PM&E Eklutna River Bridge Replacement Project Chugach State Parks Meeting Summary

October 10, 2013 Chugach State Parks Coordination Meeting Summary

PROJECT: EKLUTNA RIVER BRIDGE REPLACEMENT

PROJECT NO: 12-40

PURPOSE: DNR – Chugach State Parks (CSP) Coordination Meeting

DATE: Friday, October 10, 2013

TIME: 10:30 AM to 11:30 AM

LOCATION: Potter Section House – CSP Superintendent’s Office

ATTENDEES/STAFF:
- Municipality of Anchorage, Public Works Department, PM&E:
  - John Smith, PE, Project Manager
  - Rand Gaynor, Project Administrator

- Chugach State Park:
  - Tom Harrison, Superintendent
  - Rys Miranda, PE, Design and Construction Chief
  - Keith Wilson, CSP Ranger

- R&M Consultants, Inc.:
  - Lance DeBernardi, PE, Project Manager
  - Van Le, Planning/Public Involvement Coordinator

MEETING REPORTER: Van Le
MEETING SUMMARY

After introductions, Lance gave an overview of the project’s objectives and the purpose for the coordination meeting between the MOA, Project Team and Chugach State Parks.

DISCUSSION AND COMMENTS

Summary of Keys Issues Discussed:

- Confirmation that Chugach State Parks Thunderbird Heights Parking Lot is owned by the Alaska Department of Natural Resources (DNR). The trail easement to Thunderbird Falls is on Eklutna, Inc. land.
- Community and Native Village of Eklutna input includes signage or a kiosk at the Chugach State Park Thunderbird Falls Trailhead parking lot and an option for one on a future trail on the north side of the bridge to depict the history and culture of the bridge and area.
- Emily Lockhart is the CSP interpretive Design and Construction Contact. CSP has their own signs and kiosks standards.
- If a kiosk is built on CSP parking lot for the project, who will maintain it?
- The driveway access to the parking lot will need to be moved further away from the bridge so the sight distance to the bridge will be improved and the guardrail to bridge rail transition.
- Staging areas for the bridge removal and construction should not impact any more areas than necessary to limit impact to park users.
- The Park was acquired with federal Land and Water Conservation Funds (LWCF). Need to follow up on whether 4(f) evaluation is needed if improvements are made that change the use of the park. Park use and recreation related improvements are in compliance.
- The trailhead parking lot was resurfaced 2 years ago. 1.9 acres was purchased by the state in 1987 (OSL reference #1023).
- Currently there is no management agreement between the MOA and CSP.
- A Memorandum of Understanding (MOU) between DNR, CSP and the Municipality may be needed for improvements on the CSP’s parking lot.
- Other CSP wish list items include electricity for light in the parking lot and additional parking spots if possible.
- Vandalism in the parking lot has been documented by residents and CSP rangers. A power source to the parking lot will allow a security camera and lighting to be installed that will help remedy vandalism.

- CSP favors any pedestrian improvements or connections as part of the bridge replacement and roadway upgrade project.

- Parking lot improvements should not reduce number of parking spaces as there are already limited spaces during peak use seasons. If additional spaces can be added or if a reconfiguration is necessary and beneficial but no net loss to the number of parking spaces.

- Any improvements need to consider that parking lot snow storage is currently on site.
**November 18, 2013 CBERRRSA Meeting #2 and Comments Summary**

**PURPOSE:** Presentation to the Chugiak-Birchwood-Eagle River Rural Road Service Area CBERRRSA Board of Supervisors and Staff

**DATE:** Monday, November 18, 2013

**TIME:** 6:45 PM to 7:30 PM

**LOCATION:** Eagle River Community Room 170 – Eagle River, AK

**ATTENDEES/STAFF:**
- **Municipality of Anchorage, Public Works Department, PM&E:**
  - Rand Gaynor, Project Administrator
- **R&M Consultants, Inc.:**
  - Van Le, Planning/Public Involvement Coordinator

**MEETING REPORTER:** Van Le
MEETING SUMMARY

Van Le started the presentation by providing an overview of the project’s public involvement efforts since the project start in August when Rand attended the last Board of Supervisors meeting to provide information on the project start.

