

Appendix G

Public Involvement Summary

West Dimond Boulevard – Jodhpur Street to Sand Lake Road CSS Transportation Project Summary

Municipality of Anchorage	Project # 05-05 Project Manager: John Smith, PE Project Administrator: Julie Makela, PE Design Consultant: R&M Consultants Inc.
Nominated By	Sand Lake Community Council, Municipality of Anchorage Public Works Department, Project Management and Engineering Division.
Road Ownership	The Municipality of Anchorage owns and maintains West Dimond Blvd in the winter. The Alaska Department of Transportation owns and maintains Jodhpur Street and Sand Lake Road.
Problems Identified to be solved	Area-wide serving West Dimond Blvd between Jodhpur Street and Sand Lake Road is not built to current Municipal standards in regards to drainage, road width, curbs, pedestrian facilities and street lighting. Narrow roadway for increased use and lack of shoulders creates a safety hazard with non-motorized users. The pavement is deteriorating.
Known Issues	<ul style="list-style-type: none"> • Lack of non-motorized facilities. • Crossing at Sand Lake intersection difficult for pedestrians. • Intersections with Jodhpur Street, West Park Drive and Sand Lake have sight distance issues. • Narrow roadway in some sections. • Inadequate roadway width limits or prohibits maneuvering room and room for emergency parking in the shoulder.
Community Council	Sand Lake Community Council. Project is the #2 Priority in the 2007 CIP Sand Lake Community Council Survey.
House District 19 & 20	House District 19 Representative: Lindsey Holmes House District 20 Representative: Mia Costello
Senate District J	Senator Hollis French
Assembly District 3 West Anchorage	Tim Steele, Ernie Hall
Anchorage School District Schools	Elementary School: Kincaid Elementary Middle School: Mears High School: Dimond
Parks	Southwest Park District: the project corridor originates at Jodhpur Street, adjacent to Kincaid Park, a 1500 acre regional park and a major recreational destination.
MOA Grid Map	SW2322, SW2323, SW2422, SW2423
Zoning	Adjacent Zoning Districts: R-6 suburban residential district to the south; R1A Single Family Residential Zoning District to the North and East; PLI-P Public Lands and Institution Park to the West.

West Dimond Blvd Upgrade – Jodhpur Street to Sand Lake Road

Utilities	Overhead telephone and electric lines in the ROW. No storm drain, public water or sanitary sewer systems.
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Roadway			
Right-of-Way (ROW) Width	West Dimond Blvd 100 Feet	Jodhpur Street 50 Feet (+50 ft. easement)	Sand Lake Road 115 feet
	Westpark Drive	70 feet	
Roadway Link	Lanes	Posted Speed	85th Percentile Speed
West Dimond Blvd	2	45 MPH	44 MPH
Sand Lake Road	2	50 MPH	53 MPH
Jodhpur Street	2	35 MPH	34 MPH
Average Annual Daily Traffic (AADT) 2011	<u>West Dimond Blvd</u> (Jodhpur to Westpark): 1325 <u>West Dimond Blvd</u> (Westpark to Sand Lk Rd): 3089* <u>Sand Lake Road</u> (Dimond Blvd to Kincaid Rd): 2574 <u>Jodhpur Street</u> (Dimond to Kincaid Rd): 423 <u>Westpark Drive</u> : 1200* *(estimates based on turning movement counts & historical growth rate)		
Crash Data 2000 to 2009	W Dimond Blvd (Sand Lake to Jodhpur St): 8 crashes W Dimond Blvd/Sand Lake Intersection: 14 Crashes. Crash rates are above the upper critical limit for crashes based on state averages for similar intersections.		
MOA People Mover Transit Service	No routes within the project area.		
ASD Walking Routes	No ASD schools are accessed from West Dimond Blvd within the project area. West Dimond Blvd is not a designated Safe Routes to School Route.		
ASD Bus Service	ASD provides bus service for Kincaid Elementary, Mears Middle School and Dimond High School. Bus stops along W Dimond Blvd are at intersections with Sommers Place, Westpark Drive, Cramer Place, Maidianne Street, Best Street and Seacliff Place. Routes 612 (elementary schools), 614 (middle schools), and 606 (high schools) serve the area.		
Funding and Source			
Anchorage Road Bonds	Current funding of \$500,000 for design study and final design.		
State Grant	\$7.5 Million		

Schedule – Phase I		
Phase I	Approximate Dates	Phase I Cost Estimate
Design Study – Phase I	05/2013 to 10/2013	
Design – Phase I	10/2013 to 04/2014	\$1.2 Million
Right-of-Way Acquisition – Phase I	12/2013 to 05/2015	\$300,000
Utilities – Phase I	10/2013 to 04/2014	\$300,000
Bid Phase – Phase I	05/2014	N/A
Construction Engineering	06/2015	\$920,000
Contingency		\$1.38 Million
Construction	06/2014	\$4.0 Million
Total Project Cost		\$8.1 Million

Guiding Plans – West Dimond Boulevard Upgrade	
<p>Metropolitan Transportation Plan (MTP) 2012</p>	<p>GOAL #1 Ensure development of a balanced transportation network for people, goods, and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides a variety of transportation choices, and supports planned land use patterns.</p> <p>GOAL #3 Develop an attractive and efficient transportation network that considers the cost of building, operating, and maintaining the system; the equity of all users; public health impacts; community values; and social justice.</p> <p>GOAL #3 Objective 3</p> <ul style="list-style-type: none"> • Match streets and highway design to the use and character of the community/ neighborhood, recognizing that character may vary from primarily commercial to primarily residential and from primarily urban to primarily rural. • Improve opportunities for active transportation (non-motorized) as part of daily system use. <p>GOAL #5 Establish community connectivity with safe, convenient, year-round automobile and non-automobile travel routes within and between neighborhoods, commercial centers, and public facilities.</p> <p>GOAL #5 Objectives</p> <ul style="list-style-type: none"> • Ensure an adequate system of arterial and collector roads is identified. • Promote the even distribution of traffic loads between streets by enhancing the existing grid pattern of streets.

Guiding Plans – West Dimond Boulevard Upgrade

- Establish an adequate number of access points from subdivisions to adjacent higher-order streets.
- Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian, bicycle, and transit connections.
- Improve safe and convenient connectivity from schools to neighborhoods, parks, and other recreational and commercial areas by use of multi-use trails, bicycle lanes, sidewalks, and transit.

West Dimond Blvd from Jodhpur St to Sand Lake Road – Recommended Core Network for Non-Motorized Transportation with Proposed Bicycle Route and Proposed Pedestrian Project identified.

Non-Motorized System (Pedestrian and Bicyclist Facilities and Trails) Policy Recommendations

- Encourage travel by means other than the automobile and provide for the safety of pedestrians and bicyclists throughout the Anchorage metropolitan area.
- Advocate for bicycle lane adoption into designs and retrofits of roads in locations identified in the Anchorage Bicycle Plan and increase education efforts with respect to rules of the road.

Roads Policy Recommendations

- Promote the integration of appropriate non-motorized, public transportation facilities and landscaping within new and major roadway reconstruction projects through inter-departmental coordination and public input during the project scoping phase.
- Promote and support projects that improve the efficiency and better utilization of existing roadway corridors.
- Establish a hierarchy of roadway classifications and functions in existing and newly developing areas of the MOA.
- Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. To achieve this level of access control, encourage consolidation of access in developing commercial and high-density residential areas through shared use of driveways and local access streets.

West Anchorage District
Plan 2012

Transportation Objective #2: Expand or complete trail connections that link residential areas and key destinations such as businesses, schools and employment centers.

Transportation Objective #3: Plan for and develop an efficient road network that accommodates current and future traffic appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles and pedestrians.

Guiding Plans – West Dimond Boulevard Upgrade	
	<p>Transportation Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses.</p> <p>CSS/CSD should continue to be utilized to reduce conflicts and result in mutually acceptable transportation improvements. After project planning, CSD/CSS can also minimize the construction impacts of road renovation projects on local businesses by:</p> <ul style="list-style-type: none"> • Informing the public before the ground is touched. • Phasing project construction to maintain ongoing business access. • Requiring a temporary business access plan in all road improvement plans and bid documents. <p>Key Bicycle Plan Improvements West Dimond Boulevard (Kincaid Park/Jodhpur Street to Minnesota Drive): Complete road reconstruction with pedestrian amenities.</p> <p>Neighborhoods Objective #1 Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities.</p> <p>Implement Context Sensitive Design. CSS is the primary mechanism used the MOA to ensure that public input about the context and use of roads is considered in the design and character of future roadways.</p>
<p>Official Street and Highways Plan 1996 (Amended 2005)</p> <p><i>2011 Update (currently in the Adoption Process)</i></p>	<p>Functional Classification West Dimond Boulevard between Jodhpur Street and Sand Lake Road: Residential Collector, minimum of 2 lanes and minimum 80 feet of right-of-way (ROW) with paved shoulders for emergency parking. Collector streets collect traffic from local roads and conduct it to arterials or local destinations such as shopping centers, schools, community centers or park and recreational facilities. Land access is a secondary function of collector streets.</p> <p>Sand Lake Road- Minor Arterial Jodhpur Street – Residential Collector</p>
<p>Anchorage Bowl 2020 Comprehensive Plan</p>	<p>Policy 53: “Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.”</p> <p>Policy 54: “Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity to discourage high-speed cut through traffic.”</p>
<p>Land Use Plan Map and Zoning Atlas</p>	<p>Land Use: Adjacent land uses include Limited intensity residential south of West Dimond Blvd, Low-Intensity Residential Detached Houses to the north and east of the project corridor; Park and Natural Resource to the</p>

Guiding Plans – West Dimond Boulevard Upgrade	
	<p>west.</p> <p>Adjacent Zoning Districts: R-6 suburban residential district to the south; R1A Residential Zoning District to the North and East; PLI-P Public Lands and Institution Park to the West.</p>
Anchorage Bicycle Plan 2010	<p>Proposed Off-Street Facilities: Separated Multi-Use Pathway on West Dimond Blvd to accommodate a variety of non-motorized users including in-line skaters, bicyclists, joggers and pedestrians.</p> <p>Shared Roadway Identified: West Dimond Blvd and Jodhpur Street. Shared Roadway includes signing for routes that provide continuity to other bicycle infrastructure such as bike lanes and separated pathways; the road is a common route for bicycles through a high-demand corridor; in rural areas the route is preferred for bicycling because of low traffic volumes or paved shoulder availability; the route extends along local streets and collectors that lead to an internal neighborhood destination such as a park, school or commercial district.</p>
Anchorage Pedestrian Plan 2007	<p>Project Priority #128 for West Dimond Blvd from Jodhpur Street to Sand Lake Road. Project should include connections to Kincaid Park, schools, school bus. Improvements include replacing a missing sidewalk. Total length of project: 5600 Feet.</p>
Anchorage Trails Plan 1997	<p>Recommended multi-use paved trail along West Dimond Boulevard from Sand lake Road to Jodhpur Street (includes neighborhood roads signed for bicycles).</p>
Anchorage Bowl Park, Natural Resource and Recreational Facility Plan 2006	<p>Southwest Park District: the project corridor originates at Jodhpur Street, adjacent to Kincaid Park, a 1500 acre regional park and a major recreational destination.</p>
Wetlands Management Plan 2008	<p>There are no wetlands mapped in the 2008 Wetlands Management Plan for the project area.</p>
Wetlands Management Plan Update 2013 (currently in the Adoption Process)	<p>There are no wetlands mapped in the Draft 2013 Wetlands Management Plan for the project area.</p>
AWWU Water Master Plan/CIP Projects	<p>Private Development Project: Dimond Sands Lots 1-44 TRs B-1, B-2, B-3 Private System Project: Sonoma Glen at West Park Ph 1 Private System CIP Project: Kincaid Reservoir – Emergency Generator</p>
AWWU Wastewater Master Plan 2006	<p>Sand Lake Area Sewer Extension (Project #110), System Expansion, Sewer Trunk Extension along West Dimond Blvd from Sand Lake to west of West Park Drive.</p>



Visit the project website:
www.westdimondblvd.com
 to sign up for e-mail updates or to submit comments.

