

# Application for a Context Sensitive Solutions (CSS) Transportation Project Site Plan Review

Municipality of Anchorage  
Planning Department  
PO Box 196650  
Anchorage, AK 99519-6650

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PROJECT INFORMATION
Project Name: <b>AMATS: Mountain Air Dr Extension</b> MOA/ADOT Project #: <b>CFHWY00710</b>
Community Council(s): <b>Rabbit Creek and Bear Valley</b>
Project description (location): <b>The Mountain Air Drive Extension will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include: construction of a new roadway, a multi-use non-motorized pathway with American with Disabilities Act (ADA) improvements, drainage improvements, a water crossing at Little Rabbit Creek, right-of-way acquisitions, signage and other roadside hardware, and utility work. Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&amp;PF).</b>

TRANSPORTATION PROJECT SITE PLAN APPROVAL REQUESTED
<input type="radio"/> Context Sensitive Solutions Concept Report (Planning and Zoning Commission) <input checked="" type="radio"/> Draft Design Study Report (Planning and Zoning Commission) <input type="radio"/> Plans in Hand (Urban Design Commission)

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a site plan review in conformance with Title 21 of the Anchorage Municipal, Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the site plan. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission or Urban Design Commission for administrative reasons.

<b>4/27/2023</b>	<i>Alex Read</i>
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<b>Date</b>	<b>Signature</b> (Agents must provide written proof of authorization)			
Accepted by:	Poster & Affidavit:	Fee:	Case Number	Meeting Date
			<b>2023-0059</b>	<b>07/10/2023</b>



**CONTEXT SENSITIVE SOLUTIONS CONCEPT REPORT DOCUMENTATION**

- Transportation Project Site Plan Review Application Form with original signatures
- Concept report document
- Environmental Analysis or Environmental Impact Study, if applicable
- 15 complete sets of above items, including 1 copy on CD or USB drive, submitted 30 days prior to the desired Planning & Zoning Commission meeting date

**DRAFT DESIGN STUDY REPORT (35% LEVEL OF DESIGN) DOCUMENTATION**

- Transportation Project Site Plan Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.4.b.i. – xiii.
- Design Study Report Summary, including:
  1. Introduction
    - A. Location Map and Project Boundaries
    - B. Purpose
    - C. Need
  2. History (Project Origin) and Input from other Planning Documents
    - A. Anchorage Comprehensive Plan
    - B. Local Planning Studies/CIP/TIP/LRTP
    - C. Anchorage Pedestrian Plan or Areawide Trails Plan
  3. Existing Conditions
    - A. Right-of-Way Availability
    - B. Traffic Conditions
    - C. Pedestrian Conditions
    - D. Context (Land Use, Street Character)
    - E. Existing Landscape
    - F. Existing Utilities
    - G. Existing Drainage
  4. Design Standards
 

What Standard is the project being designed to? (Collector, Arterial, OSHP Classification, LRTP typology, etc.)

How do existing conditions impact the ability to meet those standards?
  5. Design Alternatives
    - A. Design narrative and graphic for each alternative considered. Note that the discussion of each alternative should address traffic (and traffic calming), parking, pedestrian facilities, drainage, and utilities (to include lighting), and right of way considerations (does right of way need to be purchased?)
    - B. Recommended Alternative with narrative (why is it recommended?) To include a discussion of the landscape approach and other enhancements (gateway features, fencing, etc.)
  6. Public Involvement Summary
  7. Rough Estimated Project Cost
  8. Maintenance Considerations
  9. Response to comments from Concept Report Review
  10. Preliminary Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive

**PLANS IN HAND (55-65% LEVEL OF DESIGN) DOCUMENTATION**

- Road Project Site Plan Review Application Form with original signatures
- Narrative addressing AMC 21.03.190B.5.c.i. – vii.
- Memo addressing Review Comments from DSR Review
- 55% to 65% Project Plans
- 17 Complete sets of above items, including 1 copy on CD or USB drive





THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL I. DUNLEAVY

Department of Transportation and  
Public Facilities

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April 19, 2023

Craig Lyon, Director  
Planning Department, Municipality of Anchorage  
PO Box 196650  
Anchorage, AK 99519-6650

Regarding: AMATS: Mountain Air Drive Extension  
Project Number(s): CFHWY00710/0001690

Dear Mr. Craig Lyon:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is the project manager for the AMATS: Mountain Air Drive Extension project. We authorize HDL Engineering Consultants, LLC and Huddle AK to act on our behalf to complete and submit all of the Context Sensitive Solutions Transportation Project actions for the above-mentioned project.

I can be reached at [alex.read@alaska.gov](mailto:alex.read@alaska.gov) or via telephone at 907-269-0641

Sincerely,

A handwritten signature in cursive script that reads "Alex Read".

Alex Read, P.E.  
Project Manager

cc: Stephanie Mormilo, P.E., HDL Engineering Consultants, LLC  
Holly Spoth-Torres, Huddle AK



## Memorandum

**To:** MOA Planning Department  
**From:** Stephanie Mormilo, P.E., HDL Engineering Consultants, LLC  
**Date:** 05/01/2023  
**Project:** AMATS: Mountain Air Drive Extension  
CFHWY00710 / 0001690  
**Subject:** Narrative Addressing AMC 21.03.190B.4.b.

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The attached report provides the following information for the Planning and Zoning Commission's review and decision issuance, as listed in Anchorage Municipal Code 21.03.190B.4.b. subsections i thru xiii:

- Existing conditions (Section 4)
- Design standards and criteria (Section 5)
- Alternatives identification, evaluation, and recommended alternative (Section 6 and Appendix A)
- Compliance with this title (Introduction)
- Long-term impact on existing and projected land uses in the vicinity (Section 6)
- Short-term and long-term impact of property acquisition for right-of-way (Section 6)
- Impacts on utilities and other public infrastructure (Section 4)
- Street illumination (Section 6)
- Maintenance considerations (Section 9)
- Environmental constraints (Section 6)
- Pedestrian and other non-motorized access (Section 5 and 6)
- Public involvement summary (Section 7 and Appendix D)
- Cost estimate (Section 8)



# Preliminary Design Report

for

AMATS: Mountain Air Drive Extension  
Anchorage, Alaska

DOT&PF Project No. CFHWY00710  
Federal Project No. 0001690

Prepared for:



State of Alaska  
Department of Transportation and Public Facilities  
Central Region  
P.O. Box 196900  
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Prepared by:

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May 2023



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- Appendix A: Route Selection Report
- Appendix B: Rabbit Creek Road Intersection Analysis
- Appendix C: Preliminary Design
- Appendix D: Public Involvement Documentation

## ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ACS	Alaska Communication Systems
ADA	American with Disabilities Act
AADT	Average Annual Daily Traffic
AMATS	Anchorage Metropolitan Area Transportation Solution
AMC	Anchorage Municipal Code
ASD	Anchorage School District
AWWU	Anchorage Water and Wastewater Utility
CE	Categorical Exclusion
CEA	Chugach Electric Association
CSS	Context Sensitive Solutions
DCM	Design Criteria Manual
DOT&PF	State of Alaska Department of Transportation and Public Facilities
DSR	Design Study Report
ENSTAR	ENSTAR Natural Gas Company
FHWA	Federal Highway Administration
GCI	General Communications Inc.
HDL	HDL Engineering Consultants, LLC
HDPE	High-density Polyethylene
LOS	Level of Service
MOA	Municipality of Anchorage
mph	miles per hour
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Protection Act
OS&HP	Official Streets and Highway Plan
PC	Policy Committee
PCM	Highway Preconstruction Manual
PZC	Planning and Zoning Commission
ROW	Right-of-Way
SGRRSA	South Goldenview Rural Road Service Area
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UDC	Urban Design Commission
vpd	vehicles per day



## PROJECT TEAM

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## 1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Municipality of Anchorage (MOA), is proposing to extend and improve Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project corridor is located on the upper hillside in Anchorage, Alaska (see Figure 1). The existing portion of Mountain Air Drive currently provides access to Bear Valley Elementary School and Fire Station 10. The extension will provide an additional access route to the school from the surrounding neighborhood and to future areas of residential development.

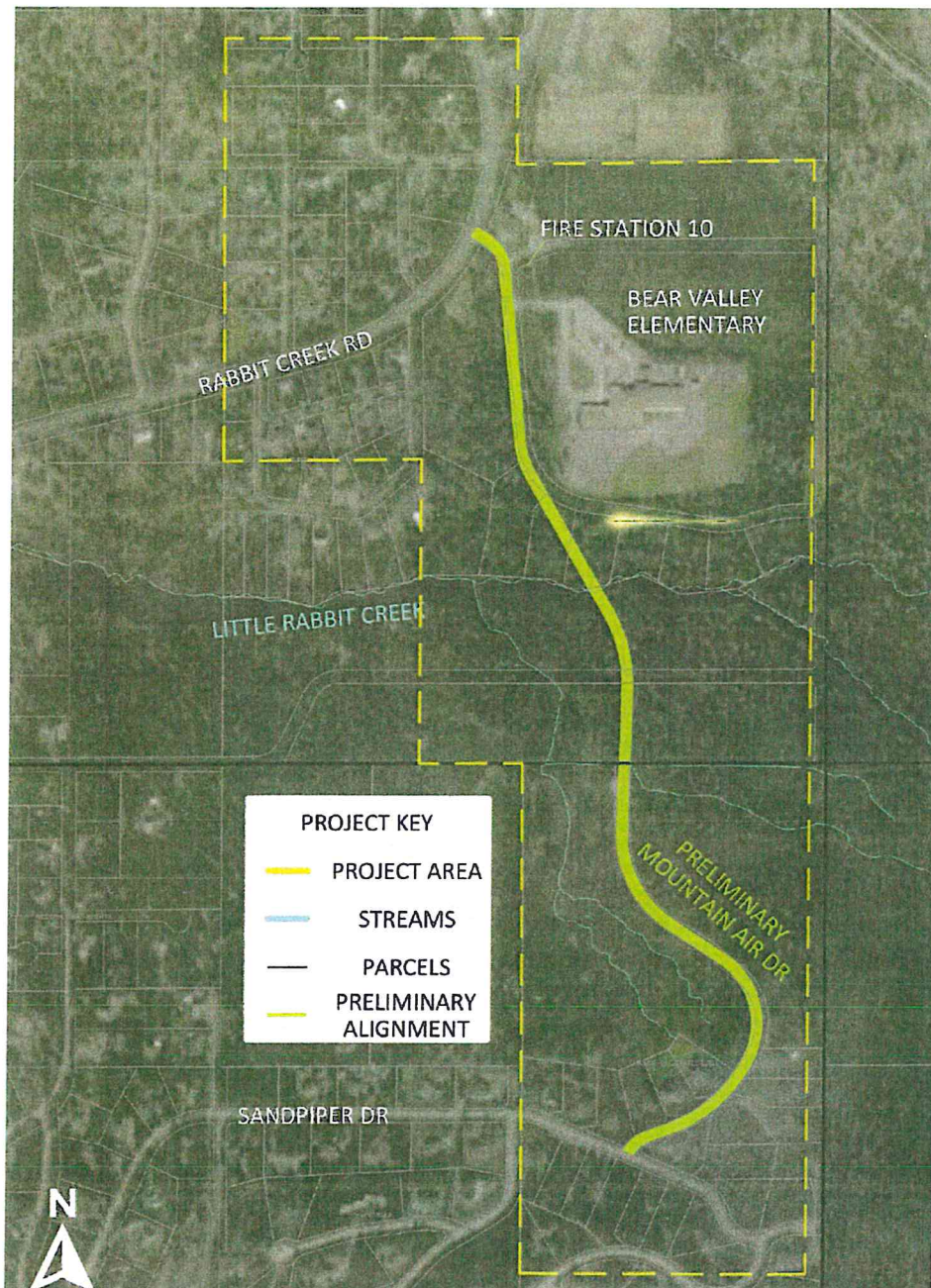


Figure 1: Project Area

The proposed work for this project may include the following:

- Construction of less than a mile of new roadway to extend Mountain Air Drive from Sandpiper Drive to Rabbit Creek Road
- Installation of a multi-use non-motorized pathway and Americans with Disabilities Act (ADA) improvements
- Drainage improvements (culverts, ditching, etc.)
- Construction of a water crossing at Little Rabbit Creek
- Right-of-Way (ROW) acquisitions
- Signage and other roadside hardware
- Utility work
- Vegetation clearing and grubbing

Mountain Air Drive is an MOA-owned roadway that will be maintained by the South Goldenview Rural Road Service Area (SGRRSA). The project is being designed to MOA standards. The design and construction of the project is being led by DOT&PF, which allows the project to use Federal Highway Administration (FHWA) funds. Federally funded projects must adhere to the National Environmental Policy Act (NEPA).