Van gave an overview of the four bridge alternatives and the roadway alternative. Van emphasized that all bridge concepts were developed by the Alaska Department of Transportation’s Bridge Design Section and that all concepts have also been reviewed by the public at the open on September 12 and all concepts will solve the problem of a new replacement bridge to connect that segment of the Old Glenn that has been closed since May 2012. The project team’s task has been to evaluate which bridge will best meet the needs of the community, within the budget and time construction constraints and maintainability criteria that the team was tasked with. Concept A is the preferred because it can be constructed locally by a bridge contractor in South Anchorage, keeping the schedule intact, and providing economic benefits locally (a side benefit), does not require an exotic bridge contractor from outside of Alaska to construct.

The objective of the presentation to the board was to provide first look at the preferred bridge alternative before releasing a public and agency review draft of the Design Study Report. Mark Littlefield met with the project team the week before to provide his input.

DISCUSSION AND COMMENTS

Can we add something that will make the bridge a more attractive on the deck since the foundation can’t be seen?

We have a subcontractor firm on board that will provide concepts based on the community’s input for guardrail details that provide the aesthetic detail that will be lost in the foundation.

While cost-effective bridge is a good criteria, can we add any aesthetics to the bridge design that will make it visually more attractive?

Is it possible to add a scenic overlook on the bridge?

The new bridge will have two travel lanes and a raised pedestrian walkway on the south side. A pedestrian overlook on the bridge may encourage cars to pull over on the bridge. An overlook may be more feasible off the Chugach State Parks parking lot if a foundation can be built off the cliff. There may be some steep canyon issues that need to be addressed before a safe overlook can be feasibly installed.

Can we get copies of the Concept Report for the project?
The Concept Reports - public review draft and final draft that was provided to the Planning and Zoning Commission for information- are posted on the website for those who prefer an electronic version. We will send hard copies over to the board through CBERRRSA’s Office Manager Heather Reed.

What are the dates you are working around for the approval process?

- Release of DSR for public and agency review 1 week prior to Open House, approximately December 5, 2014;
- Dec 11, 2013 Open House at Chugiak Elementary;
- January 7, 2014 submittal to the PZC for March 3, 1014 Hearing; and
- Agency comments and public comments incorporated into the PZC version are due by the end of December 2014.
November 21, 2013 Chugiak/Eklutna Valley Community Council Meeting #2 and Comments Summary

PROJECT: EKLUTNA RIVER BRIDGE REPLACEMENT

PROJECT NO: 12-40

PURPOSE: Presentation to the Chugiak/Eklutna Valley Community Councils

DATE: Thursday, November 21, 2013

TIME: 7 PM to 8:00 PM

LOCATION: Elsie Oberg Community Building – Chugiak, AK

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

• Rand Gaynor, Project Administrator

R&M Consultants, Inc.:

• Van Le, Planning/Public Involvement Coordinator

MEETING REPORTER: Van Le
MEETING SUMMARY

Rand Gaynor and Van Le presented the preferred alternative that was going to be released to the public before the December 11, 2013 Open House at Chugiak Elementary.

Van passed out Open House invitations and left some at the sign-in table.

Van and Rand summarized the public comments and public involvement activities to date to provide background on how the preferred alternative was reached.

Rand Gaynor provided a summary of each bridge alternative and the advantages and disadvantages of each alternative.

DISCUSSION AND COMMENTS

A general discussion and question period followed the project team’s overview:

Who makes the final decision on the bridge design?

The Municipality of Anchorage is partnering with the Alaska Department of Transportation and Public Facilities on the bridge design portion. The grant is from the State but the Municipality is managing the bridge replacement and has ownership of the bridge and roadway facilities. The ultimate decision will rest with the Municipality including the Municipal Engineer and Municipal Public Works director and ultimately the Mayor of Anchorage.

What is the clear span of the bridge?

The existing bridge has a span of 257 feet. The new bridge will also have a span of 255 feet.

Representative Stoltze added that when he was prioritizing projects for state funding, the bridge Replacement was in the category of a transportation safety project.

Can we add something that will make the bridge a more attractive on the deck since the foundation can’t be seen?

We have a landscape designer on board that will provide concepts based on the community’s input for guardrail details that provide the aesthetic detail that will be visible at the deck level, unlike the foundation which cannot be seen from the deck, roadway, parking lot or Glenn Highway.

Why show 4 options when only A is the option that will get built since it is the one that is typical for Alaska?
All of the bridge options will work to solve the problem of replacing the existing closed bridge to accommodate vehicles and pedestrians. In presenting 4 different options, our task was to be responsive in providing ALL alternatives and to go through the process of evaluating each alternative based on criteria such as cost, maintainability, ease of construction (local versus outside expertise in type of construction), construction timeline, amount of foundation or false work required for each bridge type etc.