OPEN HOUSE

WEDNESDAY, AUGUST 28, 2013

STOP IN ANY TIME BETWEEN
 5:30 PM TO 8:00 PM

DIMOND HIGH SCHOOL
 MULTI-PURPOSE ROOM
 2909 W. 88TH AVENUE

The Municipality of Anchorage (MOA) is upgrading West Dimond Boulevard, from Jodhpur Street to Sand Lake Road, within west Anchorage to improve the drainage, pavement, intersection operations and; to improve pedestrian, bicyclist and driver safety through non-motorized facilities and lighting. The project began in 2005 with problem identification through extensive community input. Since 2007, the project has been on hold pending funding. The upgrade is starting up again following a Context Sensitive Solutions (CSS) design study phase.

Come to the Open House on **AUGUST 28** to review and comment on the design study recommendations for West Dimond Boulevard and major intersections within the project corridor. A \$7.5 million state grant to the MOA is providing funding for the design, easement acquisition and utility relocation phases. Construction is expected to begin in 2015 if full funding becomes available.

QUESTIONS? PLEASE CONTACT: Van Le, Public Involvement Coordinator R&M Consultants, Inc.	E-mail: comments@rmconsult.com Phone: 907-646-9659 Fax: 907-522-3403	Project Website: www.westdimondblvd.com
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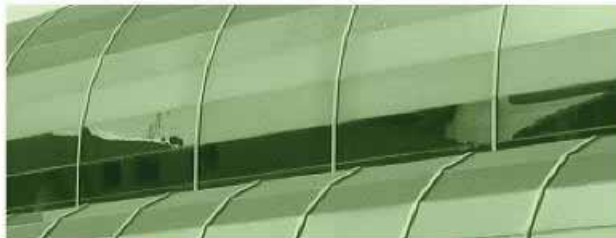
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West Dimond Blvd Upgrade Project



Project Management and Engineering



DRAFT Design Study Report Available for Review

The Municipality of Anchorage's Public Works Department is pleased to release a public review DRAFT of the Design Study Report (DSR) for the West Dimond Boulevard corridor in west Anchorage. The upgrade project began in 2005 with problem identification through extensive community input from a Citizen's Advisory Committee (CAC), the Sand Lake Community Council, area homeowner's associations, user groups, agencies and local and state officials. The DRAFT Design Study Report documents the alternatives development and evaluation phase including screening all possible solutions to recommend alternatives to go forward to the next phase, preliminary design.

To download a copy of the West Dimond Boulevard Design Study Report, please follow this link to the project website: www.westdimondblvd.com

Let us know if you will be attending the Draft Design Study Open House on August 28, 2013

RSVP Now

When

Wednesday August 28, 2013
5:30 PM to 8:00 PM
Stop in anytime!

Where

Dimond High School



Project Corridor Map

Project History and Overview

The Municipality of Anchorage (MOA) is upgrading West Dimond Boulevard, from Jodhpur Street to Sand Lake Road, within west Anchorage to improve the drainage, pavement, intersection operations and; to improve pedestrian, bicyclist and driver safety through non-motorized facilities and lighting. The project began in 2005 with problem identification through extensive community input. Since 2007, the project has been on hold pending funding. The upgrade is starting up again following a Context Sensitive Solutions (CSS) design study phase.

Join Us August 28, 2013 for an Open House !

Come to the Open House on **AUGUST 28** to review and comment on the design study recommendations for West Dimond Boulevard and major intersections within the project corridor. A \$7.5 million state grant to the MOA is providing funding for the design, easement acquisition and utility relocation phases. Construction is expected to begin in 2015 if full funding becomes available.

See sidebar to the right for additional information.

Multi-Purpose Room
[2909 W.88th Avenue](#)
(click on link for Map)

What

- West Dimond Blvd Upgrade Project Update
- DRAFT Design Study Review, Comment, Ask questions
- Design Study Recommendations for West Dimond Blvd and major intersections within the project corridor

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West Dimond Blvd Visualization

Questions? Please Contact:

Van Le, Public Involvement Coordinator
R&M Consultants, Inc

email: comments@rmconsult.com
phone: 646-9659

Visit the project website:
www.westdimondblv.com

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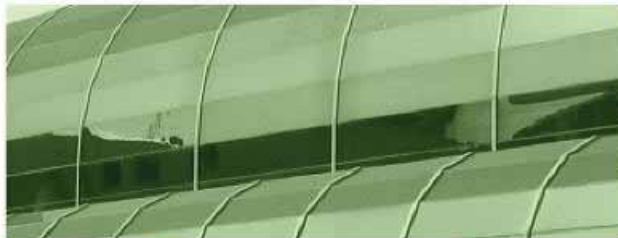
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West Dimond Blvd Upgrade Project



Project Management and Engineering

Addendum to the DRAFT Design Study Report

The West Dimond Boulevard Upgrade - Jodhpur Street to Sand Lake Road Draft Design Study Report (DSR) has been distributed for review and public comment. As a result of the current funding limitations and identified need to expedite construction of proposed improvements between Sand Lake Road and Westpark Drive, the Municipality of Anchorage's Public Works Department has elected to divide the project into two phases (see map below). Phase I improvements will extend from the Sand Lake intersection to approximately 850 feet west of the Westpark Drive intersection (Station 77+00). Phase I pedestrian facilities will not extend west of the Westpark Drive intersection. Phase II improvements will extend from Station 77+00 to Jodhpur Street. Final design and construction of Phase II will not advance until full construction funding becomes available. Dividing the project into two phases will allow construction of Phase I to be accelerated and commence in 2014.

Let us know if you will be attending the Draft Design Study Open House on August 28, 2013

RSVP Now

When

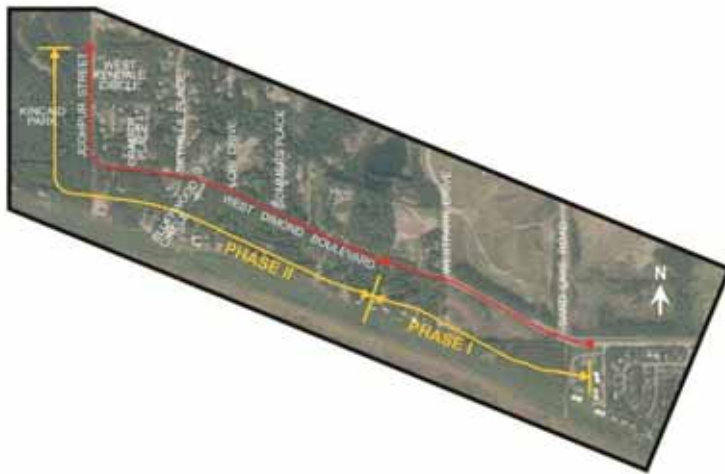
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Stop in any time!

Where

Dimond High School

Review comments for the entire alignment are welcome and will be addressed. However, particular attention should be focused on Phase I improvements. Send us your comments or bring them to the open house scheduled for Wednesday, August 28th, 2013.

To download a copy of the West Dimond Boulevard DRAFT Design Study Report, please follow this link to the project website: www.westdimondblvd.com



Project Corridor Map

Multi-Purpose Room
[2909 W.88th Avenue](#)
(click on link for Map)

What

- West Dimond Blvd Upgrade Project Update
- DRAFT Design Study Review, Comment, Ask questions
- Design Study Recommendations for West Dimond Blvd and major intersections within the project corridor

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Questions? Please Contact:

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email: comments@rmconsult.com
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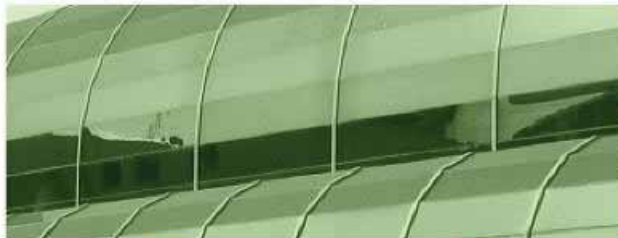
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West Dimond Blvd Upgrade Project



Project Management and Engineering

See you at the Open House on Wednesday!

5:30 p.m. to 8:00 p.m.

Dimond High School, Multi-Purpose Room 1
2909 W.88th Avenue

The Municipality of Anchorage is upgrading West Dimond Boulevard. **Phase I**, from Westpark Drive to Sand Lake Road, will improve the drainage, pavement, intersection operations, and pedestrian, bicycle and driver safety through non-motorized facilities and lighting. Final Design and construction of **Phase II**, Jodhpur Street to Westpark Drive, will not advance until full construction funding becomes available.

Join us at the Open House to:

- Learn about the West Dimond Blvd Upgrade Project including phasing of the project;
- Review and comment on the DRAFT Design Study recommendations; and
- Meet Project Staff and get your questions answered.

Let us know if you will be attending the Draft Design Study Open House on August 28, 2013

RSVP Now

When

Wednesday August 28, 2013
5:30 PM to 8:00 PM
Stop in any time!

Where

Dimond High School

The Draft Design Study Report was released for public review on July 31, 2013 and is available on the project website at:

Multi-Purpose Room
[2909 W.88th Avenue](#)
(click on link for Map)

www.westdimondblvd.com

Questions? Please Contact:

Van Le, Public Involvement Coordinator
R&M Consultants, Inc

email: comments@rmconsult.com
phone: 646-9659

Visit the project website:
www.westdimondblvd.com

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PROJECT: WEST DIMOND BOULEVARD UPGRADE – JODHPUR STREET TO SAND LAKE ROAD
 PROJECT NO: 05-05

PURPOSE: Design Study Phase Preferred Alternative plans for review and comment

DATE: Wednesday, August 28, 2013

TIME: 5:30 PM to 8:00 PM

LOCATION: Dimond High School Multi-Purpose Room 1

MEETING ATTENDANCE: 60 individuals signed in (includes project team members)

ATTENDEES/STAFF: **Municipality of Anchorage, Public Works Department, PM&E:**

- John Smith, PE Project Manager
- Julie Makela, PE Project Administrator
- Teri Albrecht, Public Involvement Coordinator
- Lori Schanche, Non-Motorized Transportation Coordinator

AWWU:

- Brian Baus, Planning/Capital Projects Manager
- Christine Metcalf, Engineering Technician

R&M Consultants, Inc. :

- Tim Grier, PE Project Manager
- Marc Frutiger, PE Project Engineer
- Van Le, Planning/Public Involvement Coordinator
- Kristi McLean, LEED AP, Public Involvement
- Steve Ambruz, Information Technology Support

Kinney Engineering LLC:

- Randy Kinney, PE/PTOE
- Ron Martindale, Traffic Safety Analyst
- Connor Dunham, EIT

MEETING REPORTER: Van Le

MEETING SUMMARY

MEETING OUTREACH:

- August 12, 2013: Post card mailer invite to the Open House sent to 1,100 residents, property owners, groups, and elected officials;
- August 1, 2013, August 16, 2013, August 19, 2013, August 27, 2013 Constant Contact E-Newsletter notice to West Dimond Blvd Project contacts list and Federation of Community Councils contacts list.

