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION  
0933039/68471

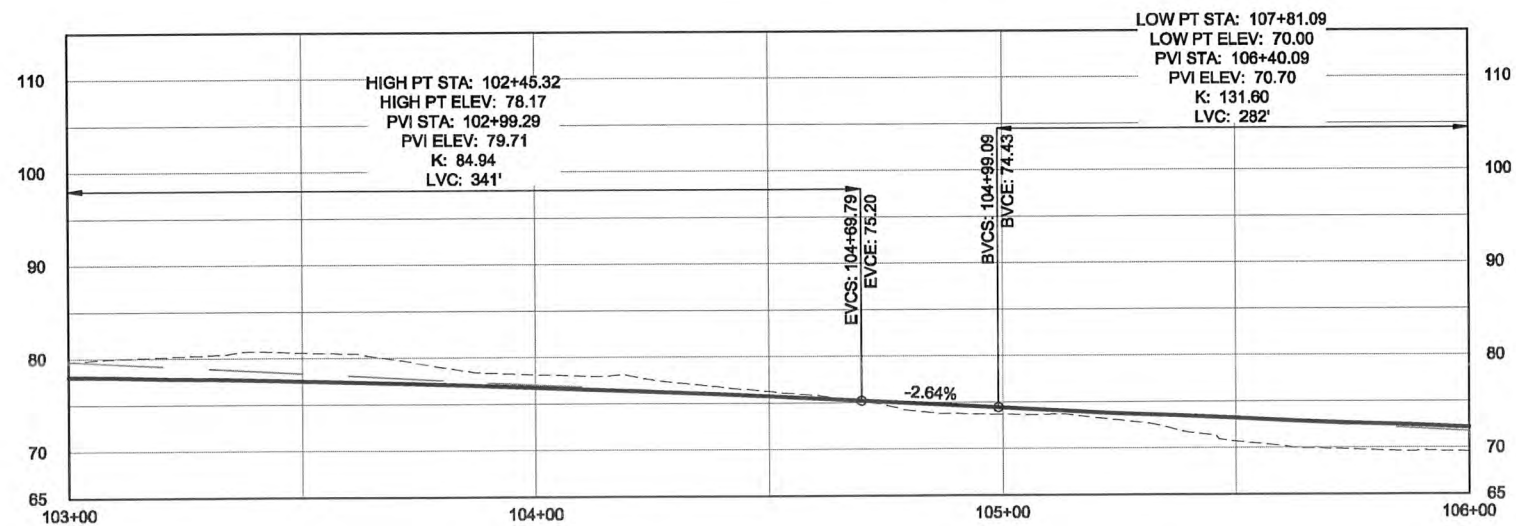
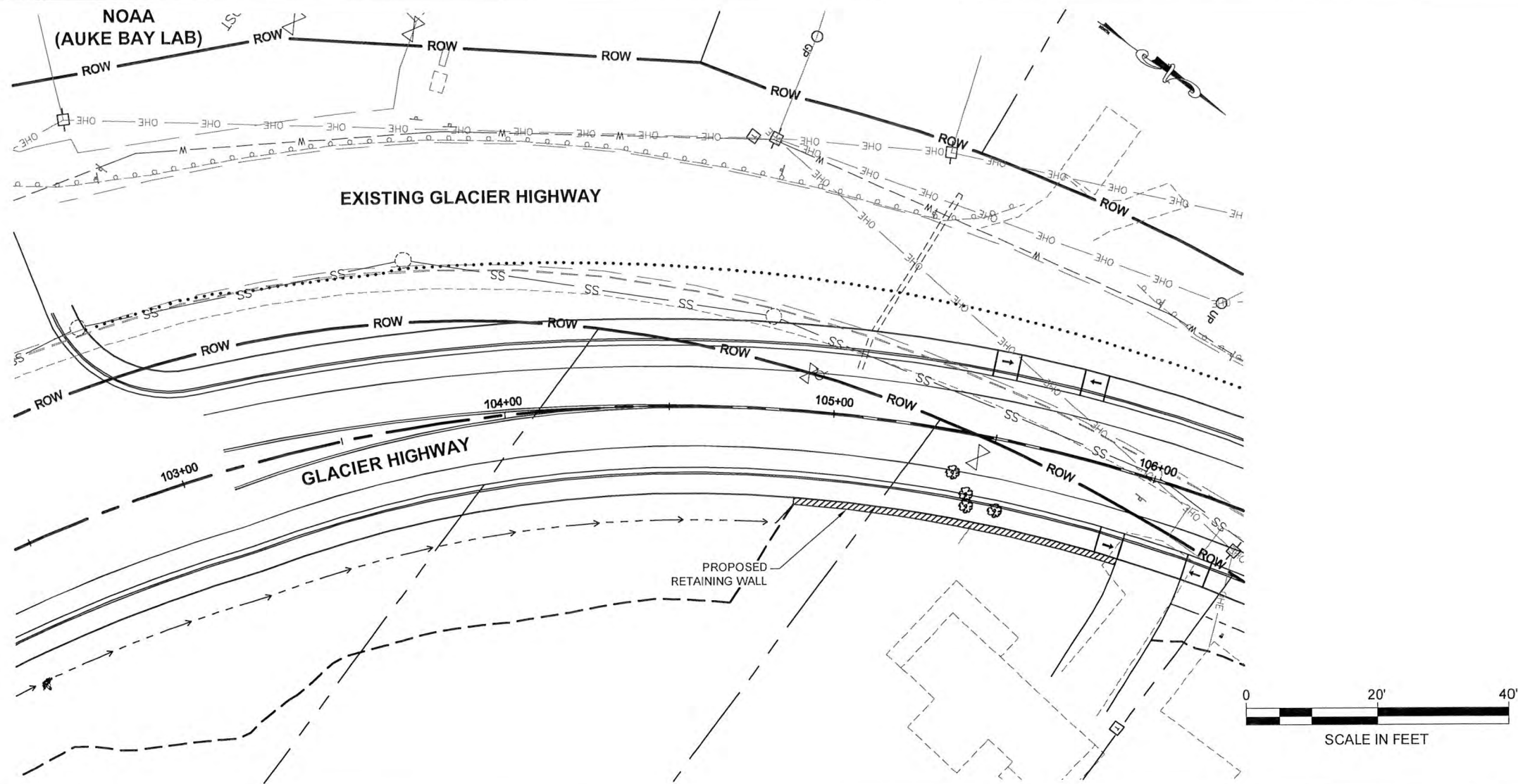
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ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