What is the schedule and timeline?

The MOA’s CSS process requires us to present the recommended alternative before the Planning and Zoning Commission (PZC) for review. We plan to submit the DSR to them by January 7, 2014 for their March 3, 2014 review date. We would like to include comments from the Community Councils and the CBERRSA Road Board in the PZC Draft and will need comments by the end of December. We will have another open house this summer to present the preliminary design or 65% design. If we can stay on schedule, around this time next year, we expect to have the 95% design complete and be ready for bidding with the anticipated construction to start and finish in 2015.

When will the project go to bid?

We hope to have the bids out by November or December 2014 or next year at this time.

What are the next steps?

An open house is scheduled for December 11 at Chugiak Elementary to present the recommended preferred bridge and roadway, incorporate comments from the public and agency into another Draft of the Design Study Report and submit to the Planning and Zoning Commission on January 7, 2014.

What are the dates you are working around for the approval process?

We plan to release the Draft Design Study Report (DSR) for public and agency review 1 week prior to the Open House on December 11, 2013 at Chugiak Elementary. We will submit an updated draft of the DSR based on Public and Agency Comments by January 7 to the Planning and Zoning Commission for the March 3, 2014 Hearing. The Urban Design Commission then reviews and gives final approval of the design at 65%, hopefully by early fall of 2014.
December 5, 2013 - Eklutna, Inc. Meeting Summary

**Purpose:** Coordination Meeting with Eklutna, Inc.

**Date:** Thursday, December 5, 2013

**Time:** 10 AM to 11 AM

**Location:** Eklutna, Inc. Corporate Offices – Eagle River, Alaska

**Attendees:**

**Municipality of Anchorage, Public Works Department, PM&E:**
- Rand Gaynor, Project Administrator
- John Smith, PE, Project Manager

**Eklutna, Inc.:**
- Jim Arnesen, Corporate Land Manager
- Erin Ealum, Assistant Corporate Land Manager

**R&M Consultants, Inc.:**
- Van Le, Planning/Public Involvement Coordinator
- Lance Debernardi, PE, Project Manager
- Jason Osburn, PE, Project Engineer
MEETING REPORTER: Van Le

MEETING SUMMARY

The project team provided the following project overview:

- Summary of meeting with Native Village of Eklutna Elders and Staff in September 2013.
- Summary of each bridge alternative, disadvantages and advantages of each one; rural collector roadway summary.
- Historic Documentation process running parallel to the project’s outreach is underway. An MOU between NVE, the MOA, SHPO, historic organizations and Historic Preservation Commission is being worked on and will be finalized by March 2014.
- Additional cultural resources survey will be conducted in the spring with the possibility of hiring several NVE Elders to provide local cultural knowledge.
- Kiosk display requested by NVE and NV Elders to highlight and honor the history of the Denaina people’s connection to the area.
- An open house is planned for December 11, 2013 at Chugiak Elementary School to review the preferred alternative for the bridge and roadway improvements.

A map showing the proposed bridge and roadway and trail was presented. The roadway and bridge are in the same alignment as the existing facilities. The proposed multi-use trail on the north side of the bridge, parallel to the roadway, is required as shown in the Adopted Areawide Trails Plan and by the Municipality’s rural collector standards. Additional PUE from Eklutna, Inc. will need to be acquired for the multi-use trail. Currently, the MOA has approximately 80 feet of PUE from Eklutna, Inc. for the bridge and existing Old Glenn Highway, including the slope easements.

The Right-of-Way/Public Use Easement process was outlined. The process of when surveying and parcel maps would be completed was outlined. Construction schedule is planned to begin in 2015.

Eklutna, Inc. staff noted that they do not foresee issues with granting additional PUE for the proposed improvements but the Eklutna, Inc. Board of Directors has final approval for such requests. The next Board of Directors meeting is in January 2014. There was mention of keeping the wishes and desires of NVE at the forefront in regards to the bridge alignment, cultural resources survey and historic kiosk display.

Eklutna, Inc. staff provided information on rezoning vacant parcels within the project corridor to I2 (Heavy Industrial) (Draft DSR reflects this change in zoning and land use).

