Agenda

Planning Commission - Special Meeting
City and Borough of Juneau

January 8, 2020
City Hall Conference Room 224
7:00 PM

I. ROLL CALL

- **A.** Swearing in of Planning Commission members

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. ITEMS FOR RECONSIDERATION

VI. CONSENT AGENDA

- **A.** CSP2019 0011: A State Project for a new roundabout and improvments on Glacier Hwy - APPROVED

VII. UNFINISHED BUSINESS

VIII. REGULAR AGENDA

IX. BOARD OF ADJUSTMENT

X. OTHER BUSINESS

- **A.** Election of Officers and Planning Commission Committee Assignments

XI. STAFF REPORTS

XII. COMMITTEE REPORTS

XIII. LIAISON REPORT

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. EXECUTIVE SESSION

XVII. ADJOURNMENT

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: January 6, 2020

TO: Planning Commission

FROM: Amy Liu, Planner
Community Development Department

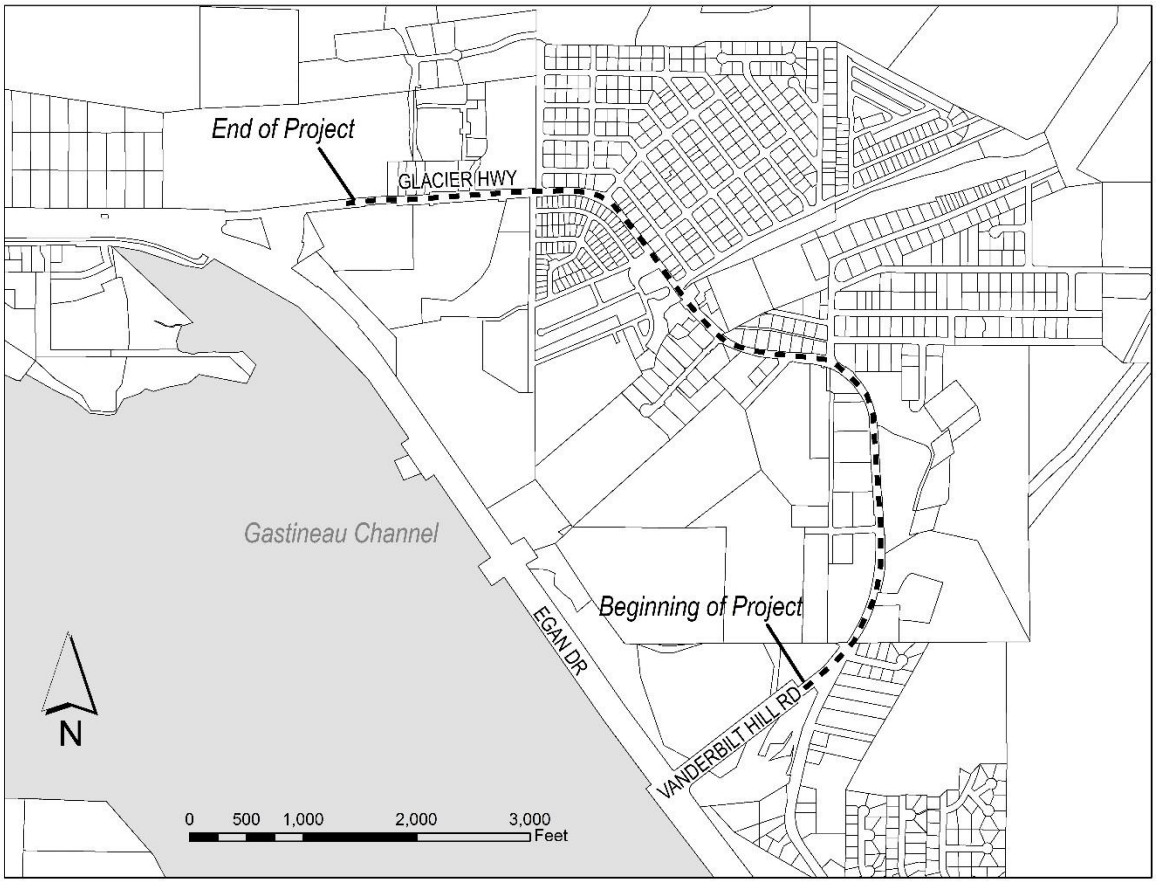
FILE NO.: CSP2019 0011

PROPOSAL: A State project for a new roundabout and improvements on Glacier Highway from Glacier Highway Access Road to Vanderbilt Hill Road

GENERAL INFORMATION

Applicant:	Alaska Department of Transportation & Public Facilities
Property Owner:	Alaska Department of Transportation & Public Facilities
Property Address:	Glacier Highway from Glacier Highway Access Road to Vanderbilt Hill Road
Utilities:	Public water and sewer
Surrounding Land Use:	School, residential, industrial, and commercial uses

VICINITY MAP



ATTACHMENTS

Attachment A – Application
Note: Project drawings submitted with the application can be found at the online version of this staff report.
Attachment B – Public Process Timeline
Attachment C – Agency Review Comments

PROPOSAL

The applicant is requesting a State Project Review of improvements to Glacier Highway between Glacier Highway Access Road and Vanderbilt Hill Road. The purpose is to reduce vehicle delay

and increase safety for pedestrians and bicyclists. The project includes the following work on Glacier Highway:

- New roundabout at the Renninger Street intersection
- New pedestrian refuge medians along the Short Street, Concrete Way, Belardi Drive, Central Avenue, Alaway Avenue, Renninger Street, and the former Walmart site intersections
- New refuge median for bicycles at the Lemon Road intersection
- New pedestrian activated flashing beacons at the Vanderbilt Hill Road, Concrete Way, Renninger Road, and former Walmart site intersections
- New "zebra-style" marking for pedestrian crossings
- New traffic signal at the Davis Avenue intersection
- New 5-foot wide sidewalks on both sides of the corridor, except at roundabout
- Replacement of existing lighting with LED lighting
- Replacement of the traffic signal at the Anka Street intersection
- 5.5-foot wide bicycle lanes on both sides, marked with 8-inch wide white stripe

BACKGROUND

The project area was originally constructed in 1960 and most recently repaved in 2009. Currently, the right-of-way supports vehicle, bicycle, and pedestrian traffic. Trips are often associated with Dzantik'i Heeni Middle School, residential uses, industrial uses, and commute between the Valley and downtown. As a result, the project area, which is designated as a minor arterial, is prone to congestion. The roadway consists of two 12-foot wide travel lanes, a 12-foot center turn lane, shoulders of varying widths striped for bicycle use, and seven transit stops, of which four are covered. There is a continuous sidewalk on the landward side except between Anka Street and Tonsgard Court. Several curb cuts do not meet current ADA standards, and crosswalks are not marked.

The design for the proposed project, largely informed by a traffic study and public comments, began in 2012. Public outreach spans from 2013 to the present. (Attachment B)

- February 5, 2013 – Stakeholder meeting and public meetings held
- November 5, 2013 – Open House
- January 24, 2014 – Online Public Notice of project
- January 30, 2014 – Juneau Empire advertisement notice of project
- May 2015 – Meetings with AML and Capital Transit
- February 5, 2016 – Online Public Notice of project update and of public meeting
- February 9, 2016 – Juneau Empire advertisement notice of project update and of public meeting;

Poster noticing public meeting posted at local businesses; and
Juneau Empire article including public meeting information

- March 3, 2016 – Public meeting held at Gruening Park Recreational Center
- January 26, 2017 – CBJ Lemon Creek Area Plan Steering Committee meeting participation
- March 27, 2019 – Online Public Notice of project update
- May 10, 2019 – Online Public Notice of Switzer Creek Natural Area Park *de minimis* use
- June 14, 2019 – Juneau Empire advertisement notice of Switzer Creek Natural Area Park *de minimis* use
- September 30, 2019 – Online Public Notice of project floodplain impacts

The applicant is currently in the process of defining, appraising, and acquiring the right-of-way necessary for constructing improvements and relocating utilities. Based upon the information provided in the application, staff anticipates less than 2,400 square feet of CBJ land disposal for new sidewalks, pedestrian crossings, bus pullouts, and drainage improvements. Title 53 requires that all negotiated land sales undergo a review by the Planning Commission before final authorization by the City Assembly.

> ***53.09.260 - Negotiated sales, leases, and exchanges*** *(b) Planning commission review, final assembly approval. Upon satisfactory progress in the negotiation or competition undertaken pursuant to subsection (a) of this section, and after review by the planning commission and authorization by the assembly by ordinance, the manager may conclude arrangements for the lease, sale, or exchange or other disposal of City and Borough land. The final terms of a disposal pursuant to this section are subject to approval by the assembly unless the minimum essential terms and the authority of the manager to execute the disposal are set forth in the ordinance enacted pursuant to this subsection. The disposal may not be executed until the effective date of the ordinance.*

Land acquisition for right-of-way expansion is subject to requirements of *49.15.590 - Right-of-way acquisitions.* A CSP application is necessary for disposal of land. Staff recommends making this a condition of approval.

AGENCY REVIEW

Staff contacted CBJ General Engineering, Transit, Lands and Resources, and Capital City Fire & Rescue (CCFR), and the Alaska Department of Fish and Game (ADF&G). Lands and Resources provided information about the CBJ land disposal associated with CSP2019 0011. The land disposal has not been submitted in a formal CSP application, as CSP2019 0011 focuses on design. Lands asked whether the Planning Commission could provide a recommendation to the Assembly

on the disposal within the review process for CSP19 0011. Staff's recommendations for CSP2019 0011 are limited to the application submitted, which focuses on design, and not land disposal.

ADF&G expressed that it has been reviewing this project for several years and does not have further comment.

CCFR stated that any fire hydrants that are moved shall be relocated near the original locations for fire protection and fire code requirement purposes. Per the 2012 International Fire Code D102.1, the roundabout and corridor must be capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds. Any replacing or relocating of traffic lights must have traffic light control devices for emergency apparatus use. The applicant clarified that most hydrants will be retained and otherwise relocated in close proximity to the original location. Traffic lights will accommodate emergency use. Regarding load, the applicant explained, "We basically design a pavement section to withstand an anticipated number of what we call Equivalent Axle Load (EAL) with each EAL representing a single axle of 18,000 lbs. As the loading increases, the EAL increases exponentially such that the passage of a single 75,000 fire truck represents 12 EALs. To put that in perspective however, the pavement section was designed for a projected 2.6 million EALs over the design life of 20 years for the project. As heavy as a firetruck is, in the big scheme of things it represents a very small percentage of the total anticipated wear and tear on the pavement." CCFR affirmed that the applicant's response is satisfactory for demonstrating that the design complies with IFC D102.1.

Capital Transit recommends that shelters be behind the sidewalk enough to provide at least five feet of clear sidewalk for pedestrians between shelter and back of curb. CBJ prefers that shelters not have a full open front while still being ADA compliant. Full open front shelters are prone to filling with snow during winter plowing. Staff notes that the applicant is only providing the pads for the bus shelters, and has been in contact with Capital Transit to determine the pad's location and dimensions.

No other comments were received.

PUBLIC COMMENT

Staff mailed public notice to property owners within 500 feet of the project area. No comments were received.

ANALYSIS

All proposed State capital improvement projects must be reviewed for consistency with the CBJ Land Use code (Title 49). Title 49 also provides reference to the CBJ Comprehensive Plan and its officially adopted plans.

49.15.580 (b) - 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 on and modifications to such projects. If the commission approves or approves with conditions or modifications, a notice of decision shall be issued. A notice of decision becomes final 90 days from the date the project was submitted unless modified or disapproved by the assembly. If the commission disapproves, a notice of recommendation and draft resolution shall be forwarded to the assembly for further action.*

Conformity with Adopted Plans

The proposed project implements goals and actions of several adopted plans. In addition to excerpts referenced in the application narrative, the following plan sections apply.