The project is currently at 35 percent design and is in the process of finalizing the environmental document, a Categorical Exclusion (CE). Final design and ROW are anticipated to occur between 2023 and 2025 and construction is expected to begin after 2026.

The NEPA process requires projects to consider certain environmental and socioeconomic impacts during the preliminary stages of design. Preliminary design, environmental analysis, and public outreach activities must demonstrate that the project will not have a significant adverse effect on the environment and public.

This report represents the most detailed analysis and design allowed prior to completion of the environmental document. Detailed design elements, such as ROW acquisitions, utility relocations, landscaping, and thorough cost estimates can only be developed after the environmental document is approved.

By submitting this document prior to completion of the environmental document, the project is seeking to comply with the MOA Context Sensitive Solutions (CSS) process, provide the Planning and Zoning Commission (PZC) the opportunity to provide input at the appropriate level of design, and meet the requirements of the NEPA process and Federal Funding authorities. Once the environmental document is approved, there is less flexibility to change design elements.

Both the PZC and Urban Design Commission (UDC) must review projects involving a street that is designated as a collector road or higher classification. This report and attached documents were developed in accordance with Anchorage Municipal Code (AMC) Title 21 and the CSS Transportation Project strategy – a public involvement process that is intended to increase stakeholder involvement in the beginning of the design process and develop consensus around the problems to be solved. This Preliminary Design Report constitutes the second submittal required by this strategy and includes information on the project efforts to date.



## 1.1 Purpose and Need

The project need is shown as a short-term priority (Project No.121) in the adopted Anchorage Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan (MTP) with primary purposes of access and emergency response and management. There is currently no direct route for emergency vehicle access and disaster egress for the neighborhoods south of Rabbit Creek Road and east of Golden View Drive. Additionally, the proposed project seeks to provide safe non-motorized access to Bear Valley Elementary School, as none currently exist within the project vicinity.

## 2.0 PROJECT HISTORY

For more than sixteen years, the MOA has been attempting to provide secondary access to the largest remaining parcels of undeveloped land in southeast Anchorage. To provide this access, the MOA intended to extend Mountain Air Drive as a collector road from its current terminus near Bear Valley Elementary School to the south in order to provide access to 550 acres of undeveloped land zoned for rural residential use. Development in this area has been progressing from the west, with vehicular access provided by Golden View Drive. This has led to increased traffic volumes on these connector roads, which were not initially intended for this purpose.

In 2008, the MOA was able to acquire state legislative grants to begin design of the Mountain Air Drive Extension. As part of the Design Study Report (DSR) completed in 2011, an alternative analysis was performed on four alternatives: No Build, A, B, and C (see Figure 2). The recommended alternative chosen was Alternative A, the most direct route. Alternative A was chosen because it was shorter, had little to no wetland impact, provided a less circuitous route, and provides a safe roadway geometry. Once Alternative A was selected, the design progressed to a 95% level design. In 2013, the State of Alaska re-appropriated the legislative grants slated for Mountain Air Drive. Without project funding, the project was put on hold.

In 2020, Anchorage voters approved an Areawide Life/Safety Access Roads Improvement bond that specifically identified construction of Mountain Air Drive. To access federal funding, the project was included in the 2019-2022 AMATS Transportation Improvement Plan (TIP). The DOT&PF and MOA have executed a Memorandum of Agreement whereby the project will be administered by DOT&PF in coordination with the MOA.



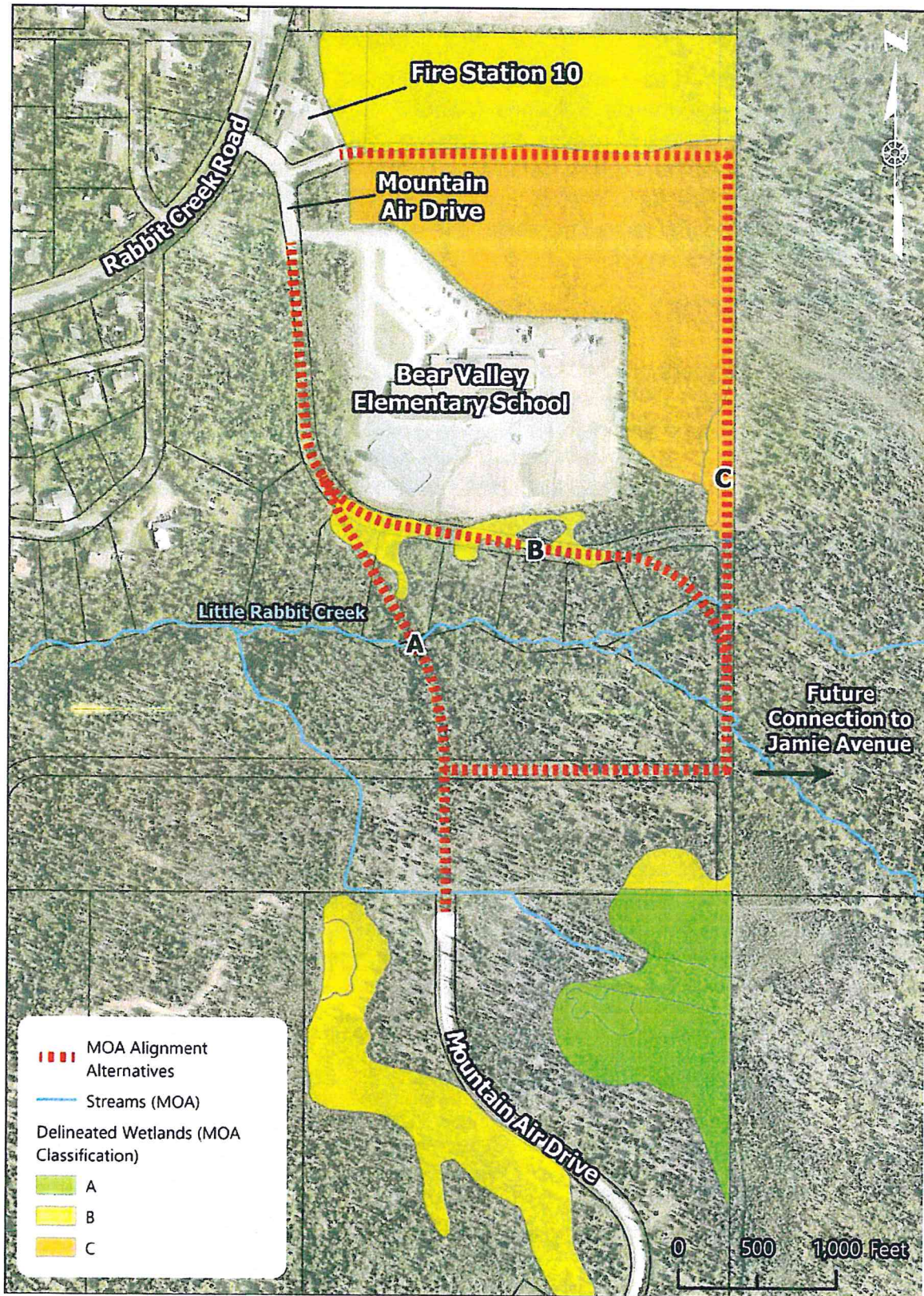


Figure 2: Previous Project Alternatives



### **3.0 GUIDING DOCUMENTS**

The project team has and will continue to consider the following planning documents during the design development:

#### **3.1 Official Streets and Highways Plan (June 2014)**

##### **3.1.1 Functional Classifications**

Mountain Air Drive is classified as a Class IB Neighborhood Collector in the Official Streets and Highways Plan (OS&HP). Collector streets collect traffic from local streets and move it to higher classified streets such as arterials, or to local traffic generators including schools, community centers, or parks and recreational facilities. They may supply adjacent properties with some degree of land access but this should be minimized.

Traffic volumes on collector streets can vary greatly, but typically fall between 2,000 to 10,000 vehicles per day (vpd). Collectors in low-density residential areas may carry less than 2,000 vpd but still have the functionality of a collector. There should be two travel lanes with paved shoulders for emergency parking.

Guidelines for collector streets:

- Collect traffic from local streets of all types and move traffic to the arterial street system or to important trip generating activities within small residential areas.
- Link small residential areas to each other and to neighborhood commercial areas.
- Design collectors to provide priority to through traffic movement and provide limited land access function to adjacent property.
- Maximize safety and minimize traffic maneuvering problems by providing access control.
- Discourage direct access to collectors in new subdivisions.
- Allow limited direct driveway access to collectors in low density residential development only if the collector will not become a major link in the future to more densely developed areas.
- Provide access to local neighborhood school and neighborhood recreational areas.
- Provide pedestrian facilities along collectors to allow for safe access between activity centers such as schools and parks.
- Design collectors in residential areas with only two travel lanes with limited widths on shoulder areas for emergency parking.

##### **3.1.2 Optional Street Designations**

The OS&HP identifies two optional street designations that can be applied for during the CSS process. One of which is a rural collector. This type of collector may have less traffic volume than other collectors, but still serves the collector functionality of funneling neighborhood traffic to the higher classified roadways. This designation is intended for use in low density residential areas such as the Anchorage Hillside.



### **3.2 Hillside District Plan (April 2010)**

Mountain Air Drive is shown as a proposed primary road connection. For the purposes of the plan, a primary street does not intend to determine the functional classification of a roadway. Instead it indicates a roadway that will attract and serve the most traffic, providing a primary connection from secondary and other streets into and away from the Hillside. Additionally, the plan identifies the desire to set road design standards that fit the rural character that exist in the district and reference rural collector standards shown within the Design Criteria Manual (DCM).

### **3.3 2040 Metropolitan Transportation Plan (June 2020)**

Mountain Air Drive is shown as project No.121, which is a short-term (2018-2030) project in the MTP. A separated pathway is recommended with extending the roadway from Rabbit Creek Road to E 164th Avenue / Sandpiper Drive. The purpose is access and emergency response and management. The project meets the following goals:

- Goal 2 – Improve Safety
- Goal 3 – Improve Travel Conditions
- Goal 6 – Quality Decision-Making

### **3.4 Non-Motorized Plan (November 2021)**

No bicycle or pedestrian facilities were identified as priorities in the Mountain Air Drive project area.

