



PUBLIC INFORMATION MEETING MEETING NOTES

SUBJECT: West Dowling Road Phase I: Old Seward Highway to C Street
DATE: June 18, 2009
TIME: 5:30 p.m. to 7:30 p.m.
LOCATION: Northern Lights ABC Elementary School

PRESENTATION OVERVIEW

Steve Noble (DOWL HKM) began the public meeting by giving a brief overview on the project status. He explained that the design is currently at the 75% completion stage, known as Plans-In-Hand. He briefly went over the purpose of the project, what has changed since the last public meeting in November 2008, and what to expect in the upcoming months.

Steve described the proposed design for the roadway and bridge, including lane widths, pathway dimensions, and utility information. In addition, graphics of each intersection showing current conditions and proposed additions or improvements were on display to give the public an idea of how the intersections will look once construction has been completed.

Steve also addressed proposed drainage upgrades, bank stabilization for Campbell Creek, and the updated schedule.

Steve then opened the floor to questions, comments, and concerns. The following is a summary of what was discussed. Project team responses are in italics.

What is the elevation on the new bridge?

Steve stated that there will be at least 10 feet of clearance over the trail, but the elevation of the road over the creek will be approximately 16 feet. Steve also explained that the new elevation will match into the existing grade of the roadway as close to the bridge as possible.

Will Potter Drive have a signal?

Steve stated that Potter Drive will not be signalized, but will have a right and left-turn lane to address anticipated traffic volumes.

What will happen to driveways?

Steve answered that all existing driveways will remain.

Will each traffic light tie into the other one?

Steve stated that all traffic lights on C Street and Dowling Road will tie into one another with interconnecting conduit and fiber optic lines.

How long will the bridge be out during construction?

Steve answered that the traffic control plans have not yet been determined, but the bridge could be out for several weeks. Jim Amundsen (DOT&PF) stated that DOT&PF's bridge design section has estimated it will be out of use for 6 to 8 weeks.

What type of utility work should we expect?

Steve stated that only Anchorage Water and Wastewater Utility and Chugach Electric Association have plans for major utility work. DOWL HKM and DOT&PF have had utility coordination meetings with each utility company and will have a better idea of what to expect in the fall.

Who will be the go-to person for residents to talk to during construction?

Steve stated that there will be a DOT&PF project engineer on site during construction and his/her number will be made available to residents to ask general questions.

Why are there four bike paths and four lanes for traffic?

Steve explained that the Municipality of Anchorage has designated West Dowling Road as a bicycle route. This is why there are on-street bike lanes as well as pathways to the north and south that can be used for the same purpose.

It would be nicer if the center lane was a two-way left-turn lane for the entire length of the roadway rather than having a landscaped median.

Steve stated that the current design shows the center-turn lane with left-turn pockets to discourage or prevent left-turn movements in areas where this would adversely impact traffic flow or create safety hazards.

What about U-turns in certain places in order to get to our residences that we can't make a left turn into?

Steve stated that U-turns will likely be permitted at C Street. He also stated that DOWL HKM would look at the roadway geometry to try to determine other areas along the roadway for U-turns.

What type of vegetation will there be between the roadway and both multi-use pathways?

Steve answered the vegetation between the roadway and multi-use pathways will be mostly topsoil, seed and bushes. He stated that DOT&PF likes to push tall vegetation as far back from the roadway as possible.

What is the schedule from here on out?

Steve stated that the design is expected to be complete by this winter to allow construction to begin in summer 2010.

Who approves the final design and can the public submit comments on it?

Steve answered that DOT&PF has final design approval. In the next few weeks DOT&PF will review the Plans-In-Hand design drawings and submit their comments to the project team. The 95% plans are scheduled to be completed in the late summer, early fall of this year. A public meeting will be held in the fall to provide an update to those interested in the 95% plans, but at that point the design should not change much. It is better to submit any comments on the design now – so that they can be addressed between the 75% and 95% plans. Comments can be submitted to the project team through the website or to Jim Amundsen, P.E., DOT&PF project manager.

How will periodic updates be given?

Alison Lohrke (DOWL HKM) stated that there will be periodic updates given to the e-mail distribution list when key milestones are met. She stated that people not receiving updates about key milestones, but would like to, should sign in and their e-mail address will be added to the distribution list.

Alison stated that updates are provided when the website has been updated, when meeting announcements are made, or if there has been a significant change in the design.