2013 Comprehensive Plan of the City and Borough of Juneau

Improved pedestrian and bicycle movement within and between major shopping and employment centers, schools and other concentrations of population are needed. Pedestrian and bicycle facilities are needed to provide safer and more efficient movement within and between neighborhoods and major concentrations of population. These facilities are also important as an aspect of recreation and can contribute to community health by facilitating active transportation and recreation. (pg. 115)

8.6 - IA4 *Work with the Juneau School District and other agencies to identify opportunities for improved pedestrian and bicycle access to schools. (pg.114)*

Non-Motorized Transportation Plan

When constructing a new street or rebuilding an existing one, walking can be encouraged by considering the walker's experience. Features such as ample sidewalks, street furniture, crosswalks, curb cuts, pedestrian scale lighting, and vegetated buffers between the sidewalk and street make walking safer and more enjoyable. (pg. 19)

Narrower travel lanes – 11 foot lanes are adequate for traffic speeds of 45 mph or less. (pg. 25)

Improve non-motorized facilities on Glacier Highway in Lemon Creek from Sunny Point intersection to Vanderbilt Hill Road- complete sidewalks on south-west side of the street and bring bike lane up to standard… Currently the paved bike lane is variable in width and there is only a sidewalk on one side of the street (#45 and #53). (pg. 10)

Add or improve crosswalks along Glacier Highway at Anka Street, Walmart and Concrete Way (#48, #49, #47). (pg. 10)

A bike lane should be 6 feet wide and be delineated using a 6 inch solid white line and pained with the standard bicycle paving symbols and directional arrows. In areas where the bike lane is adjacent to a curb face or guardrail, where there is a steep grade or lots of traffic, bike lanes may need to be wider than 6 feet. If there are physical width limitations, or if there is no curb, a minimum of 4 feet may be acceptable. (pg. 42)

Area Wide Transportation Plan

Roundabouts have the potential to improve safety at several of Juneau's intersections, while providing for all movements with less congestion and delay. Drivers enter a roundabout at a slow speed and move to the right around a large center island. Exiting the roundabout is completed by a low speed turn to the right away from the center island. Instead of crossing the center island, pedestrians walk around the roundabout, using crosswalks at each entrance and exit. Bicyclists have the option to travel with pedestrians on these paths instead of sharing the travel lane with motor vehicles. (pg. 26)

Juneau Renewable Energy Strategy (2018)

Short Term Actions: Update road and street standards to include wider sidewalks, traffic calming measures in high-pedestrian areas, and shortened pedestrian crossing distances. (pg. A15)

The increased use of renewable energy needs to be encouraged to offset energy consumption of non-renewable sources. This should be accomplished in two manners: conservation of energy consumption with more efficient application and reduced need; and increased development of renewable resources. Programs to reduce energy consumption including building envelope heat loss reduction; application of heat pump technology, biomass and other technologies; and LED lighting application, all of which should be supported. (pg. 28)

2012 Juneau Safe Routes to School Plan

This plan has several recommendations to improve safety for pedestrians, especially children commuting between home and school. The plan does not explicitly mention Dzantik'I Heeni Middle School, but the proposed improvements are in keeping with the general ideas of adding more separated pedestrian paths to protect pedestrians.

Habitat

The proposed development is exempt from the Coastal Management program per 49.70.950(f):

> *All structures and foundations located adjacent to streams or lakes listed in Table VI-2 of Appendix C of the Juneau Coastal Management Plan, shall have a 50-feet setback from each side of the stream or lake measured from the ordinary high water mark, where feasible and prudent;* ***provided, docks, bridges, culverts and public structures whose purpose is access to or across the stream or lake are not subject to this policy****,* (emphasis added) *and provided further, uses which must be in or adjacent to the stream or lake in order to function, such as mining activities, fish culturing, water supply intakes and similar uses, are exempt from the setback requirement. The setback shall be vegetated or revegetated, where feasible and prudent, and such vegetation or revegetation shall be kept or arranged to maximize shade on the stream.*

Drainage features will capture stormwater runoff from the Anka Street industrial area and convey to a new drainage ditch in order to slow stormwater that that may contain sediment and allow for infiltration before entering Vanderbilt Creek. Fish barriers will be used during construction to avoid direct fish mortalities. Fish will be removed or transported by ADF&G or the Alaska Department of Transportation and Public Facilities (DOT&PF). DOT&PF will conduct a fish passage analysis for culverts and hydraulic analysis for Switzer and Vanderbilt Creeks. Baffles will be installed to allow fish passage and gravel retention in the lined fish pipes. Drainage improvements will involve work within floodplains identified by the 2013 Special Flood Hazard Area Map or below the base flood elevation. Work is expected to be minor and not change the base flood elevation.

FINDINGS

Staff finds the proposed construction of a new roundabout and improvements on Glacier Highway from Glacier Highway Access Road to Vanderbilt Hill Road consistent with CBJ adopted plans and Title 49.

RECOMMENDATION

Staff recommends that the Planning Commission find CSP2019 0011 consistent with adopted local plans and polices as required by CBJ 49.15.580, and approve CSP2019 0011 to construct one (1) new roundabout and improvements on Glacier Highway from Glacier Highway Access Road to Vanderbilt Hill Road with the following condition:

1. Submit an application for the review of the necessary right-of-way acquisition plat following conclusion of negotiations regarding all easements and land sales in the project area per CBJ 49.15.590.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received:
CSP20190011		10/21/19
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description
Reconstruct Glacier Highway/Lemon road between Glacier Highway Access Road and Twin Lakes Road. Includes: resurfacing the roadway, constructing a roundabout at Renninger Street, adding a traffic signal at Davis Avenue, adding a sidewalk on the seaward side, upgrading the illumination, adding pedestrian crossings at various locations, relocating and improving bus pullouts, addressing drainage needs.

PROPERTY LOCATION

Street Address	City/Zip
	Juneau

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
Glacier Highway/Lemon Road (CDS Route 296229) between Glacier Highway Access Road (CDS Milepoint 1.590) and

Assessor's Parcel Number(s)

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
Alaska Department of Transporation and Public Facilities	Charles Tripp	907-465-4439
Mailing Address	**Home Phone:**	**Fax Number:**
6860 Glacier Hwy, PO Box 112506, Juneau, AK 99811-2506		907-465-4414
E-mail Address	**Other Contact Phone Number(s):**	
chuck.tripp@alaska.gov		

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 _____ Landowner/Lessee Signature _____ 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	Contact Person:	Work Phone:
SAME		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X Charles Tripp _____ Applicant's Signature

10/21/2019 Date of Application

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

STAFF APPROVALS

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

***Public Notice Sign Form filled out and in the file.

Comments:

Permit Intake Initials TJR

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

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

Reconstruct Glacier Highway/Lemon road between Glacier Highway Access Road and Twin Lakes Road. Includes: resurfacing the roadway, constructing a roundabout at Renninger Street, adding a traffic signal at Davis Avenue, adding a sidewalk on the seaward side, upgrading the illumination, adding pedestrian crossings at various locations, relocating and improving bus pullouts, addressing drainage needs.

TYPE OF PROJECT REVIEW:

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

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ○ YES Case No.: _____ ◉ NO

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # Z681240000

ESTIMATED PROJECT COST: $ 15,784,000

ALL REQUIRED MATERIALS ATTACHED

- ☑ **Complete application**
- ☐ **Pre-Application notes** (if applicable)
- ☐ **Narrative including:**
  - ☐ Current use of land or building(s)
  - ☐ Proposed use of land or building(s)
  - ☐ How the proposed project complies with the Comprehensive Plan
  - ☐ How the proposed project complies with the Land Use Code (Title 49)
- ☑ **Site Plan** (details on page 2)

NOTE: This application is <u>required</u> even if the proposed project is associated with other Land Use permits.

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	$ 1600			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
CSP20190011	10/21/19

DOT narrative

This project is consistent with the following land use plan:

CBJ Comprehensive Plan 2013

and with the following transportations plans:

CBJ Area wide Transportation Plan 2001,

CBJ Non-motorized Transportation Plan, 2009.

CBJ Comprehensive Plan 2013

This project conforms with the planning objectives outlined in the Lemon Creek, Switzer Creek, and Salmon Creek section of the CBJ Comprehensive Plan 2013 beginning on page 117.

Specifically, this project implements Implementing Action 8.8 IA7 A which reads as follows:

A. Develop a complete sidewalk system and separated pedestrian/bicycle path throughout the Lemon/Switzer Creek neighborhood, connecting residential land uses to schools, playgrounds, employment centers, retailers, and transit facilities;

The project constructs sidewalk on the seaward side of Glacier Highway within the project corridor. In addition the project will have a bike lane of uniform width on both sides of the project corridor.

The project also implements Implementing Action 8.8 IA7 E which reads as follows:

E. Crosswalks across Glacier Highway in mid-block or unsignalized locations should utilize medians for mid-crossing pedestrian refuges; 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; and,

The project constructs pedestrian refuge medians at six separate locations as well as a refuge specifically for cyclists at the Vanderbilt Hill Road/Glacier Highway intersection and in addition to the roundabout at Renninger. The continuous center turn lane is replaced with a center median between Bilardi Drive and the Renninger. The ability to make left turns is eliminated between Alaway and Renninger.

The project also implements Implementing Action 8.8 IA7 F which reads as follows:

F. Pedestrian-scale illumination, "bulb-outs" at intersections, medians, and other design treatments which provide visual cues to drivers regarding crossing locations and which lead drivers to adjust their speed accordingly.

Each of the pedestrian crossings within the project corridor with have the benefit of illumination to increase the visibility of pedestrians at night in the cross-walks. There are no bulb-outs as part of this project however refuge medians will provide visual cues to drivers to the existence of a crossing and will something of a traffic calming effect in the vicinity of the crossing. They will allow pedestrians to cross Glacier Highway one stream of traffic at a time.

The project also implements Implementing Action 8.8 IA7 D which reads as follows:

The project is constructing sidewalk on the seaward side of Glacier Highway. The project is constructing improved pedestrian crossings which will include refuge medians at 6 different locations within the corridor including the three intersections specifically mentioned.

The Non-Motorized Transportation Plan lists three Crosswalk/Intersection improvements that fall within the project area:

Lemon Creek and Twin Lakes *(Figure 8)*	
47	**Glacier Highway at Concrete Way** • Add pedestrian activated signal and continental style crosswalk
48	**Glacier Highway at Anka Street** • Intersection was recently reconstructed • Consider traffic calming along Glacier Highway through this busy commercial and industrial area
49	**Glacier Highway at Walmart** • Add pedestrian activated signal and continental style crosswalk

A continental style cross walk and a pedestrian activated signal are part of the improvements at Concrete Way. The crossing at the former Walmart entrance will also have a continental style crosswalk and the existing HAWK will be replaced with a pedestrian activated signal. Sidewalk will be constructed on the seaward side of Anka Street intersection.

The Non-motorized Transportation Plan lists one sidewalk and street scape improvement that falls within the project area.

Lemon Creek and Twin Lakes *(Figure 8)*	
45	**Glacier Highway (Sunny Point to Vanderbilt Hill Road)** • Complete sidewalks on both sides of the street • Vegetated buffer between street and sidewalk and traffic calming will increase safety for pedestrians

This project will construct sidewalk on the seaward side of Glacier Avenue to provide sidewalks on both sides. It is worth noting however that seaward side sidewalk ends at the Short Street intersection. It does this for two reasons. One is that there are no pedestrian destinations beyond the Short Street intersection. Second is the close proximity of Vanderbilt Creek would make construction of a sidewalk beyond Short Street quite expensive.

This project is NOT constructing a vegetated buffer between the street and sidewalk for reasons of cost and insufficient right of way. The sidewalks will however be separated from vehicular traffic by the bike lane which will have the effect of putting a distance of about 7.5 feet between the pedestrians and the vehicular traffic.

The Non-motorized Transportation Plan lists Bike Facility Improvements for Glacier Highway in the Lemon Creek Area:

Lemon Creek and Twin Lakes *(Figure 8)*	
53	**Glacier Highway (through Lemon Creek)** • Shoulder is already paved, but should be a minimum of 6 feet wide • Pavement markings and signage required • Bike lanes at intersections should follow ASHTO standards

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOAST REGION

DESIGN STUDY REPORT

JNU – GLACIER HIGHWAY IMPROVEMENTS (LEMON CREEK AREA)

PROJECT NO. Z681240000 / 0955016

October 2019

Concurrence By: Tony Roos 10/11/19 Tony Roos, P.E. Date Engineering Manager (Consulting Firm)	Submitted By: Charles Tripp 10/11/19 Charles Tripp, P.E. Date Engineering Manager
Recommended for Approval: 10/15/19 Kirk Miller, P.E. Date Design Group Chief	
Approved By: 10/15/19 Pat Carroll, P.E. Date Regional Preconstruction Engineer FOR	

JNU – GLACIER HIGHWAY IMPROVEMENTS (LEMON CREEK AREA) Project No. 68124 / 0955016

NOTICE TO USERS

The purpose of this report is to document the Alaska Department of Transportation and Public Facilities (DOT&PF) planning, preliminary design, and development of this project.

This report reflects design decisions as of the date of this document. Changes frequently occur during the design process and those who may rely on the information contained in this document should check with the DOT&PF for the most current design. Please contact the Engineering Manager at (907) 465 – 4439 for this information.

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PROJECT NO. 68124 / 0955016

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1 DESCRIPTION OF THE PROJECT

1.1 Location of the Project

This project is located in Juneau, Alaska, which is located at the north-central end of the southeast panhandle. Refer to Figure 1-1 for a project location map.

This project will construct improvements on Glacier Highway (CDS Route 296229) between Vanderbilt Hill Road (CDS milepoint 3.175) and Glacier Highway Access Road (CDS milepoint 1.579) which functions as a transportation corridor for local vehicular access with origin or destination in the Lemon Creek area and as a through corridor for bicycle traffic between Mendenhall Valley and downtown Juneau. See Figure 1-2 for the area wide project vicinity map.