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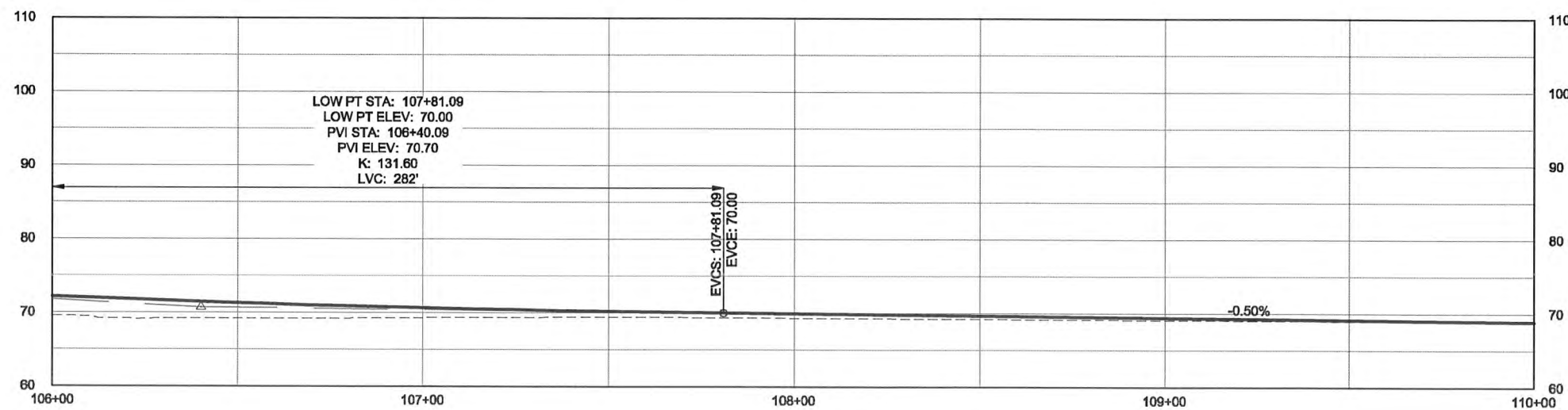
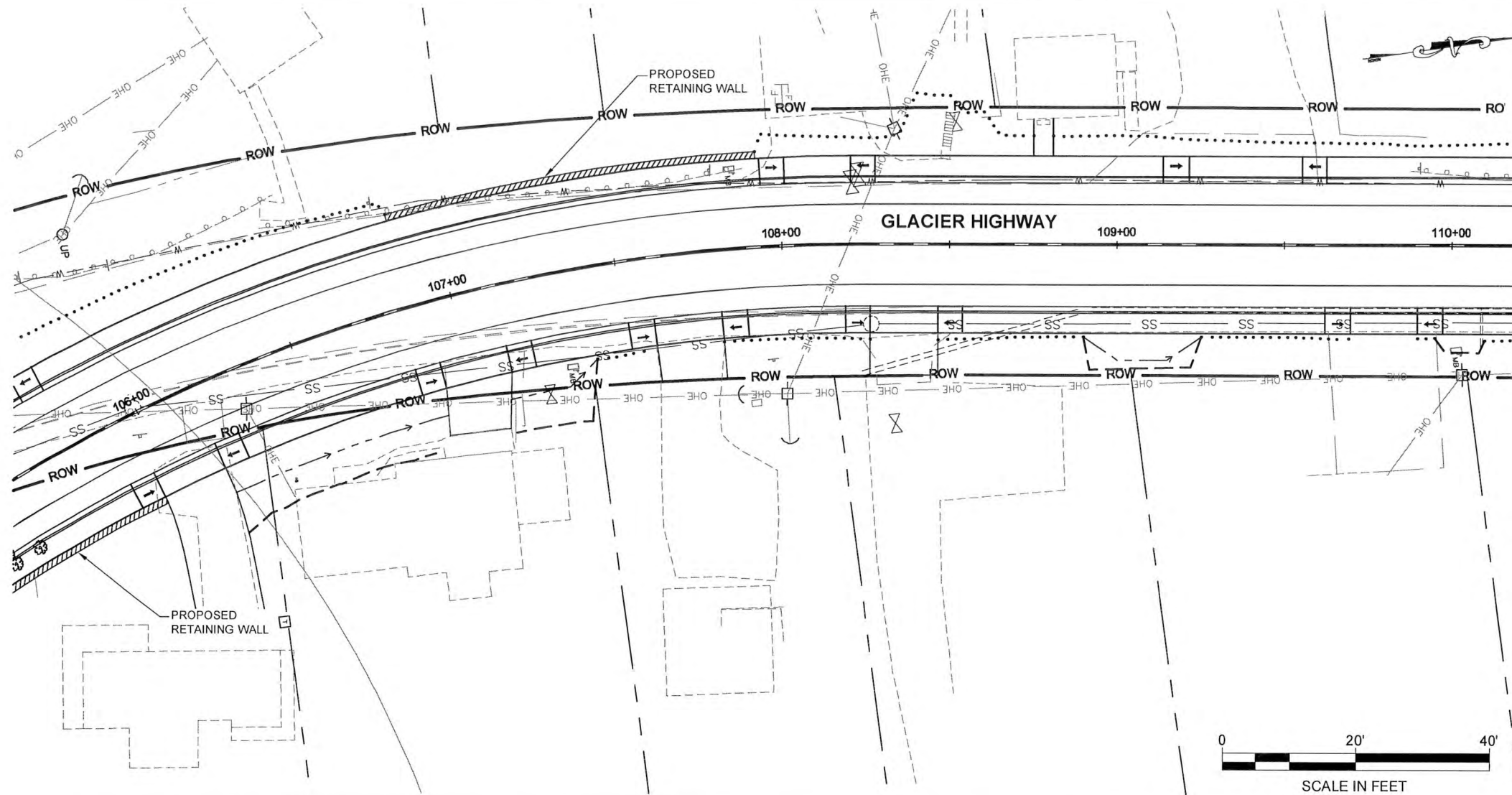
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RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

