



MEETING OPEN HOUSE NOTES

SUBJECT: Bogard Road Extension Public Scoping Meeting
DATE: October 23, 2006
LOCATION: Colony Middle School
MEETING ATTENDANCE: Approximately 170 people
MEETING MATERIALS: PowerPoint Presentation and Project Graphics

During the open house portion of the meeting, several comments were submitted to the project team. These comments were either discussed with project team members or written on the boards throughout the meeting room. These comments are summarized below.

GENERAL

- Do not create another 4-lane roadway. The Glenn and Palmer-Wasilla Highways are enough.
- Be aware that the snow-drifts on Scott Road are huge and they build fast.
- Use the section-line for the road and stay away from homes.
- Avoid schools.
- Do the least amount of damage to the wetlands.
- A combination of 'B' merging into 'A' would avoid wetlands and schools and most developed areas.
- Do not affect the air-taxi strip.
- The spacing of two major corridors so close together would invite heavy business development between the arteries. Residential homes within these boundaries would be subjected to all this business traffic. Space the corridors more evenly. The further from the Palmer-Wasilla Highway the better.
- All the residents that use Eagle Avenue to get to Sherrod and Swanson Elementary will have to re-route to Arctic because the road would be too dangerous to turn on if a road connection.
- On the trails, have dirt/gravel surface available for those that do not want a paved surface.
- Consider sound buffering adjacent to existing subdivisions.
- Light the Highway not the sky.
- Bridge over wetlands preserve quality of life for people and animals both.

- Roadway naming suggestions: Call it Seldon, like it is on the other end.
- Fiber optic trunk line along the section line will create a large expense for any alignment that uses the section line.
- Move the intersection point on the Glenn Highway further north.
- Take into account the fact that the correctional facility may be built in Sutton.
- Traffic counts should be completed for Colony Schools Drive access off of 49th State Street.
- Buildings that are on the National Register of Historic Places were mentioned to be on the northwest corner of Scott Road.
- The roadway should be designed for 55 mph.

MARSH ROAD CONCEPT (A)

- Concept 'A' impacts too much wetland. The costs would be too high.
- Do not use Marsh Road to connect the road into the Glenn Highway. Marsh Road just ends in a residential area.
- The Marsh Road concept seems to have the largest amount of impact on ecological/historical resources.
- If the road is extended along Marsh Road, and crosses the Glenn Highway, the extension east is a problem because the river is close, and there is a school where the road must curve toward an intersection with Arctic.
- The hill approach for Marsh Road or Eagle Avenue is a problem today, and a signal would only make it worse. A three-way intersection with no extension east at either of these locations with a overpass to allow free flow was suggested.
- Residents requested shift of Marsh alignment to the south onto the undeveloped farmland to keep road out of their backyard.
- Move the Glenn Highway intersection point to the south of Marsh Road intersection.
- Gravel pit trucks may make Marsh Road a difficult choice.
- The weather is too windy on Marsh Road to have this connection there.

ARCTIC CONCEPT (C)

- Concept 'C' would make it even more dangerous for pedestrians getting to and from the Colony School and Palmer High School.
- Connect the schools - Use Arctic Avenue since the intersection needs fixing anyways.

- The “Arctic route” eliminated “Butte traffic” on the Glenn Highway. It allows flow from Wasilla to the Butte area without zig-zagging. It also provides better visibility for turns from Arctic Avenue onto the Glenn Highway as opposed to Scott Road or Marsh Road.
- The visibility is good on Arctic Avenue
- Concept C appears to cut off playing and practice fields at Colony Middle School and Colony High School and the cross-country running area.
- There is a concern about the subdivision access points and if there would be signals at these access points.
- Concern about the large number of takings required as well as the cost.
- Concerns about what would happen where the alignments cuts through developed subdivisions.
- Concern that traffic flows are not understood. Suggestion that traffic be studied and that the route along Arctic Avenue might not be the best route for traffic that wants to go north.
- Turning counts at Arctic Avenue need to be done when school is let out.
- When traveling Eastbound on Arctic Avenue the left-turn traffic has limited sight distance.