The public open house meeting was advertised to start at 5:30 P.M. Several attendees arrived early and spoke with the project team about alternatives and the project phasing. The meeting was open house style, without a planned formal presentation. Six stations were set up that included:

1. Project History and Background
2. Project Area Context
3. Virtual Site Walk
4. Design Study Recommendations
5. AWWU project coordination information
6. Comments including two computer laptops to submit comments through the project website

Attendees were greeted as they arrived and asked to sign in. Refreshments were served. They were given an overview of the room set up as well as provided with the following handouts:

- Project FACT Sheet with map of open house information stations
- Addendum to the Design Study Report Information sheet on project phasing
- Comment forms

In addition to residents, recreational user groups, the Sand Lake Community Council, elected officials from Assembly District 3 and State House representatives from House District 20 and Senate District J attended.

The Open House ended at the advertised time of 8:00 p.m.

AUGUST 28, 2013 OPEN HOUSE WRITTEN COMMENTS

The comments below were received at the August 28, 2013 Open House and have been summarized to remove typos and personal information and grouped according to the format of the Comment Form. 9 Comment Forms were received at the Open House.

Things I like about the Recommended Alternatives and Why:

- Roundabouts; *Slows traffic, safer road*
- Roundabouts are great – the more the better; *they outperform all other intersections exponentially.*
- Roundabouts are a good alternative to signals at Sand Lake and Westpark Drive (Phase I); *Roundabouts save time and money.*
- The bike trail along W Dimond and the roundabout at Sand Lake; *The bike trail allows the community the ability to be active; roundabouts will reduce accidents at a difficult intersection.*
- Roundabouts, multi-use pathways; *better access to Kincaid Park and improved safety.*
- Bike trails for West Dimond.
- Slowing traffic on West Dimond.

Things I would change about the Recommended Alternatives and Why:

- Narrower lane width; *Safety*
- The cross-section is too wide, flat and fast. 12 foot lanes less safe. Need vertical texture close to the road; *Human factors and statistics – this is not an optimum cross section.*
- Do not use continuous Lighting on Phase II. Do not use curb and gutter /storm drain. Put path on the south side. Use on-street bike lanes; *Preserve the rural nature and park setting of Dimond/Jodhpur and eliminate light pollution.*
- Remove the roundabout at Westpark Drive and reduce the bike trail to one side in order to use the money to complete Phase II; *Phase II is in desperate need of a road upgrade and bike trails due to the number of people that bike, run, roller ski and walk their dogs.*
- Do we really need 2 roundabouts? *Safety is the main issue.*
- Change and do Phase II first. Phase I has already been done in the past 10 years. Phase II hasn't been done in 50 years; *Paid taxes on property for over 50 years and no improvements in that time.*
- Don't build in phases, build now; *Lower cost in the long run, need the improvements now before someone is hurt or killed.*
- Garbage pickup, mail and newspaper delivery with driveway in roundabout.

Project Website/E-mailed Comments

The following comments were submitted via the project website: www.westdimondblvd.com or emailed to the project team. Comments have been summarized where necessary to group like comments and to remove typos and personal information. Responses by the Project Team will be available in the future.

Project Purpose and Need

- Overall I think the project looks great. The project team has come up with a great facility design.
- Sand Lake Community Council had 3 Jodhpur/Westpark residents contact us regarding this project. They believe this project is excessive, and the road itself is all that needs repairing. Further, bike lanes on each side of the proposed plan is very excessive.
- As a resident of this area for many years I definitely support the project alternative that is shown for Phase 1 and recommend and support it for Phase 2.
- Thank you for making these improvements.
- Spending up to 7 million dollars for a 1.5 mile upgrade is excessive.
- First, I want to thank you for having an informative public forum (open house). This was very helpful. I am impressed with the designer's candor and openness. My family and I look forward to working with you to help develop the best design to meet the needs of our neighbors and our traffic commuters, pedestrian commuters and quality of lifestyle.
- A resident on West Dimond disagreed that extensive public involvement had been completed to get here because he is an active Sand Lake Community Council member who does not remember being a part of a public process. He has lived in the area for over 20 years.
- Does not support what he read in the Draft DSR.

Project Phasing

- I am very concerned about the project being phased in two segments. There are certainly concerns regarding funding, but to make this decision ahead of hearing from all stakeholders is not good public policy. The project scope has always included upgrading West Dimond to Jodhpur and as determined in 2005-06 the public wants these improvements extended to the Jodhpur Kincaid Park entrance. The project was shelved in 2006 with the excuse that funding wasn't available. I am concerned that if the current project funding is spent on the improvements between Westpark and Sand Lake that the rest of the road and the important trail links to Kincaid Park will not be completed in the near term.
- I hope repaving is planned on Dimond between Jewel Lake Road and Sand Lake Road especially as you turn onto Sand Lake Road from Dimond. That portion of Dimond Blvd needs repaving badly.

- I really hope that the rumors that I heard about the project being split in two are not true. Something about the funding could only be used between Sand Lake and Westpark Drive? That would really be a shame since the project area that needs upgraded the most is west of Westpark. The western project pathway terminus should be extended north along Jodhpur to Kincaid Road and the gas line corridor.
- I'd like to see the entire project advance to final design. This will provide the most detailed data on construction, property acquisition and utility relocation costs and allow for adequate project funding. Breaking out a short length of a project like this for construction will make for a higher overall project cost. It will also do nothing to improve safety through the segment of this project that is furthest from meeting current municipal design standards. The segment between Westpark and Sand Lake already has shoulders and cleared ROW which provides room for pedestrians and cyclists to connect to the trails at Sand Lake Road. The Jodhpur and Dimond sections to the west have no shoulders and very little room in the ROW for safe travel in the summer. In the winter there is no room at all.
- I am thrilled to see that there is a plan in place to make some changes on the Dimond/Kincaid road. With that said, I am extremely concerned that the Phase 1 does not include the funding to make changes on the upper half of the Jodhpur road! The amount of people and bicycle activity during the summer months increases each year. I am a mother of two boys and the stretch of road is next to impossible to walk or run without the fear of being hit by a car.
- I'd like to see both phases constructed at the same time. We've waited long enough for this project and we shouldn't have to wait another 5 years or more for funding. Additionally, the disruption caused by the construction would be prolonged if it was built in two phases. Also, it will be cheaper to build it all in one phase. At the same time, it would be better to extend the water and sewer infrastructure during construction. This would be proactive and anticipate future growth while eliminating digging up the road at a later date to extend the sewer and water.
- I support phasing in order to accelerate the construction only if done in a logical and efficient way. Your current plan of building the approach to the Westpark roundabout without pedestrian amenities is not logical or efficient. The strategy presented last night showed the road being built in 2014 and the pedestrian facilities at some later date. This would require either oversizing the cut and fill for the road in 2014 or doing additional clearing, cutting and filling the following year, essentially constructing then reconstructing this area in subsequent years. That will make everyone look like they did not plan the project properly; it will add cost to the overall project and it will disrupt the folks living on that stretch two years instead of one (I am one of those folks). I would also support flipping the phasing strategy, starting at Jodhpur and working east as long as it included pedestrian facilities.
- Several residents complained that Phase II improvements seemed to be left out of the project and thought it would be better to construct phase II first since Phase I already has wider pavement and gravel shoulders.

Phase I – Westpark Drive to Sand Lake Road

- I fully support the Phase I improvements. I live in the Westpark subdivision and the lack of sidewalks between Sand Lake and Westpark is truly a safety hazard. Further, the significant amount of mud/water on the northern corner of Sand Lake and Dimond, especially during breakup, is not only an eyesore, but a significant safety hazard. I am hopeful with the addition of sidewalks; the apparent drainage issue/standing mud will be remediated as well. Thank you for your forthcoming work and I appreciate your consideration of my comments.
- Why is it that we have funding to do Phase 1, yet once again when nothing has been done on the other part of the road?

Phase II – Jodhpur Street to Westpark Drive

- Though currently not advancing for final design I did have a few comments regarding trail connections along the Jodhpur section of the project. I will provide these comments to district 20-J political representatives for funding consideration.
- The DSR did not include any alternative analysis for the Jodhpur roadway typical section. It is proposed to reconstruct the roadway at existing width. I assume this is the result of lower traffic volumes and limited project budget. Regardless of traffic volumes, it would be prudent to include shoulders along the Jodhpur segment. With roadway repaving and new pathways proposed on both sides, the addition of shoulders would come at minimal cost. Better to include them now than have the need to add them later. Shoulders keep the roadway travel lanes in better shape over the long term, allow for better snow clearing and allow for safer commuter bike use. Additional buffer between the roadway and pathways will be desirable as long as ADOT maintains these roadways. Typically the pathways in the area are cleared of snow before the roadways then ADOT comes through with the high speed plows and pushes/blasts roadway snow onto the cleared pathways which then require a second pass for trail clearing.
- If the shoulders cannot be added to the Jodhpur section it would make sense to expand the buffer areas between the roadway and pathways to allow for the future addition of shoulders without reconstruction of the pathways. There is 100' of ROW and there is no reason not to use the available space if it reduces future reconstruction costs. I've seen previous project comments (circa 2006) requesting provisions for parking opposite the Jodhpur trailhead entrance because the gate opens later and closes earlier than the Raspberry gate. This results in folks parking along the east side of Jodhpur. Widening the shoulder through here would make sense as vehicles will park here anyway and a widened shoulder with structural base will cut down on the edge of pavement deterioration along with keeping vehicles off of grassed areas.
- The Jodhpur segment probably only exists due to the park link to the Jodhpur trailhead. But it would be huge trail connectivity improvement if the southside/westside pathway was extended from the Jodhpur trailhead parking lot entrance, north to the intersection of Jodhpur and Kincaid. This would get us closer to having a Kincaid loop link for peds and on-road cyclists.

Leaving only the gasline link to the Raspberry pathway unpaved. I know this link is shown coming from Kincaid Road in the Bicycle Plan, but Kincaid Road improvements are probably a ways off. Currently the Jodhpur road surface provides the only ped-friendly or multi-use link along here in the winter months short of hiking the new STA park trails. Otherwise there are no winter multiuse pathways in this portion of the park. Extending this link provides a safer multi-use route west to Kincaid without heading east and north first.

- The eastside Jodhpur pathway, as proposed, currently ends at West Kendale Circle. This was the end of the denser than R-6 area development when this project was first scoped in 2005 and that may have made this a natural stopping point. It isn't clear to me why the proposed mid-block crossing doesn't utilize the existing West Kendale pathway location on the north side of West Kendale? Perhaps something to do with silhouette lighting at the intersection? Crossing in line with the existing pathway would seem to make more sense. The West Kendale pathway links up Skyhills and older subdivisions to the east with Jodhpur and the park entrance.
- Extending the east side pathway north another 600' to Penny Rose Circle would connect all the Jodhpur R-1 subdivisions to the new pathway. The ROW along here was cleared for the water main extension to the Penny Rose (Ward) subdivision so there would be no vegetation screening removal impacts. This extension would also allow an alternative mid-block crossing location at the park entrance driveway. Disclosure here is I own a lot in Ward subdivision though I don't know if we'll ever end up living out there.
- Phase II of the project is more important than Phase I for life/safety reasons.
- Please fund and construct Phase II of Jodhpur/Sand Lake at the same time or prior to Phase I.
- A number of vehicles are parking along-side Jodhpur at the park entrance. There are no parking improvements in the area so the vehicles are sometimes partially on the roadway. Improvements in the area or a separate project to identify a better solution for the park entrance should be considered.
- What vertical profile improvements are planned for Phase II such as raising the sag curves and lowering the crest curves and what effect this might have on ROW needs?
- Residents on West Kendale want Phase II pathways on both sides of the road. Currently they load their children's bicycles in the SUV to drive them to a trailhead because they feel unsafe riding or walking on the roadway without pedestrian facilities.
- Maintain the rural nature of the roadway, particularly in the Phase II portion.
- Phase II- pathway on one side, preferable the north side of the road.
- Narrower lanes for Phase II.
- No need for pathways on both sides for Phase II.
- Cars will park along Jodhpur and on West Kendale in order to not be locked in Kincaid Park.
- Concerned about the lighting on Phase II being too bright and changing road character.