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PLAN LEGEND

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DESIGNED BY: I NAME	
DRAWN BY: I NAME	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
GLACIER HWY: FRITZ COVE TO SEAVIEW AVENUE, ROADWAY & PEDESTRIAN IMPROVEMENTS PROJECT #68471	
GLACIER HIGHWAY PLAN & PROFILE	
PROJECT DESIGNATION 0933039/68471	
STATE ALASKA	YEAR 2014
SHEET NUMBER F6	TOTAL SHEETS XX





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ATTACHMENT A

JORDAN HALL  
4-Mar-14  
TAB: F7

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

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PLAN LEGEND

CHECKED BY: I.NAME

PROGRESS SET

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

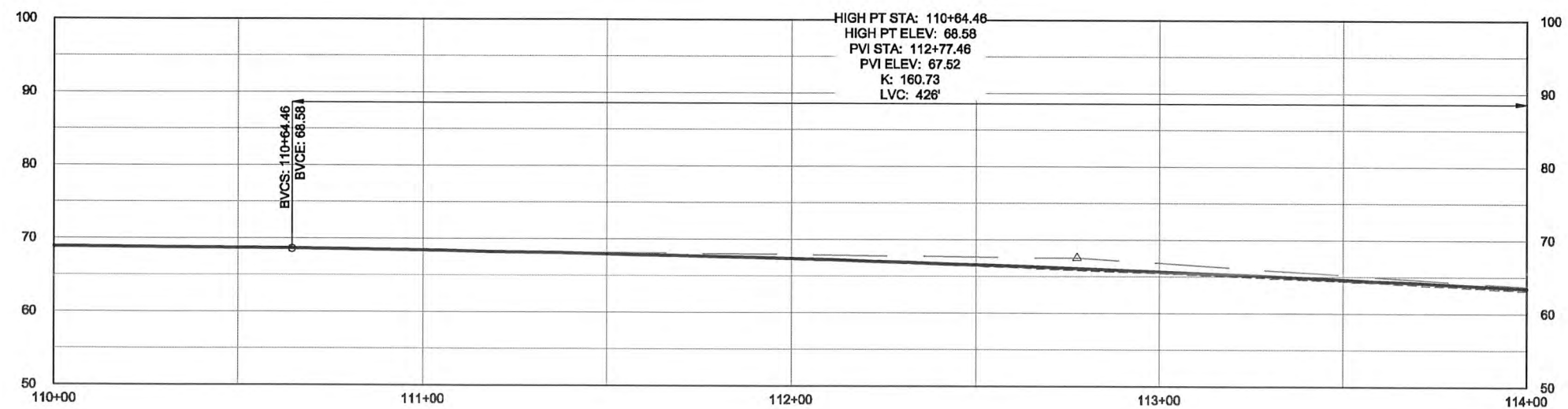
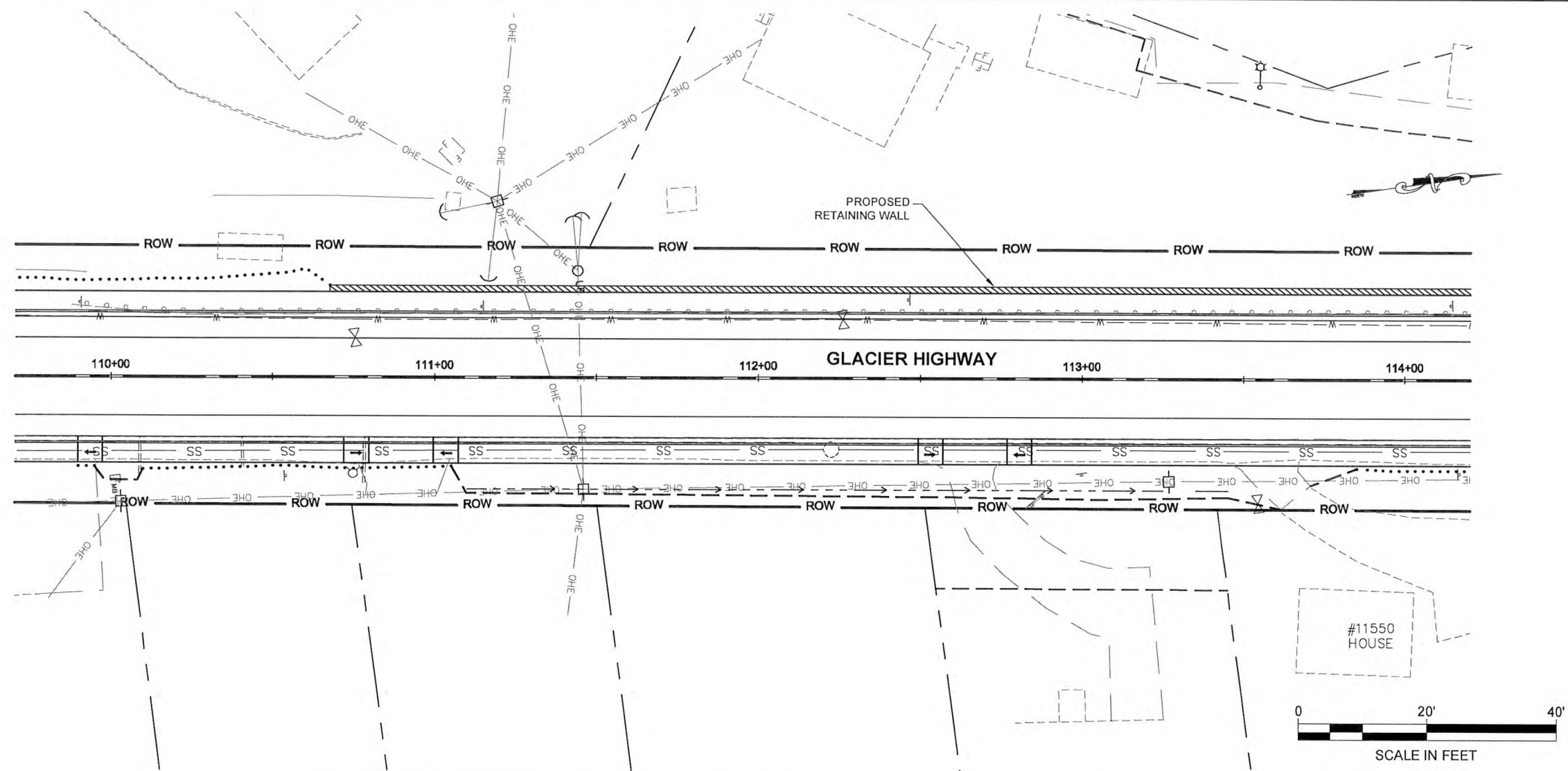
GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
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JORDAN HALL  
4-Mar-14  
TAB: F8