### **3.5 Anchorage Pedestrian Plan (October 2007)**

The following projects are shown for Mountain Air Drive:

- Project 274 – Provide a missing link sidewalk along Mountain Air Drive.
- Project 275 – Provide a pedestrian crossing on Rabbit Creek Road at Mountain Air Drive.

These projects were ranked out of 319 total projects.

### **3.6 Anchorage Bicycle Plan (March 2010)**

The following projects are proposed for Mountain Air Drive in the adopted plan:

- Paved Shoulder Bikeway
- Separated Multi-Use Pathway

### **3.7 Areawide Trails Plan (April 1997)**

Both paved and unpaved trail facilities are identified for Rabbit Creek Road and interpretive, unpaved trails are discussed within Section 36 Park. No specific trail recommendations are made for Mountain Air Drive.

### 3.8 Anchorage 2040 Land Use Plan (September 2017)

The project area is primarily Large-Lot Residential with Bear Valley Elementary identified as a Community Facility or Institution and Section 36 as Park or Natural Area. No specific action items or plans are shown for this area.

### 3.9 Transit On the Move (2020)

No existing or proposed transit routes are located in the vicinity of Mountain Air Drive in People Mover's 2020 Transit Plan. For AnchorRIDES service, the project area is located in Premium Zone 2 and there are some existing users/riders located in the project vicinity.

### 3.10 Anchorage Freight Mobility Study (June 2017)

The existing Mountain Air Drive is not identified as a truck route in the Freight Mobility Study. Golden View Drive and Rabbit Creek Road east of Golden View Drive are shown as Secondary Truck Routes.

### 3.11 Additional Resources

- AMATS Complete Streets Policy (November 2018)
- MOA Vision Zero Action Plan (November 2018)

## 4.0 EXISTING CONDITIONS

Mountain Air Drive is a non-continuous roadway with two existing segments: one that extends south from Rabbit Creek Road to provide access to Fire Station 10 and Bear Valley Elementary School and one that extends north from Sandpiper Drive to a terminating cul-de-sac. The roadway segments differ in width, but are similar in rural characteristics such as lack of curb and gutter, roadway lighting, and non-motorized facilities. Figure 3 shows pictures of the existing roadway segments at each end of the project area.

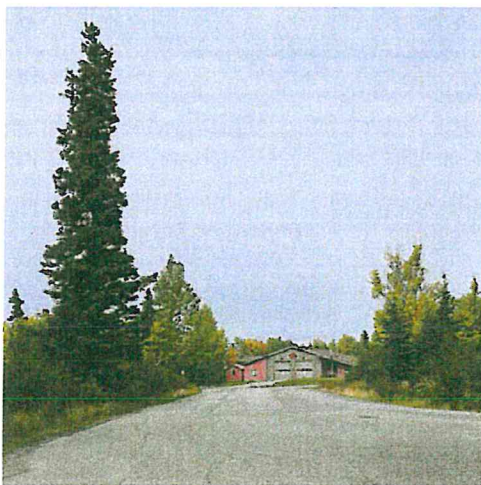


Figure 3: Existing Segments of Mountain Air Drive  
(Left: Segment near Rabbit Creek Road, Right: Segment near Sandpiper Drive)

There are three existing intersections in the project corridor – Rabbit Creek Road, 149th Avenue, and Sandpiper Drive. Rabbit Creek Road and Sandpiper Drive are stop controlled at Mountain Air Drive. There are also driveways providing access to Fire Station 10, Bear Valley Elementary, and residential homes along the southern segment.

#### **4.1 Right-of-Way**

The existing ROW width on both ends of the corridor is 60 feet. The middle segment of the proposed alignment falls outside of existing ROW and will require acquisitions. It is anticipated that the proposed typical section will exceed the available ROW in order to accommodate the roadway design criteria, non-motorized facility, required drainage ditches, and potential utility relocations.

#### **4.2 Traffic**

The existing northern portion of Mountain Air Drive intersects with Rabbit Creek Road and provides access to MOA Fire Station 10 and Bear Valley Elementary School. Traffic traveling northbound on Mountain Air Drive is stop-controlled at the intersection. The posted speed limit on Rabbit Creek Road is 45 mph. The existing southern portion of Mountain Air Drive intersects with Sandpiper Drive and provides access to residential homes. Traffic traveling southbound on Mountain Air Drive is stop-controlled at the intersection. The posted speed limit on Sandpiper Drive is 25 mph. There is currently no existing posted speed limit on Mountain Air Drive.

In October 2021, HDL collected traffic data at the intersections of Mountain Air Drive with Rabbit Creek Road and Goldenview Drive with Rabbit Creek Road. Using this data, a future traffic analysis was performed on Mountain Air Drive which is included in Appendix B. The analysis determined that the Average Annual Daily Traffic (AADT) volumes on Mountain Air Drive will be 854 vpd north of the school and 439 vpd south of the school in the construction year and 1,315 north of the school and 847 south of the school in the design year. The majority of traffic on the northern segment of Mountain Air Drive is related to Bear Valley Elementary School operations.

During data collection, at the Rabbit Creek Road intersection, it was found that the AM Peak occurred between 8:00am and 9:00am and the PM Peak occurred between 3:00pm and 4:00pm. These timeframes correspond directly with student drop-off and pick-up times at Bear Valley Elementary School. It was observed that vehicles waiting to pick up children would queue from the Bear Valley Elementary School parking lot, fill the entire southbound lane of Mountain Air Drive, and spill over onto Rabbit Creek Road, impacting the through traffic on the arterial. This condition exists for approximately 15-minutes each afternoon.

A level of service (LOS) analysis was performed for the existing configuration of the intersection of Mountain Air Drive and Rabbit Creek Road using forecasted design year traffic volumes. The existing configuration has the Mountain Air Drive approach stop-controlled with single lane approaches and no turn pockets provided. It was determined that the existing intersection configuration provides an acceptable LOS of B with an approach delay of 11.9 seconds for traffic traveling westbound on Mountain Air Drive.

In the last 10 years, no crashes have been recorded at the intersections of Mountain Air Drive with Rabbit Creek Road or Sandpiper Drive. Prior to that, three crashes in total have been recorded, going back to 1985, at the Rabbit Creek Road intersection. None of the crashes were intersection related.

#### **4.3 Non-Motorized Facilities**

There are no existing non-motorized facilities in the project area.

#### **4.4 Context (Land Use, Street Character)**

The Mountain Air Drive project area falls within the Rabbit Creek Community Council boundary and borders the Bear Valley Community Council to the east. Little Rabbit Creek runs through the project area and Class A, B, and C wetlands are present in the project area as well.

The project area is primarily Large-Lot Residential with Bear Valley Elementary School identified as a Community Facility or Institution and Section 36 as a Park or Natural Area in MOA's 2040 Land Use Plan. The project area is bordered by R-10 SL (Low-Density Residential, Alpine/Slope with a Special Limitation), R-9 (Rural Residential), R-7 SL (Single Family Residential with a Special Limitation), R-6 and R-6 SL (Low-Density Residential with a Special Limitation), PLI SL (Public Lands and Institutions with a Special Limitation), and PR SL (Parks with a Special Limitation) land use zoning. See Figure 4 for a map of the area zoning.



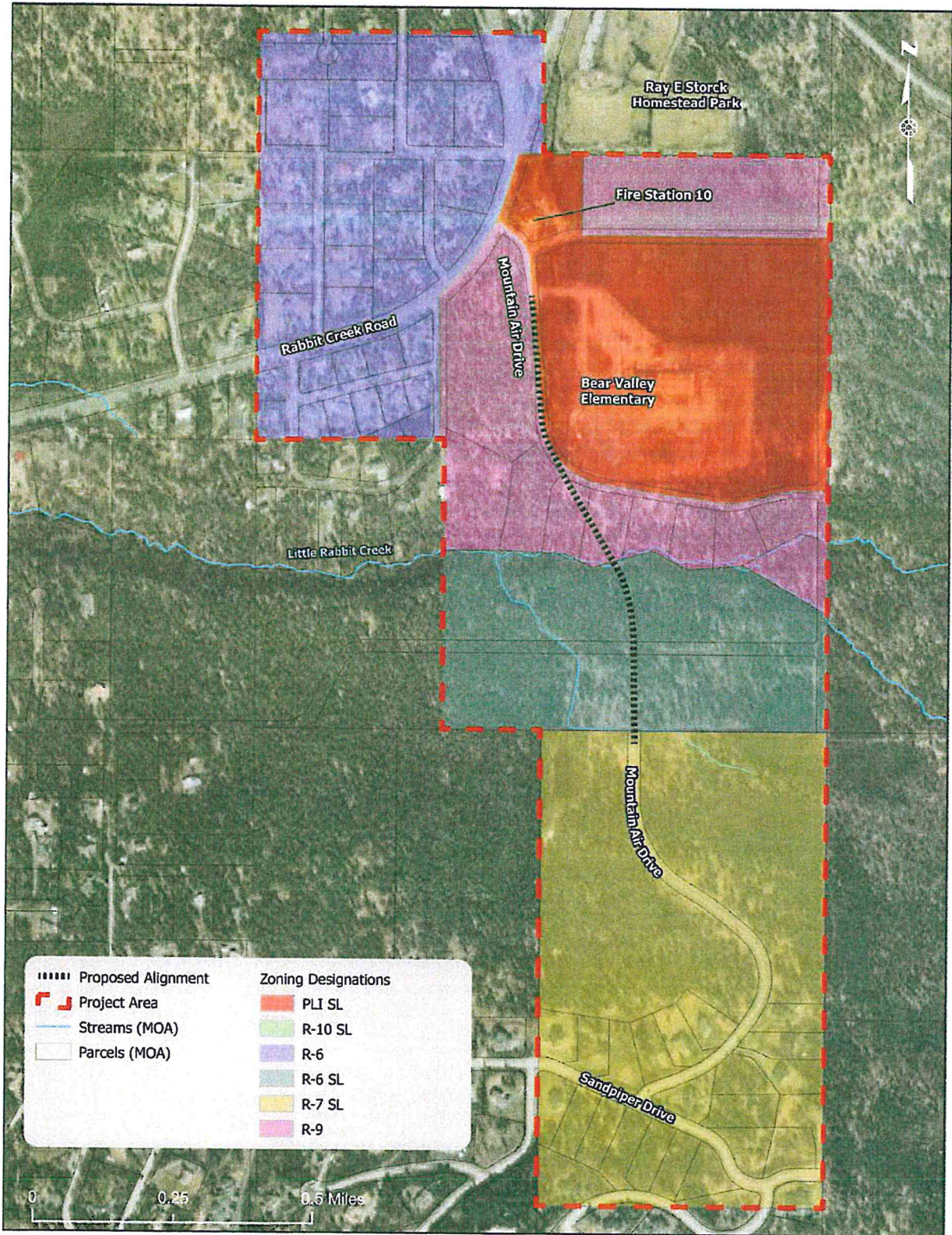


Figure 4: Area Zoning

## 4.5 Utilities

Underground and overhead utilities including illumination, electric, telecommunication, and gas are present within the project area. The following utility companies have facilities within the project limits:

- Alaska Communication Systems (ACS)
- Chugach Electric Association (CEA)
- ENSTAR Natural Gas Company (ENSTAR)
- General Communications Incorporated (GCI)

Utilities may require relocation and agreements will need to be developed at specific locations throughout the project to address conflicts. The utilities listed are expected to have some degree of conflict with the proposed roadway work.