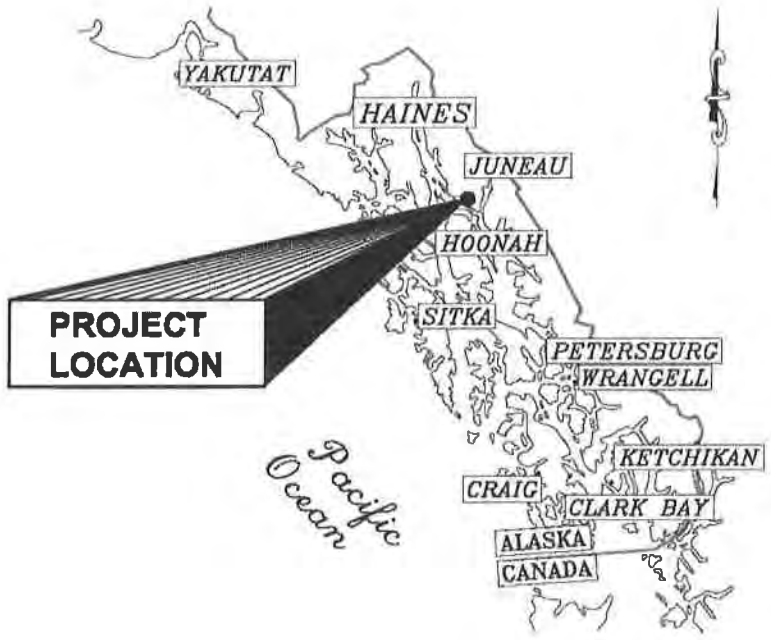


Figure 1-1 Project Location Map

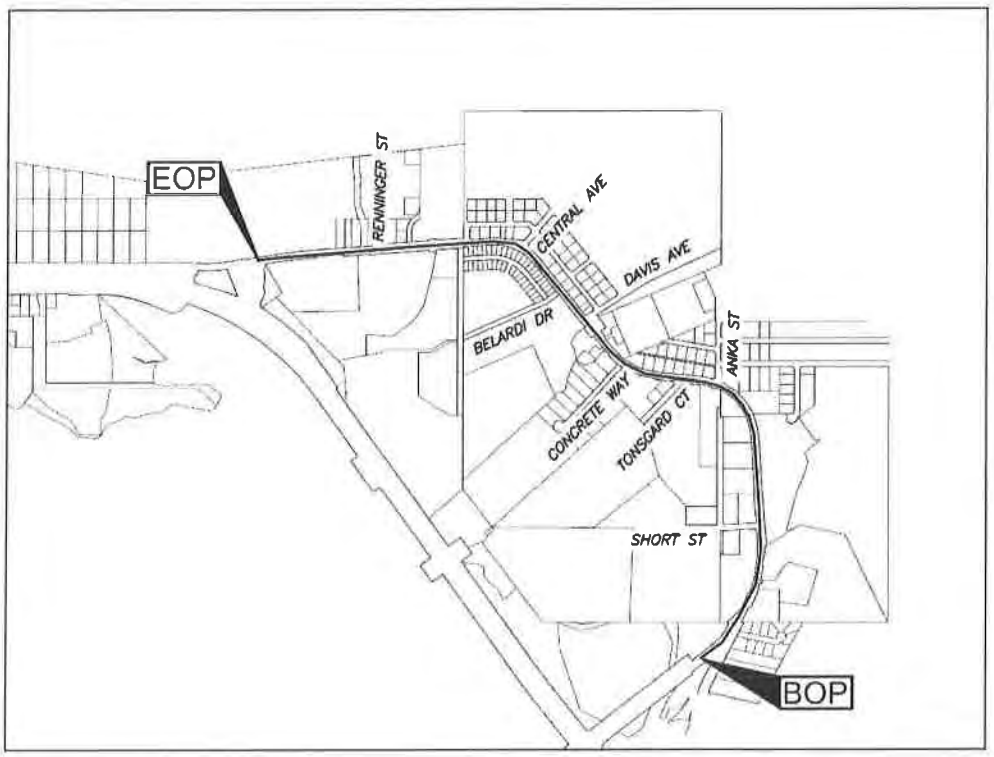


Figure 1-2 Project Vicinity Map

1.2 Existing Facilities

The primary function of Glacier Highway is for local motor vehicle circulation, along with pedestrian and bicyclist travel. It provides for multiple travel purposes: as local vehicular access and circulation route for traffic with origin/destination in the Lemon Creek area; and as a through corridor for bicycle traffic between the Mendenhall Valley and downtown. The corridor also has a significant amount of truck traffic which serves the industrial and commercial needs of the area. In addition there is school bus traffic to and from the residential areas adjacent to the corridor as well as in support of the Dzantik'I Heeni Middle School located on Renninger Street. Public transportation also uses the corridor for many of their routes connecting the Mendenhall Valley with downtown. Many of the residents local to the area rely upon public transportation which transits the area. There is also a significant amount of pedestrian traffic which accesses public transportation, local businesses and schools. This section of Glacier Highway is classified as *Minor Arterial*.

The posted speed limit along the study corridor is 40 miles per hour (mph). The roadway is made up of two 12-foot wide lanes with a 12-foot center turn lane with varying width shoulders on both sides, striped and signed for bikes in some areas.

In general, Glacier Highway consists of a three lane highway (one lane in each direction with a center turn lane) with a continuous sidewalk on the landward side. Except for a short segment near the former Walmart property and between Tonsgard Court and Anka Street, there is no sidewalk on the seaward side of Glacier Highway. Bike lanes exist on both sides of Glacier Highway, although in many locations these lanes are not well defined or properly designated.

There are three intersections with marked crosswalks across Glacier Highway: the former Walmart Driveway, Alaway Avenue, and Anka Street.

The side street approaches and many of the driveways are very wide (from 40 to 70 feet wide). Most of the side streets are stop-controlled, but lack stop bars. In addition, many curbs ramps within the project corridor do not meet current ADA standards.

Transit stops are found at the former Walmart driveway, Alaway Avenue, Davis Avenue, Tonsgard Court, Short Street, and near Western Auto. Almost all of the transit stops have shelters, except the ones at Alaway Avenue, the stop on the west side of Glacier Highway near Short Street, and the stop on the west side of Glacier Highway near Western Auto.

High levels of congestion exist at the intersection of Glacier Highway with Renninger Street, Davis Avenue, Concrete Way and Anka Street, as well as along the Lemon Creek Bridge. This congestion is due to school traffic, narrow bike lanes, unmarked crosswalks, and high numbers of large commercial vehicles.

1.3 Project History

Glacier Highway between Glacier Highway Access Road and Vanderbilt Hill Road was originally constructed in 1960 in FH2-G4 Juneau Grading and Drainage: Glacier Highway. Subsequent pavement improvements were constructed in:

- 1982 RS-0955(1)/R-30671 Lemon Road: Grading, Drainage, Paving, Bridges, Signing and Striping
- 1986 RS-0955(1) Lemon Road: Vanderbilt Hill to Switzer Village
- 1992 70487 Lemon Road Overlay: Paving, Signing, Traffic Marking
- 1993 70469 Salmon Creek to Vanderbilt Hill: Grading, Paving & Drainage
- 1994 71619 Lemon Road Sidewalk
- 1999 67819 JNU-Glacier Highway Overlay & Egan Expressway Acceleration/ Deceleration Lane Resurfacing
- 2001 67898 Juneau Glacier Highway/ Anka Street Intersection Improvements
- 2006 71431 Sunny Point Intersection Improvements
- 2009 68837 JNU-FFY09 Area Wide Paving

Design was initiated for this project in 2012. Initial design efforts included a traffic study and public outreach to understand the deficiencies of the corridor and to define the needed improvements. A Categorical Exclusion was signed in May 2017. In November, 2017, Phase 3 and Phase 7 were initiated to begin the process of defining, appraising and acquiring the right of way necessary to construct the improvements and also to relocate utilities impacted by the project. Right of Way acquisition efforts are ongoing.

1.4 Purpose and Need for the Project

The Glacier Highway corridor through Lemon Creek is heavily traveled by industrial and passenger vehicles, pedestrians, and bicyclists. Vehicles have difficulty and delay with left turns from any access onto Glacier Highway. Pedestrians and bicyclists have inadequate crossings and dedicated travel lanes.

This project will improve the flow of vehicular traffic through the project area, including transit, and to make the road more accessible to pedestrians, including those with disabilities.

2 DESIGN STANDARDS

The Design Designation is: *Minor Arterial* and is contained in Appendix A. The following design standards will be used:

1. *American Association of State Highway and Transportation Officials (AASHTO) publications: A Policy on Geometric Design of Highways and Streets, 2001 (Also known as the Green Book).*

2. *American Association of State Highway and Transportation Officials (AASHTO) publications: Guide for the Development of Bicycle Facilities, 1999*

3. *American Association of State Highway and Transportation Officials (AASHTO) publications:* Roadside Design Guide 4th Edition, 2012

4. *American Association of State Highway and Transportation Officials (AASHTO) publications:* Roadway Lighting Design Guide, as amended 2010

5. *DOT&PF publications: Highway Preconstruction Manual (PCM), as revised August 2014*

6. *DOT&PF publications: Alaska Highway Drainage Manual, as revised June 2006.*

7. *DOT&PF publications: Alaska Standard Drawings, as revised May 2013.*

8. *DOT&PF publications: Alaska Traffic Manual (ATMS), as revised December 2009.*

9. *DOT&PF publications: Alaska Sign Design Specifications, as revised January 2015.*

10. *DOT&PF publications: Department Policy 05.05.020 Establishment of Speed Limits and Zones, July 2012.*

11. *DOT&PF publications: LRFD Bridge Design Specifications 7th Edition, 2015.*

12. *Federal Highway Administration (FHWA): Urban Drainage Design Manual Hydraulic Engineering Circular No.22 Third Addition , August 2013*

13. *Federal Highway Administration (FHWA): Roadway Lighting Handbook , August 2012.*

14. *Federal Highway Administration (FHWA): Code of Federal Regulations, Title 23, Highways, April 2012.*

15. *Institute of Transportation Engineers (ITE): Traffic Engineering Handbook, 6th Edition, March 2009.*

16. *US Architectural and Transportation Barriers Compliance Board (USATBCB): American with Disabilities Act Accessibility Guidelines, 2010.*

17. *US Architectural and Transportation Barriers Compliance Board (USATBCB): Proposed Guidelines for Public Rights-of-Way, 2011.*

18. *Transportation Research Board (TRB): Highway Capacity Manual, 2010.*

19. *National Cooperative Highway Research Program (NCHRP): NCHRP Report 672 Roundabouts: An Informational Guide, 2nd Edition.*

20. *State of Alaska Department of Environmental Conservation (ADEC) publication: Alaska Storm water Guide, 2011.*

21. *State of Alaska Standard Drawings Manual March 31, 2015.*

22. *Current electrical codes and guidelines required by local utility companies Alaska Electric Light & Power, and GCI.*

23. *Street Lighting: The new street lighting system shall comply with the applicable IES roadway lighting standards, AASHTO Publication "An Informational Guide for Roadway Lighting" (IGRL).*

24. *State of Alaska publication: Alaska Administrative Code. 18 AAC 80 Drinking Water, as amended May 20, 2011.*

25. *State of Alaska publication: Alaska Administrative Code. 18 AAC 72 Wastewater Disposal, as amended December 23, 2009.*

26. *Design Loading HS-20*

27. *National Association of City Transportation Officials Urban Bikeway Design Guide, April 2011.*

The project Design Criteria form can be found in Appendix A.

3 DESIGN ALTERNATIVES

3.1 Alternative A - No Build

This alternative provides for no improvements and for the continued operation and maintenance of the facility in its current condition and configuration.

Pros: None other than funds that would be spent on this project would be available for other projects.

Cons: The deficiencies of the corridor would continue unaddressed.

Cost Estimate – Alternative A: **$0**

3.2 Alternative B – Baseline Corridor Vision

This alternative would add median refuge islands for pedestrian crossings at Short Street, Concrete Way, Davis Avenue, Belardi Drive, Alaway Avenue, and Renninger Street. Pedestrian activated flashing beacons would be installed at Concrete Way, Davis Street, and Renninger Street. A bicycle only refuge median crossing with an RRFB will be installed at Vanderbilt Hill Road.

In addition to this, the project would: narrow travel lanes from 12 to 11 feet wide; provide defined bicycle lanes; add continuous curb, gutter, sidewalk, and street lighting on both sides of the highway; add bus shelters, pull outs, and crosswalks at transit stops; add ADA compliant curb ramps at all intersections; install stop bars and marked crosswalks at all side streets; and resurface the pavement.

Pros: Pedestrian improvements would better enable the corridor to accommodate pedestrian traffic. The refuge medians at Short Street, Concrete Way, Davis Avenue, Belardi Drive, Alaway Avenue, and Renninger Street would enable pedestrians to cross Glacier Highway more safely and with minimal impacts to vehicular traffic. This alternative would reconfigure the corridor to better accommodate bike traffic while minimizing right of way impacts and impacts to the level of service for traffic. Improvements would rehabilitate the pavement surface. Though some right of way would be required to construct this alternative, this alternative does not require the acquisition and demolition of any buildings.

Cons: This alternative would not attempt to address the low levels of service that occur at the Renninger Street intersection.

Cost Estimate – Alternative B: **$6,185,000**

3.3 Alternative C – Enhanced Baseline Vision

This alternative builds upon the Alternative B by through additional pedestrian crossings, more extensive access management from adjoining properties and more extensive medians. The crosswalk at the former Walmart main driveway would be moved to the west leg of the driveway intersection and the Pedestrian Hybrid Beacon replaced with a flashing beacon. A crosswalk with a median refuge will be installed at Central Avenue.