A copy of the Draft Design Study Report was given to Eklutna, Inc. for review and comment.
PROJECT: EKLUTNA RIVER BRIDGE REPLACEMENT

PROJECT NO: 12-40

PURPOSE: Design Study Phase Open House – Preferred Alternatives Review

DATE: Wednesday, December 11, 2013

TIME: 7 PM to 8:30 PM

LOCATION: Chugiak Elementary School - Multi-Purpose Room

MEETING ATTENDANCE: 6 individuals signed in

ATTENDEES/STAFF: Municipality of Anchorage, Public Works Department, PM&E:
  • Rand Gaynor, Project Administrator

R&M Consultants, Inc. :
  • Lance DeBernardi, PE Project Manager
  • Jason Osburn, PE Project Engineer
  • Ryan Goentzel, PE Project Engineer
  • Van Le, Planning/Public Involvement Coordinator
  • Steve Ambruz, Information Technology Support

MEETING REPORTER: Van Le
MEETING SUMMARY

MEETING OUTREACH:

- November 18, 2013: Presentation to CBERRRSA Road Board – open house invitation;
- November 21, 2013: Presentation to Chugiak/Eklutna Valley Community Council – open house invitation;
- November 25, 2013: Post card mailer invite to the Open House sent to 160 residents, property owners, groups, and elected officials;
- November 20, 2013: Open House advertised on Project Website
- December 6, 2013: Open House notice by the Federation of Community Councils to general contacts list;
- December 6, 2013: Constant Contact E-Newsletter notice to Eklutna River Bridge Replacement Project contacts list.

The public open house meeting was advertised to start at 7:00 P.M. The meeting was open house style, without a planned formal presentation. Display boards were set up for a self-directed project overview including:

1. Project History and Background
2. Project Area Context – Existing Conditions
3. Bridge Concepts
4. Preferred Bridge Alternative – Concept A
5. Preferred Roadway Alternative – Rural Collector
6. Comments station 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 the project area
- Comment forms

The Project Team floated between displays to answer questions and to capture comments. The majority of the attendees were Thunderbird Heights residents, Eklutna Village, and Chugiak residents. In addition, elected officials from Assembly District 2 (Chugiak-Eagle River) and a State House representative from House District 12 (Eagle River) attended.

The Open House ended at the advertised time of 8:30 p.m.
DECEMBER 11, 2013 OPEN HOUSE WRITTEN COMMENTS

The comments below were received at the December 11, 2013 Open House and have been summarized to remove typos and personal information and grouped according to the format of the Comment Form. 1 Comment Form was received at the Open House. Responses are italicized.

- I like the bridge as planned (preferred alternative). I would like to see wider shoulders on the north end of the bridge. It can be very slick in the winter. A school bus has gone down and rolled on its side. I also would like to see a bigger parking lot for the Thunderbird Falls trail.

The recommended alternative for the roadway section to the north of the bridge follows the Municipality’s design criteria for a rural collector and recommends a 4-foot shoulder and a separated paved, multi-use pathway. The shoulders will provide more maneuvering room for vehicles than the existing roadway provides and the recommended pathway will provide a separation of pedestrians and bicyclists from vehicles. Improvements to the Chugach State Park parking lot will not result in a loss of parking stalls but it may also not be possible to increase the number of parking stalls based on the already constrained location of the parking lot. The project proposes to improve the ingress/egress of the parking lot to improve sight distance for vehicles and for pedestrians.

Other Questions and Comments received by Project Staff:

Funding

- If the preferred alternative is estimated to cost approximately $10.1 million, what will happen to the balance of the $14 million state grant?

The state grant language is intended to fund the entire bridge replacement including the roadway approaches and the Chugach State Parks Thunderbird Falls parking lot and trailhead improvements. Some federal funding that was used for the original project that started in 1999 for the rehabilitation of the bridge may need to be repaid from the state grant if funds used for that work is not carried forward and used for this effort. Any remaining monies would go back to the state for other priorities in the same district.

Schedule and Timeline

- When is construction expected to start and finish?

We plan to start construction in 2015 with the bridge anticipated to be opened to vehicle traffic by the end of 2015.

- What is the timeline for the approval process and will you be able to get Planning and Zoning Commission Approval by March?
After all comments are received by the public and agencies on the preferred bridge and roadway alternative, we will update the Draft Design Study Report (DSR) and submit it to the Municipality’s Community Development Department on January 7, 2014 to meet the March 3, 2014 Planning and Zoning Commission hearing date. Once the Planning and Zoning Commission reviews the preferred alternative, we will proceed with preliminary design. Another Open house will be held during late summer so the public can review the preliminary design plans. The preliminary design will be submitted to the Urban Design Commission (UDC) for their review and approval. Bidding will begin at the end of 2014, followed by bridge removal/demolition and construction in 2015.