### Illumination

A single luminaire is mounted on a utility pole located on the north side of Rabbit Creek Road, just west of the intersection of Mountain Air Drive. MOA GIS mapping shows this luminaire is provided by CEA. No other lighting exists in the project area.

### Electric

CEA owns and operates overhead and underground electric lines within the project limits. Overhead lines run along the northern side of Rabbit Creek Road and provide power to the single luminaire provided at the intersection. Underground electric lines are located in an existing utility easement that runs along the southern lot line of the private property on the east side of Mountain Air Drive to a switch cabinet. From the cabinet, one line crosses Mountain Air Drive to feed Bear Valley Elementary School. Another line continues along the south side of the existing platted ROW east to the section line easement, where it continues south along the section line easement, which is also the Hillside Drive ROW. Discontinuous underground power is located along the southern segment of Mountain Air Drive, which feeds the residential properties.

### Telecommunications

ACS and GCI have underground and overhead telecommunication utilities within the project area.

ACS has underground lines that run within the same easements as CEA's line along the southern lot line of the private property on the east side of Mountain Air Drive. Then one line services Bear Valley Elementary School, and another line continues along the south side of the existing Mountain Air Drive ROW easterly to the section line easement. A fiber optic line runs along the east side of Mountain Air Drive from Rabbit Creek Road and crosses 149th Avenue to feed Bear Valley Elementary School.

GCI has underground facilities within an easement on the east side of the existing Mountain Air Drive from Rabbit Creek Road to 149th Avenue, terminating in a pedestal in the northeast corner



of the intersection. An underground cable continues from the pedestal, crossing 149th Avenue and heading southeast to feed Bear Valley Elementary School.

### Gas

ENSTAR owns and operates natural gas distribution facilities within the project area. A 2-inch high-density polyethylene (HDPE) gas main runs along the east side of Mountain Air Drive for approximately 1,000 feet starting at Rabbit Creek Road and continuing south crossing 149th Avenue. A 2-inch HDPE line branches off the 2-inch main south of 149th Avenue to feed Bear Valley Elementary School. In the southern segment of Mountain Air Drive, a 2-inch HDPE pipe provides for service to the residential properties.

### Water and Sewer

The project area falls outside of the Anchorage Water and Wastewater Utility (AWWU) service area. Sewer service is provided by private septic systems and water service by private wells.

### Drainage

The existing drainage and runoff within the project area is handled by roadside ditches and culverts at driveway crossings.

## **5.0 DESIGN STANDARDS**

### **5.1 Project Design Criteria**

Project design criteria is based on roadway characteristics, functional classification, and roadway ownership. Mountain Air Drive is classified as a Class IB Neighborhood Collector by the OS&HP, and is owned by the MOA.

The objective of establishing project design standards and criteria is to promote a safe, functional, and durable roadway. The design criteria listed below provides the design standards adopted for this project.

#### **5.1.1 Street Design Criteria**

The Mountain Air Drive project will be completed according to the standards established by the MOA DCM. The DCM references the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) Green Book. Work may also be required within DOT&PF ROW at Rabbit Creek Road. The Highway Preconstruction Manual (PCM) design procedures will be used in these areas. In the event of a conflict between DCM, PCM, and the Green Book, DCM provisions will prevail within MOA-owned ROW and the PCM will prevail within DOT-owned ROW.

#### **5.1.2 Pathway Design Criteria**

The construction of a multi-use pathway along Mountain Air Drive will be completed according to the standards established by the DCM. Design considerations will also include ADA requirements.

### 5.1.3 Drainage Evaluation and Design Criteria

Design standards and procedures will be determined according to the criteria established by the DCM and Anchorage Stormwater Manual. This project will be classified as a large project and will have to consider water quality treatment, the use of green infrastructure (where feasible), conveyance, and flow control. A full hydrologic and hydraulic analysis will be conducted to evaluate this project and the proposed water crossing of Little Rabbit Creek.

### 5.1.4 Exceptions to Standards

Elements that do not meet current DCM design standards and, for which a design variance will be pursued, include:

Table 1: DCM Exceptions

Design Element	DCM Standard	Desired Exception
Design Speed	35 mph	25 mph
Posted Speed	30 mph	25 mph
Minimum Horizontal Curve Radii	600-ft (collector)	To be determined (R<600-ft)

The desire to use a reduced design and posted speed is in response to community concerns regarding vehicle speeds in this area. This roadway is projected to have less than 1,500 vpd, is in a rural location, and will have limited enforcement presence. As such, it is the project team's intent to use a lower design speed to encourage lower operating speeds.

Several existing horizontal curves do not meet the DCM standards for a collector roadway, but are consistent with the AASHTO Green Book for the desired design speed.

## 6.0 DESIGN ALTERNATIVES

### 6.1 Design Alternative Considerations

As part of the Federal Aid funding requirements and NEPA process, this project revisited alternatives that were previously considered (shown in Figure 2), including a no-build, Alignment A (Direct Route) and Alignment B (Existing ROW) alternative. These alternatives and their ability to meet the purpose and need of the project were evaluated in the Route Selection Report (Appendix A). The route selection report also included the evaluation of the environmental constraints including wetland impacts and potential crossings of Little Rabbit Creek.

All alternatives were evaluated using the same typical section (see Figure 5) for a rural collector roadway with one lane in each direction, a shoulder on both sides, a separated non-motorized multi-use pathway, and drainage ditches.

For each alternative, ROW impacts are anticipated the full length of the corridor. To accommodate the typical section, the proposed ROW width will be approximately 80-feet but will vary based upon the surrounding topography. As the project develops, design measures will be considered

to reduce ROW impacts in sections such as: curb and gutter, guardrail, a bridge or large culvert, steeper slopes, and a reduced buffer width. A more precise proposed ROW will be determined by the Plans in Hand (65%) review.

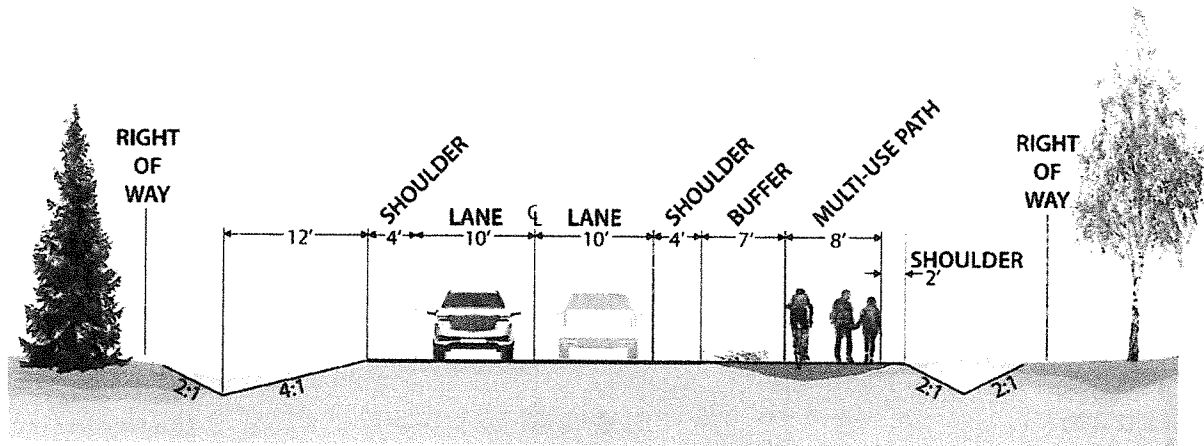


Figure 5: Preliminary Typical Section

## 6.2 Alternative 1: No-Build (Dismissed)

The no-build alternative does not construct improvements or rehabilitate the existing sections of Mountain Air Drive and the existing conditions would remain in place. This alternative does not meet the purpose and need of this project.

## 6.3 Alternative 2: Alignment A – Direct Route (Preferred)

This alternative will extend and improve Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Alignment A, the most direct route, is preferred because it is shorter, minimizes the wetland impacts, provides a less circuitous route for vehicular and non-motorized users, and provides desirable roadway geometry for a collector roadway.

This alternative will likely require partial or full acquisition of residentially zoned parcels to create the realigned public ROW. However, it also provides connectivity to undeveloped residential areas that are currently limited by secondary access requirements.

## 6.4 Alternative 3: Alignment B – Existing ROW (Dismissed)

This alternative consists of extending Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive along the existing platted ROW. Alignment B would require construction of a longer road, has greater impacts to wetlands, and has poor geometry for a collector roadway.

This alternative would also likely require partial or full acquisition of residentially zoned parcels to accommodate the areas where the roadway geometry diverges from the existing ROW.



## 6.5 Recommended Alternative

Through the design and public involvement process, the project team reduced the design options down to the recommended alternative: Alignment A. It best meets the project purpose and need. This recommended option includes the following components:

- Two 10-foot travel lanes, one in each direction. These are the minimum width lanes allowed by the MOA for this classification of roadway.
- Two 4-foot shoulders that can accommodate on-street use by bicyclists and meets the recommendation of the Anchorage Bicycle Plan for a paved shoulder bikeway.
- A separated 8-foot wide multi-use pathway which meets the MOA standards for multi-use pathways and meets the recommendations in the Anchorage Pedestrian Plan and the Anchorage Bicycle Plan.
- Roadway alignment best meets the design criteria for the classification of roadway.
- Provides for desirable geometry for future roadway connections.
- Minimizes impacts to classified wetlands.
- Reduces the number of water crossings of Little Rabbit Creek.
- Minimizes noise impacts at the Bear Valley Elementary School playground.

## 6.6 Other Design Considerations

### 6.6.1 Improvements at Rabbit Creek Road Intersection

During the course of public involvement, community concerns were raised regarding the operations at the intersection of Mountain Air Drive with Rabbit Creek Road. HDL conducted traffic counts, prepared traffic projections to evaluate future traffic conditions, and evaluated a variety of improvements at the intersection. This evaluation is summarized in a memorandum that is provided in Appendix B.

At this time, no intersection improvements are warranted at the Rabbit Creek Road intersection and this project is recommending keeping the current configuration.

### 6.6.2 Additional Non-Motorized Facilities

At each of the public and community council meetings, the project team has been requested to provide a non-motorized facility on both sides of the roadway. The proposed typical section meets the DCM and AMC Title 21 design requirements for a collector roadway in a rural zoning district and it satisfies the recommendations of the currently adopted MOA plans. As recommended, this project will require ROW acquisitions and it is the intent to minimize those impacts by providing a single non-motorized facility.

### 6.6.3 Queuing at Bear Valley Elementary School

Another concern identified at our first public meeting and at community council meetings is the traffic operations and queuing at school drop-off and pick-up at Bear Valley Elementary School. It is a larger issue in the afternoon during pick-up activities. Community members stated that traffic backs up onto Rabbit Creek Road itself, which impacts the high-speed through traffic. HDL

observed this condition while conducting traffic counts at the intersection of Mountain Air Drive and Rabbit Creek Road.

Additionally, the project team met with Anchorage School District (ASD) representatives at the school to observe the pick-up patterns. Vehicles were observed beginning to queue at the school before 3:00pm when school is not released until 3:30pm. Traffic was queued off the school site and onto Mountain Air Drive by 3:15pm. The queue overflowed onto Rabbit Creek Road until approximately 3:37pm. All queuing on Mountain Air Drive was clear by 3:42pm. It was noted by the design team, that the existing segment of Mountain Air Drive in this area is wide enough to accommodate three lanes of traffic. This provides for a lane of queuing vehicles without completely obstructing traffic flow on Mountain Air Drive.