Pros: Raised medians increase access management of pedestrians, and the new crosswalk with median refuge would increase pedestrian safety.

Cons: The raised medians and median refuge islands would increase winter maintenance issues.

Cost Estimate – Alternative C: **$10,250,000**

3.4 Alternative D – Roundabout Corridor Vision

This alternative builds upon Alternative C by adding a single lane roundabout at Renninger Street.

High-visibility ("zebra-style") pavement markings and signed pedestrian crossings with center median refuge area at:

- the south side of the intersection with Vanderbilt Hill Road,
- the north side of Short Street intersection, the east side of Concrete Way intersection,
- the west side of Bilardi Drive Intersection,
- the east side of the Central Avenue intersection,
- the west side of the Alaway Avenue intersection.
- the Renninger roundabout on all four legs
- the west side of the main driveway entrance to the former Walmart.

Pedestrian activated flashing beacons will be added at the following intersections:

- Vanderbilt Hill Road
- Concrete Way
- Renninger intersection.
- Former Walmart Driveway

In addition, median will be added between Bilardi Drive and the Central Avenue, between Central Avenue and Alaway Avenue intersections as a 200 foot segment, and between Alaway Avenue and Rennginer.

The curb radii at Anka Street intersection would be increased to facilitate the frequent truck turning movements at that location. Bicycle detection will also be added as part of a modernized traffic signal installation.

A bicycle only refuge median crossing will be installed at Vanderbilt Hill Road. A traffic signal would be added at the Davis Avenue intersection. Driveway access will be consolidated where appropriate. Drainage needs would be addressed and slip line culverts added as needed along the project, including a culvert extension at Switzer Creek.

As with Alternatives B and C, this alternative narrows travel lanes from 12 to 11 feet wide; provides defined bicycle lanes; adds continuous curb, gutter, sidewalk, and street lighting on both sides of the highway; adds bus shelters, pull outs, and crosswalks at transit stops; adds ADA compliant curb ramps at all intersections; installs stop bars and marked crosswalks at all side streets; and resurfaces the pavement.

Pros: The Renninger roundabout will improve the level of service especially during the busy school drop-off/pick-up periods.

Cons: The roundabout and raised medians can potentially require increased winter maintenance. The roundabout requires acquiring additional ROW and moving one powerline at the intersection, increasing utility relocation costs.

Cost Estimate – Alternative C: **$16,290,000**

4 RECOMMENDED ALTERNATIVE

The recommended alternative is Alternative D – Roundabout Corridor Vision

Alternative A – No Build, would cause future traffic delays and would not address the needs of pedestrians and bicyclists.

Alternative B – Baseline Corridor Vision, would not attempt to address the current low level of service at the Renninger Street intersection.

Alternative C – Enhanced Baseline Corridor Vision, would not attempt to address the current low level of service at the Renninger Street intersection.

Alternatives B, C, and D provide for improved safety for pedestrians and bicycles. Only Alternative D provides for increasing the current low level of service at the Renninger Street intersection.

5 TYPICAL SECTION FOR THE RECOMMENDED ALTERNATIVE

5.1 Typical Sections

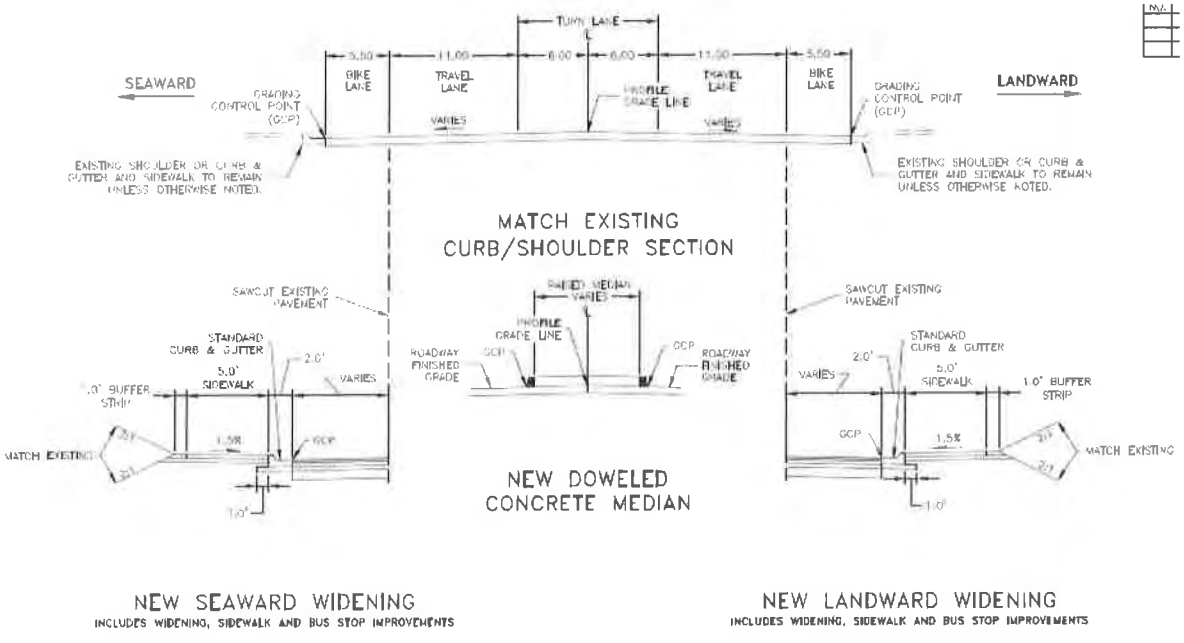
Typical sections developed for this project comply with a functional classification: *Minor Arterial* per *AASHTO Policy on Geometric Design of Highways and Streets (Green Book)* and *AASHTO Guide for the Development of Bicycle Facilities*. In general the existing cross slopes which vary between 0 and 3% will be maintained with minor modifications to address drainage. Cut and fill slopes will generally be 2:1.

5.2 Glacier Highway Typical Sections

5.2.1 Glacier Highway Access Road to Vanderbilt Hill Road

In general, the typical section will consist of two 11 foot travel lanes with a 12 foot middle turn lane/median and with 5.5 foot bike lanes and 4 foot sidewalk in both directions.

In addition, 10.5 foot wide bus pullouts will be added at all bus stops. (See Figure 5.1).



GLACIER HIGHWAY TYPICAL SECTIONS

Figure 5-1 Typical Section

5.2.2 Superelevated Sections

The project will preserve existing superelevation on curves along the project corridor to help correct line of sight and reduce speed issues. Maximum superelevation is 4%. The existing road superelevates about the inside gutter edge instead about the centerline which is the most common method in Southcoast region roadways.

5.2.3 Lemon Creek Bridge.

No structural modifications will be made to Lemon Creek Bridge (See Figure 5.4). Sidewalk 5.5 feet wide will be added to the seaward side of the bridge while the existing 7.33 foot sidewalk on the landward side will be replaced with 5.5 foot wide sidewalk.

The bridge railing will also be replaced on both sides.

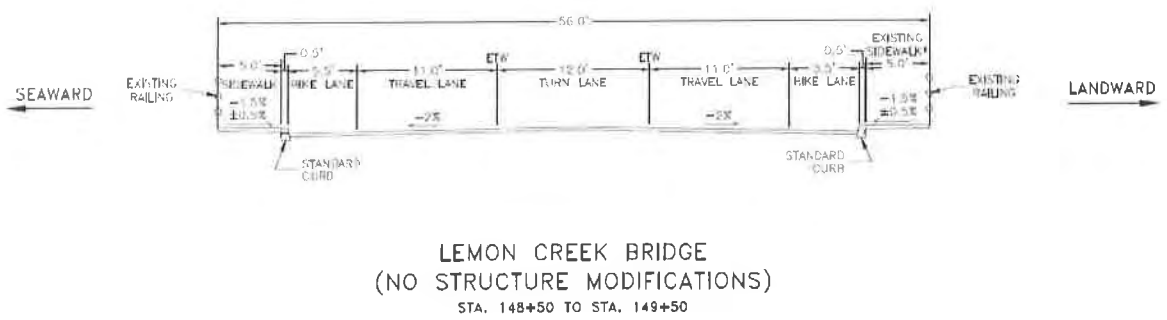


Figure 5-2 Typical Section - Lemon Creek Bridge (Bridge No. 0793)

5.2.4 Renninger Street Roundabout

At Renninger Street there will be a single lane roundabout. The roundabout approaches (See Figure 5.3) will have a splitter islands varying from 5 to 20 feet wide. The travel lanes will widen from 11 to 24 feet wide as they enter the roundabout. Sidewalks will widen to 10 feet in width and will also have a 2 foot buffer between the sidewalk and the traveled way. Bicyclists approaching the roundabout with have the option of either getting onto the sideway by way of a ramp and navigating through the roundabout as would a pedestrian or merging into the traffic lane and maneuvering through the roundabout as would any other vehicle.

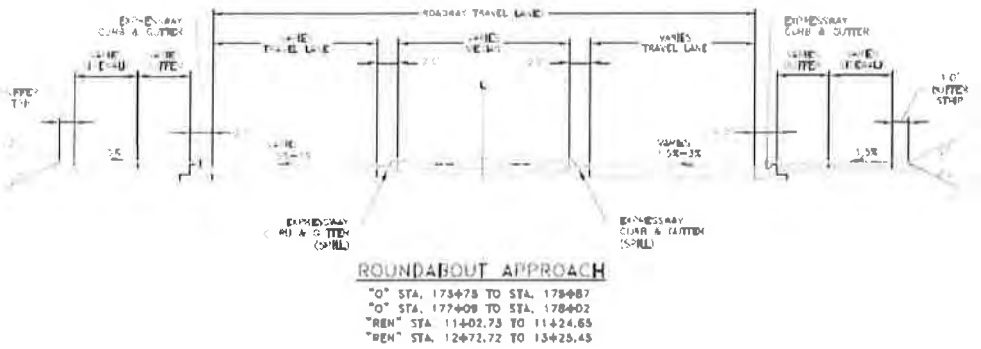


Figure 5-3 Typical Section – Renninger Street Roundabout Approach

The roundabout approach transitions into the roundabout circulatory roadway (See Figure 5.4). The roundabout itself will have a landscaped and mounded center island 44 feet in diameter surrounded by a truck apron 15.5 feet wide plus a truck apron curb and gutter. The circulatory roadway will be 20 to 25 feet wide with an expressway curb between it and the sidewalk.

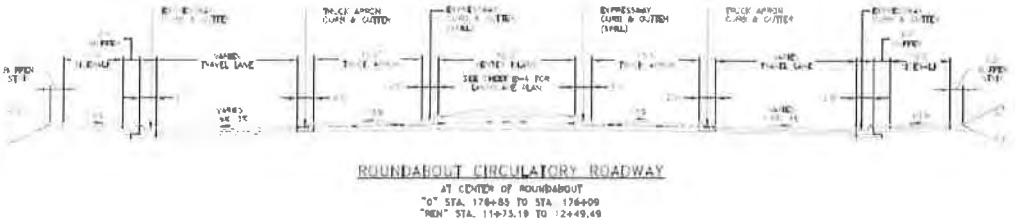


Figure 5-4 Typical Section – Renninger Street Roundabout

6 ALIGNMENT FOR THE RECOMMENDED ALTERNATIVE

6.1 Horizontal Alignment

The horizontal alignment essentially follows the existing alignment. The design alignment was established based upon the existing landward side curb and gutter/sidewalk and the seaward side pavement edge. Additional widenings of the cross section were necessary at the following locations:

- On the seaward side, just west of the Glacier Highway/Vanderbilt Hill Road intersection, to provide a connection between the bicycle lane and the bicycle only refuge median crossing
- Bus pullouts
    - On the seaward and landward sides near the Short Street intersection (Station 119+00)
    - On the seaward and landward sides, just east of the Tonsgard Court intersection (existing bus turnouts)
    - On the landward side, just west of the Davis Avenue intersection
    - On the seaward side, just east of the Belardi Drive intersection
    - On the seaward side, just east of the Alaway Avenue intersection
    - On the landward side, just west of the Alaway Avenue intersection
    - On the seaward side, just east of the former Walmart driveway (existing bus turnout)
    - On the landward side, just west of the former Walmart driveway
- On the seaward side, just east of Concrete Way, to provide the raised center median refuge at the designated pedestrian crossing
- Between Stations 174+36 and 178+00 for the Renninger Street roundabout

6.2 Vertical Alignment

The existing vertical alignment will be maintained as close as possible for the project. Small areas of cut and fill will be utilized to facilitate drainage at intersections and other minor areas where the project is being retrofitted to match existing.

6.3 Bridge Alignment

There is an existing 100 foot long bridge centered at Station 149+00. The horizontal and vertical position of the bridge does not change.

7 EROSION AND SEDIMENT CONTROL

An Erosion and Sediment Control Plan (ESCP) will be prepared in accordance with the Alaska Highway Drainage Manual, Chapter 16 Erosion and Sediment Control.

8 DRAINAGE & HYDROLOGY

Glacier Highway currently drains into approximately 50 inlets throughout the corridor which in turn empty into roadside ditches that then flow into Vanderbilt Hill Creek, Lemon Creek, and Switzer Creek.

