

Eagle River Road

MP 5.3 to MP 12.6

(Project No. STP-0550/53943)

Meeting Notes

SUBJECT: Eagle River Road – MP 5.3 to MP 12.6

PROJECT NO.: STP-0050/53943

GROUP: Public

DATE: December 7, 2006

TIME: 7:00-9:00 PM

LOCATION: Gruening Middle School, Eagle River, AK

MEETING OUTREACH: Newsletter mailed to residents and property owners along or near the project corridor (approx. 661); Display advertising in the *Alaska Star* (November 30 & December 7, 2006), *Anchorage Daily News* (November 22 and December 6, 2006)

MEETING ATTENDANCE: 47 (from sign in sheets)

MEETING MATERIALS: 1) Handouts: Fact Sheet; November Newsletter; Comment Sheet (copies attached);
2) Graphics –annotated aerial photos showing the proposed alignment (two sets).

STAFF PRESENT: *ADOT& PF*: Jim Amundson; Robert DeVassie; Lynda Hummel; Megan Costello
Tryck Nyman Hayes: Peter Crews; Shawn Snisarenko; Brian Lamson
Brooks & Associates: Anne Brooks; Betty Caudle

MEETING INFORMATION:

The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) continues seeking input on environmental and engineering design activities for the Eagle River Road project. At this December 2006 meeting, the team presented the current design drawings developed by engineering consultant, Tryck Nyman Hayes, Inc. (TNH). The purpose of the meeting was to receive public input to enable the team to modify the design and prepare required environmental documentation for the project.

The public was greeted at the door, asked if they would sign the sign-in sheets and then provided with a fact sheet and a comment sheet. Copies of a November 2006 newsletter were also available, if they wanted a copy. This newsletter announced the meeting and provided background information. Aerial photos showing the design were available for review by the public and for their mark-up with comments and observations. There was no formal presentation this evening. Instead the attendees were encouraged to have one-on-one conversations with the project team members in an Open House format.

The comments and questions recorded on the drawing sheets, as well as individual conversations and e-mails are noted below. Answers are in *italics*.

- We live at about mile 11 and an almost daily frustration for us is getting behind folks going half the speed limit for the length of the road. The temptation to pass on a double yellow can be pretty overwhelming at times! I've seen folks do some crazy things just to get out from behind a caravan of 5th wheelers in the summer or a white-knuckle driver in the winter.
- Do you know if the road upgrades include the addition of pullouts for slow-moving vehicles? I'm also wondering if there will be additional signage posting the speed limits either more prominently or more frequently? I'm just hoping that the new plans will alleviate the problem to some degree. *There will be pullouts at MP 10.5 and MP 11.5 on the north side of the road, and at the Moose Pond on the south side. The pullouts are not designed specifically for slow-moving vehicles. We will consider additional speed limit signs. We are straightening some horizontal and vertical curves so there should be an opportunity for some more passing zones.*
- What is the contractor's schedule? Will trees be available for local use? Will a new fire station be added? *It is too early to know what the contractor schedule will be for the project. We would like public input to assist us in determining any constraints we need to address during construction. This will be a topic of future discussion.*
- Did roundabout check out with maintenance? Can their equipment handle the snow clearing? *Maintenance has reviewed the roundabout and had no comments. The roundabout is essentially the same size as a standard cul-de-sac. Maintenance equipment has no problem negotiating these and we don't anticipate a problem with this roundabout either.*
- Can the turnout (at mile 9) be closer to the existing turnout location? This is a fire truck fill point, they use the turnout for access to the river, and will this be possible with the new turnout? *We will take another look at the turnout location and have conversations with the Fire Department.*
- What happens with mailbox and newspaper boxes during construction? *The contractor will maintain access to mailboxes for residents and postal carriers during construction. The mailboxes may be temporarily relocated, but at no time will mail delivery be interrupted.*
- Why is the state going for wider right-of-way in the area covered by the green triangle at Prudhoe Bay Avenue/Kogru Place? *Prudhoe Bay Drive is currently located on private property, the state needs to acquire the ROW before improvements to Prudhoe Bay Drive are made. The project team is relocating the mailboxes at this location. They will no longer be along side Eagle River Road, they will be in that turnout area on the east side of Prudhoe Bay Drive. This will result in a more optimum location for folks to pick up and deliver mail.*
- Where is the bike trail? Why is the bike trail not extended from Steeple Drive out to the Visitor's Center? That was always the long-range plan for the Eagle River Road upgrade.

Pedestrians, bicyclists and walkers will be accommodated in several ways. The Eagle River Road project widens the shoulders to a consistent width of 4-feet the full length of the project. In addition, the Alaska Department of Natural Resources is working on design of a trail between the Glenn Highway and the Eagle River Visitor's Center.. This trail will be near the river for a good portion of its length. It will be routed close to the road between MP 7.5 and the Eagle River Visitors' Center at MP 12.6. Its design is being coordinated with this highway project.

- I proposed this 2-3 years ago at the other meeting, when I was told that the money was already allocated for the project and it was to begin in 2006-2007. So I will make the proposal again for a streetlight at every intersection for safety concerns. I pay Muni taxes and should be entitled to the same comforts as Muni residents. *Street lights will not be added at intersections that currently do not have them, but existing street lights will remain as-is or be replaced. This project will provide additional light poles along the mini-roundabout at the end of the project.*

Other Written Comments Received

Bike path that ends just past June Wilmont Park needs to extend to Wren Lane for safety and access for the growing new subdivision that starts on Philadelphia way. This has been part of the ERVCC issues to get on the TIP for four years. This safety issue is similar to the “under crossing bridge” on the Minnesota Drive improvement. After the public outcry – voila - \$ were found. Re-read Section 14.0 (page 12).

I would like a picture of my lot/house as it will be subject to acquisition. Mine is directly across for Crystal Creek as I have talked to Anne Brooks about it.

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- Prudhoe Bay Road mail and newspaper to be located on Prudhoe or the school buses turn-around.
 - Left turn lane at Vantage Avenue
 - Sight improvement at Vantage Avenue traveling from east to west
 - Improve slope on turn 395-396 for safety.
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- Since you're straightening the road out, vehicle speeds will increase. Install more than the 2 speed limits showing in the signing/stripping plan sheets.
 - Get rid of the roundabout, visitors expectation is not for a roundabout 12 miles back in the valley, the curb and gutter will make snow removal more difficult, after first snow fall patterned concrete will be lost, I bet over 80% of vehicles will drive straight across roundabout. Under icing conditions, could be a safety hazard, will need to bring in snow equipment to plow curb & gutter area.
 - At the mailbox locations, make sure a vehicle can pull all the way off of the road to get to the mailboxes.

- Could use a couple of pull offs for slow moving vehicles.

Related documents on file:

Sign in Sheets
Handouts (Fact Sheet/Comment Sheet)
Comment Sheets received at meeting
Meeting graphics
Mailing List
Newsletter