Roadway

- Why the curbing?
- This road provides access to Kincaid Park and serves all of Anchorage. Trail users from all over the Anchorage Bowl also travel to and through Kincaid Park. The existing roadway is narrow, hilly and dark. It does not provide safe access for pedestrians or cyclists. This area has evolved from rural to suburban to urban. An urban road and associated facilities are appropriate for the area now that the residential density has increased.
- I grew up in West Anchorage and have been using Kincaid Park for a little over 30 years. I've lived in the Sand Lake area for almost 20 years and use the roadways and trails between Jewel Lake Road and Kincaid extensively. The existing roads and pathways around here receive extensive, year-round recreational use from residents and those visiting or passing through the area. The pathways constructed along Dimond and Sand Lake with the AWWU water main extension and the pathway extension along Raspberry Road from Kincaid Elementary to the Kincaid Park Chalet and the Coastal Trail are highly valued and heavily used year round. Linking these pathways along West Dimond Blvd will be just as highly valued!
- One of the important issues raised by the previous citizen's advisory committee was to maintain, as much as possible, the rural character of the existing road beyond Westpark. Some effective strategies identified were to minimize the tree clear cutting, maintain the undulating quality of the road and minimizing lighting. Classification and design of this road as rural would allow for a trail to be included on only one side reducing the width of clearing and lighting only at critical intersections. I strongly support classification and design of this section of road as rural.
- Immediately fix the mud hole on the north side of Dimond at corner of Sand Lake. Lots of cars enjoy "mudding" and often get stuck, in addition, I believe there is a gas main under that area.
- Block the trail/road being used by vehicles to climb out of the West Park Development and end up at the mud hole area.
- A resident whose home fronts Dimond Boulevard suggested that the roadway be converted to a one-way westbound to reduce traffic and to delete the south side pathway.
- Opposition from several folks (former Anch Road Coalition) that they oppose 12 foot lanes.
- Specifically does not agree with widening the road from its current 50 feet to 100 feet. Owns 300ft of W Dimond frontage and understands the Municipality owns the right-of-way in front of property.
- Does not want the hills or curves straightened because it will promote speeding.

Access

- Assure that Sand Lake roundabout is large enough for loaded northbound truck coming from the east to not traverse the outside curb or inside truck apron. This avoids material spilling from the fully loaded side dumps. Southbound is no problem since trucks will be empty.
- What will happen with access, utility conflict on Lori Drive?
- Owns two adjacent lots. Lot 3A is vacant, lot 2A contains house. Access is across Lot 3A. Can she get access to Lot 2A?
- Family owns lots access on W Dimond on the proposed roundabouts. Concerns include: access from Tract 2-4 is over Tract 1A. Will that situation be remedied during design? How do the Dimond Sands plans affect access to Tract 1A? When will that subdivision come to fruition? Will there be a gate on Snead Street?
- How will garbage service function for a driveway access directly onto a roundabout?
- No direct driveway access at roundabouts.
- Our driveways are on the south side of the intersection of Sand Lake and Dimond and the south side of Westpark and Dimond. I have never seen a roundabout used at a driveway entrance before. In your diagrams I'm not seeing our driveways being given consideration but I'm sure that you have taken them into account and have not yet been able to talk to us. My questions would not be limited to mail, garbage pickup but also just general traffic patterns.
- The property on the North East corner of Sand Lake and Dimond currently has an access on Sand Lake Rd. Will this access still be able to be used once the roundabouts are completed?
- I had a chance to talk with the consultant project team. I mentioned to the Project Engineer the following: to my knowledge, there is no formal easement on the north end of the property of the 5900 block of West Dimond. We have a driveway along the corridor. We have a concern about garbage pickup in a roundabout and possible mail box in the future. Essentially we are concerned about a driveway access in a roundabout. We are also concerned about the north-south easement along West Dimond Blvd and eastside along the condos that someday serve subdivided properties on the bluff side. We want to make sure that the roundabout does not preclude access to this easement.

Drainage

- Draft DSR, Section 3.5.1: Need to check the existing drainage patterns for third and fourth basins. How will driveway be drained?
- Existing drainage floods garage of Lot 7A of Lot 6.
- Reviewing your report it appears that your drainage plan drains the whole dip area into the lower part of our lot. That is significantly more (my guess is at least double) than this area currently sees - right now the dip area drainage terminates in at least 3 locations and you are probably at least doubling the hard surface area. We actually have a constructed driveway spur

down to this area and in the past we have used it for overflow parking and the previous owner actually had a connex down there. I would like to see more detail on how my lower lot will be impacted by the upgrades and what measures you propose to mitigate the impacts. Every year during spring break up the pocket to the east of our driveway holds water, at least 2-3 feet deep but we only rarely see standing water west of the driveway, we would like to keep it that way.

- Project should not have curbing on both sides of the road. The drainage looks like it will be directed onto private property unless you plan on putting in collection pipes that will move water off the roads and away from private property.
- We understand that since our property on the south side of West Dimond is a low point it may make sense for it to accept more runoff than it currently does, however if that is the design solution the drainage features must be attractive, replace any vegetation buffers that are removed, not deposit contaminants on our site and enhance the value of our property, not detract. We are willing and ready to work with your engineers and landscape architect to develop a mutually acceptable solution.
- Current residents have their own natural drainage ways already and curbing the roadway is only necessitated by the proposed widening to collect additional runoff that will occur with the road widening.

Intersections and Roundabouts

- I strongly support properly designed roundabouts/traffic circles. Please make the Sand Lake Traffic Circle wider in diameter and with wider lanes. You have the space. The existing circles in town are hard to navigate, especially in snowy conditions. I frequently use this intersection (Sand Lake and Dimond.)
- The use of roundabouts for these intersections will work great.
- Be sure to consider truck (side dumps, belly dumps, etc.) turning radius in the round-a-bout designs.
- I like the roundabout design and suggest that pedestrian crossing safety be taken into extra consideration with the roundabouts.
- I say yes to the round-a-bouts. If anybody does not like them, they may petition the city to raise their taxes to pay for signalized intersections.
- Roundabouts are going to be beneficial as Westpark fully develops and as the new schools are built in the area.

Traffic

- I live near the intersection of Kincaid Road. I am very concerned about the additional traffic on Kincaid road, which will happen when the construction begins on West Dimond. Kincaid Road is already dangerous due to very high speed traffic from the motocross park. What measures are planned to deal with this issue?
- An important goal for the previous citizen's advisory committee was to reduce excessive speeding to improve vehicular, pedestrian and bicycle safety. The roundabouts will do that for the lower section but no provisions are included in your report for the upper section. In addition to posting the speed limit at 35 (or lower) it is imperative that the physical road be constructed to discourage excessive speeds which regularly reach 60-70 mph on the existing road. Widening and smoothing the road will only encourage faster speeds and signage alone won't curb that tendency. There are many strategies developed nationally and locally that help reduce speeds. MOA has had great success in slowing traffic on Strawberry Road and other locations. The design team and MOA must propose some appropriate design strategies, such as tabling the intersections, which will encourage drivers to stay within the posted speed limit.
- Keeping the road rural will keep the speed down.
- What about speeds to the east of Westpark? Will lengthening vertical curves increase speeds? Consider traffic calming similar to what was used on Strawberry Road.
- The speed limit should not be 45 MPH (current speed, not recommended speed in the Draft DSR).
- Widening the road will make the area lose its rural character. Does not think the existing infrastructure can support the bigger roadway and that speeding will increase as a result of the increased roadway width.
- Disagrees that the road is considered a collector because the only people who drive the roadway are residents and Kincaid Park users of the motocross area. Is not against the motocross use in the Park but would like to see another road being used to get to it instead of W Dimond. Kincaid Park users do not stay for long periods of time and just use the roadway as the route to get there and are not part of the problem.

Right-of-Way & Adjacent Properties

- Does not agree with right-of-way line drawn on plans; believes property extends approximately 10 feet farther north. Existing property well north of driveway is not shown on proposed plans.
- Have you notified the people whose homes will be affected by the building of the road?
- Also, have you told the people in the 3 homes that are closest to the road that they will have a highway 10 feet from their front doors?

- Regarding existing encroachments such as wells and septic, what effect this would have on the project schedule, and the process for dealing with such encroachments (relocation, easement, compensation, etc.)

Non-Motorized Facilities

- I am excited to hear that West Dimond Blvd and Jodhpur will finally be upgraded with shoulders and separated pathways. This will be a critical link to Anchorage's regional trails system and extension of the Coastal Trail.
- I live in the area and I run and ride my bike on Dimond and Jodhpur. This upgrade would be appreciated and would make the corridor safer for all the road users.
- Proposal looks good and will perhaps encourage more people to bike to and from the park and access via Jodhpur rather than taking Raspberry all the way to the chalet.
- Segregated lanes whilst cycling are nice to ride along especially when cycling with a trailer or small children although I would prefer the drivers to stop using cell phones and actually look where they are going!
- This stretch of road is very popular among cyclists. Because of the lower amounts of traffic, it is not uncommon to find a dozen or more cyclists riding at one time. The Arctic Bicycle Club also hosts races on this stretch of road where 100+ racers can be present. With this said, riding is very dangerous. There is no paved shoulder, forcing cyclists onto the roadway where "blind" hills and corners exist within the project area. I know of one major car-bicycle collision that occurred in 2013 within the "Phase-II" segment. I believe that this incident and any future incidents could be prevented with the installment of a bike lane, or at the very least a 1-2 foot paved shoulder. Please strongly consider the cycling community when planning this project, lives depend on it.
- Road does not need trail/path/pedestrian space on both sides of roads.
- There was resident opposition to the roadway/pathway improvements in 2006 and I've heard that there is still opposition. This road does not simply serve residents fronting the road or just those in the nearby political districts.
- One last thing about the path way and trail and sidewalk; putting a pathway on one side of the road so that the bike racing community can use it and the roller skiers can use it safely is a great idea. When designing Dimond Blvd less is better.
- Pedestrian trails would be preferred on both sides of Dimond - hope they are able to remain.
- Definitely support the pedestrian facilities that are separated from vehicle traffic. The bike lanes would be so much safer than the stripped paved road there today.
- The separated pathways should eventually connect to the Kincaid Trail running parallel to Raspberry connecting the Coastal Trail. There are many and more all the time that walk, bike, and roller ski along this section of road and development of the right of way should mandate equal development of all the traveling public.