Project Website/E-mailed Comments

The following comments were submitted via the project website: www.EklutnaRiverBridgeReplacement.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.

Glenn Hwy Overpass Eklutna On/Off Ramp Traffic Control

- Currently, there are two stop signs at the Eklutna exit to the old Eklutna Bridge. The first stop sign controls traffic that crosses the overpass. Turning right to the old Eklutna Bridge, another stop sign is in place to stop traffic from the Glenn Hwy. Through traffic has the right-of-way exiting the old bridge/Eklutna residences/Park. Traffic will increase exponentially when the bridge is replaced. A traffic control method will be required as the properties on Denaina Road will have heavy-truck deliveries, services, etc. Absent a traffic control method, vehicles will back up on the Glenn Hwy and safety will be compromised for motorists. In its current condition, the exit from the Northbound Glenn Hwy. is precarious.

Trail and Right-of-Way

- Upon initial review (of the Draft Design Study Report), I cannot tell if our concerns along the trail and row have been addressed?

Our coordination meeting with members of the Native Village of Eklutna (NVE) staff and Tribal Council members shows that NVE would support road improvements and amenities to highlight and educate about the native history and context of the area. Amenities should tie into the context and history of the area to create a sense of place. A kiosk will be designed by a landscape architect on our project team with the history of the peoples with content input by Native Village of Eklutna Tribal members. The best location for the signage as indicated from the discussion at this coordination meeting is at the Chugach State Park Thunderbird Falls Trailhead parking long and another on a future trail on the north side of the bridge.
The Design Study Report does not show the kiosk or display but at least one and possibly two will be incorporated into the improvements once we have approval for this planning phase and can move into the design phase to start designing the kiosk/display.

The preferred alternative for the new Bridge (as indicated in the Design Study Report) is in the exact alignment and Public Use Easement the Municipality currently has with Eklutna, Inc. which is congruent with NVE’s desire to design and build the bridge at its current location and keep it within the permitted easement.

Safety

- MOA/ADOT must place Remote Surveillance Camera on the Thunderbird Falls/Eklutna Lake Road entrance to protect the residents and tourist/visitors alike. The future industrial/business development- infrastructure plan will create traffic, to both scenic parks and will jeopardize the safety of the Residents and the Water Treatment Plant.

As part of the bridge replacement and Chugach State Parks parking lot improvements, a power source is proposed to be installed that will support lighting the trailhead parking lot and a surveillance camera for the parking lot and trailhead area as requested by Chugach State Parks.

Supporting Documents

Visual displays and handouts are available for download through the project website: www.eklunariverbridgereplacement.com
Design Study Phase

Graphics, Displays & Visuals
The Municipality of Anchorage (MOA), in partnership with ADOT & PF Bridge Design Section, is replacing the existing Eklutna River Bridge. The 78 year-old bridge, located near the Chugach State Park Thunderbird Falls trailhead, was closed to vehicle traffic in 2012. A $14 million state grant was provided to the MOA in 2012 to replace the existing bridge with a new bridge that will accommodate two vehicle lanes and a multi-use trail. Construction is expected to begin in 2015.

Join us at the Design Study Open House on December 11 to review the Preferred Alternative for the bridge replacement and the approach roadways.
Eklutna River Bridge Replacement Project

OPEN HOUSE #2

- Wednesday December 11th -

Eklutna River Bridge at Old Glenn Highway Replacement Project

Draft Design Study Report (DSR) available on the project website:

www.eklutnariverbridgereplacement.com
Public Open House #2 - Draft DSR Review & Comment

Wednesday, December 11, 2013
7:00 p.m. to 8:30 p.m.
Chugiak Elementary School - Multi-Purpose Room/Cafeteria
19932 Old Glenn Highway (North Birchwood Loop Exit)
Stop in at your convenience

You are invited to Open House #2 to review and comment on the bridge replacement recommended alternative and roadway upgrade alternative.

Visit the Project Website: www.EklutnaRiverBridgeReplacement.com for more project information, to sign up for e-newsletter updates and to submit comments.

For questions, please contact:
Van Le, Transportation Planner/Public Involvement Coordinator
R&M Consultants, Inc.
907-646-9659 or e-mail at comments@rmconsult.com
Eklutna River Bridge at Old Glenn Highway Replacement Project

Public Works Department

Draft Design Study Report (DSR) is Available!