The roadside ditches which flow into both Switzer Creek and Vanderbilt Creek on the seaward side will be filled in and replaced with drainage pipe to accommodate the new sidewalk.

The Vanderbilt Creek drainage will be routed into a 950 foot long water quality ditch located on the landward side of Glacier Highway before discharging into Vanderbilt Creek.

This drainage will include runoff from the Anka Street industrial area which currently crosses Glacier Avenue to the seaward side near Bobcat and Wells Fargo (near sta. 132+00) and then flows via road side ditch until it joins Vanderbilt Creek near the intersection with Short Street (near sta. 119+00). With the roadside ditch being filled in, the runoff from the Anka Street industrial area will be directed to the above mentioned water quality ditch not only to improve water quality but to improve drainage efficiency as well.

9 SOIL CONDITIONS

The Lemon Creek area is a scoured valley that has been filled with marine sediments and glacial deposits. The recent geologic history of the region is one of cycles of glaciation, with multiple advances and retreats, followed by seawater inundation and slow rising of the land due to isostatic rebound. During interglacial periods marine and alluvial sediments filled the valley. The surficial deposits in the project area primarily consist of modern alluvium, and intertidal deposits. There is no bedrock exposed within the project area.

Soils in the project site generally consist of embankment fills classified as poorly graded to well graded sand with gravel. These embankment soils vary in thickness but are generally 4 feet or more thick. The native soils beneath the fills are a mixture of sand and gravel beach deposits which are differentiated from the fill by the presence of fine fibrous organics and sometimes have a more mottled appearance. In some areas peat was encountered below the fill and often included bark fragments and even logs. These peat layers typically varied between 5 and 10 feet thick. Below the peat the soils return to sand and gravel deposits.

10 ACCESS CONTROL FEATURES

Glacier Highway's functional classification is that of a *Minor Arterial* with controlled access. This portion of the Glacier Highway corridor has eight 3-way intersections: Walmart Driveway, Renninger Street, Alaway Avenue, Central Avenue, Belardi Drive, Davis Avenue, Short Street and Vanderbilt Hill Road. There are two 4-way intersections: Concrete Way, and Stark/Anka Streets. There are approximately 37 driveways within the project corridor.

Three driveways will be relocated in the vicinity of the roundabout at Renninger Street. Two driveways on the landward side of Glacier Highway near Renninger will be relocated onto Rennginger Street. In addition, the truck driveway to the former Walmart property will be relocated to become the fourth leg of the roundabout at Renninger Street.

11 TRAFFIC ANALYSIS

The project corridor is classified as a *Minor Arterial.* The majority of vehicles are residential commuters, however there is a high volume of large trucks using the area especially at the Anka Street and Concrete Way intersections.

Average annual Daily Traffic counts ranged between 7,050 and 9,782 within the project corridor for 2017.

A traffic study which included consultation with the public revealed a number of areas of traffic related concerns within the corridor:

- The Renninger Street/Glacier Highway intersection serves at the access to the Dzantik'I Heeni Middle and experiences school related congestion, particularly for vehicles turning left from Renninger. Street onto Glacier Highway and for pedestrians crossing Glacier Highway.
- The Davis Avenue intersection with Glacier Highway experiences significant delay for left turning vehicles during the p.m. rush hour.
- High truck traffic between Anka Street and Concrete Way resulting in a high number of trucks making the following turning movements:
    - Right turn off Anka Street onto Glacier Highway,
    - Left turn off Glacier Highway onto Concrete Way,
    - Right turn off of Concrete Way onto Glacier Highway,
    - Left turn off of Glacier Highway onto Anka Street.
- Truck drivers also stated that left turns onto Anka Street and right turns off of Anka Street are very constrained in terms of space.
- High number of both turning vehicle and crossing pedestrians at the Concrete Way intersection at lunch time.
- Insufficient illumination within portions of the corridor.
- Inadequate crossings for pedestrians,
- Inconsistent widths and pavement deterioration on the bike lanes.

What follows is a series of descriptions of modifications to the traffic patterns that will be implemented as part of this project.

Roundabout at Renninger Street

The project will replace the side-stop controlled Renninger Street intersection with a roundabout.

Level of service analysis show that the Renninger Street/Glacier Highway intersection operates most efficiently as a roundabout rather than as a side-stop controlled intersection. In addition, it provides for safer crossing of Glacier Highway for pedestrians and more fully implements the intent of CBJ's Safe Routes to School Plan for Dzantik'I Heeni Middle School.

The roundabout at the Renninger Street intersection will modify traffic patterns in other ways as well:

- The freight driveway for the former Walmart property will be shifted eastwards to become the fourth leg of the roundabout.
- The left turn onto Northwood drive from Glacier Highway will be removed because of the presence of the splitter island on Glacier Highway.
- Two driveways on properties adjacent to the Renninger Street intersection will relocated from Glacier Highway to Renninger Street.

Traffic Signal at Davis Avenue

The project will replace the side-stop controlled Davis Avenue intersection with a traffic signal controlled intersection.

Capital Transit had reported high peak hour delay at Davis Avenue, hindering bus schedule reliability and lengthening run times. Observed delay for left turning vehicles off of Davis Avenue were significantly higher than predicted with traffic modeling with observed average delay of 52 second during the PM Peak Hour and up to 4 vehicles in the queue.

The Davis Avenue intersection does not meet MUTCD warrants using HCM procedures for predicting delay. However, given the observed delay in addition to considering factors such as limited line of sight, we were able to conclude that the benefits of a traffic signal outweigh the negative effects.

In addition, it is anticipated that a traffic signal at Davis Avenue along with the traffic signal at Anka Street will create gaps which will improve the performance of the Concrete Way intersection which has an average p.m. peak hour delay of 25 seconds.

12 SAFETY IMPROVEMENTS

This project includes a number of improvements that will improve the safety of the corridor:

- The pedestrian refuge medians will be installed at several locations to allow pedestrians to cross Glacier Highway in two stages without the aid of a traffic signal.
- The bike lane widths will be made uniform throughout the corridor to allow cyclists to more safely travel through the corridor rather than at times share the right lane with vehicular traffic.
- A refuge median specifically for bicycles will be installed at the intersection with Lemon Road to give bicyclists another option for crossing Glacier Highway.
- Illumination will be reconstructed within the corridor to eliminate areas of insufficient illumination particularly at pedestrian crossings. The existing High Pressure Sodium lighting will be replaced with LED lighting which will help provide more efficient and uniform lighting.
- The traffic signal system at the Anka Street intersection will be replaced.
- A new traffic signal system will be installed at the Davis Avenue intersection
- The roundabout at Renninger Street will improve the safety of that intersection by allowing pedestrians cross more safely and improve access to nearby school while at the same time improve the efficiency of the intersection.
- The high-visibility ("zebra-style") pavement markings and signed pedestrian crossings will improve pedestrian visibility along the corridor.

13 RIGHT OF WAY

Right of way will be required from up to 42 separate parcels. Up to 43 partial parcels will be permanently acquired for the project. These acquisitions are needed for bus pullouts, drainage improvements, pedestrian crossings, addition of sidewalks and bike path, and the roundabout at Renninger Street. In addition, the project would also require approximately 42 temporary easements during construction to allow for driveway improvements, drainage, and construction access. Two of these two temporary easements are for detours that will be required during the construction of the Roundabout at Renninger Street.

14 PEDESTRIAN / BICYCLE FACILITIES & HANDICAP ACCESSIBILITY

14.1 Sidewalks

Sidewalks will be constructed to a 5 foot width throughout both sides of the corridor with the exception of the Renninger Street roundabout where sidewalks will be constructed to a 10 foot width.

The sidewalks will be constructed to comply with Americans with Disability Act (ADA) requirements. The pedestrian pushbuttons will emit a brief flash and an audible "beep" when pressed. The pedestrian signal indications will include count-down timers.

Refuge medians will be constructed at the following locations:

- the north side of Short Street intersection,
- the east side of Concrete Way intersection,
- the west side of the Belardi Drive intersection,
- the east side of Central Avenue intersection,
- the west side of the Alaway Avenue intersection
- all four legs of the roundabout at Renninger Street,
- the west side of the driveway entrance to the former Walmart.

14.2 Bike Lanes

The corridor will have a bike lane in each direction.

The bike lanes will be 5.5 feet wide and designed in accordance with AASHTO's *Guide for the Development of Bicycle Facilities 1999.*

The design of the corridor will include two features to accommodate a wider range of skill leveled bicyclists.

At the Vanderbilt Hill Road intersection, bicyclists will have two options to make the left turn onto the Lemon Road portion of Glacier Highway. One will be to take the left turning lane and make the left turn as would a vehicle. In addition, a bicycle only refuge median crossing will be in place which will allow bicyclists the option make the left turn onto the Lemon Road portion of Glacier Highway in two stages, reducing the potential for conflicts with motor vehicles.

On the approaches to the roundabout, bicyclists will have to option of either accessing the sidewalk and maneuvering through the roundabout as a pedestrian or moving out into the approach lane and maneuvering through the roundabout as a vehicle.

15 UTILITY RELOCATION AND COORDINATION

There are utility relocations involved with this project.

15.1 Water

Up to approximately 2 fire hydrants will be relocated to accommodate the change in cross-section. Up to approximately 13 water-valves within the corridor will have to be adjusted to the new final grade elevations.

15.2 Sewer

In advance of this project, City and Borough of Juneau has replaced a pressure sewer main running from Anka Street to Davis Avenue. The pressure main starts at the Anka pump station and runs under the south lane to the old driveway entrance of Hildre Sand and Gravel (just before Concrete Way) and then shifts to the north lane, runs across the Lemon Creek Bridge, and into a manhole on the north side of Davis Avenue.

The Gruening Park lift station, a force main and gravity flow sewer system, will be relocated outside of DOT&PF's right of way.

Up to approximately 26 manhole lids will be adjusted to finish grade

15.3 Electric and Communications

A power pole at Renninger Street will be relocated to accommodate the roundabout.

A communications pedestal will have to be relocated to accommodate the new bus pullout on the Switzer Village (near sta. 183+00).

16 PRELIMINARY WORKZONE TRAFFIC CONTROL

16.1 Determination of "Significant Project"

This project is not a Category 1 significant project as Glacier Highway is not an Interstate Highway.

This project also does not meet any of the criteria for a Category 2 significant project as the corridor does not have Average Annual Daily Traffic in excess of 30,000, the project will not close an arterial for an hour or more with no practical alternate route, and the project will not require greater than normal attention to traffic control to eliminate sustained work zone impacts greater than what would be considered acceptable.

16.2 Traffic Control

The construction of project exclusive of the roundabout at Renninger has three general phases:

1. Widening of the road embankment on the seaward side to accommodate the new sidewalk followed by construction of the sidewalk itself,
2. Reconstruction of sidewalk where necessary on the landward side of the project followed by paving,
3. Construction of the median.

Within the above mentioned phases, there is also the construction of the drainage improvements, and the illumination and traffic signals.

The roundabout has its own set phasing of construction to minimize impacts to traffic to and from Dzantik'i Heeni Middle School. The goal is to complete construction of the roundabout while school is out during the summer. The phasing would roughly follow the sequencing below:

- Pre-Stage 1: Construct widen the shoulders of the northern side of the intersection to accommodate one lane of traffic in each direction,