- The other concern is the amount of "near misses" I have seen and experienced when bikers are on the road. The visibility is horrible and the road is extremely narrow which causes runners and bikers to use the road.
- Why are we talking about creating sidewalks on each side of the road and a bike lane? Why aren't we talking about creating a larger bike lane and only have side with a sidewalk? Are we waiting for someone to actually have a bike fatality before something gets done on this part of the road?
- I am seriously concerned about the bike races and bike traffic between that occurs between Westpark and Jodhpur. It is just a matter of time before someone gets seriously injured. The design to have a sidewalk on both sides of the road with a small bike lane next to the roadway does not address this. I suggest giving up one side of the sidewalk and making a double wide bike lane along the road. The regular bikers and bike races will not use the sidewalks and when races occur they will continue to be in the roadway. These races happen at least twice a month during the summer. Please consider widening the bike lane and giving up one of the proposed sidewalks.
- I would like to see the shoulder's widened to accommodate bicyclists.
- Do not place a walk /pedestrian path on the south side of Dimond, it would stop at the round-about at Sand Lake Rd so why put it in?
- Repair Dimond by widening it enough to include two four foot shoulders and a multi-use trail on the north side of West Dimond.
- High, very high non-motorized use. Bikers and roller skiers.

Lighting

- I have a concern about the lighting (most likely LED). Dimond is a dark road and spacing the LED lights so that the road does not become like the new Victor lighting is an important issue to me. I believe Dimond is considered a rural feeder road. Please don't build it up into a highway.
- No lighting here as it would cause light pollution and obstruct the view of the night sky.

Schedule and Timeline

- What is the construction date, end date?

Supporting Documents

Available through the project website.



MUNICIPALITY OF
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Project Management and Engineering



Jodhpur Street to Sand Lake Road

August 28, 2013
Open House
Dimond High School

FACT SHEET

Project Website: www.westdimondblvd.com

Project Description

The Municipality of Anchorage (MOA) is upgrading West Dimond Boulevard. Phase I, from Westpark Drive to Sand Lake Road, will improve the drainage, pavement, intersection operations, and pedestrian, bicyclist and driver safety through non-motorized facilities and lighting. Final design and construction of Phase II will not advance until full construction funding becomes available. The project began in 2005 with problem identification through extensive community input. Since 2007, the project has been on hold pending funding. The planning effort is starting up again, in two Phases, following a Context Sensitive Solutions (CSS) process.

Existing Roadway Information:

- Posted speed 25 MPH at Jodhpur/W Dimond curve; 45 MPH along West Dimond Blvd
- Average Annual Daily Traffic (AADT): 1400
- Publicly-owned right-of-way: approx. 100 feet
- Jodhpur St to Westpark Dr: two 11-foot lanes, no shoulders; Westpark Dr: to Sand Lake Rd: two 12-foot lanes, 4 ft. shoulders
- Collector roadway
- No pedestrian/bicycle facilities
- Drainage ditches; no curb & gutter; no storm drain
- Utilities: overhead telephone & electric lines; underground gas line
- Non-continuous street lighting
- No public water or sewer

Funding:

- \$7.5 million state grant for Phase I design, easement acquisition, utility relocation and construction

Project Schedule:

- Phase I—Westpark Drive to Sand Lake Road: Construction in 2014
- Phase II—Jodhpur Street to Westpark Drive: dependent on future funding

Stay Informed:

- Submit comments and get project updates at www.westdimondblvd.com
- Sign up for e-newsletters/notifications at comments@rmconsult.com



Municipality of Anchorage

John Smith, P.E. , Project Manager
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Marc Frutiger, P.E. , Project Engineer
Van Le, Public Involvement Coordinator
646-9659 or email at comments@rmconsult.com

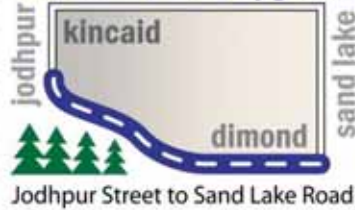
West Dimond Blvd Upgrade Project



Project Management and Engineering



W Dimond Blvd Upgrade



Addendum to the DRAFT Design Study Report

The West Dimond Boulevard Upgrade – Jodhpur Street to Sand Lake Road Draft Design Study Report (DSR) has been distributed for review and public comment. As a result of the current funding limitations and identified need to expedite construction of proposed improvements between Sand Lake Road and Westpark Drive, the Municipality of Anchorage's Public Works Department has elected to divide the project into two phases (see map below). Phase I improvements will extend from the Sand Lake intersection to approximately 850 feet west of the Westpark Drive intersection (Station 77+00). Phase I pedestrian facilities will not extend west of the Westpark Drive intersection. Phase II improvements will extend from Station 77+00 to Jodhpur Street. Final design and construction of Phase II will not advance until full construction funding becomes available. Dividing the project into two phases will allow construction of Phase I to be accelerated and commence in 2014.

Review comments for the entire alignment are welcome and will be addressed. However, particular attention should be focused on Phase I improvements. Send us your comments or bring them to the open house scheduled for **Wednesday, August 28th, 2013**.



Visit the project website:

www.westdimondblvd.com

West Dimond Blvd Upgrade

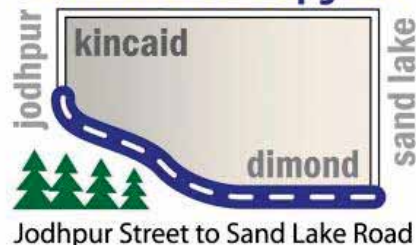
Jodhpur Street to Sand Lake Road



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W Dimond Blvd Upgrade



Project Management and Engineering

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Thank you for attending the Open House on Wednesday, August 28, 2013

Posted on [August 29, 2013](#)

If you were unable to attend the Open House on Wednesday, August 28, 2013 at Dimond High School from 5:30 p.m. to 8:00 p.m., we have posted the handouts and graphic displays below. We are still taking comments! Please submit them to us through the COMMENTS tab at the top of the page, submit them below in the space provided or email to comments@rmconsult.com.

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- [FACT Sheet Handout FINAL](#)
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- [W Dimond Timeline Updated](#)
- [W Dimond Public Involvement Summary](#)
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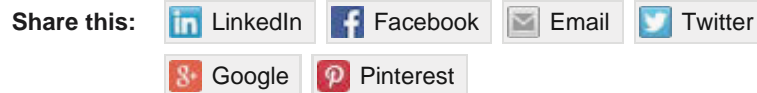
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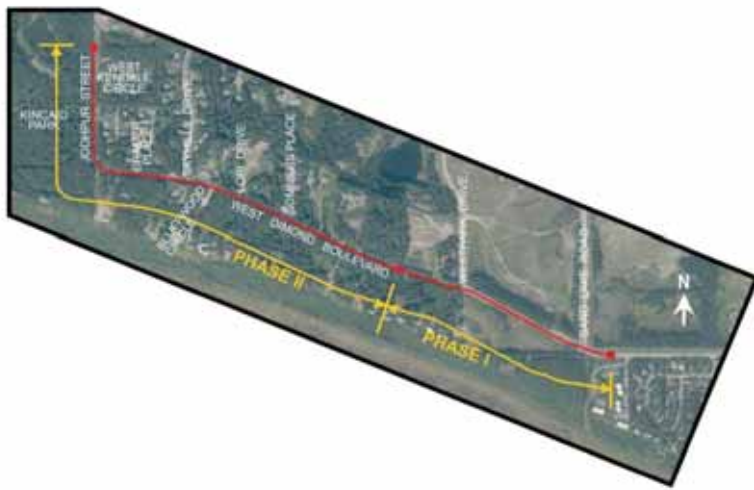
Addendum to the DRAFT Design Study Report

Posted on [August 16, 2013](#)

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Westpark Drive intersection. Phase II improvements will extend from Station 77+00 to Jodhpur Street. Final design and construction of Phase II will not advance until full construction funding becomes available. Dividing the project into two phases will allow construction of Phase I to be accelerated and commence in 2014.

Review comments for the entire alignment are welcome and will be addressed. However, particular attention should be focused on Phase I improvements. Send us your comments or bring them to the open house scheduled for **Wednesday, August 28th, 2013.**



— West Dimond Blvd Upgrade Project Corridor Map (click to enlarge image)

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DRAFT Design Study Report Available for Review



Posted on [July 31, 2013](#)

The Municipality of Anchorage's Public Works Department is pleased to release a public review DRAFT of the Design Study Report (DSR) for the West Dimond Boulevard corridor in west Anchorage. The upgrade project began in 2005 with problem identification through extensive community input from a Citizen's Advisory Committee (CAC), the Sand Lake Community Council, area homeowner's associations, user groups, agencies and local and state officials. The DRAFT Design Study Report documents the alternatives development and evaluation phase including screening all possible solutions to recommend alternatives to go forward to the next phase, preliminary design.

A public open house is scheduled for *Wednesday, August 28, 2013* at Dimond High School Multi-Purpose Room from 5:30 PM to 8 PM to provide an opportunity for the community to review, comment and ask questions of the Municipal Project Managers and consultant design team. To download a copy of the West Dimond Blvd DRAFT DSR, please click on this link:

[West_Dimond_Blvd_Draft_DSR_Text\(6MB\)](#)

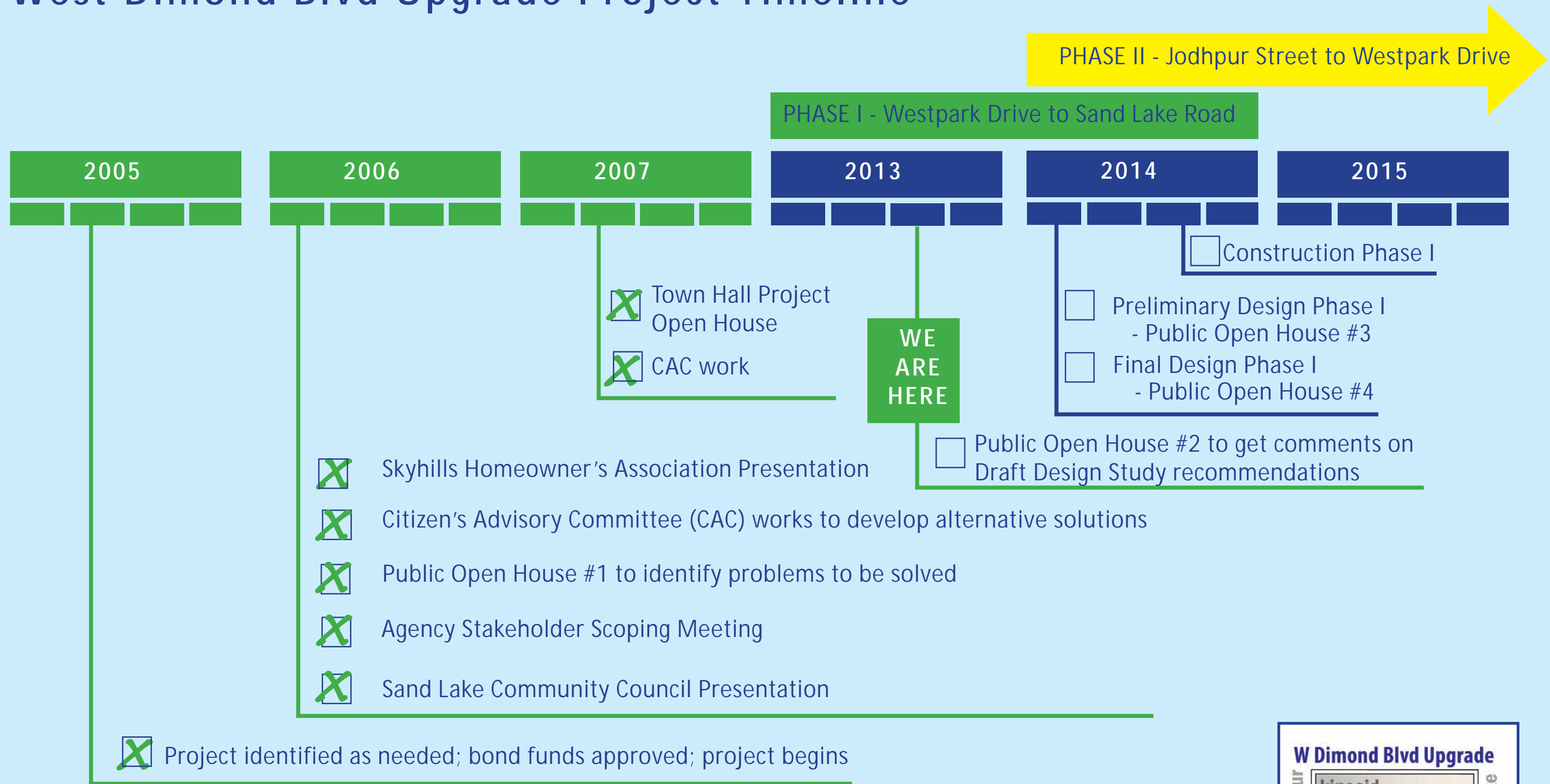
DSR Appendices:

- [Appendix_A_Design_Criteria](#)
- [Appendix_B_Geotechnical_Investigation](#)
- [Appendix_C_Plan_Sheets_small](#)
- [Appendix_D_Traffic_Safety_and_Alternatives_Report](#)
- [Appendix_E_Public_Involvement_Completed](#)
- [Appendix_F_Public_Involvement_Plan](#)
- [Appendix_G_Context_Sensitive_Solutions_\(CSS\)_Project_Summary](#)

Design Study Report Summary

The Municipality of Anchorage (MOA) is proposing to upgrade West Dimond Boulevard from Jodhpur Street to Sand Lake Road. West Dimond Boulevard within the project area is a two-lane, east-west collector without shoulders, curbs or pedestrian amenities. The project's primary objectives are to:

West Dimond Blvd Upgrade Project Timeline



RECOMMENDED ALTERNATIVE EVALUATION

EVALUATION CRITERIA	RECOMMENDED ALTERNATIVE EVALUATION				
<p>Vehicular Safety</p> 	<p>Improves vehicle safety by increasing lane and shoulder widths which decrease lane departure and head-on crashes. Crash severity is reduced because the roadside is improved (a contributing factor to fatalities). Roundabouts are proposed for major intersections, also enhancing safety. Retains vertical curves and lower design/posted speed.</p>				
<p>Intersection Provides Vehicle Capacity</p> 	<p>Sand Lake Road intersection will fail during design life. Alternatives propose roundabouts, which provide good Levels-of-Service and accommodate pedestrians.</p>				
<p>Typical Section Provides Improved Pedestrian Facilities</p> 	<p>Connectivity and continuity are provided on both sides of roadway. Limits concern for pedestrians crossing roadway expressed by MOA Traffic.</p>				
<p>Pedestrian/Bicyclist Safety</p> 	<p>Accommodates pedestrian movements on both sides of roadway which minimizes mid-block crossings.</p>				
<p>Preservation of "Scenic & Aesthetic Character"</p> 	<p>Retains vertical curvature. Minimizes slope limits.</p>				
<p>Minimizes Impact to property owners during construction</p>	<p>Minimizes Right-of-Way Impacts</p>	<p>Controls Vehicle Speeds</p>		<p>Improvements within the right-of-way with some exceptions (see plans). Alignments support reduced speeds and provide potential to integrate traffic calming.</p>	
<p>Maintenance & Operations Cost</p> 	<p>Project will reduce M&O costs for pavement repair.</p>				
<p>Construction Cost</p>	<p>Construction costs are anticipated to conform with typical collector-road upgrades.</p>				

SUMMARY OF PUBLIC AND AGENCY INPUT SINCE 2005

CONTEXT



MAINTAIN "SCENIC & AESTHETIC CHARACTER" OF ROAD & NEIGHBORHOOD



NEED ROOM FOR SNOW STORAGE & MAINTENANCE



STORM WATER RUNOFF



SUBSTANDARD ROAD FOUNDATION & SURFACE



LACK OF SAFE BUS STOP AREAS FOR ELEMENTARY, MIDDLE & HIGH SCHOOL STUDENTS



SPEEDING VEHICLES



ACCOMMODATE INCREASING VEHICLE TRAFFIC TO KINCAID PARK



ACCOMMODATE INCREASING ADULT TRAINING/RACING USE OF VEHICLE TRAVEL LANES



NEED FOR MULTI-USE TRAIL (WALKING, RUNNING, BICYCLING, SKIING)



NEED SAFE PEDESTRIAN CROSSING



LACK OF LIGHTING, LANDSCAPING, PAVED SHOULDERS & POOR SIGHT DISTANCES



ACCOMMODATE INCREASING DEVELOPMENT ALONG AND NEAR THE CORRIDOR



RIGHT-OF-WAY ENCROACHMENTS

COLLECTOR ROADWAYS

WESTPARK DR



E 40TH AVE / PIPER ST



ROUNDBOUTS

(IMAGE SOURCE: GOOGLE STREET VIEW)

SKYHILLS DR



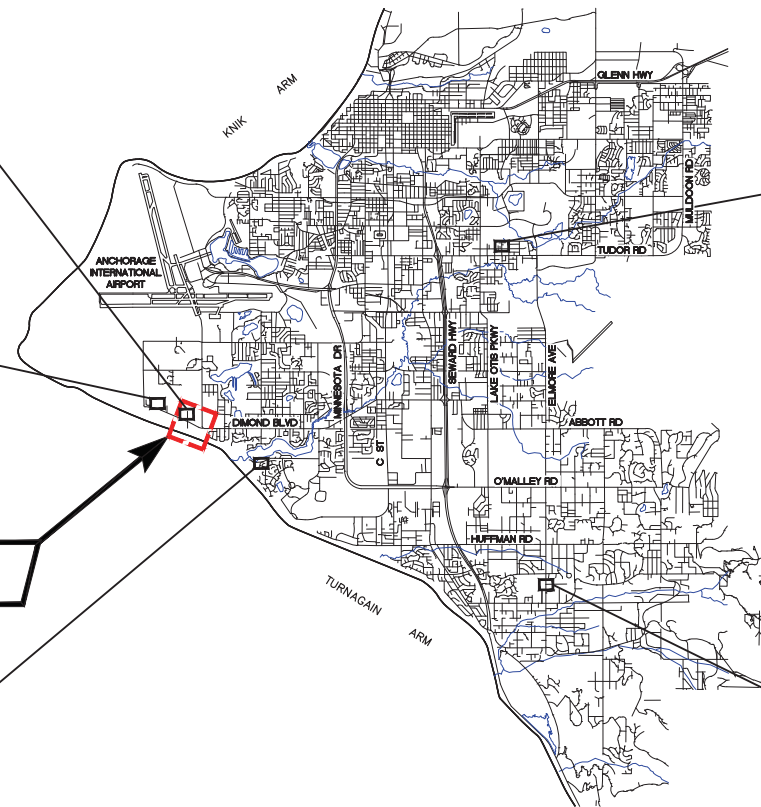
CONTINUOUS LIGHTING / EXISTING PATHWAYS

100TH AVE



PATHWAYS BOTH SIDES

PROJECT AREA



ELMORE RD / E 135TH AVE



BIKE RAMP

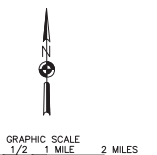


PEDESTRIAN DETAILS



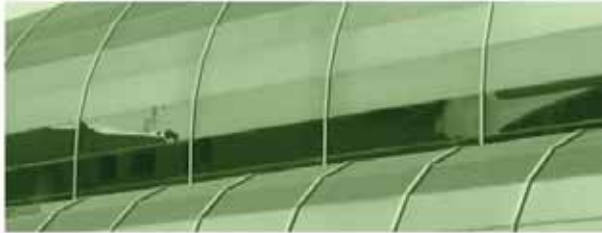
WEST DIMOND BOULEVARD UPGRADE
 JODHPUR STREET TO SAND LAKE ROAD
 PM&E # 05-05
 PUBLIC OPEN HOUSE, AUGUST 28, 2013

CONSULTANT

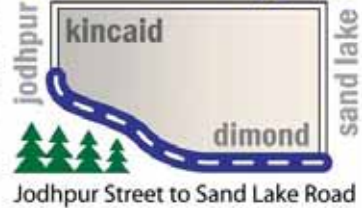




MUNICIPALITY OF
ANCHORAGE



W Dimond Blvd Upgrade



Project Management and Engineering

September 9, 2013 Sand Lake Community Council Meeting Summary

PROJECT: WEST DIMOND BOULEVARD UPGRADE – JODHPUR STREET TO SAND LAKE ROAD

PROJECT NO: 05-05

PURPOSE: Project Update to the Sand Lake Community Council

DATE: Monday, September 9, 2013

TIME: 6:30 PM to 8:00 PM

LOCATION: Sand Lake Elementary School Library – 7500 Jewel Lake Road

MEETING ATTENDANCE:

ATTENDEES/STAFF: **Municipality of Anchorage, Public Works Department, PM&E:**

- John Smith, PE Project Manager

R&M Consultants, Inc. :

- Van Le, Planning/Public Involvement Coordinator

MEETING REPORTER: Van Le

MEETING SUMMARY

The Sand Lake Community Council invited the Project Team to present a summary of the project to the Sand Lake Community Council members at their regularly scheduled meeting on Monday, September 9, 2013. John Smith, PM&E Project Manager and Van Le, R&M Public Involvement Coordinator attended.

The meeting began at 6:40 P.M.

Senator Hollis French, Senate District J, provided an update on the oil tax currently in the State Legislature.

State Representative Mia Costello provided an update on her recent constituent relations activities including meetings within the district to hear about Capital Budget requests and other district issues. She requested members send her their emails for newsletter updates. She mentioned briefly that she had been coordinating with the Municipality's project team on the West Dimond Boulevard Upgrade Project.

West Anchorage Assembly Member Ernie Hall acknowledged Representative Mia Costello for providing the funding through the State legislature for the West Dimond Boulevard project. Ernie said the project is now divided into Phase I Westpark Drive to Sand Lake and Phase II, Jodhpur Street to Westpark Drive. He added that Phase I was going to be an urban section and Phase II was going to be rural section. He added that more Public Involvement is coming up for Phase II and should start this fall. Ernie said he was at the West Dimond Open House on August 28 and there was a good turnout. He said he heard good comments about the project. Ernie mentioned the other project that is on the community's list is the Minnesota Moose Fence. He and other elected officials are trying to set up a meeting with the DOT&PF Project Manager to discuss the details but have not been able to do so yet. He added that he and Mia Costello held a public meeting recently at the Jewel Lake Bowling Alley to address constituent concerns about the Moose fence project on Minnesota Drive.

John Johansen, Airport Engineering Manager for Ted Stevens Anchorage International Airport, gave an overview of the Airport Master Plan effort underway. He invited everyone to attend the Airport Master Plan public meeting on September 12, 2013.

John Smith gave an overview of the project highlighting the scope change from the entire West Dimond Boulevard to phasing it into two separate projects – Phase I from Westpark Drive to Sand Lake Road and Phase II from Jodhpur Street to Westpark Drive. John provided an overview of the schedule which includes starting Phase II before the end of the year.