The Eklutna River Bridge at Old Glenn Highway Replacement Project DRAFT DSR is available for review on the Project Website:

Eklutna River Bridge Replacement Project

The DSR documents the alternatives evaluation process, including preliminary engineering, and recommends a preferred alternative for the bridge replacement and the roadway upgrade.

Open House #2 - DSR Review & Comment

Come to the Open House to review the DSR and ask questions of the Project Team.

Wednesday, December 11, 2013
7 pm to 8:30 pm

Open House #2
Wednesday, December 11, 2013
7 pm to 8:30 pm

Where
Chugiak Elementary School
Multi-Purpose Room
19932 Old Glenn Highway (North Birchwood Loop Exit)

Click on the link for a map:
19932 Old Glenn Highway

Join Our Mailing List!
For More Information or Questions, please contact:

Van Le,
Planner/Public Involvement Coordinator
R&M Consultants, Inc.

e-mail: comments@rmconsult.com
phone: 646-9659

Visit the project website:
www.EklutnaRiverBridgeReplacement.com
Eklutna River Bridge at Old Glenn Highway Replacement Project

Preferred Bridge Alternative: Option A

Cross Section View

Option A - Two-Span Precast Concrete Bulb-Tee Girder Bridge

Profile View

Atigun River #1 Bridge Number 1439 (a similar bridge)
Agency Comments
MEMORANDUM

DATE: December 2, 2013

TO: Distribution

FROM: Rand Gaynor, Project Administrator
CC: John Smith, PE, Project Manager

Eklutna River Bridge Replacement, Project No. 12-40

Provided for your review and comment is the Eklutna River Bridge Replacement Draft Design Study Report (35% DSR) package for the subject project. This project will be going to the PZC for review under the Context Sensitive Solutions process following this agency technical review and comment period.

Please send all your review comments to Rand Gaynor by December 18, 2013, who will share them with Current Planning staff.

Please provide comments using the Project Review Form by downloading a copy of the form located on PM&E’s web page:

http://www.muni.org/Departments/works/project_management/Pages/Publications.aspx

PM&E’s goal is to distribute review submittals in electronic format to reduce reproduction costs and paper waste. We recognize that some reviewers prefer to have hard copy submittals and therefore, the submittal type (e.g., hard copy vs. CD) shown on the distribution list on the next page was generated based on previous inquiries about your review preference. Feel free to contact me to order a hard copy if that would best serve your review needs.

If you have any questions, please call me at 343-8279 or e-mail me at gaynorjr@muni.org

Attachment: 35% Design Study Report per attached Distribution List
# Distribution List:

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<th>Department/Name/Office/Title</th>
<th>Review Conditions / Notes</th>
<th>Hard Copy</th>
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<td>Jeffrey Urbanus, Watershed Hydrologist</td>
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<td>Dwayne Ferguson, Assistant Traffic Engineer</td>
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<td>Chugiak-Birchwood-ER Road Service Area (CBERRSA) – Mark Littlefield, MOA General Foreman</td>
<td>For projects in that service area</td>
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<td>Mike Fleagle, Facility Maintenance General Foreman</td>
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<td>Erika McConnell, Current Planning Section Supervisor</td>
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<td>Jack Frost, Development Services, Right of Way Supervisor</td>
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<td>Lynn McGee, Development Services, Right-of-Way</td>
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<td>Jillanne Inglis, Development Services, Land Use Review</td>
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<td>Karleen Wilson, Development Services, Addressing</td>
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<td><strong>Public Transportation</strong></td>
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<td>Sandy Hansen, Senior Planning Technician</td>
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<td>Randy Bergt, Capital Project Engineer</td>
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<td>Michael Lowery, Operations Supervisor</td>
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<td>Municipal Forester, Vacant</td>
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<td><strong>Fire Department</strong> – Cleo Hill, Fire Inspector</td>
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<td><strong>APD</strong> - Sgt. Justin Doll, APD Traffic Unit Supervisor</td>
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<td><strong>ASD</strong> – Rodney Rucker, Supervisor Transportation Services</td>
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<td>Mio Johnson, Engineering Division Manager</td>
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<td>MOA ML&amp;P</td>
<td>Marty Smith, Engineering</td>
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<td>MOA Real Estate, HLB</td>
<td>Lynn Roderick Van Horn, Office Manager</td>
<td>Only if within, adjacent, or affecting Municipal Land (907) 343-7534</td>
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<td>AK Communications</td>
<td>Larry Smith, Network Engineering Foreman</td>
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<td>CEA</td>
<td>Mike Tullius, Engineering</td>
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<td>Enstar</td>
<td>Paul Gardner, Project Specialist</td>
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<td>GCI</td>
<td>David Blehm, Statewide OSP Design and Mapping Manager</td>
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<td>MTA</td>
<td>Robbie Nash, OSP Engineering and Constr. Mgr.</td>
<td>Service areas: Eagle River, Chugiak, Eklutna, Birchwood and Peters Creek; (907) 761-2704</td>
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<td>MEA</td>
<td>Eric Sanford, Design Engineer</td>
<td>Service areas: Eagle River, Chugiak, Eklutna, Birchwood and Peters Creek; (907) 761-9274</td>
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<td>DOT&amp;PF</td>
<td>Tucker Hurn, Central Region ROW Agent</td>
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<td>DOT&amp;PF</td>
<td>Elmer Marx, Bridge Design Engineer</td>
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<td>SOA/Chugach State Park</td>
<td>Tom Harrison, Park Superintendent</td>
<td>Chugach State Park areas only. (907) 345-5014</td>
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<tr>
<td>State Historic Preservation Office (SHPO)</td>
<td>Judith Bittner</td>
<td></td>
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<tr>
<td>SOA/AIA</td>
<td>Mike Lee, Chief Engineer</td>
<td>Airport area only. See Grids specified. (907) 266-2738</td>
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<td>ARRC</td>
<td>Lynda Stephens, ARRC Manager</td>
<td>For impacts to ARRC property. (907)265-2458</td>
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<tr>
<td>JBER</td>
<td>Col. Kendra Mathews</td>
<td>See Grids specified.</td>
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<th>Organization/Department</th>
<th>Page/Sheet No.</th>
<th>Comment</th>
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<td>1</td>
<td>12/5/13</td>
<td>Joe Sanks</td>
<td>AWWU</td>
<td>6</td>
<td>The Eklutna Transmission main is not shown on the plan set. This is a highly critical asset which is the main supply for Anchorage. The main needs to be located prior to construction to ensure there is no conflict with the project. Reference AWWU record drawing 15081.</td>
<td>Agree. Water transmission main was not included on survey but will be placed in basemap. From AWWU record drawing 15081, it is not anticipated that there will be any impacts due to this project.</td>
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<tr>
<td>2</td>
<td>12/5/13</td>
<td>Joe Sanks</td>
<td>AWWU</td>
<td>General</td>
<td>AWWU anticipates no conflict with the project</td>
<td>Understood.</td>
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<tr>
<td>3</td>
<td>12/4/13</td>
<td>Paul Gardner</td>
<td>ENSTAR</td>
<td>General</td>
<td>ENSTAR natural gas mains currently cross the Old Glenn Hwy at Thunderbird Drive and Eklutna Lake Road. These crossings are currently just outside the project boundaries. No conflicts noted.</td>
<td>Understood and agree.</td>
</tr>
<tr>
<td>4</td>
<td>12/9/13</td>
<td>Lynn McGee</td>
<td>MOA ROW</td>
<td>General</td>
<td>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.</td>
<td>Understood. We will follow up during the design phase.</td>
</tr>
<tr>
<td>5</td>
<td>12/9/13</td>
<td>Lynn McGee</td>
<td>MOA ROW</td>
<td>All ROW</td>
<td>ROW will provide more comments when the design scope has been determined.</td>
<td>Understood. We will follow up during the design phase.</td>
</tr>
<tr>
<td>6</td>
<td>12/9/13</td>
<td>Lynn McGee</td>
<td>MOA ROW</td>
<td>General</td>
<td>Right of Way Permit is required for all work in the Old Glenn Highway.</td>