The project team recognizes that this issue will require ongoing coordination with ASD. Bear Valley Elementary School is in ASD's 2023-2028 Capital Improvement Plan with bonding planned in 2025 for over \$8M for design and construction of site and building improvements, including parking lot renovations.

#### **6.6.4 Street Lighting**

Street lighting elements will be evaluated with this project. The DCM Chapter 5 and AMC 21.08.050I.2. have requirements for lighting at intersections for collector classified roadways. During project coordination, ASD has voiced a desire for continuous lighting to provide a safe walking route for Bear Valley Elementary School. However, the Hillside District plan supports the dark skies initiative that promotes installing lighting only where it is needed and using shielded fixtures to reduce light trespass on surrounding properties.

### **7.0 PUBLIC INVOLVEMENT SUMMARY**

Public involvement efforts for the Mountain Air Drive Extension project have extended over several years. The previous MOA project engaged with stakeholders in 2010, but all project activities stopped when the funding was reappropriated in 2011. In 2020, Anchorage voters approved a bond that again identified the Mountain Air Drive Extension project as a need. In 2021, DOT&PF restarted the project and began outreach efforts with project stakeholders.

This project is being managed in cooperation with AMATS and DOT&PF using the MOA's CSS approach for a collector roadway as a guide for best practices. The goal of the CSS process is to collaborate with all stakeholders to improve the roadway design, balance diverse interests, find areas of compromise that address concerns, and solicit feedback from stakeholders. A description of public involvement activities is provided below. All public involvement documents are located in Appendix D.

Stakeholders identified for the project are summarized in Table 2.

**Table 2: Project Stakeholders**

Type of Stakeholder	Stakeholder
Public and Other	<ul style="list-style-type: none"> <li>• Area property owners and residents</li> <li>• South Goldenview Rural Road Service Area</li> <li>• Hillside Area Landowners (HALO)</li> <li>• Federation of Community Councils                             <ul style="list-style-type: none"> <li>○ Rabbit Creek Community Council</li> <li>○ Bear Valley Community Council</li> </ul> </li> </ul>
Government, Regulatory, and Resource Agencies	<ul style="list-style-type: none"> <li>• State of Alaska Department of Environmental Conservation</li> <li>• State Historic Preservation Office (SHPO)</li> <li>• United States Army Corps of Engineers</li> <li>• Anchorage School District</li> <li>• Alaska Legislature: Senators and Representatives</li> <li>• MOA                             <ul style="list-style-type: none"> <li>○ Mayor's Office</li> <li>○ Anchorage Assembly</li> <li>○ Planning Department</li> <li>○ Parks &amp; Recreation</li> <li>○ Anchorage Fire Department</li> <li>○ Anchorage Police Department</li> <li>○ Department of Economic and Community Development</li> <li>○ Planning and Zoning Commission</li> <li>○ Project Management &amp; Engineering</li> <li>○ Traffic Engineering</li> <li>○ Maintenance and Operations</li> <li>○ Watershed Department</li> </ul> </li> </ul>
AMATS	<ul style="list-style-type: none"> <li>• Technical Advisory Committee (TAC)</li> <li>• Policy Advisory Committee (PC)</li> </ul>
Utility Companies	<ul style="list-style-type: none"> <li>• Alaska Communications Systems (ACS)</li> <li>• Anchorage Water and Wastewater Utility (AWWU)</li> <li>• Chugach Electric Association (CEA)</li> <li>• ENSTAR Natural Gas Company</li> <li>• General Communications, Inc. (GCI)</li> </ul>

### 7.1 Public Involvement Activities

The project team developed a Public Involvement Plan that outlines how the team will work with stakeholders to communicate project information and gather input. A variety of forms of outreach have been used to inform, consult, involve, and collaborate with stakeholders including website updates, mailed postcards, e-newsletters, community council updates, transportation fairs, and open house meetings. Below is a summary of each major public involvement activity for the duration of the project through May 1, 2023.

### **7.1.1 Project Website**

The project website (<https://mountainairdrive.com/>) was developed for ease of project information sharing and soliciting comments from the public. Website content includes a project home/about page overview, a schedule page, a meetings page, a documents page, a project contacts page, a link to provide comments, and a link to sign up to receive e-newsletter project updates. The website will continue to be updated with information, meeting details, and documents as the project progresses.

### **7.1.2 Postcard Mailers and E-Newsletter Communications**

A project mailing list was developed to include all property owners and residents within the project area. A mailing area map can be found in Appendix D. Postcard mailers were sent at major project milestones including project kick-off, alerting property owners and residents that survey fieldwork is occurring and announcing open house meetings.

Additionally, project stakeholders can opt-in to receive project email communications via e-newsletters that are sent at similar project milestones as the postcard mailers.

### **7.1.3 Property Owner Meeting – September 15, 2021**

There are a few property owners in the project area who own multiple parcels that have the potential to be impacted depending on the route selected. Project staff met with these property owners to give a brief project update and listen to their comments to better understand their issues and concerns. A summary of the Property Owner Meeting can be found in Appendix D.

### **7.1.4 Agency Meeting – September 22, 2021**

On September 14, 2021, multiple agency representatives met virtually to hear about and provide relevant technical information concerning their disciplines on the Mountain Air Drive Extension project. Attendees included representatives from the MOA Traffic, Planning, AMATS, Parks and Recreation Departments, Anchorage School District, ENSTAR, CEA, SGRRSA, AWWU, and others. The project team gave a short presentation about the project background, history, scope, and timeline. A complete agency meeting summary with all the questions and comments received can be found in Appendix D.

### **7.1.5 Community Council Meetings**

Members of the project team have attended multiple Rabbit Creek and Bear Valley Community Council meetings in 2021 and 2023 to provide updates on the project and answer questions. Minutes from those meetings are attached to this report in Appendix D.

### **7.1.6 Virtual Open House Meeting #1 – October 25, 2021**

A virtual open house was held on October 25, 2021, from 5:30 – 7:00 pm via Zoom.

The goal of the meeting was to introduce the project, provide background, and listen and learn about existing conditions in the project area from meeting participants. Attendees were able to

participate using a smart phone, tablet, desktop computer, or a call-in number, and the link and phone number were posted on the website, in the e-newsletters, and on a mailed postcard. Copies of the presentation were made available for pick-up in advance for anyone utilizing the call-in number.

The following information was presented during the open house:

- Project Area
- Project History and Background
- Guiding Documents
- Project Schedule
- Current Project Activity
- Existing Road Segments
- Previous MOA Project Typical Section
- Draft Typical Section

Attendees were able to ask questions throughout the presentation using the chat box, and there was a question session at the end of the presentation for participants to ask questions and provide comments.

A complete meeting summary with all the questions and comments received can be found in the Appendix D.

#### 7.1.7 Planning and Zoning Commission Meeting – May 2, 2022

The Planning and Zoning Commission reviewed the Concept Report as an information item on their May 2, 2022, agenda. Planning staff presented a brief project background, Commissioners had the opportunity to ask questions, and DOT&PF staff were available to provide additional information. As an information item, public testimony was not taken.

There were no formal comments from the MOA staff review of the Concept Report. Specific commissioner questions and project team responses from the May 2, 2022 PZC meeting are listed in Table 3 below.

Table 3: PZC Questions and Responses from May 2, 2022 Meeting

Commissioner	Question	Response
Spinelli	Is the project leaning toward a specific alignment?	At this time, we are leaning toward an alignment that is similar to the previous Alignment A.
Pulice	Is there a specific ROW width that has been determined? I know this type of roadway usually needs at least 70-feet, but I've seen reference of up to 80-feet possibly being needed.	Due to the slopes in the area, we may need up to 80-feet of ROW.



Commissioner	Question	Response
Spinelli	Have you met with the impacted property owners regarding the preferred alignment? Or was it discussed at the first public meeting?	The preferred alignment not discussed at the first public meeting because it was very early in the design process and we did not have a preferred. No, we have not met with them directly to discuss the preferred option.

### 7.1.8 Anchorage Transportation Fair – January 12, 2023

Members of the project team attended the 2023 Anchorage Transportation Fair at the Alaska Airlines Center. At the project table, the team presented the project background, project schedule, displayed a preliminary typical roadway section, and had a fact sheet available for participants to take. During the three-hour event, the project team answered multiple questions about the project location and described the details of the preliminary typical section to many attendees (size/type of roadway). The project team received additional comments about the preliminary roadway alignment and that the project team should communicate potential impacts to property owners as early as possible. One written comment was received via a comment form supporting a roadway that has safe infrastructure for bicyclists and pedestrians, a pathway that is separated from the roadway as far as possible, landscaping, and a 25-mph speed limit.

### 7.1.9 AMATS Technical Advisory Committee Meeting – April 13, 2023

The project team attended the April 13, 2023, AMATS Technical Advisory Committee (TAC) Meeting. During a 15-minute presentation, the project team discussed the project overview and summary, route selection, typical section, project schedule, project progress to date, and the public involvement summary. AMATS TAC members provided the following comments and questions:

**Table 4: AMATS TAC Questions and Responses from April 13, 2023 Meeting**

Member	Question	Response
Melinda Kohlhaas	What sort of land will need to be acquired? Is it park, public, or private?	Primarily privately owned land will be impacted by acquisitions
Melinda Kohlhaas	Is the project generally supported? Or controversial?	The community generally supports the project. Especially the non-motorized trail.
Melinda Kohlhaas	Is lighting being included in the project?	Lighting is being evaluated. Current standards require intersection lighting for rural collectors. ASD has voiced a desire for continuous lighting to support a school walking route.

Member	Question	Response
Melinda Kohlhaas	What sort of comments have we received from the public to-date?	We have received most inquiries regarding the non-motorized pathway, school traffic and its impacts on Rabbit Creek Road, if any intersection improvements are planned at Rabbit Creek Road, and potential ROW impacts.

During the TAC meeting, Judith Michael, a property owner, provided verbal comments. She stated that the preferred alignment does not follow the existing ROW so there is a more property acquisition necessary. The alignment also does not provide for future access to Bear Valley. Although they are not opposed to the project and agree that the road, and the access it provides, is necessary, they are not supportive of Alignment A. She also stated that Alignment A will require a significant span bridge due to the terrain at that location and, while they are not professionals, they have been told that Alignment B's two creek crossings could be accomplished with culverts. Judith also stated that the Hillside District Plan supports dark skies.

#### 7.1.10 In-Person Open House Meeting #2 – April 25, 2023

An in-person open house was held on April 25, 2023, from 5:00 – 7:00 pm at Goldenview Middle School. The goal of the meeting was to answer questions and listen to attendees' comments and input on the preliminary route selection and roadway design. Twenty-nine (29) community members were in attendance. The team presented a project scroll with aerial images of the project corridor. Attendees had the opportunity to draw and mark up the scrolls with comments. Additional project displays included a project timeline, summary of proposed improvements, a diagram of routes considered, and a proposed typical cross-section. Comment sheets were provided for attendees to share written comments. A detailed open house meeting summary is included in Appendix D.

#### 7.1.11 AMATS Policy Committee Meeting – April 27, 2023

The project team attended the April 27, 2023, AMATS Policy Committee Meeting. During a 10-minute presentation, the project team discussed the project overview and summary, route selection, typical section, project schedule, project progress to date, and the public involvement summary. AMATS Policy Committee members provided the following comments and questions:

**Table 5: AMATS PC Questions and Responses from April 27, 2023 Meeting**

Member	Question	Response
Kent Kohlhase	How many people attended the project open house meeting held this week?	A little under 30 people attended.

