



## **BOGARD ROAD EXTENSION EAST**

### **AGENCY SCOPING MEETING**

**OCTOBER 19, 2006**

**MTA CONFERENCE ROOM – PALMER**

**1:30 - 3:30 P.M.**

#### ***NOTES***

Peter Masson (DOWL) began the meeting and stated that the purpose of this meeting was to brief the agency groups on the project and comment on any questions that the representatives may have.

Stewart Osgood (DOWL) discussed the design and engineering aspects of the project, including purpose and need, design criteria, scope, schedule, and budget. He stated that we are in the early stages of the project development process, and so we only have general information available at this point. Stewart stated that this project would provide for an arterial roadway to be built from somewhere near the Trunk Road/Colony School Drive intersection to the Glenn Highway.

Peter then discussed the environmental resources that have been identified in the project study area so far. He said input would be welcome from the agency representatives if they were aware of any other environmental resources not shown on the maps. He also commented that all official agency scoping comments should be submitted by November 15, 2006.

Robert DeVassie (DOT&PF) stated that the Glenn Highway Upgrade project (Palmer-Wasilla Highway to Fishhook Road) is scheduled for 2009 construction. He also suggested that it might be good to have a combined public meeting on related projects later in the process. The projects that would be included in this meeting may include Bogard Road Extension East, the Glenn Highway project, the Palmer-Wasilla Highway project, and the Trunk Road project. This would give the public the opportunity to comment on the overall transportation projects for the area in one consolidated forum.

The Mat-Su Borough School District Representatives stated that any of the three main road alignment concepts could work in terms of bus routes. Provisions should be made for pedestrian/bicycle facilities along the corridor. Pedestrian crossings should also be considered. Stewart mentioned that pedestrian counts will be performed in the corridor near the schools to aid in the design of pedestrian facilities.

Robert asked if both signals and a roundabout are being considered at major intersections. Stewart explained that the decision would depend on what is proposed for the other projects in the area, and how the Bogard Road Extension would tie into those other projects.

Sara Jansen (City of Palmer, Community Development Coordinator) asked how the roadway would be made into a controlled access roadway. Stewart explained that there would we would try to consolidate access points along the route to avoid the side friction problem that hinders traffic flow and compromises safe operation. The extent of this access consolidation will depend on the route selected. The goal, however, is to limit access and provide a true arterial traffic operation.

Tom Healy (Palmer City Manager) stated that the City of Palmer comprehensive plan mentioned the possibility of annexation of some of the areas within the study area. This issue will be developing and will be under consideration on a parallel timeline to the development of this project.

Stewart asked what utility extensions might be impacted or taking place with the addition of the previously mentioned projects. It was stated that the connection with Arctic includes a re-build of the Arctic-Glenn intersection, and a new storm drain may be needed. Runoff trapped west of the Glenn Highway in the Arctic intersection area is an apparent drainage issue. The answer seems to be to extend a storm drainage line to this area from the other side of the Glenn Highway. It is not known if this line has the capacity to accept more flow. This will be resolved through the design process.

Sarah mentioned that there are springs on the east side of the highway north of Eagle Avenue. It was suggested to begin with Concept A, then move to the south to avoid the tributary.

Jack Hewitt (USACE) commented that the alignment for Alternative A should avoid the wetlands.

Nicole Allison (DNR) stated that Concept A does not minimize the moose/grouse impact. Wildlife migration corridors should be researched and provisions should be made for crossings. She also mentioned that the road design needs to accommodate natural "flood flow" and proper drainage.

Brad Sworts (MSB) asked if the project team could get a copy of the schools' walking plans. The school district representatives said they would make those available.