ADDENDUM NUMBER

ATTACHMENT NUMBER

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MAR 05 2014

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PLAN LEGEND

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PROGRESS SET

DESIGNED BY: I:NAME

DRAWN BY: I:NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION

0933039/68471

STATE

ALASKA

YEAR

2014

SHEET NUMBER

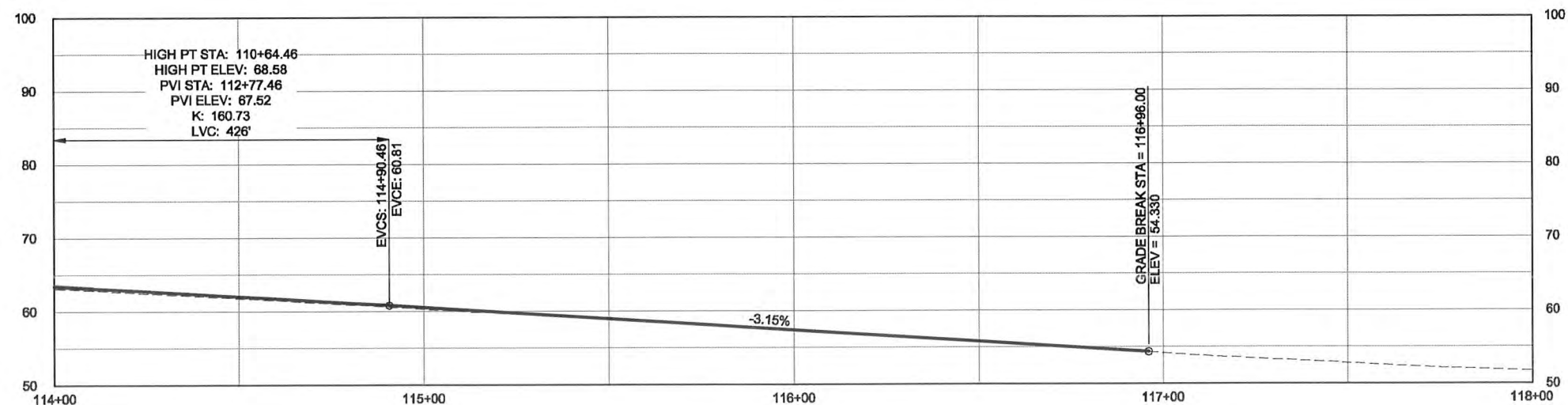
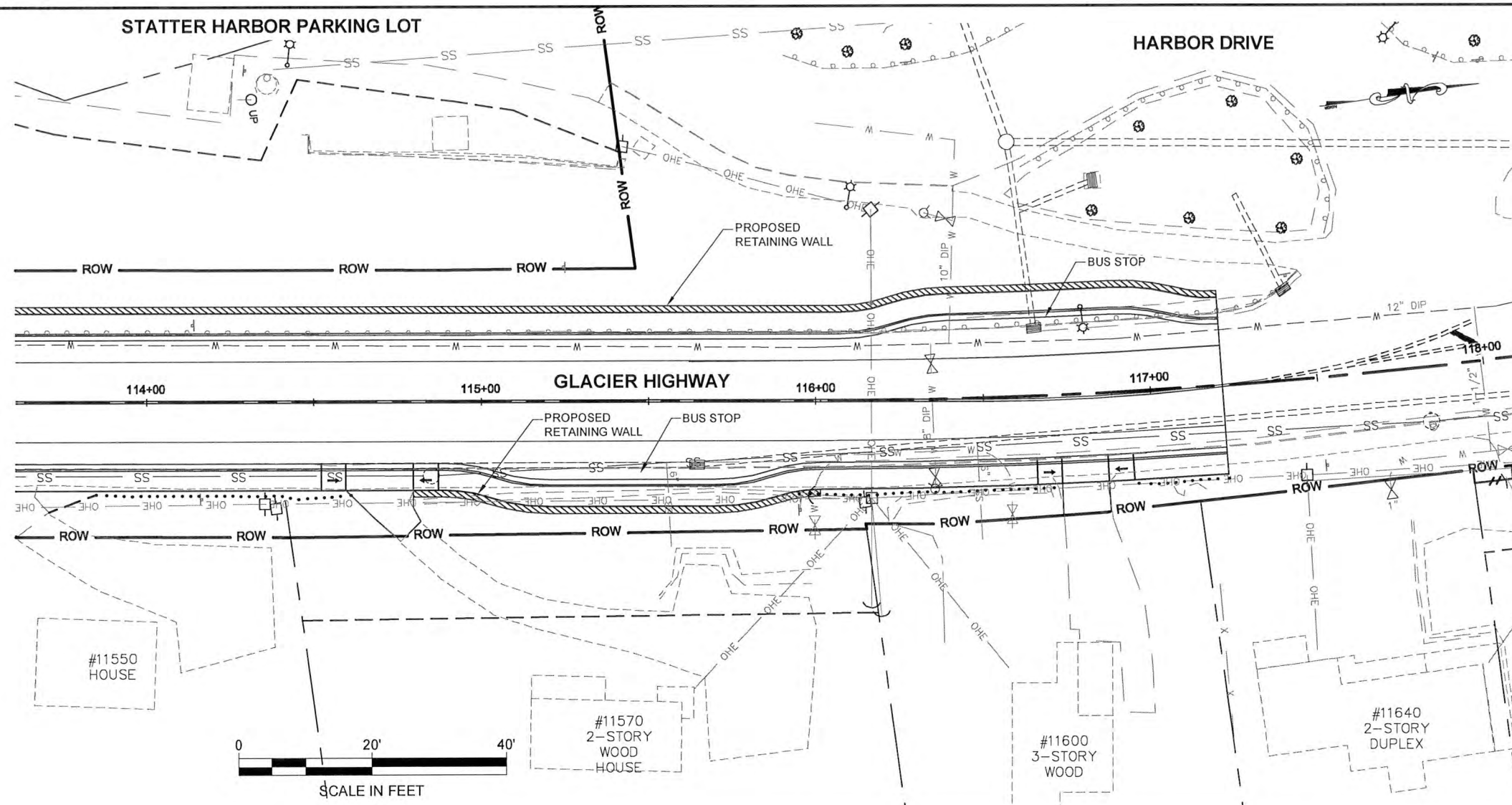
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TOTAL SHEETS