### 7.1.12 Public Comments Received

Comments have been received from individuals through two open house meetings, community council meetings, the transportation fair, and submitted in writing to the project team. They are available in Appendix D. Stakeholders and members of the public will have the continued opportunity to obtain information and provide feedback via the project website and directly by phone calls and emails to project staff.

## 8.0 ROUGH ESTIMATED PROJECT COST

It is anticipated that more than 90 percent of the funding for this project will come from FHWA. Detailed design elements, including ROW acquisitions, utility relocations, landscaping, and thorough cost estimates can only be developed after the environmental document is approved. Estimated costs at this time are summarized in Table 6.

Table 6: Summary of Estimated Project Costs

Description	Estimated Cost
Design	\$ 1,500,000
ROW Acquisitions	\$ 1,500,000
Utility Relocations	\$ 500,000
Construction	\$ 11,000,000
<b>Total Project Cost</b>	<b>\$ 14,500,000</b>

## 9.0 MAINTENANCE CONSIDERATIONS

Mountain Air Drive is an MOA-owned roadway that will be maintained by the SGRRSA. Periodic maintenance will be required following construction of the new roadway, multi-use pathway and proposed water crossing. This project will increase overall maintenance costs because it is constructing new facilities.

During winter months, snow removal and sanding will be required. Winter sand must be removed in the spring and periodic sweeping may continue during the summer months.

Regular inspection of the water crossing at Little Rabbit Creek and of the drainage ditches will be necessary to determine if any cleaning or grubbing is required.

Periodic maintenance will also be required for the traffic striping and signage. Lane striping is anticipated to be inlaid, reducing the overall cost of annual re-striping.

**APPENDIX A**

**ROUTE SELECTION REPORT**



# Route Selection Report

for

AMATS: Mountain Air Drive Extension  
Anchorage, Alaska

State/Federal Project No. CFHWY00710/0001690

Prepared for:



State of Alaska  
Department of Transportation and Public Facilities  
Central Region  
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March 2023

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## ABBREVIATIONS

AASHTO	American Association of Highway and Transportation Officials
ADA	Americans with Disabilities Act
AMATS	Anchorage Metropolitan Area Transportation Solutions
DOT&PF	Alaska Department of Transportation and Public Facilities
DSR	Design Study Report
FHWA	Federal Highway Administration
HDL	HDL Engineering Consultants, LLC
MOA	Municipality of Anchorage
ROW	Right of Way
TIP	Transportation Improvement Plan

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## EXECUTIVE SUMMARY

The purpose of this report is to document and compare possible routes to connect the existing portions of Mountain Air Drive with a new roadway. The project limits are from the intersection of Mountain Air Drive and Rabbit Creek Road to the intersection of Mountain Air Drive and Sandpiper Drive. The general purpose of this road is to provide emergency and secondary access to existing and future developments that are currently only served by Sandpiper Drive/162nd Avenue to Golden View Drive. In addition, the project will include a non-motorized facility connecting to Bear Valley Elementary.

This report evaluated two potential routes for the new alignment: Route A which provides the most direct route, and Route B which minimizes right-of-way (ROW) impacts. The following ten criteria are used for comparison:

- (1) Maintenance Costs
- (2) Access Points
- (3) Emergency Access and Response
- (4) Roadway Geometry
- (5) Pedestrian Travel Time
- (6) Water Crossings
- (7) Wetland Impacts
- (8) Noise
- (9) ROW
- (10) Future Connections

Following this evaluation, it was determined that Route A, which provides the most direct connection, is the recommended route.



## 1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) requested HDL Engineering Consultants, LLC (HDL) to review potential routes for the Mountain Air Drive Extension project. This report presents the results of an alignment analysis and recommends a route to construct the new roadway within the project area to improve emergency access and connectivity. Proposed alignments previously considered and the project area are shown on Figure 1.

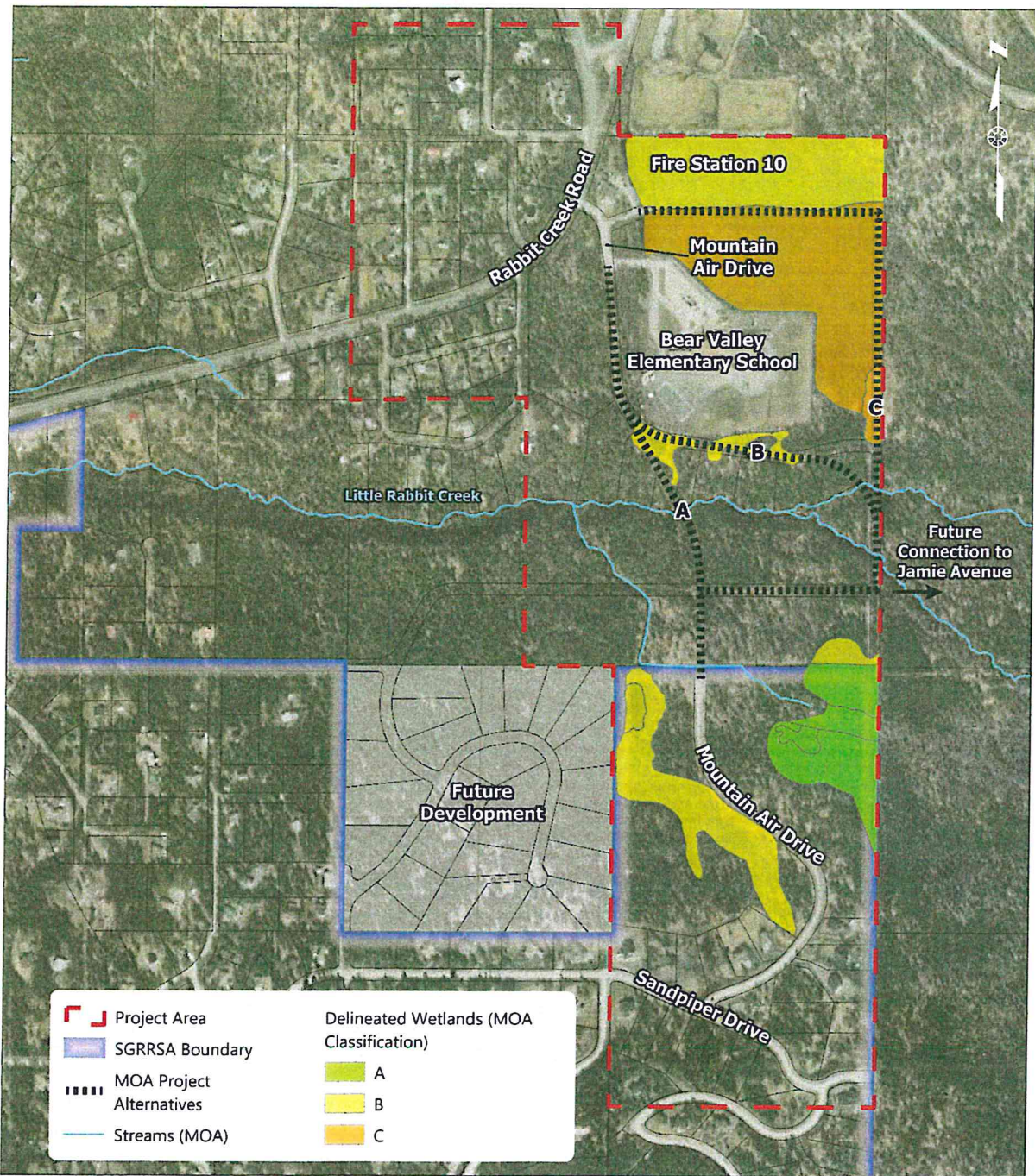


Figure 1: Project Area and Features

## 1.1 Purpose and Need

The Municipality of Anchorage (MOA) has identified a need to extend and improve Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive/162nd Avenue. The need is outlined as a short-term priority (Project No. 121) in the adopted Anchorage Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan with primary purposes of access and emergency response and management. There is currently no direct route for emergency vehicle access and disaster egress for the neighborhoods south of Rabbit Creek Road and east of Golden View Drive. Secondly, the proposed project also seeks to provide safe non-motorized access to Bear Valley Elementary School, as none currently exists in the project vicinity.

The proposed work for this project may include the following:

- Construction of less than a mile of new roadway to extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive
- Multi-use non-motorized pathway and Americans with Disabilities Act (ADA) improvements
- Drainage improvements (culverts, ditching, etc.)
- Construction of a water crossing (bridge or culvert) at Little Rabbit Creek
- Intersection improvements at Rabbit Creek Road
- Right-of-Way (ROW) Acquisitions
- Signage and other roadside hardware
- Utility work
- Vegetation clearing and grubbing

## 1.2 Project History

Over the past sixteen years, the MOA has been attempting to provide secondary access to the largest remaining parcels of undeveloped land in southeast Anchorage. To provide this access, the MOA intended to extend Mountain Air Drive as a collector road from its current terminus near Bear Valley Elementary School to the south in order to provide access to 550 acres of undeveloped land zoned for rural residential use. Development in this area has been progressing from the west, with vehicular access provided by Golden View Drive. This has led to increased traffic volumes on these connector roads, which were not initially intended for this purpose.

In 2008, the MOA was able to acquire state legislative grants to begin design of the Mountain Air Drive Extension. As part of the Design Study Report (DSR) completed in 2011, an alternative analysis was performed on four alternatives: No Build, A, B, and C (shown in Figure 1). The recommended alternative chosen was Alternative A, the most direct route. Alternative A was chosen because it was shorter, had little to no wetland impact, and provided a less circuitous route. Once Alternative A was selected, the design progressed to a 95% level design. In 2013, the State of Alaska re-appropriated the legislative grants slated for Mountain Air Drive. Without project funding, the project was put on hold.

In 2020, Anchorage voters approved an Areawide Life/Safety Access Roads Improvement bond that specifically identified construction of Mountain Air Drive. To access federal funding, the project was included in the 2019-2022 AMATS Transportation Improvement Plan (TIP). The

DOT&PF and MOA have executed a Memorandum of Agreement whereby the project will be administered by DOT&PF in coordination with the MOA.

### 1.3 Functional Classification

Based upon the Official Streets and Highways Plan (June 2014) and the Hillside District Plan (April 2010), the new roadway will be designed to Rural Collector standards. This has implications that effect how alternative routes may meet various criteria.

### 1.4 Future East-West Connection

The Hillside District Plan shows a future east-west connection that would extend Jamie Avenue, that is located in Bear Valley, westerly to connect to the 155th Avenue ROW following completion of the Mountain Air Drive Extension project. The alignment for that future route was considered in this analysis; however, the feasibility of that alignment has not been assessed. It is possible that physical, environmental, or ROW constraints may require different connection points to Mountain Air Drive than those shown in the Hillside District Plan.



## 2.0 ALTERNATIVE ROUTES

For the purposes of this analysis, two primary alternative routes were compared to make the connection from the northern to the southern existing Mountain Air Drive segments. In reviewing the previous project and design effort, the most feasible routes are very similar to Alternative A and Alternative B proposed in the MOA DSR, which are shown in Figure 2. Alternative C was not considered given its significant wetland and environmental impacts. Although details of a final design may vary from these alternatives, they serve as a reference for comparison of the conceptual routes.