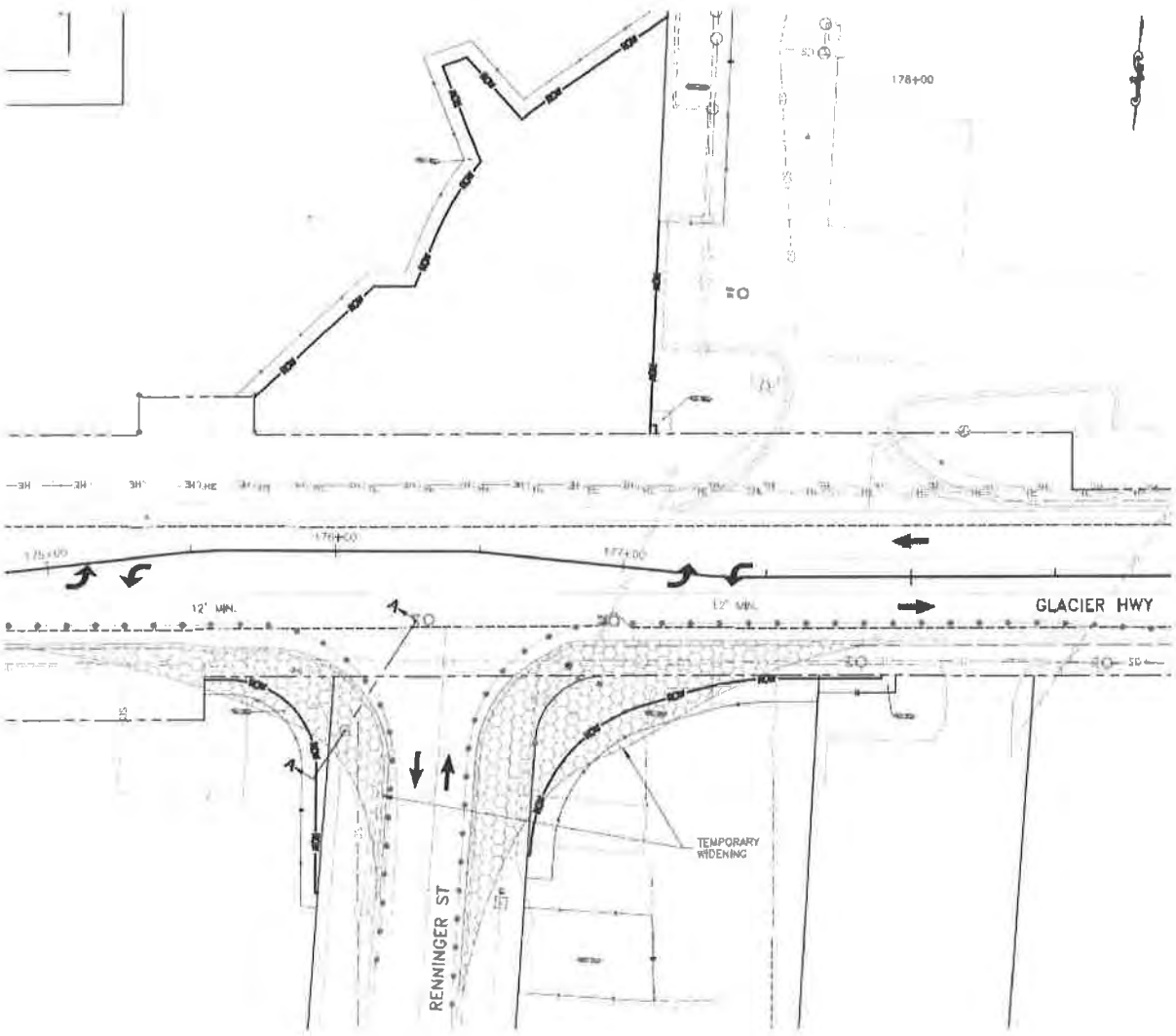


Figure 16-1 Renninger Roundabout Construction - Pre-Stage 1

- Stage 1. Construct the center island of the roundabout and everything on the seaward side. Both lanes of traffic flow on the north side of the intersection using the widened shoulders constructed in Pre-stage 1.

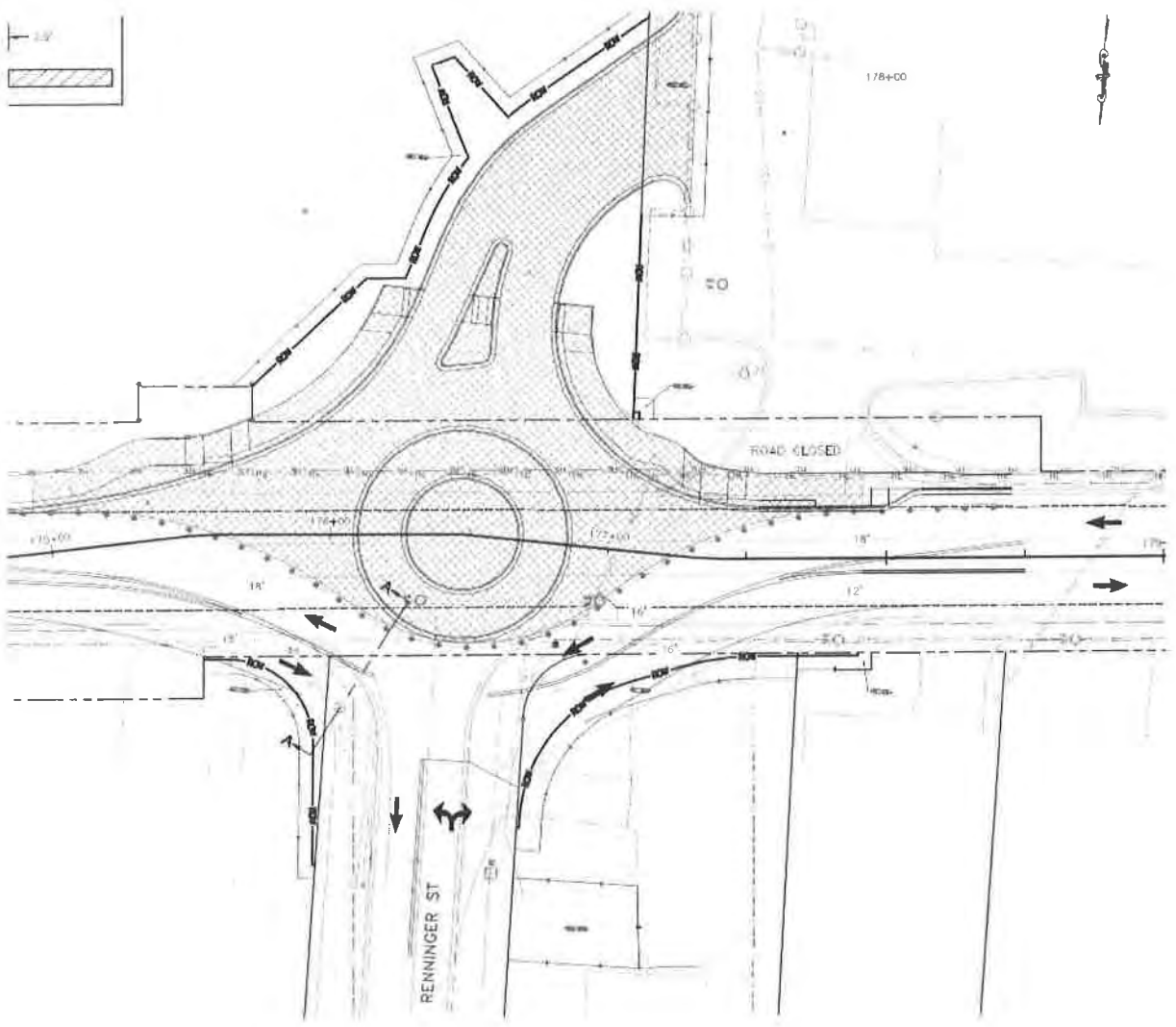


Figure 16-2 Renninger Roundabout Construction - Stage 1

- Stage 2. Construct inner half of the landward side of the roundabout. West bound traffic will continue to use the temporary bypass on the landward side while east bound traffic will use the new construction on the seaward side.

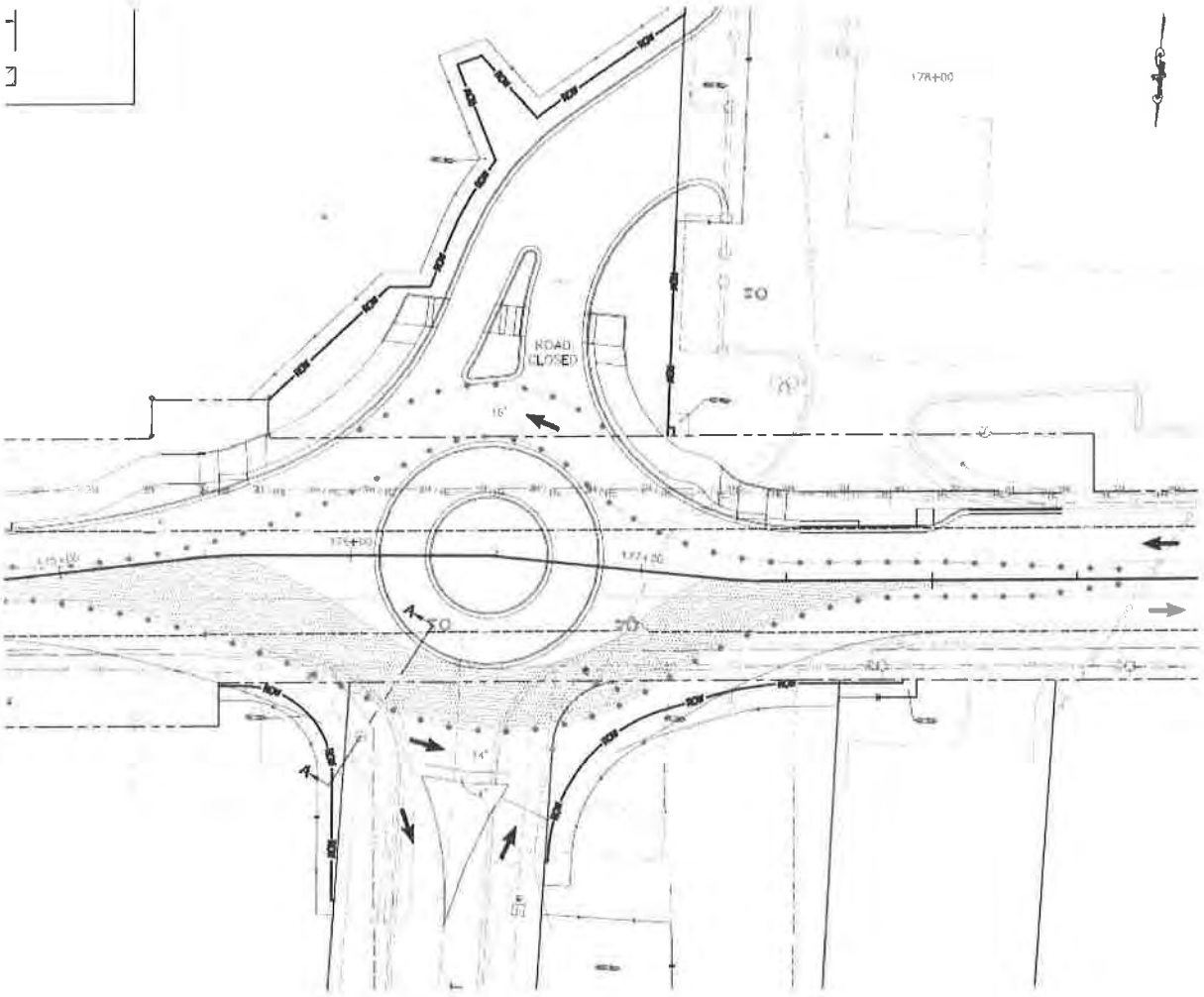


Figure 16-3 Renninger Roundabout Construction - Stage 2a

- Stage 2b. Construct the outer half of the landward side of the roundabout including sidewalk splitter island on Renninger Street and remove the temporary bypass. West bound traffic will use the inner portion of the roundabout while east bound traffic will continue to use the new construction on the seaward side. Renninger traffic will detour to other nearby intersections via temporary easements purchased for this purpose.

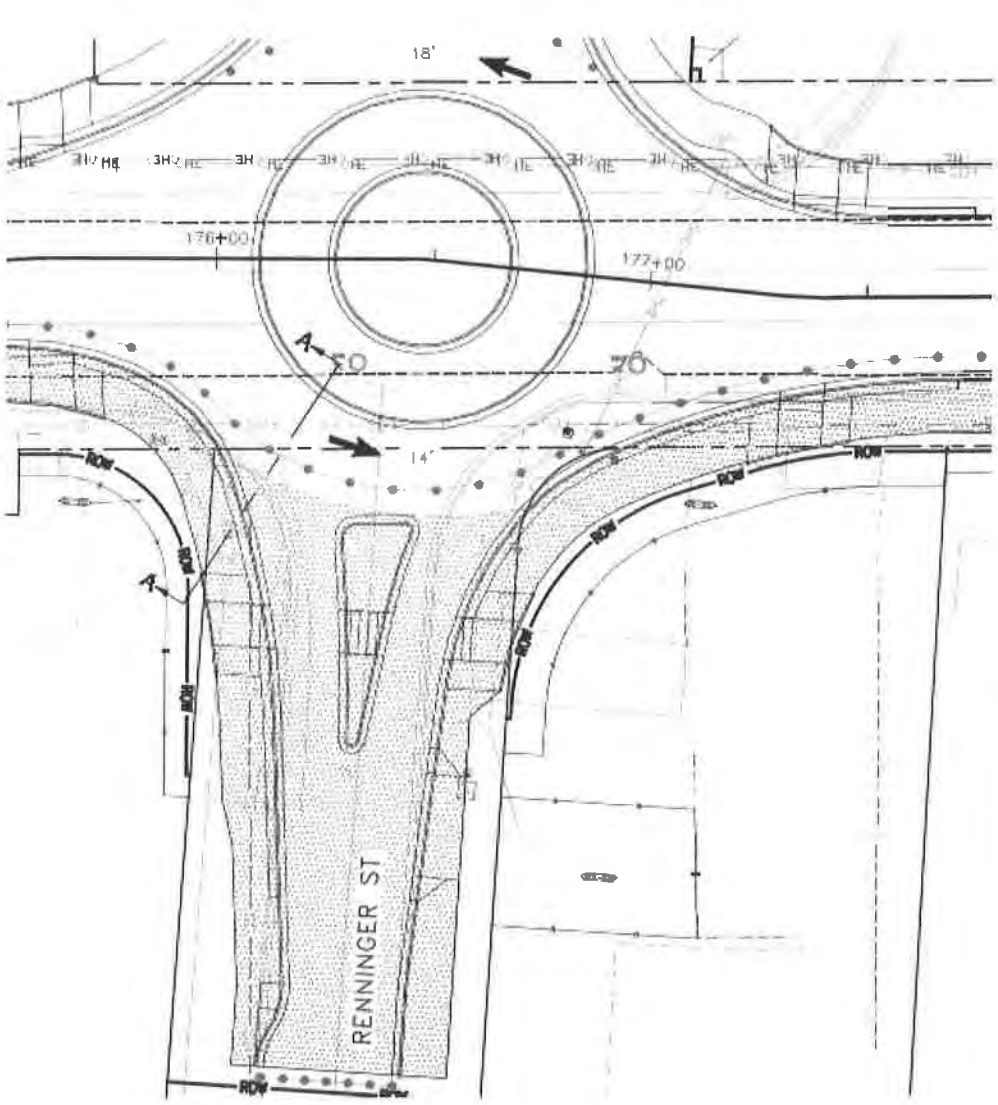


Figure 16-4 Renninger Roundabout Construction - Stage 2b

- Stage 3. Construct the splitter islands on Glacier Avenue.