Van provided the public involvement overview including generalized comments from the Open House. She provided copies of Open House handouts including the Addendum to the Design Study Report which provides information on the project phasing, a project FACT Sheet and comment forms that can be mailed to the project team. She also added that the open house displays have been posted to the project website: www.westdimondblvd.com for anyone who could not attend the open house. She mentioned that comments are still being taken on the Design Study Report and that emailing comments through the website is also welcomed.

Below is a summary of questions and comments. Responses from the Project Team are italicized.

Q. How are the traffic projections calculated?

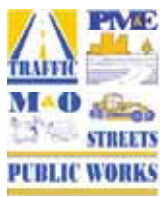
Future traffic projections for the West Dimond Boulevard project uses AMATS' (Anchorage Metropolitan Area Transportation Solutions) travel demand model which uses data on land use and population projections based on Census Data to determine how many vehicles trips will be using the area in the future years, based on how many trips are counted now.

Q. Residents we talked to thought the projections for Jodhpur Street were too high, in the 1400s or something.

That number does seem high for Jodhpur Street since the current numbers are between 400 and 500 Average Annual Daily Trips. If it really is 1400 in the 20 year build out (future, design year), it may be accounting for the high usage of Jodhpur Street as the access to the highly popular and region-serving Kincaid Park. We can take a look at the Traffic Analysis in the Design Study Report and follow up with you to get you the correct information.

Q. Did you include the Arctic Bicycle Club as a stakeholder? They close West Dimond for bike races a lot during the summer months.

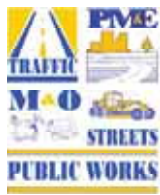
Yes, we included both the Arctic Bicycle Club Board and their members. Van is a member and has participated in bike races along West Dimond. They do not actually close the roads in the area but they provide professional flaggers at the intersections for racers to safely turn corners or to cross the intersections. Sometimes there can be as many as 100 or more racers on a given night. There is delay for vehicles during the race period because of the intersection flagging and because there is no shoulder. Racers are in the travel lanes with vehicles queuing behind them.



WEST DIMOND BOULEVARD UPGRADE
 PHASE 1: WESTPARK DRIVE TO SAND LAKE ROAD
 Project No. 05-05
 Agency Review - Final Responses



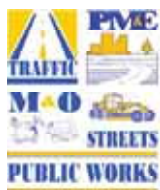
Project Status:		Draft Design Study Report					
Comment No.	Date of Comment	Reviewer Name/ Title	Organization/ Department	Page/ Sheet No.	Comment	Response	
1	9/6/13	?	ACS	general	ACS facilities are highlighted in yellow	Thank you. Will rectify basemap.	
2	8/29/13	Bart Rudolph	DOT&PF AMATS	general	Planning has no comments or objections regarding the MOA Draft DSR Submittal for W Dimond Blvd Upgrade: Jodhpur St to Sand lake Rd project.	Thanks!	
3	8/1/13	Burrell Nickeson	DOT&PF M&O	general	1. M&O may not have the resources for winter maintenance of West Dimond once roundabout is installed – a future discussion item between DOT&PF & Muni 2. Roundabout – recommend 16’ minimal travel way w/o truck apron. 3. Consider flexible delineators at potential plow blade / curb strike areas	1) noted 2) proposed roundabouts has 16' circulatory roadway width lip-of-curb to lip-of curb - no action required. 3) Great idea! Will consider during final design. Has been implemented on recent roundabout projects.	
4	8/1/13	Burrell Nickeson	DOT&PF M&O	appendix C - sheet 01	Jodhpur Typical 1. recommend 2’ hard surface behind top-back of curb 2. Maintenance of pathway? 3. Lighting to DOT standards 4. Ditch depths of 2.5’ minimum 5. Stability of back slope 1.5 to 1? 6. Consider 12’ travel lanes 7. Recommend 18” driveway culverts, but prefer 24”	Will address during Phase II.	
5	8/23/13	Steven Hughes	MOA Superintendent , Str Light Admin., Storm Drain & Street Review	general	Please include a discussion regarding the budgetary impacts resulting from the added/improved lanes miles, storm drain system, and street lighting. The discussion should include an estimate of the increased costs relative to overall summer and winter maintenance efforts, APDES compliance, and street light costs/maintenance. Please consider projecting budgetary impacts out at least five years after construction	The per lane mile maintenance costs are not expected to be any different than other collector roadways.	
6	8/23/13	Kathy Bourque Parker	MOA Superintendent , Str Light Admin., Storm Drain & Street Review	page 44	Section 11, Table 11.5 Electric Conflicts, These light poles are owned by CEA. Will they be reinstalled? MOA will install new illumination. Should these poles be removed only and any UG conductors/conduit?	Illumination-only poles within the ROW will be removed in favor of the new continuous lighting system. Will be coordinated with CEA.	



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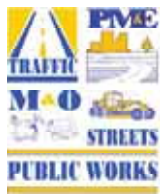
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7	8/23/13	Kathy Bourque Parker	MOA Superintendent, Str Light Admin., Storm Drain & Street Review	page 51	Section 14, 14.1 Street Lighting, W. Dimond is a collector. I believe Jodhpur is a local road? It might help to clarify that as a result differences in street lighting requirements for collector versus local.	Will be addressed during Phase II	
8	8/23/13	Kathy Bourque Parker	MOA Superintendent, Str Light Admin., Storm Drain & Street Review	page 51	Existing luminaires on W. Dimond are owned by CEA. CEA would need to have this work scoped in their relocation/removal effort.	Will be part of utility agreement with CEA. See comments #6,46 & 56	
9	8/23/13	Kathy Bourque Parker	MOA Superintendent, Str Light Admin., Storm Drain & Street Review	page 52	Section 14.2 Intersection Lighting, 2nd para., Who at MOA voiced the desire to take over the illumination at this intersection? Has anyone asked MOA Street Light maintenance about taking over the illumination at Dimond & Sand Lake?	The final decision is pending the execution of a maintenance agreement between MOA & State.	
10	8/23/13	Kathy Bourque Parker	MOA Superintendent, Str Light Admin., Storm Drain & Street Review	page 52	Section 14.3 Load Centers, 1st para., Sand Lake load center, there are currently 3 SOA street lights at this intersection. If MOA takes over this lighting, why would there be a need for a load center dedicated to SOA?	Good catch. This issue is pending an agreement between MOA & State. Will correct for consistency.	
11	8/26/13	Dwayne Ferguson	MOA Safety	general	a) The MOA Design Criteria Manual (DCM pg. 1-28) specifies the use of 12' lanes only where industrial or commercial collectors experience high truck traffic. These roadway segments are located in PL-I, R-1A and R-6 zoning districts and do not typically carry significant truck traffic. Consider providing 11' wide lanes for the recommended alternative West Dimond Blvd – Westpark Drive to Sand Lake Road, typical section.	Will reduce lane width to 11'	



WEST DIMOND BOULEVARD UPGRADE
 PHASE 1: WESTPARK DRIVE TO SAND LAKE ROAD
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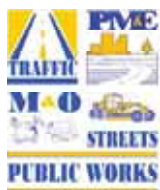
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12	8/26/13	Dwayne Ferguson	MOA Safety	general	b) The recommended pathway typical section (figure 5.5) for Jodhpur Street is an uncurbed section. This causes sheet drainage to convey from the roadway to the ditches and drainage swales. As water, snow and ice will be transferred over the pathways, the usefulness of the pathway will be greatly reduced as a result of the proposed typical section.	Will address during Phase II.
13	8/26/13	Dwayne Ferguson	MOA Safety	general	c) Traffic supports the draft DSR recommendation for modern single-lane roundabouts at both Sand Lake Road and Westpark Drive, which will provide the best LOS for the design year. However, there may be substantial land acquisition necessary to provide adequate rights of way for the proposed roundabout alignments. It is unclear if the costs associated with land acquisition have been included in the alternatives costs comparisons.	ROW acquisition for the Sand Lake roundabout (ICD = 130') is negligible. For the Westpark roundabout, ROW acquisition is more significant. However, acquisition costs are outweighed by the traffic calming benefits and design year LOS performance of a roundabout. Costs are included in estimate.
14	9/10/13	Glenda Radvansky	MOA Design/PM&E/ PW	general	I concur with the recommendations regarding the typical urban sections and roundabouts.	Thank you!
15	9/10/13	Glenda Radvansky	MOA Design/PM&E/ PW	page 13	3.4 – Landscaping – I'm not sure what "indicative of disturbance" means.	Alder, willow and cottonwood are all pioneer plants, meaning that when a site has lost its original native forest, these are the species that would be the first to colonize the disturbed site. Native forest would typically be of higher landscape value because trees would be larger and more mature. Will add reference to text.
16	9/10/13	Glenda Radvansky	MOA Design/PM&E/ PW	page 21	4.4 – Accessibility Guidelines – While the ADAAG only requires 4' wide ramps and landings, the Muni accepted practice is 5' wide ramps and landings as shown in MASS Standard Details 30-8, 30-9, and 30-16.	ADA ramps are designed to 5' width - no action required.
17	9/10/13	Glenda Radvansky	MOA Design/PM&E/ PW	page 36	8.0 – Soils & Pavement Design – While the DCM only calls for 3" of pavement for collectors, there are several reasons that the designer should consider a 4" pavement section at least on the segment between Westpark & Sand Lake. The volumes are higher and the roadway functionality on that segment is substantially similar to an arterial. With a 4" section, the pavement (assuming no base failure) can be rotomilled as a future pavement rehabilitation project.	Agree.



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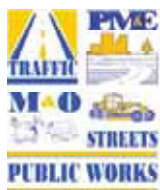
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18	8/15/13	Karleen Wilson	MOA Addressing	general	No Comments at this time. Once it gets further in the review we will verify street name spellings and block numbers for sign replacement, if that is anticipated.	The plan is to replace all signs.	
19	8/23/13	Lynn McGee	MOA Community Development, Development Services, Right of Way Section	general	All plans submitted for review shall be complete and ready for construction prior to approval by this Department. This includes that all plans and details be stamped and signed by an Engineer registered in the State of Alaska to practice stated work.	Noted	
20	8/23/13	Lynn McGee	MOA Community Development, Development Services, Right of Way Section	general	ROW will provide more comments when the design scope has been determined.	Noted	
21	8/23/13	Lynn McGee	MOA Community Development, Development Services, Right of Way Section	general	Right of Way Permit is required for all work in the Dimond Boulevard and side street approaches rights of way.	Noted	
22	8/23/13	Maeve Nevins	MOA Parks and Recreation	general	There is an Artic Bicycle Club summer road bike race series that will most likely use the proposed Roundabouts at Sand Lake Rd and Westpark Drive intersections, our department recommends taking this event into account when considering design and also with considering your construction detours. Here is a link to their route http://www.chainreactioncycles.us/ABC/Maps/KincaidLoopRR.pdf	Agree. The roundabouts will be designed to accommodate utility and recreation bicyclists (see response to comment #49).	
23	8/23/13	Maeve Nevins	MOA Parks and Recreation	page 21	Recommended to increase the width of the pathway from 8' to 10' to allow for a higher volume of four-season multi-users.	Phase I: current design has one 8' and one 10' pathway. Phase II: TBD	