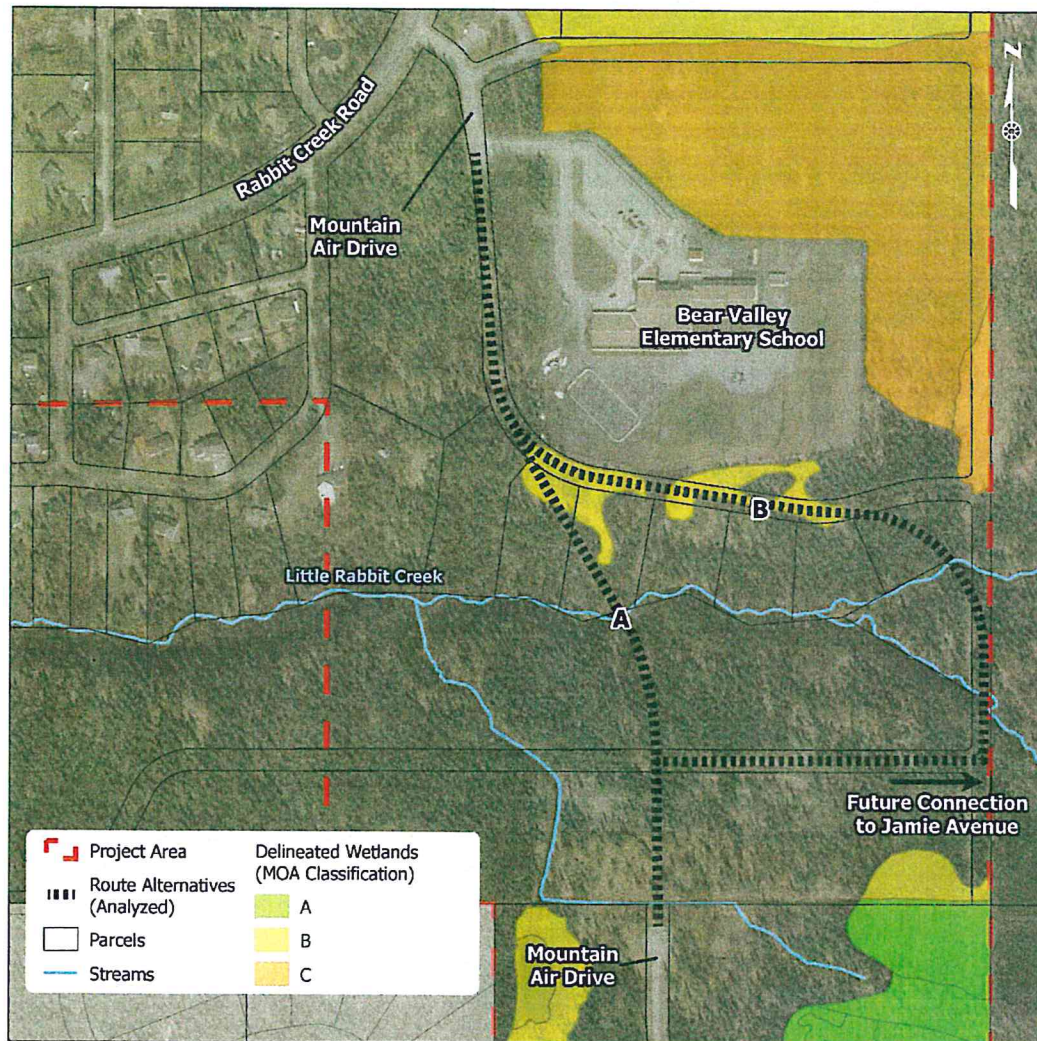


Figure 2: Primary Route Alternatives Being Considered

### 2.1 Route A

This route attempts to provide the most direct north-south route. It extends from the existing terminus of Mountain Air Drive, south along the existing platted ROW, to the southwest corner of the Bear Valley Elementary School. At this point the road would continue south-southeast across Little Rabbit Creek before turning south and intersecting the existing Mountain Air Drive cul-de-

sac. In total, this route would require construction of approximately 0.45-mile of road and include a single water crossing at Little Rabbit Creek.

## 2.2 Route B

This route attempts to follow the existing ROW. It extends from the existing end of Mountain Air Drive, south along the existing platted ROW, to the Hillside Drive ROW. From there, Hillside Drive would be constructed south to the platted 155th Avenue. It would then follow the 155th Avenue ROW to the west before turning back south to match into the existing Mountain Air Drive cul-de-sac. In total, this route would require construction of approximately 0.72 miles of road and include crossing two forks of Little Rabbit Creek. An analysis of these crossings indicates that either a bridge or culvert larger than 10 feet in diameter (considered a bridge by DOT&PF) would likely be required for both Little Rabbit Creek fork crossings.

## 3.0 SELECTION CRITERIA

To determine a recommended route for Mountain Air Drive, an evaluation was performed based on information available. The following discussion looks at how the two routes compare using various criteria.

### 3.1 Maintenance Costs

The new roadway and non-motorized facility will create additional costs associated with maintenance. Activities such as snow removal, pavement maintenance, and roadside maintenance generate costs that increase linearly with roadway length. Based on length, Route A would incur roughly 63% of the maintenance cost generated by Route B.

### 3.2 Access Points

A rural collector "should not be conceived or developed simply as a continuous access street" according to American Association of Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. Although direct access is allowed to rural collectors, it should be limited, where possible. Construction of Route B would require that at least eight currently platted parcels access the new Mountain Air Drive directly. Route A would require one currently platted parcel access the new roadway directly. Under Route A, additional local roads would need to be developed to provide access to existing platted parcels in the area.



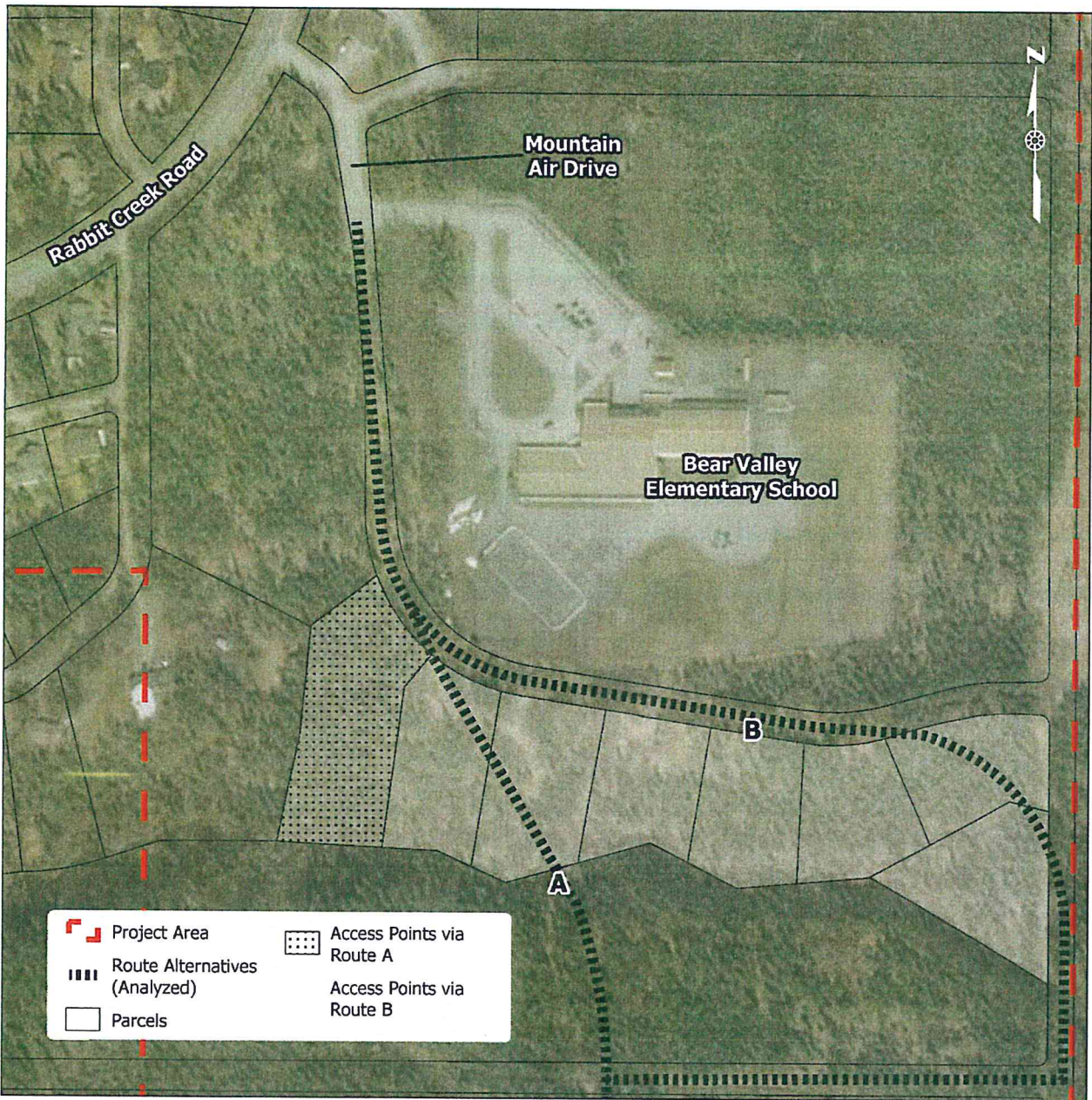


Figure 3: Direct Access Points to Mountain Air Drive

### 3.3 Emergency Access and Response

Emergency vehicles travelling from Fire Station 10 at the intersection with Rabbit Creek Road, to the neighborhood south of Mountain Air Drive would have a slightly faster response time with Route A. Route A is shorter in length. Route B requires large emergency vehicles to negotiate two 90-degree curves, causing increased delay - especially in winter conditions. The travel time would roughly be 1 minute for Route A and 2 minutes for Route B.



### 3.4 Roadway Geometry

According to the AASHTO, "abrupt changes in horizontal alignment should be avoided" for rural collectors. The Federal Highway Administration (FHWA) says that the average crash rate for horizontal curves is about three times that of other segments. Most of these crashes are single vehicles leaving the roadway and striking fixed objects or overturning. Route B contains two abrupt 90-degree curves that do not provide the most favorable alignment. These curves reduce the travel speed of the vehicles and decrease the safety of the roadway.