17 PAVEMENT DESIGN

The existing pavement structure is the result of multiple projects over the years and consists of pavement thickness generally ranging between 10 and 12 inches overlaying undifferentiated fill 2.0 to 2.5 feet thick.

The pavement design takes advantage of the existing pavement structure except where pavement is visibly failing. In areas of sound pavement, the pavement structure will be cold planed to 4 inches below finished grade and paved with two 2 inch layers of Hot Mix Asphalt. This differs from the Geotechnical Recommendations Report which recommended cold planing to finish grade minus 2 inches and repaving with 2 inches. We are proceeding with the cold planing of 4 inches and repaving with 4 inches to provide better continuity with areas of reconstruction and with areas of pavement widening.

Base and subbase thickness could not be determined from the as-built information. The base was 8"-12" thick and often visually differentiated from the subbase. The soils were predominately gravel containing varying amounts of sand and silt. The soils varied from well graded and poorly graded with gravel and silt (SW-SM and SP-SM) to well graded to poorly graded gravels with sand and silt (GW-GM and GP-GM). The P-200 content varied from 4.5% to 13.6%, and gravel content ranged from 21% to 57%.

The average rut depth over the past 10 years is 0.21 inches with the average of the last 3 years being over 0.26 inches. The average International Roughness Index (IRI) for the last 10 years is 103 with the last 3 years being 106. An IRI greater than 170 is considered requiring repair.

The Southcoast materials section followed the Alaska Flexible Pavement Design Manual to develop the following recommended structural pavement section recommendations:

AS-BUILT	SIDEWALK WIDENING	NEW PAVEMENT	RECONSTRUCT	MILL & OVERLAY
Existing 10-12" HMA	NEW – 4" Concrete	NEW – 4" HMA	NEW - 4" HMA	NEW – 2" HMA
	NEW 4" Base Course	NEW 4"ATB	NEW 4"ATB	Existing 8-10" HMA
EXISTING 7" Base Course	NEW 20" Select A	NEW 4" Base Course	NEW 6" Base Course	EXISTING 7" Base Course
		NEW 16" Select A		
EXISTING Subbase Variable Thickness	EXISTING or NEW Embankment as Needed to Meet Grade	EXISTING or NEW Embankment as Needed to Meet Grade	EXISTING Subbase Variable Thickness	EXISTING Subbase Variable Thickness

Table 17- 1 Recommended Pavement Sections

18 COST ESTIMATES

The cost estimate is summarized below:

Phase 3 - Right of Way	$814,500
Construction	$13,670,565
Construction Engineering	$1,367,056
ICAP	$745,866
Total Phase 4 - Construction	$15,783,487
Phase 7 – Utility Relocation	$497,883

Table 18- 1 Total Project Costs

19 ENVIRONMENTAL

19.1 General

The project was classed as a "d" list Categorical Exclusion (CE). The original CE was approved May 22, 2017.

19.2 Required Permits

Project would require permits from the USACE and ADEC for the following:

- There will be approximately 0.04 acres of streams temporarily impacted during culvert lining and extension. This includes excavation of 660 square feet and 70 cubic yards of fill placement (60 cubic yards above ordinary high water (OHW) and 10 cubic yards below OHW).

DOT&PF intends to request authorization under Nationwide Permit 23

Project would require a ADF&G Fish Habitat Permit (title 16.05.871 and title 16.05.841) for the following:

- There are three cataloged anadromous streams within the project area: Vanderbilt Creek (111-40-10125), Lemon Creek (111-40-10100), and Switzer Creek (111-40-10070).
- Approximately 450 linear feet of seasonal fish habitat would be permanently filled to allow for sidewalk and 0.04 acres of streams would be temporarily impacted during culvert lining and extension. Construction phase impacts of the project on EFH species could include a short term reduction in migration or productivity in the surrounding area caused by turbidity from suspended sediment in the water column, and disturbance or displacement of fish caused by placement of fill, excavation activities, and placement of the liner within the waterway.

Project would require a Construction Noise Permit from the City and Borough of Juneau (CBJ 42.20.095) for the following:

- In the event heavy equipment usage was required before 7 am or after 10 pm on weekdays, or before 9 am or after 10 pm on weekends.

19.3 Environmental Commitments

DOT&PF has committed to comply with the following all environmental commitments and mitigation measures as part of this project:

1. Conduct a fish passage analysis for a Tier 2 design culvert at Vanderbilt Creek, a tributary to Vanderbilt Creek, and Switzer Creek, per the Memorandum of Agreement between DOT&PF and ADF&G
2. Conduct structural and/or passage analysis and maintain anadromous fish passage within DOT&PF right-of-way
3. Construct a drainage ditch to capture stormwater runoff from the Anka Street industrial area and allow for natural sedimentation and infiltration prior to entering Vanderbilt Creek, an impaired waterbody, with the following stipulations:
    a. Approximately 4 feet wide at the bottom
    b. Terraced design
    c. No check dams within 300 feet of Vanderbilt Creek
    d. Vegetative mat would be salvaged and replanted, if possible
4. Plant Bluejoint Reedgrass (Calamagrostis Canadensis) in disturbed ditches
5. Reseed disturbed soils on CBJ property (Switzer Creek Natural Area Park) near Switzer Creek with weed-free native species
6. Limit access for construction to Glacier Highway for all construction adjacent to the Switzer Creek Natural Area Park
7. 1 year post-construction monitoring to ensure the survival rate of plants in terraced ditches
8. No construction of check dams in the ditch connecting Vanderbilt Creek at Short Street
9. Install a velocity dissipater at the outflow of a pipe, prior to entering Switzer Creek
10. Utilize perforated pipe, where possible
11. Install baffles in liners for fish streams
12. Stockpile and reuse existing infill for slip-lined culverts
13. Remove invasive plant species in disturbed areas in accordance with DOT&PF's Disposal & Control of Invasive Plant Species (2014)
14. Maintain access to businesses during construction
15. Limit nightwork near residential areas

20 BRIDGE IMPROVEMENTS

20.1 Lemon Creek Bridge

Bridge No. 0793 crosses Lemon Creek at Station 149+00. Per the Bridge Section Bridge Inspection Report dated 6/5/2017 the bridge is in "Good" condition with a structural rating (SR) of 92.0 and is considered "Not Deficient." Per the bridge report there are six work candidates that will be incorporated into this project.

1. Install missing FEUS transition bolt.
2. Install missing NEDS steel spacer.
3. Replace FEDS BCT and damaged w-beam.
4. Replace FEUS post, steel spacer, and w-beam.
5. Cut brush from road to 5 foot behind approach rails.
6. Smooth bump at sidewalk ends.

The cross slope of the sidewalks on the bridge matches the superelevation of Glacier Highway at the bridge which is approximately 2% which is not in compliance with ADA. The cross slope of the sidewalks will be modified to comply with ADA.

20.2 Retaining Walls

The project will construct 5 block walls and 1 mechanically stabilized earth wall. In three instances, the walls are 2.0 or less in height and are intended to prevent proposed fill from covering an existing manhole. In another instance, the wall is intended to prevent the road widening from impacting a building which is located very close to the property line adjacent to the right of way. Finally, the MSE wall beginning at station 150+84.7 is intended to minimize impacts to private property resulting from a widening of the road prism to accommodate a bus pullout.

Wall	Type	Starting Station	Side	Length	Height	Comment
A	Block	132+12.5	LT	7.3	1.3	Manhole
B	Block	133+26.0	LT	8.7	2.0	Manhole
C	Block	144+52.5	RT	39.7	4.4	Driveway
D	Block	144+95.0	LT	139.7	6.0	Building
E	MSE	150+84.7	RT	128.3	7.0	Bus Pullout
F	Block	170+04.5	RT	3.5	2.0	Manhole

Table 20-1 Mechanically Stabilized Earth Walls

21 IDENTIFICATION AND JUSTIFICATION OF EXCEPTIONS TO DESIGN STANDARDS

No exceptions to design standards in this project.

22 MAINTENANCE CONSIDERATIONS

The landscaped roundabout splitter mound at the Renninger Street roundabout will require new year round maintenance.

The pedestrian refuge medians and the bicycle only jug-handle may require hand clearing of snow in winter. We will consult with Operations and Maintenance to reconfigure to reduce or eliminate the need for hand clearing of snow.

23 PROJECT SCHEDULE

PIH Review	May 2017
PS&E Review	October 2018
ATA/Advertise	March 2020
Construction	Spring 2020 – Fall 2021

Table 23- 1 Project Schedule

Jack Scholz

From: Haynes, Emily R (DOT) <emily.haynes@alaska.gov>
Sent: Wednesday, December 11, 2019 8:42 AM
To: Amy Liu
Cc: Tripp, Charles M (DOT); Miller, Kirk D (DOT); Storey, Benjamin M (DOT)
Subject: RE: Public/Agency Involvement - Z681240000 JNU Glacier Highway Improvements (Lemon Creek Area)

Amy,

Kirk Miller (Design Group Chief) let me know of additional outreach efforts (in blue below):

2013
- February 5, 2013 – Stakeholder meeting and public meetings held
- November 5, 2013 – Open House

2014
- January 24, 2014 – Online Public Notice of project
- January 30, 2014 – Juneau Empire ad notice of project

2015
- May 2015 – Meetings with AML and Capital Transit

2016
- February 5, 2016 – Online Public Notice of project update and of public meeting
- February 9, 2016 – Juneau Empire ad notice of project update and of public meeting
- Poster noticing public meeting posted at local businesses
- Juneau Empire article including public meeting information
- March 3, 2016 – public meeting held at Gruening Park Recreational Center

2017
- January 26, 2017 – CBJ Lemon Creek Area Plan Steering Committee meeting participation

2019
- March 27, 2019 – Online Public Notice of project update
- May 10, 2019 – Online Public Notice of Switzer Creek Natural Area Park *de minimis* use
- June 14, 2019 – Juneau Empire ad notice of Switzer Creek Natural Area Park *de minimis* use
- September 30, 2019 – Online Public Notice of project floodplain impacts

Emily R. Haynes
Environmental Analyst
Department of Transportation & Public Facilities
907.465.1826 | cell: 907.903.1491

"Keep Alaska Moving through service and infrastructure."

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Haynes, Emily R (DOT)
Sent: Wednesday, December 11, 2019 7:35 AM
To: 'amy.liu@juneau.org'
Cc: Tripp, Charles M (DOT) ; Miller, Kirk D (DOT) ; Storey, Benjamin M (DOT)
Subject: Public/Agency Involvement - Z681240000 JNU Glacier Highway Improvements (Lemon Creek Area)

Hi Amy,

Thanks for the call yesterday. The Alaska Department of Transportation and Public Facilities Z681240000 JNU Glacier Highway Improvements (Lemon Creek Area) included public involvement and agency coordination which I'll try to summarize here.

2014
- January 24, 2014 – Online Public Notice of project
- January 30, 2014 – Juneau Empire ad notice of project

2016
- February 5, 2016 – Online Public Notice of project update and of public meeting
- February 9, 2016 – Juneau Empire ad notice of project update and of public meeting
- Poster noticing public meeting posted at local businesses
- Juneau Empire article including public meeting information
- March 3, 2016 – public meeting held at Gruening Park Recreational Center

2019
- March 27, 2019 – Online Public Notice of project update
- May 10, 2019 – Online Public Notice of Switzer Creek Natural Area Park *de minimis* use
- June 14, 2019 – Juneau Empire ad notice of Switzer Creek Natural Area Park *de minimis* use
- September 30, 2019 – Online Public Notice of project floodplain impacts

No public comments were received for public involvement efforts in 2014 or 2019. In 2016, we received 9 comments from the public. I've attached a spreadsheet of those. We also have a project website (http://dot.alaska.gov/sereg/projects/jnu_glacier_hwy-lemon_ck/index.shtml) which should include copies of all of the notices.

We also coordinated and consulted with various agencies.