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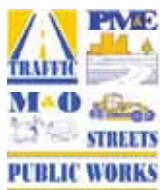
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24	8/23/13	Maeve Nevins	MOA Parks and Recreation	page 33	Landscape plantings in the Roundabouts should be kept low and/or open to maintain clear viewshed.	The central island landscaping will be designed to limit views of the opposite approach in order to calm traffic. Other landscaping will be designed in accordance with sight distance requirements.	
25	8/23/13	Maeve Nevins	MOA Parks and Recreation	page 51	It is recommended to closely look at the footprint of the proposed lighting plan on the area being that it is low density residential. We support the use of LED streetlight design to reduce light pollution and including the community's input on the quantity of poles.	Lighting will be optimized by design. See comment #9	
26	8/22/13	Maria D'Agostino	MOA Parks and Recreation Municipal Forester	page 54	Evergreen species including spruce, pine and larch need a minimum of 10 feet in width. Larch is not an evergreen species, it is deciduous, but still requires approximately the same amount of growing space.	We will verify the final design provides enough growing space.	
27	8/23/13	Nicole Jones-Vogel	MOA Long Range Planning Section	general	The Long-Range Planning section does not have any concerns regarding the W. Dimond Boulevard Upgrade - Jodhpur Street to Sand Lake Road. The plans appear to meet implementing actions from the West Anchorage Area Plan; specifically, Transportation Objective #2 T-3-Jodhpur Road. This implementation action is addressing connectivity for Westpark residents to access Kincaid Park. Additionally, there does not appear to be any environmental challenges. After reviewing available maps, there are no streams, wetlands, or other habitat concerns at this location.	Thank you!	
28	8/20/13	Paul Janke	DOT&PF Hydrology	general	The concepts discussed in the document are reasonable and seem correct. I would like to review the details during the next review.	Thanks!	
29	7/29/13	Rebecca Colton	GCI Outside Plant	appendix C - sheet 08 - 10	GCI facilities are highlighted in yellow. GCI facilities are aerial on the existing power poles.	Thank you. Will rectify basemap.	
30	9/3/13	Ron Brandenberry	DOT&PF ROW	general	Suggest the Muni acquire Public Use Easements rather than Slope Easements where the slope limits are outside the R/W lines.	Easements and ROW certification will be per MOA policy and standards.	
31	9/3/13	Ron Brandenberry	DOT&PF ROW	general	I was unable to locate the recorded Slope Easements referenced in the drawing on sheets 11 and 12.	These documents resides in the historic records, and are in favor of the Territory of Alaska, which passes with the land as owners change. Will add a note to the ROW maps.	



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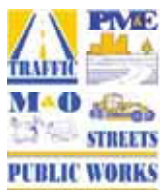
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32	8/2/13	Sandy Hansen/Randy Bergt	MOA People Mover	general	No Comment	Thank you!	
33	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 03	Add crash info to this. Traffic Dept has records of bike/vehicle and ped/vehicle crashes. Just saying 'no facilities' doesn't mean much until you add the crash data.	Crash rates are summarized in section 3.2.3 and detailed in appendix D. Will add reference to text.	
34	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 03	What does excessive speed mean? Measurement?	This observation is in response to recorded outliers (Table 3.2) and resident perception. Will add reference to text.	
35	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 03	Figure 1.3 – great photo	Thanks!	
36	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 04	Although we do not typically allow voting on items, but is there any way to quantify the top or most requested items? I.e. Sidewalk 80% requested or??? or just list them as top requests	The previous public involvement effort (2007) conducted a survey to ascertain usage and needs (see Appendix E). We are in the process of summarizing the draft DSR feedback received during the recent public review period / open house and plan to add the findings to the DSR. The comments are available for analysis.	
37	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 08	I do not support phasing this project. There are many recreationalists who will be very disappointed the route will not be made safe and usable for all. The existing roadway west of Westpark has safety issues due to road width and topography and even the condition of the pavement is hazardous for cyclists.	Noted	
38	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 21	Design Criteria notes that a higher volume of users is anticipated on the south side, but was earlier snow melt on the north side pathway taken into account with this prediction? Typically pathways on the north side of roads melt earlier and are therefore higher used. This would entail some kind of crossing at Jodhpur.	Agree. Phase II design will need to address the pathway needs.	
39	6/25/13	Lori Schanche	MOA DEPT OF DPW	page 24	Although the Anchorage Bicycle Plan does not identify bike lanes on this section of roadway, it appears as if there is room to add them on the shoulders. This would make sense due to the number of more skilled riders who would wish to bike on the roadway, while children would use the pathway/sidewalks.	Agree. Current design includes bike lanes.	



WEST DIMOND BOULEVARD UPGRADE
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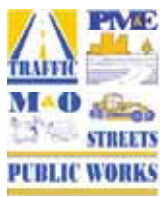
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40	9/12/13	Scott Thomas	DOT&PF TS	page 03	Verify and provide curve and intersection warning signs as needed per Alaska Traffic Manual. We will need to see the signing and striping plans for final review.	Noted	
41	9/12/13	Scott Thomas	DOT&PF TS	page 18 & 36	Mailbox replacement on state roads needs to utilize crashworthy design standards.	Will include in final design.	
42	9/12/13	Scott Thomas	DOT&PF TS	page 21	Request the Design Vehicle for turning at the Sand Lake/W Dimond roundabout be WB-67. Without further information, we expect 53' trailers possible, even as moving vans to the area. The larger roundabout diameters need to be tested with Autoturn to ensure the WB-67 is served without driving outside curbs or truck aprons.	See response to comment #54.	
43	9/12/13	Scott Thomas	DOT&PF TS	page 23	Have the design engineer verify sight triangles are accommodated on landscape plans? At the state roundabout intersections, this includes sight triangles to the left on entry.	Sight distances have been verified and will be accommodated during the development of landscaping plans.	
44	9/12/13	Scott Thomas	DOT&PF TS	page 30	Last bullet. Object to 115' to 130' roundabout range in DSR. A higher diameter is recommended before concluding this design acceptance. DOT preference is for 140' diameter or larger roundabout at Sand Lake Road. Resolve diameter with DOT before getting plan approval. Smaller diameters are of concern – Southport (116'). Workable diameters are evident at Elmore/SHS (140') and Klatt and C Street (145'), both built by the City. DOT has Huffman and Old Seward at (135') where it is single lane.	115'-130' is the range for an urban single lane roundabout per FHWA's "Roundabouts: An Informational Guide" using WB-50 for a design vehicle. Will size roundabout to accommodate WB-67 per DOT&PF request. Also see response to comment # 54.	
45	9/12/13	Scott Thomas	DOT&PF TS	page 50	Further clarification is needed on maintenance agreements for storm drains and lighting. Recommend these agreements be put in place prior to DOT acceptance of the plans or approval to work in State ROW.	Noted	
46	9/12/13	Scott Thomas	DOT&PF TS	page 51 & 52, appendix A	No objection to MOA lighting standards in State ROW once an agreement for maintenance is completed. DOT ROW Section can help with Maintenance Agreement routing.	Thanks!	
47	9/12/13	Scott Thomas	DOT&PF TS	page 59	Intersection, driveway sight distances checks recommended to ensure variances do not restrict visibility to react to conflicting vehicles and other situations.	See response to comments # 43 & 51.	



WEST DIMOND BOULEVARD UPGRADE
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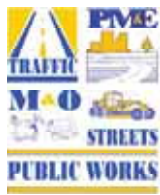
Project Status:		Draft Design Study Report					
Comment No.	Date of Comment	Reviewer Name/ Title	Organization/ Department	Page/ Sheet No.	Comment	Response	
48	9/12/13	Scott Thomas	DOT&PF TS	appendix D	Unsignalized intersections, minimum ADTs are a combination warrant, not the lowest of two different warrants. This is worded incorrectly and needs to reflect each warrant individually, as indicators, not final analysis.	Will correct	
49	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	general	Provide details on how bike lanes are terminated at the roundabouts.	Will add detail to DSR.	
50	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	general	Note: DOT currently has winter maintenance on West Dimond and Jodhpur within this project's limits, even between Jodhpur and Sand Lake.	Noted	
51	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	general	Suggest checking Intersection Sight Distances. Some may not meet minimum standards.	All intersections (public and private) meet required sight distance for 40 mph design speed.	
52	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	general	Roundabout Striping w/in DOT ROW – Inlay at 500 mil	Noted	
53	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	page i	Confirm Roundabout Diameter is acceptable to DOT Traffic Engineer. I believe minimum diameter is 140 ft.	See response to comment #44.	
54	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	page 21	1. Design Speed should be 45mph per the DCM Table 1-4. 85th percentile speed is about 45mph as well. 2. WB-67 seems to be a more appropriate design vehicle at the Sand Lake/W. Dimond intersection. Provide turning templates for the final roundabout design to show WB-67 can traverse.	1) According to the OS&HP, the subject roadway is a Collector without further classification. The 45 mph design speed applies to the industrial/commercial collector. The 40 mph design speed (35 mph posted) was selected due to the terrain, introduction of roundabouts, minimize ROW impacts, and community desire for lower speeds. 2) Will check WB-67 compatibility with larger roundabout diameter per comment # 42.	
55	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	page 25	Last sentence of 5.3.2 – Increased sheet flow is almost negligible. Recommend removing this statement (too easily countered).	Will remove	



WEST DIMOND BOULEVARD UPGRADE
 PHASE 1: WESTPARK DRIVE TO SAND LAKE ROAD
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56	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	page 50	Maintenance agreements needed for: <ul style="list-style-type: none"> • Lighting at Sand Lake/W. Dimond intersection • Lighting on Jodhpur • Maintenance of pathways on Jodhpur. • Storm drains west of and at Sand Lake/W. Dimond intersection 	Noted
57	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	appendix A	1. Lighting w/in DOT&PF ROW to DOT standards? 2. Pathway min rad of curvature – correct mistake. Should be “>” 4%.	1) Pending maintenance agreements 2) Will correct
58	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	appendix C	Provide typical sections for Jodhpur.	Will add for Phase II DSR
59	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	appendix C - sheet 07	1. Plans show inlet on the outside of the roundabout. Is it graded to the outside? 2. Inlet needed in the NW quad? 3. We have a driveway entering the roundabout? Provide alternate access.	1) Roundabout grading/drainage pending detailed design. Will consider grade to inside for ease of travel during reduced friction periods. 2) See 1) above 3) This driveway serves one residence and has limited access to the roadway. In this case, the driveway may connect directly to the circulating lane. Vehicles using this approach should be able to enter and exit the roadway without conflicting with other traffic as the design year vehicle flows should provide sufficient gaps in traffic. Splitter islands shouldn't be necessary as two vehicles using this approach heading opposite directions would be a rare interaction. Relocating the driveway west would conflict with the proposed Dimond Sands development. See DOT&PF Project # 63624 (Fairbanks Helmericks Avenue Extension/Bentley Road Upgrade) for a recent example of direct roundabout access. See access options for off-street turnaround.
60	8/19/13	Jim Amundsen/Sean Baski	DOT&PF Highway Design PM&E	appendix C - sheet 11 & 13	Provide Public Use Easements instead of Slope Easements for all ROW needs along DOT&PF ROW.	Agree



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61	9/23/13	Paul Gardner	ENSTAR	general	Existing gas lines within the project perimeter are distribution lines. East of Sommers Place: 6" steel. West of Sommers Place: plastic. Steel lines to remain unless in conflict, at which time they would be replaced with plastic lines.	Noted	
62	9/23/13	Will Klatt/Mike Tullius	CEA	general	Aerial crossings will be undergrounded jointly with the roadway project.	Noted	