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ATTACHMENT A





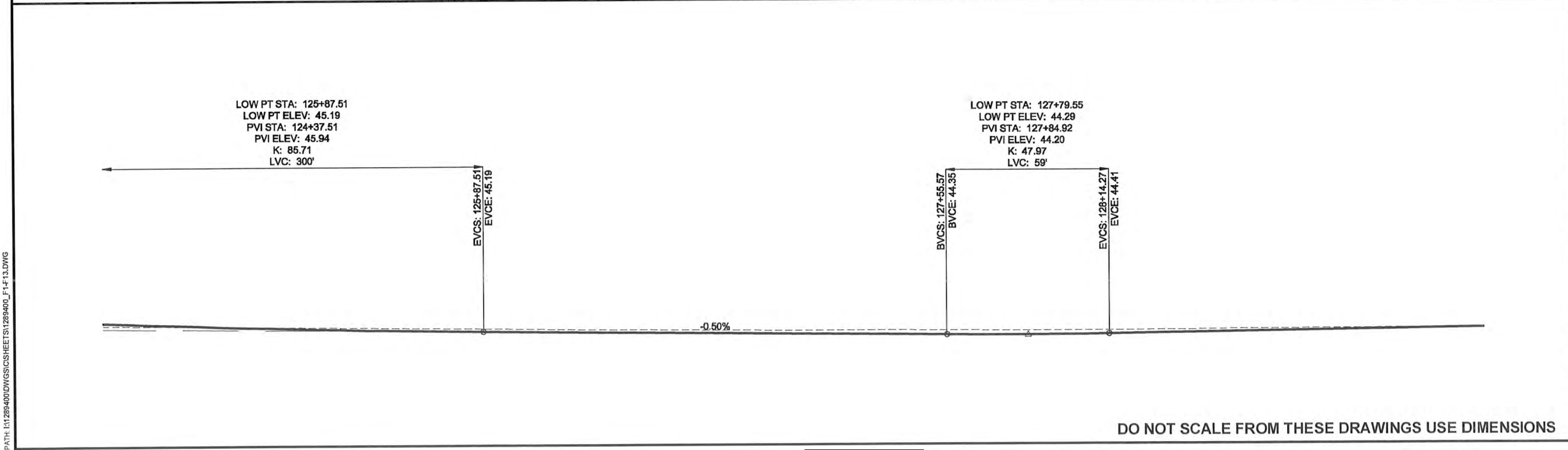
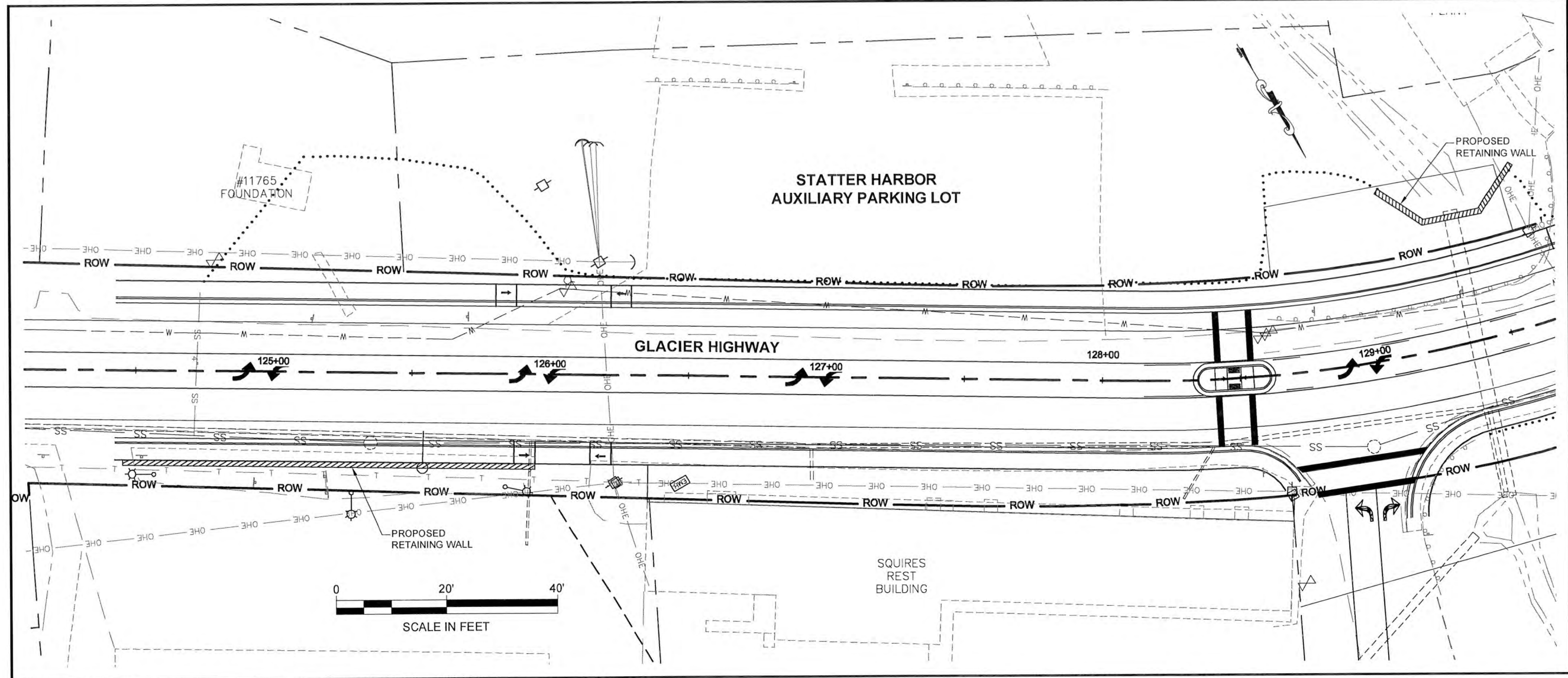
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RECORD OF REVISIONS		
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#### PLAN LEGEND

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DRAWN BY: I NAME	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
GLACIER HWY: FRITZ COVE TO SEAVIEW AVENUE, ROADWAY & PEDESTRIAN IMPROVEMENTS PROJECT #68471	
GLACIER HIGHWAY PLAN & PROFILE	
PROJECT DESIGNATION	
0933039/68471	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
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JORDAN HALL  
4-Mar-14  
TAB: F10

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

RECEIVED  
MAR 05 2014  
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PLAN LEGEND

