



## PALMER CITY COUNCIL MEETING NOTES

**SUBJECT:** Bogard Road Extension East  
**DATE:** November 28, 2006  
**LOCATION:** Palmer City Council Chambers  
**ATTENDANCE:** Stewart Osgood, P.E. and Kristi Stuller  
**MATERIALS:** Presentation, Graphic

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Stewart Osgood of DOWL Engineers presented information on the Bogard Road Extension East project to the Palmer City Council. He began the presentation by stating that this project is in an early stage of scoping and nothing has been decided regarding the design of this roadway. Stewart then gave a brief overview of the project and stated that the goal of the project is to extend Bogard Road beginning somewhere near Trunk Road and connecting into the Glenn Highway. He reviewed some of the preliminary traffic information in the project area as well as the process that the project team uses in order to develop specific alternatives.

Stewart then discussed some possible alignment concepts that were developed based on the comments received during the scoping period. He emphasized that the lines shown on the map are not concrete alternatives, they are simply ideas that the team has heard regarding the route that the road should take. From these ideas the project team will evaluate the costs and benefits of each idea or a combination of two or more of these ideas. He also mentioned this roadway is envisioned to have limited driveway access with a posted speed of 40 to 50 mph.

Stewart closed the presentation by stating that the road is expected to be constructed in 2009, and any information that has been presented to the public is available at the project office in Palmer at 809 South Chugach Street, Unit 4, or via the website. He then opened the floor for questions from the council. A summary of the questions is below with staff responses in blue italics.

- Are there any plans for north/south connectors along the Bogard corridor? *Stewart explained that this option is still being considered. If previous access points are cut-off or changed, a connection may be made.*
- Have you looked at the traffic levels that will occur if the Arctic Avenue intersection is chosen? Will the intersection be upgraded if this connection is made? *If this intersection is chosen, the traffic impacts will be studied and the intersection will be expanded and/or upgraded as needed.*
- Arctic Avenue should be the chosen connection point. The other two do not make sense.
- Are frontage roads being considered? *Continual frontage roads are not likely needed, but re-directing traffic to better intersections that will connect with Bogard Road is something that may be considered when an alignment is chosen.*

- Is the \$13 million going to be enough to fund this project? *Brad Sworts (MSB) stated that additional funds will be requested depending on the alignment that is chosen.*
- Buying the full 200 feet of right-of-way is an excellent way to plan for future expansion.
- If a route is chosen that will be near the schools, some traffic calming measures should be taken into consideration.
- DOT&PF has stated that Arctic Avenue is their preferred alternative. If another connection point is chosen, will the state still grant additional funds for the project? *DOT&PF will stress the fact the Arctic Avenue is their preferred alternative, but it generally does not come down to DOT&PF not granting additional funds if their recommendation is not chosen.*
- Don't take any funds from the Palmer-Wasilla Highway.