<td>Understood. Permits will be requested before work in the right-of-way commences.</td>
</tr>
<tr>
<td>7</td>
<td>12/16/13</td>
<td>Shina duVall</td>
<td>Alaska State Historic Preservation Office (SHPO)</td>
<td>General</td>
<td>It appears that as yet, there is no Federal involvement in the project which would trigger review under Section 106 of the National Historic Preservation Act. However, we greatly appreciate the Muni’s approach and willingness to work with our office and other consulting parties on developing appropriate mitigation for the bridge’s removal. We look forward to working with the Muni and other parties on this project. If it turns out that the project ends up needing a Corps permit, please let us know as that would trigger review under Section 106.</td>
<td>Understood. We will continue to coordinate with SHPO and will follow up with a formal review if Section 106 review is required.</td>
</tr>
<tr>
<td>8</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>General</td>
<td>Was there any discussion regarding reconstruction or addition of a separated pathway for the 1200’ of roadway from the Glenn Highway exit north to Thunderbird Drive? *The state grant funding to replace the Eklutna River Bridge provided direction for the scope of the project including starting the project near Thunderbird Drive and ending at Eklutna Lake Road. The Glenn Highway at the Old Glenn Hwy exit ramp are outside of the project scope and no improvements to that area are included in this project, including a separated pathway along that stretch of roadway.</td>
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<tr>
<td>9</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>Exec Summary (iii)</td>
<td>The figure on this page with 10' lanes does not match the roadway cross section recommended in the report, included in the design criteria in Appendix A, or shown on the cross sections on Sheet 2 of the plans shown in Appendix B. Does this Figure need a number?</td>
<td>*The figure in the body of the report will be updated to match those found in Appendix A and B. *We will add a number to the figure.</td>
</tr>
<tr>
<td>10</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>13</td>
<td>Section 2.5.5 Operations; It might be worth providing LOS information recap here. As written, the report seems to be explaining what methodology is used and what is an acceptable LOS but there is no mention of the results.</td>
<td>*We will add the results of the operations analysis found in Appendix D to Section 2.5.5. *</td>
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<tr>
<td>11</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>27</td>
<td>Table 3.2 Abbreviated Design Criteria: a. Design Speed and Posted Speed are given as 35 MPH. Section 2.5.2 of the report indicates an 85th percentile speed of 39 MPH. DCM 1.5E indicates the design speed should exceed the posted speed. Design speeds typically exceed the posted speed by 5 MPH. Table 1-4 of the DCM indicates Rural Collectors should utilize a design speed of 35 MPH and a posted speed of 30 MPH. If it is desirable to have a posted speed of 35 MPH to match existing roadways as well as accommodate the 85th percentile, a design speed of 40 MPH should be utilized. b. Lane widths are given as 10'. The Design Criteria in App A and cross sections in App B are 11'-12'.</td>
<td>*We will require a variance for both the posted (35 MPH) and design speed (40 MPH). Utilizing a higher design speed makes sense as the 85th percentile speed is 39 MPH. However, doing so would change the roadway classification to something that more closely matches that of an Industrial/Commercial Collector, per DCM Table 1-4. *We will update Page 27 to indicate 11 foot lanes.</td>
</tr>
<tr>
<td>12</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>43</td>
<td>13.1 Street Lighting; Lighting at the public street intersections should be considered. Should a separate section be dedicated to the publics desire for the parking lot lighting discussed at the end of 13.1? Would DNR be responsible for payment of utility costs and maintenance of the parking lot lighting system discussed here?</td>
<td>*The Thunderbird Drive intersection is located outside the Eagle River Street Lights Service Area. Adding lighting to this intersection would require the area be annexed into the light service area, which requires a vote of the local residents and then the Assembly. There have been a few comments by users that ask for lighting at the bridge/trailhead. However, lighting is not required due to the rural lighting ordinance that was recently adopted by the Assembly. *We will reference that the public comments regarding lighting can be located in the concept report Appendix. *It is our understanding that DNR will be responsible for payment of utility costs and maintenance of the parking lot lighting system. This will need to be confirmed by DNR.</td>
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<td>Comment No.</td>
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<td>Organization/Department</td>
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<td>13</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>49</td>
<td>17.0 Design Variances; It might be worth mentioning additional design variances may be required as the design progresses and that all appropriate design variances will be documented. Table 17-1: Will a variance for the design speed / posted speed issue be needed?</td>
<td><em>Will add text per comment to Section 17.0. A variance will be needed for the design speed/posted speed issue. We will add that to the variance list as well.</em></td>
</tr>
<tr>
<td>14</td>
<td>12/18/13</td>
<td>Dan Boots</td>
<td>MOA Traffic Engineering</td>
<td>Appendix A</td>
<td>a. Please include intersection sight distance as criteria. b. Is the use of DCM Figure 1-16 appropriate for passing sight distance? Why are you not using Figure 1-16 and DCM Figure 1-17 for the K values and crest / sag curves? c. Please update design criteria to address previous comments and any modifications to design speed</td>
<td>a. Will update per comment. b. No. Will remove reference as no passing zones exist within the project limits. Updated K Values reference to DCM per comment. c. Will update design criteria per comments.</td>
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