CHECKED BY: I:NAME

DESIGNED BY: I:NAME

DRAWN BY: I:NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

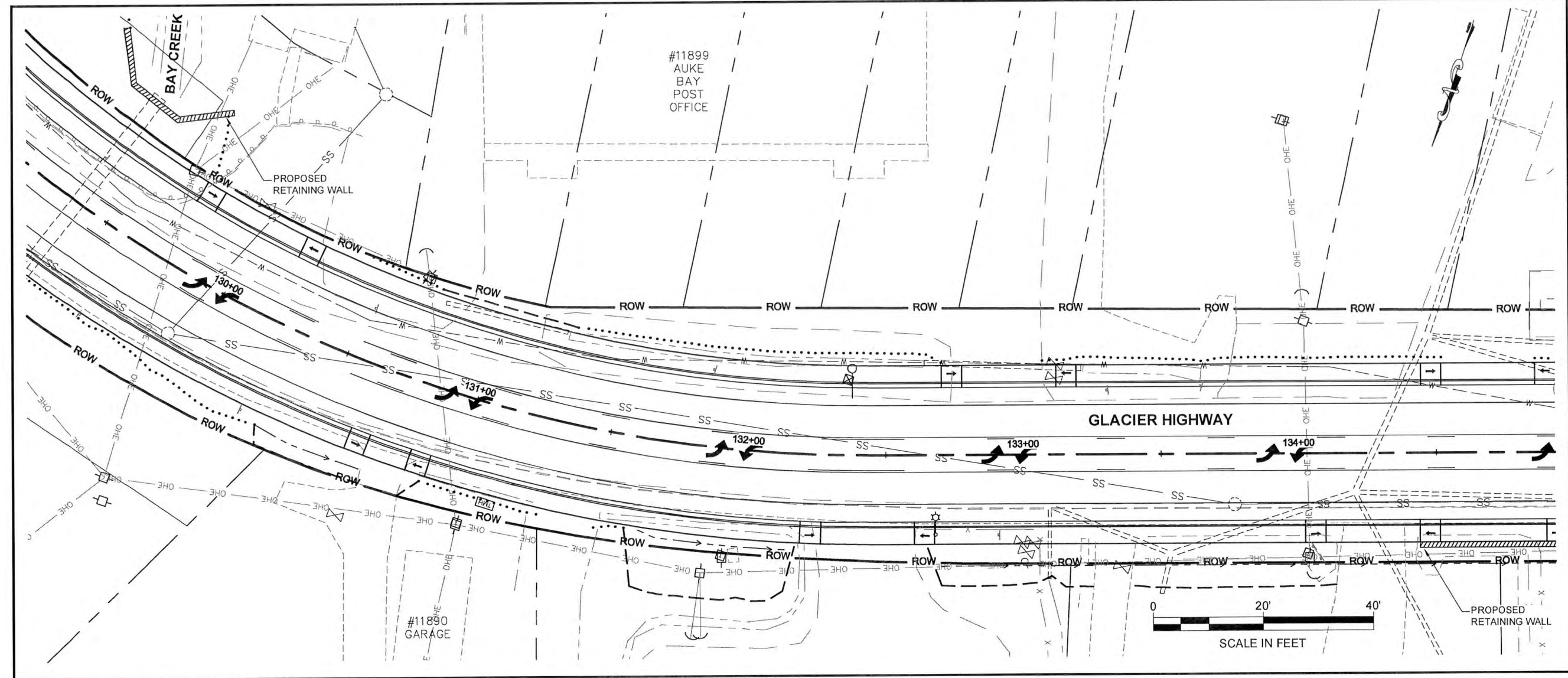
PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
F10	XX

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JORDAN HALL 4-Mar-14 TAB F11		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

RECEIVED  
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PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: I.NAME

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

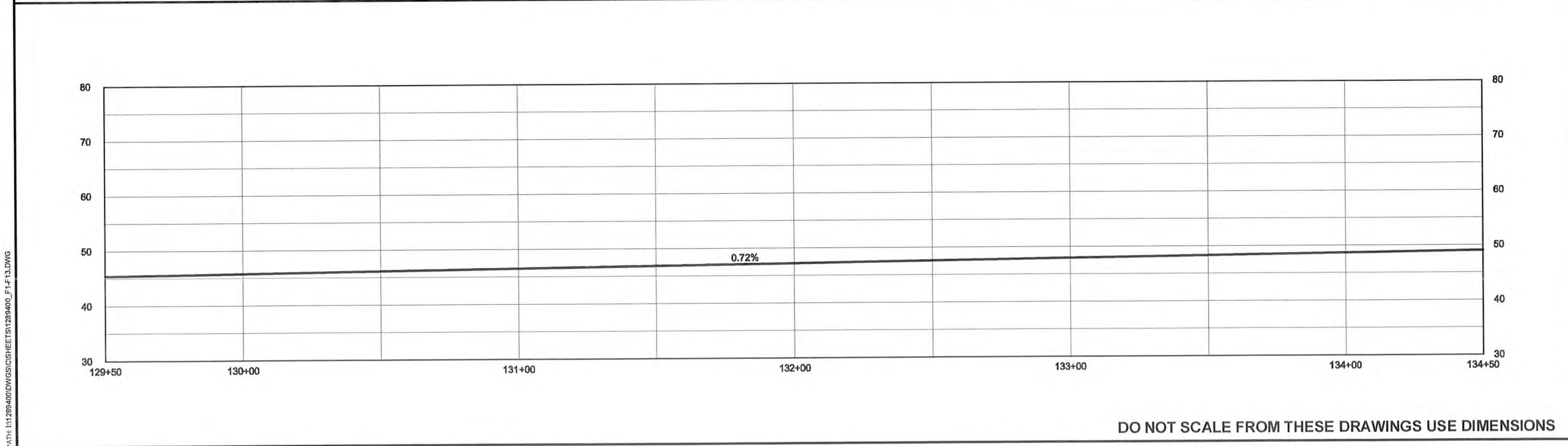
GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION  
0933039/68471