Our project would require the following permits (all permits would be obtained prior to construction):
- USACE Nationwide Permit
- ADF&G Fish Habitat Permits
- ADEC 401 Certification
- ADEC APDES Permit

Mitigation and Enhancement measures (from various agency consultations):
We agreed to plant with a weed free native species. For impacts for wetlands, fish habitat, and temporary streams, we would capture stormwater runoff from the Anka Street industrial area and convey to a new drainage ditch for the purpose of slowing stormwater that that may contain sediment and allow for infiltration before entering Vanderbilt Creek. DOT&PF would place fish barriers during construction to avoid direct fish mortalities. Fish would be removed or transported by ADF&G, or DOT&PF if ADF&G was not available. DOT&PF would conduct a fish passage analysis for culverts. DOT&PF would conduct hydraulic analysis for Switzer and Vanderbilt Creeks. We would install baffles to allow for fish passage and gravel retention in the lined fish pipes. We would not construct check dams within 300' of Vanderbilt Creek and would monitor improvements to ensure survival rate of plants in the terraced ditch.

I've attached the most recent floodplain consultation, with our hydraulics engineer. The project would encroach into the flood plain but is not anticipated to be longitudinal, significant, or to raise the base flood elevation.

I've also included the approved Switzer Creek Natural Area Park *de minimis* finding with CBJ concurrence.

Hopefully, I've gathered everything you need to complete your review. If there's anything else, please reach out. Chuck will return on Monday, as well.

_____

Emily R. Haynes
Environmental Analyst

Department of Transportation & Public Facilities
Southcoast Region | Design & Engineering Services
Physical: 6860 Glacier Hwy | Juneau, AK
Mail: PO Box 112506 | Juneau, AK 99811-2506
907.465.1826 | fax: 907.465.4414

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Lands and Resources

STAFF PERSON/TITLE: Dan Bleidorn/Deputy Manager

DATE: 12/3/19

APPLICANT: DOT&PF

TYPE OF APPLICATION: City-State Project

PROJECT DESCRIPTION:

A City-State project for improvements on Glacier Hwy from Glacier Hwy Access Rd to Twin Lakes Rd. Improvements include roundabout at Renninger St, new sidewalk, new pedestrian crossings, new traffic signal, bus pullouts improvements, and resurfacing.

LEGAL DESCRIPTION: NA

PARCEL NUMBER(S): NA

PHYSICAL ADDRESS: NA

SPECIFIC QUESTIONS FROM PLANNER:

Do you have questions or comments about the project and related to your department?

AGENCY COMMENTS:

The Division of Lands and Resources has received an application from the ADOT to acquire City property in order to complete this project. In order for the improvements in this project to be completed, the City Assembly will need to adopt an ordinance to authorize the sale of City property. The square footage of property being requested by the ADOT to compete this project as presented is 2,368 square feet. The process for Land disposals includes Planning Commission review. Does CSP-19-11 also allow for the Planning Commission to provide a recommendation to the Assembly in regards to this disposal request?

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COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Capital Transit

STAFF PERSON/TITLE: Ed Foster and Sergie Niehaus

DATE: 12/3/19

APPLICANT: DOT&PF

TYPE OF APPLICATION: City-State Project

PROJECT DESCRIPTION:

A City-State project for improvements on Glacier Hwy from Glacier Hwy Access Rd to Twin Lakes Rd. Improvements include roundabout at Renninger St, new sidewalk, new pedestrian crossings, new traffic signal, bus pullouts improvements, and resurfacing.

LEGAL DESCRIPTION: NA

PARCEL NUMBER(S): NA

PHYSICAL ADDRESS: NA

SPECIFIC QUESTIONS FROM PLANNER:

Do you have questions or comments about the project and related to your department?

AGENCY COMMENTS:

I can't find any narrative about bus shelters, but the drawings indicate there are bus shelters at each bus pull out. However, the shelters appear to be located on the sidewalk, impairing pedestrian flow. The shelters need to be behind the sidewalk enough to provide at least five (5) feet of clear sidewalk for pedestrians between shelter and back of curb.

Has it been determined what make/model of bus shelter is going to be used? CBJ has a preference for ease and efficiency of maintenance. Keeping in mind they must be ADA accessible, and not have a full open front. The full open front shelter is filled with snow in the winter when plows go by, making them useless.

Close coordination with Capital Transit during this project will be essential to keep service delays to a minimum.

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155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: CCFR

STAFF PERSON/TITLE: Dan Jager and Sven Pearson

DATE: 12/3/19

APPLICANT: DOT&PF

TYPE OF APPLICATION: City-State Project

PROJECT DESCRIPTION:

A City-State project for improvements on Glacier Hwy from Glacier Hwy Access Rd to Twin Lakes Rd. Improvements include roundabout at Renninger St, new sidewalk, new pedestrian crossings, new traffic signal, bus pullouts improvements, and resurfacing.

LEGAL DESCRIPTION: NA

PARCEL NUMBER(S): NA

PHYSICAL ADDRESS: NA

SPECIFIC QUESTIONS FROM PLANNER:

Do you have questions or comments about the project and related to your department?

AGENCY COMMENTS:

Any fire hydrants that are moved shall be relocated near the original location(s) for fire protection and fire code requirement purposes.
The roundabout must have a surface that can handle the weight of up to 75,000 pounds being driven onto a partial or entire area of roundabout for emergency apparatus purposes if necessary.
Any replacing or relocating of traffic lights must have traffic light control devices for emergency apparatus use.
Any questions regarding fire code need to be directed to the fire marshal office at 586-0260 or 586-0642.

From:	Jill Maclean
To:	Dan Bleidorn; Amy Liu
Cc:	Greg Chaney; Roxie Duckworth
Subject:	RE: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements
Date:	Thursday, December 12, 2019 11:51:00 AM
Attachments:	image001.jpg

I'd suggest putting this into Lands comments when it goes to you for agency review.

From: Dan Bleidorn
Sent: Thursday, December 12, 2019 10:41 AM
To: Amy Liu ; Jill Maclean
Cc: Greg Chaney ; Roxie Duckworth
Subject: RE: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

Can the PC recommend a project design on City property without first agreeing to dispose of that property?

As part of the design, they've included reconstructing the highway on City owned property, which they have no authority to use yet. If we OK the design focus before the Lands disposal, what happens if the design is approved and then the PC reviews the land disposal, later, and they don't want to dispose of this property?

Does the entire design have to be updated then brought back to the PC? Or if the PC approved the design, does that automatically include the land disposal and whatever is designed on that property?

I've been working with Kelly Harp and Greg Weinert. I don't know that the ADOT understands the CBJ process enough to make a good decision to bring the Lands Disposal back later.

Thanks,

Dan

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Thursday, December 12, 2019 10:30 AM
To: Dan Bleidorn <Dan.Bleidorn@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>
Cc: Greg Chaney <Greg.Chaney@juneau.org>; Roxie Duckworth <Roxie.Duckworth@juneau.org>
Subject: RE: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

Dan,

I spoke with Emily Haynes because Chuck Tripp is out of town this week. I doesn't sound like they are considering doing the land disposal CSP concurrently with the design-focused CSP. I think this is what Jill meant too.

The design-focused CSP is still moving along.

Amy Liu

From: Dan Bleidorn <Dan.Bleidorn@juneau.org>
Sent: Thursday, December 12, 2019 10:28 AM
To: Jill Maclean <Jill.Maclean@juneau.org>; Amy Liu <Amy.Liu@juneau.org>
Cc: Greg Chaney <Greg.Chaney@juneau.org>; Roxie Duckworth <Roxie.Duckworth@juneau.org>
Subject: RE: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

The entire project isn't ready to move forward? Or just the land disposal?

Thanks,

Dan

From: Jill Maclean <Jill.Maclean@juneau.org>

Sent: Wednesday, December 11, 2019 3:38 PM
To: Dan Bleidorn <Dan.Bleidorn@juneau.org>; Amy Liu <Amy.Liu@juneau.org>
Cc: Greg Chaney <Greg.Chaney@juneau.org>; Roxie Duckworth <Roxie.Duckworth@juneau.org>
Subject: RE: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

Hi,

I asked Amy to follow up with DOT. It doesn't sound like they're ready for this move with the current application.

Jill

From: Dan Bleidorn <Dan.Bleidorn@juneau.org>
Sent: Thursday, December 5, 2019 2:34 PM
To: Jill Maclean <Jill.Maclean@juneau.org>; Amy Liu <Amy.Liu@juneau.org>
Cc: Greg Chaney <Greg.Chaney@juneau.org>; Roxie Duckworth <Roxie.Duckworth@juneau.org>
Subject: FW: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

Hello,

Can a request from the DOT to purchase CBJ property and a request for easements for this project be added to this same CSP? We are working on a request to acquire City property from ADOT in order to work on this section of highway as described in the SCP19-11. Some of their improvements will need to be located on City property.

We just got authority to negotiate with the original applicant at the last assembly meeting and it will go back to Lands Committee before drafting an ordinance for the acquisition request and a resolution for the easements.

Maybe we can discuss this next week?

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, December 3, 2019 1:10 PM
To: Dan Bleidorn <Dan.Bleidorn@juneau.org>
Subject: Review and Comment CSP20190011, Glacier Hwy Roundabout and Improvements

Good afternoon,

The application for CSP20190011, and a comment form are attached are attached for your review and feedback. If you have input, please reply by December 17.

Thanks, and let me know if you have questions.

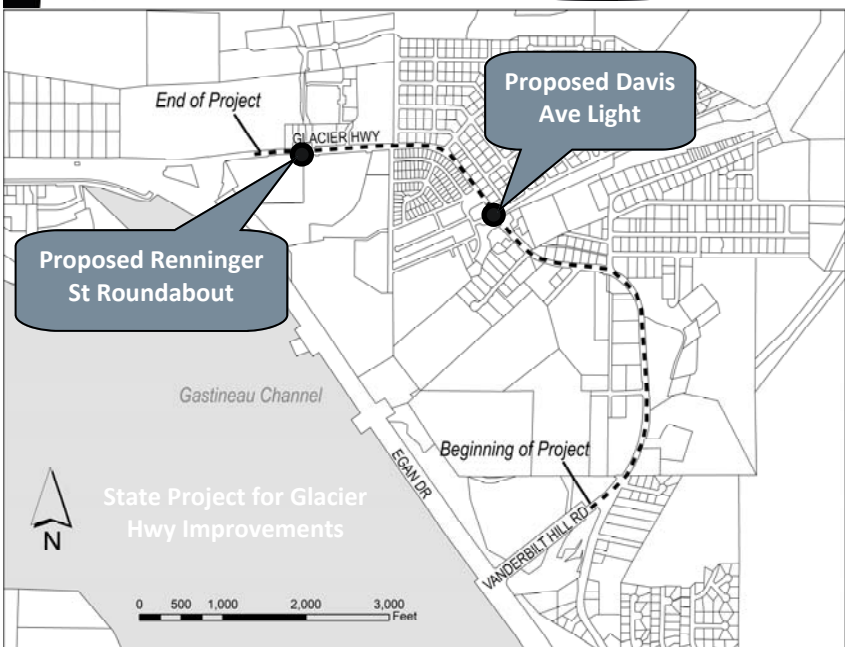
Amy Liu | Planner
Community Development Department ¦ City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0764

CBJ_EmailLargeColorLogo

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **a State Project for a new roundabout and improvements on Glacier Highway, from Glacier Highway Access Road to Vanderbilt Hill Road.**

TIMELINE

Staff Report expected to be posted **December 30, 2019** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through December 16	Dec. 17 through 12 noon, Jan. 3, 2020	HEARING DATE & TIME 7:00 pm, Jan. 8, 2020	January 9
Comments received during this period will be sent to the Planner, **Amy Liu** to be included in the staff report.	Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.	You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.	The results of the hearing will be posted online.

Phone: **(907)586-0715** ◆ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: CSP2019 0011
CBJ Parcel Viewer: http://epv.juneau.org

Printed December 11, 2019

Community Development

City & Borough of Juneau • Community Development
155 S. Seward Street • Juneau, AK 99801
(907) 586-0715 Phone • (907) 586-4529 Fax

PLANNING COMMISSION
NOTICE OF DECISION
Date: January 9, 2020
File No.: CSP2019 0011

Alaska Department of Transportation & Public Facilities
PO Box 112506
Juneau, AK 99811-2506

Proposal:	State Project Review for a State project for a new roundabout and improvements on Glacier Highway from Glacier Highway Access Road to Vanderbilt Hill Road
Legal Description OR ROW name:	Glacier Highway
Hearing Date:	January 8, 2020

The Planning Commission, at a Special public meeting, adopted the analysis and findings listed in the attached memorandum dated January 6, 2020, and approved the roundabout and other improvements to be conducted as described in the project description and drawings submitted with the application in accordance with the following conditions:

1. An application for the review of the necessary right-of-way acquisition plat must be submitted per CBJ 49.15.590.

Attachments: January 6, 2020 memorandum from Amy Liu, Community Development, to the CBJ Planning Commission regarding CSP2019 0011.

Effective Date: The permit is effective upon approval by the Commission, January 8, 2020. This decision is final 90 days from the date the application was received, or January 19, 2020 unless modified or disapproved by the Assembly.

This Notice of Decision does not authorize construction. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

Alaska Department of Transportation & Public Facilities
File No.: CSP2019 0011
January 9, 2020

Project Planner: Amy Liu

Amy Liu, Planner
Community Development Department

Paul Voelckers, Chair
Planning Commission

Diane Cathcart
Filed With City Clerk

1/9/2020
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. The State Government and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.