STATE: ALASKA      YEAR: 2014

SHEET NUMBER: F11      TOTAL SHEETS: XX

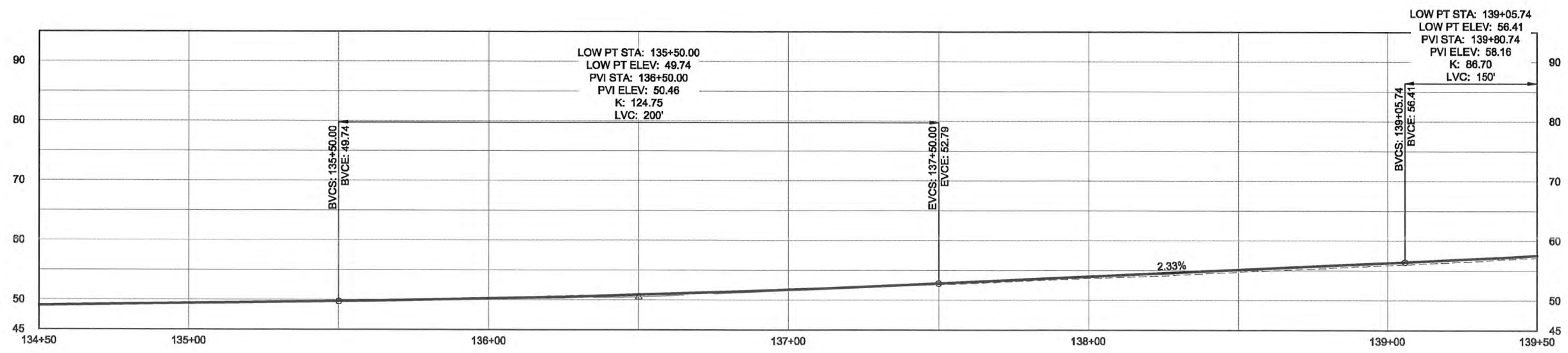
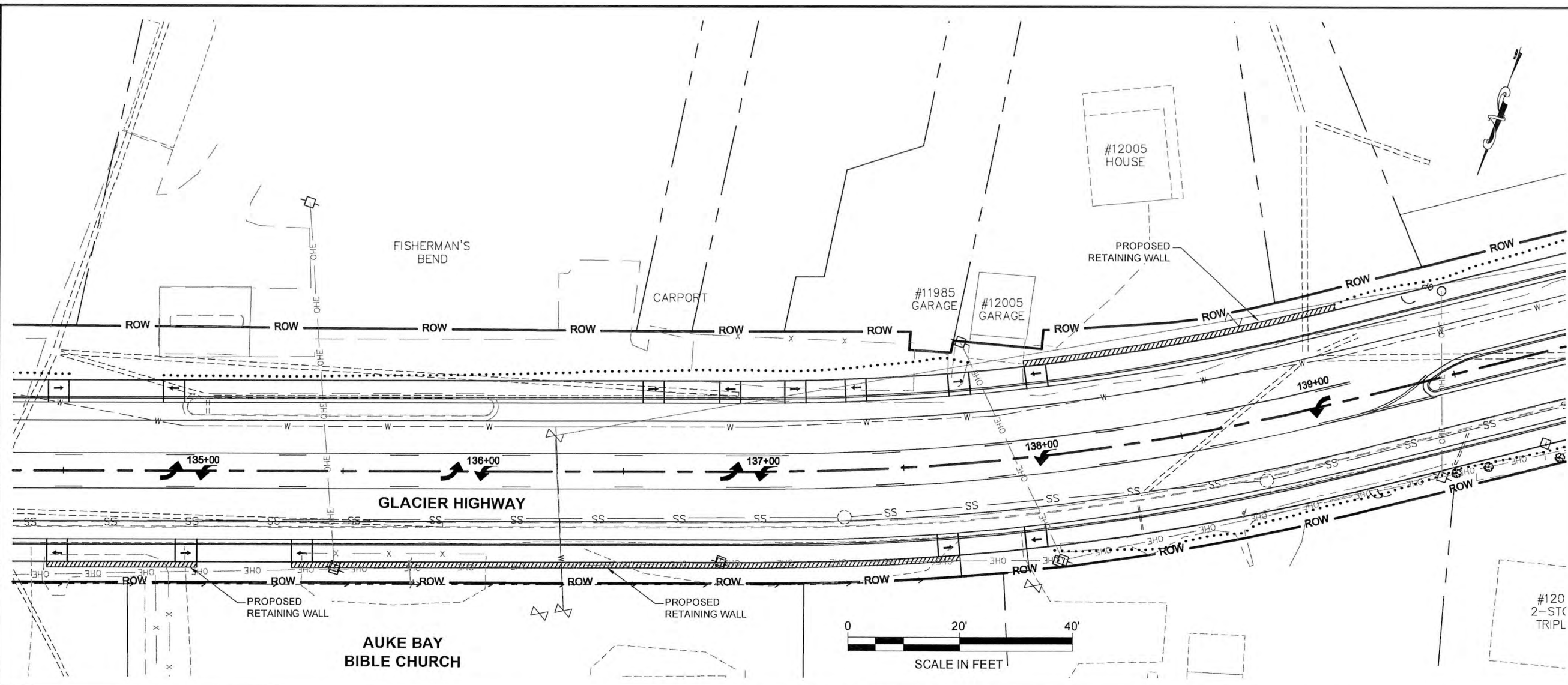


DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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JORDAN HALL  
4-Mar-14  
TAB: F12

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

RECEIVED  
MAR 05 2014  
PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: I NAME

DESIGNED BY: I NAME

DRAWN BY: I NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

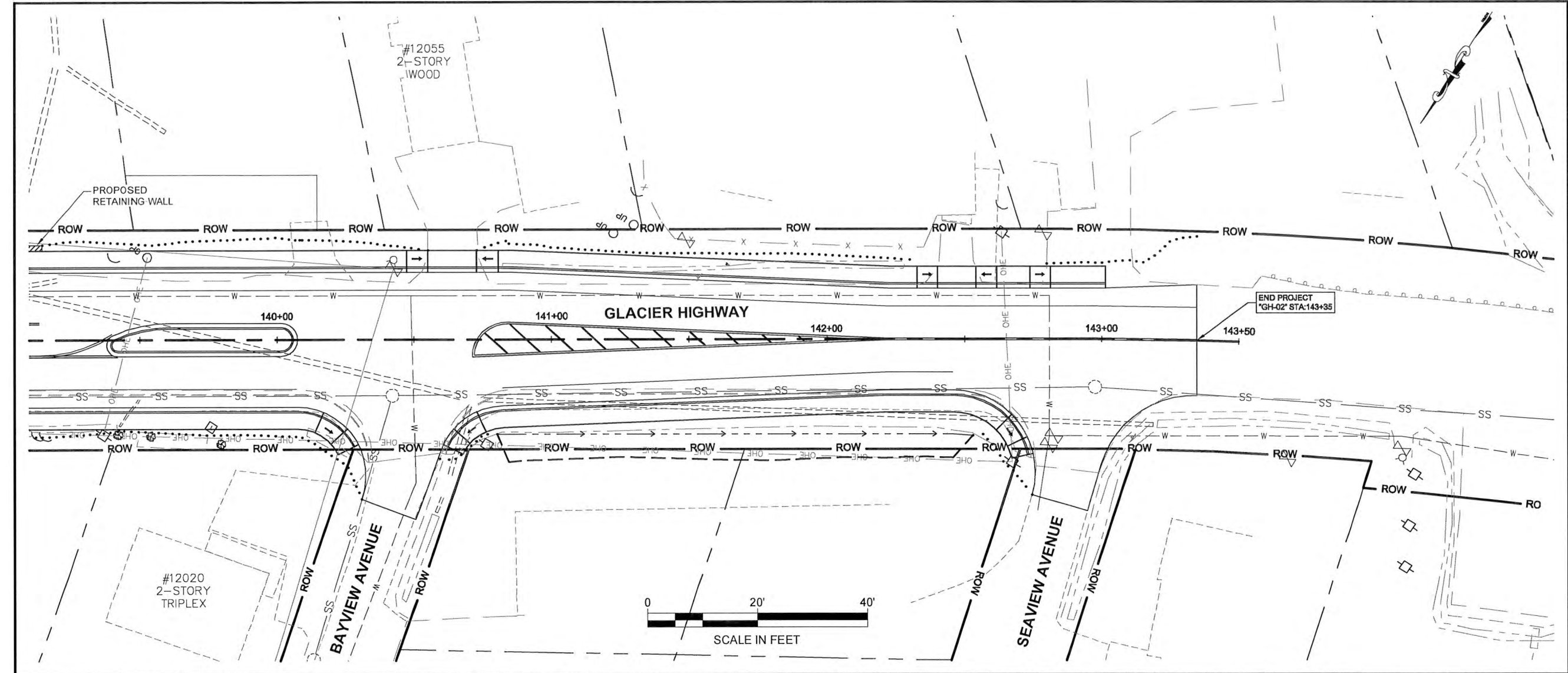
GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F12	XX



JORDAN HALL  
4-Mar-14  
TAB F13

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

RECEIVED  
MAR 05 2014  
PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: I NAME

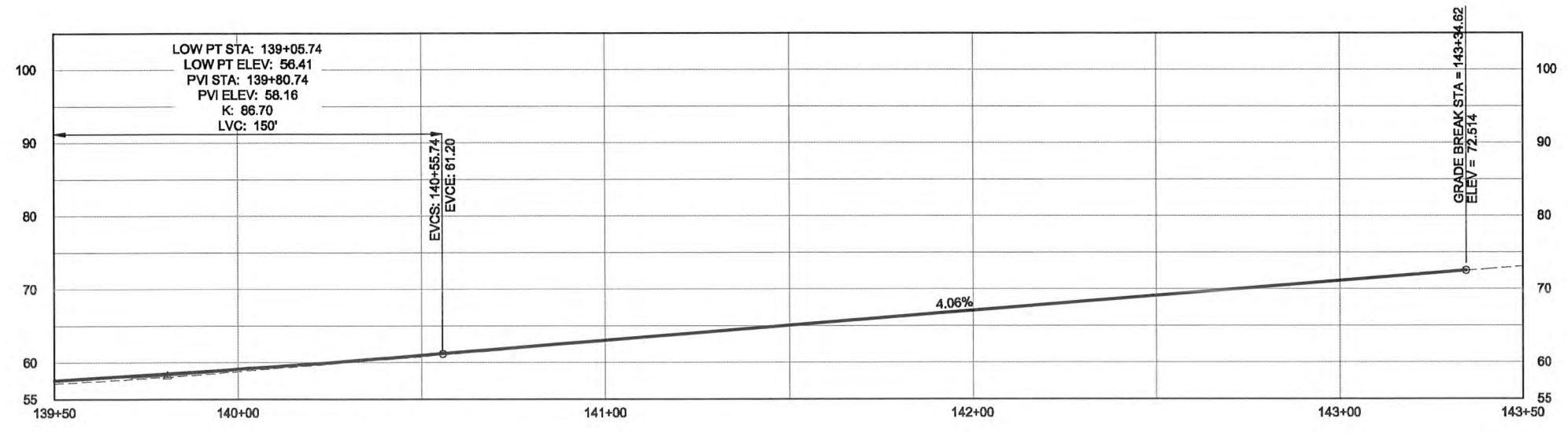
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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

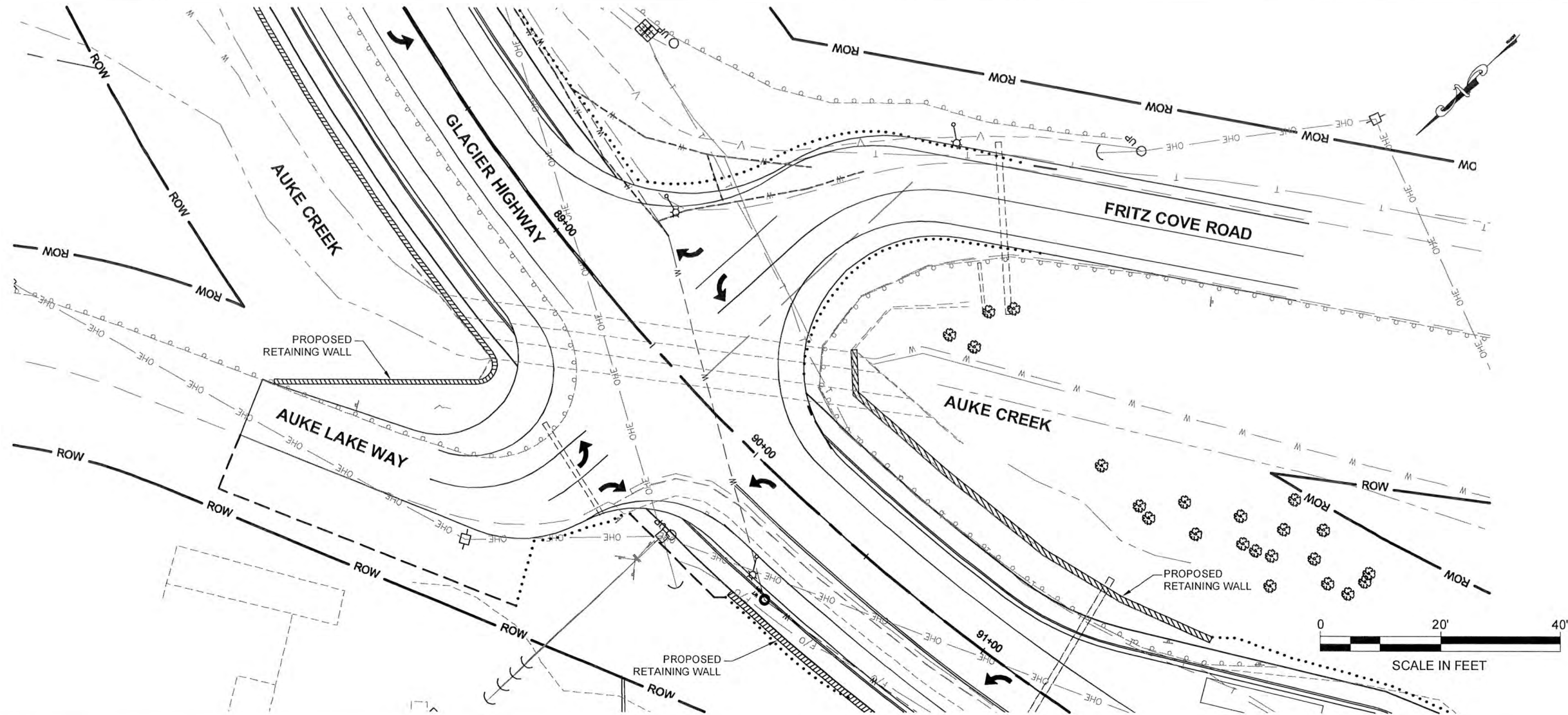
GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION	
0933039/68471	
STATE	YEAR
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SHEET NUMBER	TOTAL SHEETS
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JORDAN HALL  
4-Mar-14  
TAB: F14

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

RECEIVED  
MAR 05 2014  
PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: I NAME

PROGRESS  
SET

DESIGNED BY: I NAME

DRAWN BY: I NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

GLACIER HIGHWAY  
PLAN & PROFILE

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F14	XX

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ATTACHMENT A