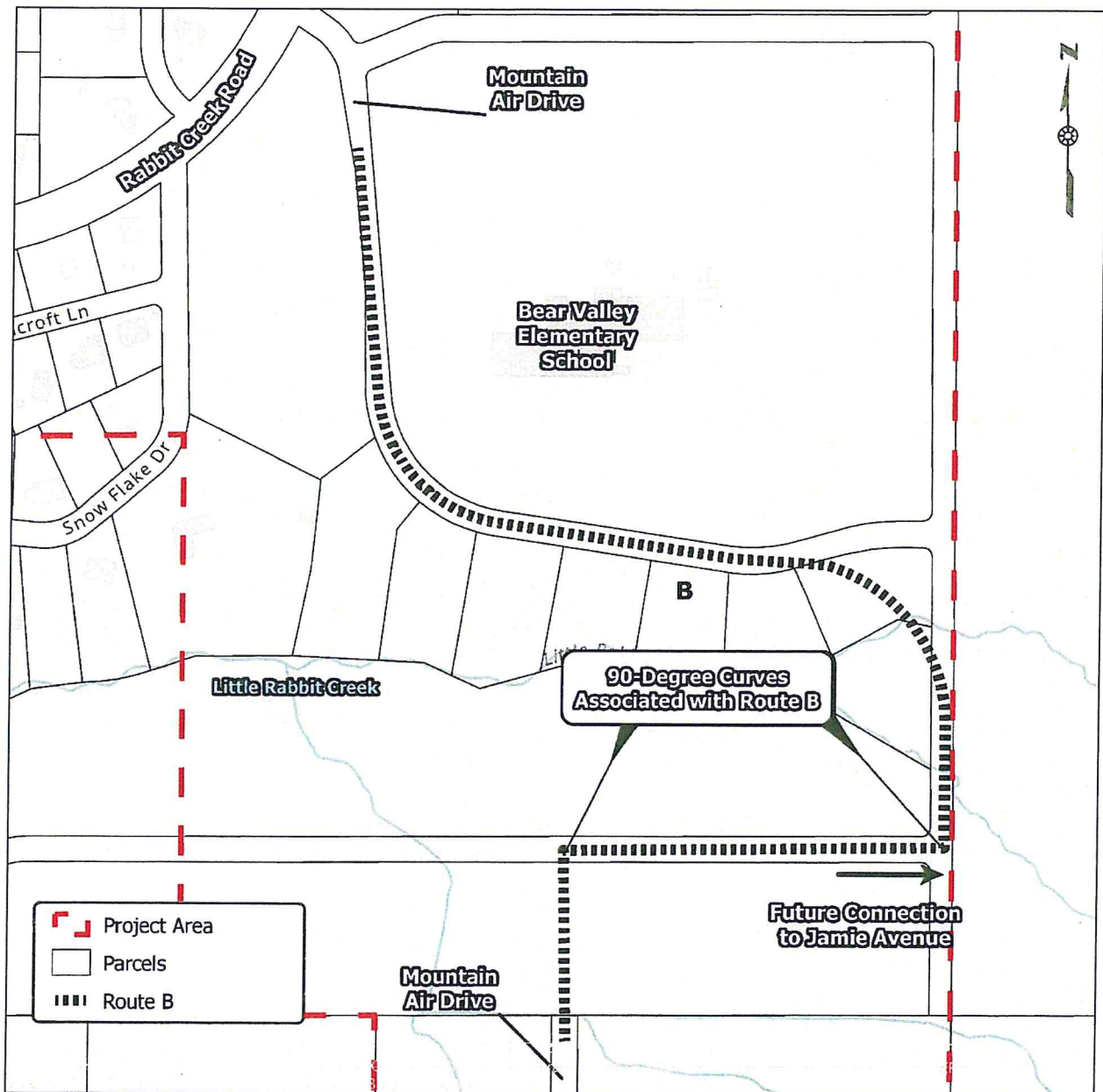


Figure 4: 90-Degree Curves Associated with Route B

### **3.5 Pedestrian Travel Time**

One of the features of the project is providing a non-motorized facility for residents to be able to walk to Bear Valley Elementary School from the neighborhoods to the south. The difference in length between the two routes would increase the walking time from 9 minutes in Route A to over 14 minutes in Route B.

### **3.6 Water Crossings**

The amount of significant water body crossings has several impacts on the project. More water crossings generally increase the impact to wildlife and their habitat. Water body crossings also generally reduce safety as they commonly require large embankment heights and/or installation of guardrail. Finally, water body crossings generally increase the cost and complexity of construction. Route A contains one major water crossing and Route B contains two, one of which is on a horizontal curve.

### **3.7 Wetland Impacts**

Executive Order 11990 requires all agencies who receive federal funds to avoid wetland impacts wherever possible. When avoidance is not possible agencies strive to minimize wetland impacts and mitigate for adverse impacts associated with the project. In September 2021, HDL performed a wetlands delineation within the project area. The updated mapping shows that although both proposed alignments will impact wetlands, Route A impacts less wetlands than Route B (see Figure 2).

### **3.8 Noise**

Traffic noise is unavoidable, but can have a detrimental effect to adjacent land uses. As part of a road design, efforts are taken to mitigate the impact of road noise to adjacent properties. For this project, a noise analysis will be performed to document any measurable noise impacts per FHWA and DOT&PF requirements. However, prior to that evaluation, we can identify that Bear Valley Elementary School and its playground would be considered noise sensitive areas. Of the two routes, Route B follows the boundary of the school to a larger extent and therefore has a higher potential to increase traffic noise levels in these sensitive areas. Additionally, because Route B would be directly adjacent to more platted residential properties, those parcels would also experience higher noise levels than with Route A.

### **3.9 ROW**

The existing ROW widths in this area are 60-feet. It is anticipated that the proposed typical section will exceed that width in order to accommodate the roadway design criteria, non-motorized facility and required drainage ditches. Thus, both routes will require property acquisitions. Route A will require more acquisition because it bisects multiple parcels and, largely, does not follow the existed platted ROWs. Route B is able to reduce ROW impacts by more closely following existing platted roads and section line easements.

### 3.10 Future Connections

Following construction of the Mountain Air Drive extension, additional local road connections are expected to be constructed in the future. These connections include 155th Avenue to the west and Jamie Avenue to the east. Route A would allow for future perpendicular intersections without impacting Mountain Air Drive traffic patterns. Route B would likely provide these connections at the two 90-degree bends in the alignment. This would have the effect of modifying the traffic control at those intersections, leading to possible driver confusion, failure to follow the new traffic pattern, and conflicts. When evaluating which route would provide better connection points for these future intersections, Route A is the most favorable route.

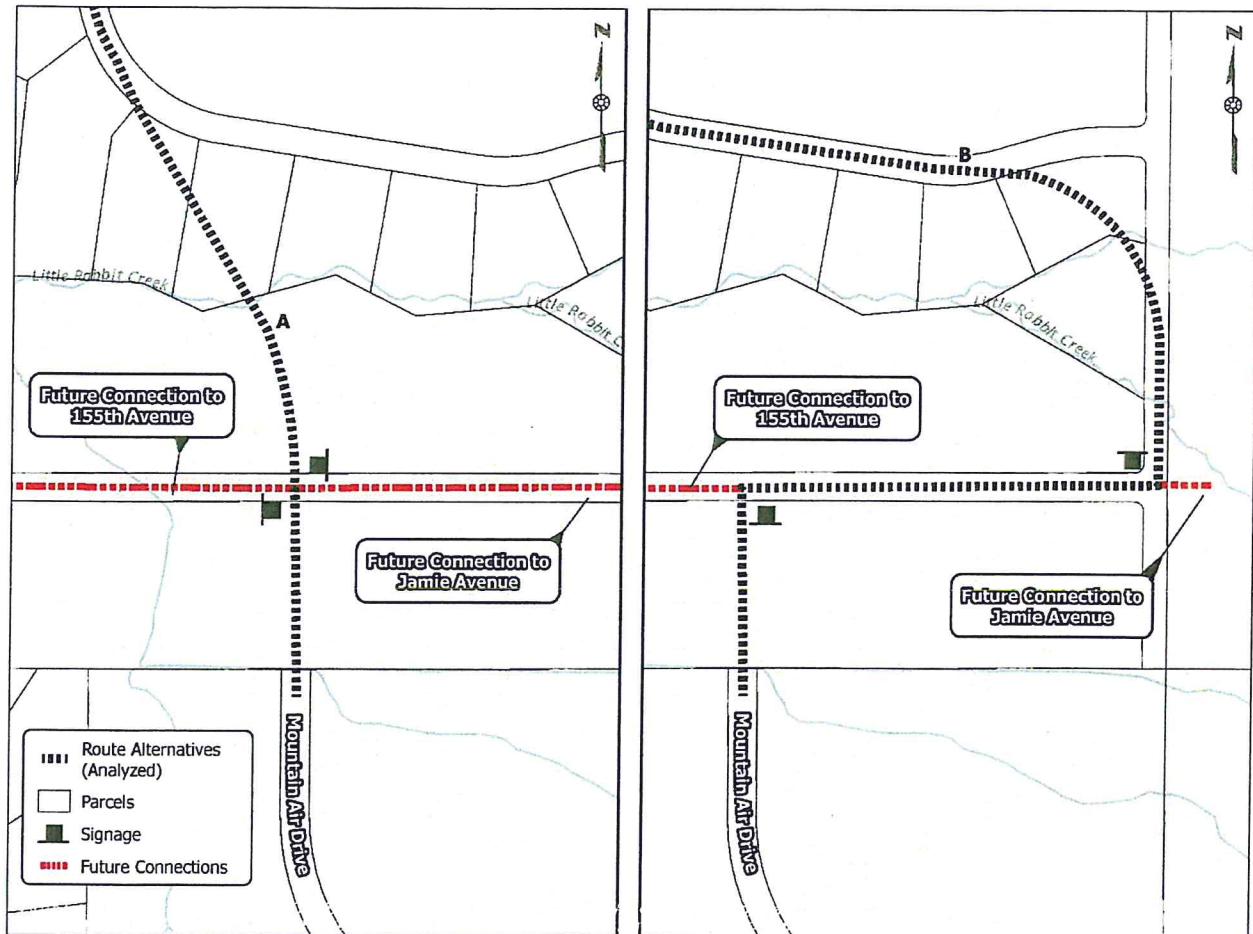


Figure 5: Future Connection Layouts

## 4.0 RECOMMENDATIONS

Table 1 summarizes the favored route for each selection criteria. These results favor Route A in all criteria with the exception of ROW. Based on these results, Route A is the recommended route.

**Table 1: Selection Criteria Results**

<b>Selection Criteria</b>	<b>Favored Route</b>
(1) Maintenance Costs	A
(2) Access Points	A
(3) Emergency Access and Response	A
(4) Roadway Geometry	A
(5) Pedestrian Travel Time	A
(6) Water Crossings	A
(7) Wetland Impacts	A
(8) Noise	A
(9) ROW	B
(10) Future Connections	A



**APPENDIX B**

**RABBIT CREEK ROAD INTERSECTION ANALYSIS**

# MEMORANDUM

**To:** Alex Read, PE (Alaska Department of Transportation & Public Facilities)  
**From:** Trevor Strait, PE, PTOE (HDL Engineering Consultants, LLC)  
**Thru:** Stephanie Mormilo, PE (HDL Engineering Consultants, LLC)  
**Date:** August 19, 2022  
**Project:** AMATS: Mountain Air Drive Extension (CFHWY00710/0001690)  
**Subject:** Rabbit Creek Intersection Analysis

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The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Municipality of Anchorage (MOA), is extending Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. This new connection will impact the volume of traffic using the Mountain Air Drive / Rabbit Creek Road intersection. DOT&PF has requested that HDL Engineering Consultants, LLC (HDL) evaluate traffic impacts to the Mountain Air Drive / Rabbit Creek Road intersection and identify potential improvements, if needed.

## Existing Conditions

The existing northern portion of Mountain Air Drive currently provides access to only Bear Valley Elementary School and Fire Station 10. Figure 1 shows the project area and the intersection study area being analyzed.

## Crash History

No crashes have been recorded at this intersection in the last 10 years. Prior to that, three crashes in total have been recorded going back to 1985, none of them intersection related.

## Vehicle Speeds

Mountain Air Drive does not have a posted speed limit. Rabbit Creek has a posted speed limit of 45 miles per hour (MPH). Speed data collected by DOT&PF at locations along Rabbit Creek Road show the 85th percentile speed to be between 53-55 MPH.

## Sight Distance

Rabbit Creek Road is in a horizontal and vertical curve through the intersection with Mountain Air Drive. A sight distance check was performed to verify minimum intersection sight distance is currently met or exceeded for the measured 85th percentile speed. Using the criteria in A Policy on Geometric Design of Highways and Streets, 2011 (PGDHS), it was found that the existing intersection meets the standards for intersection sight distance; 610 feet for left-turning vehicles and 530 feet for right-turning vehicles.

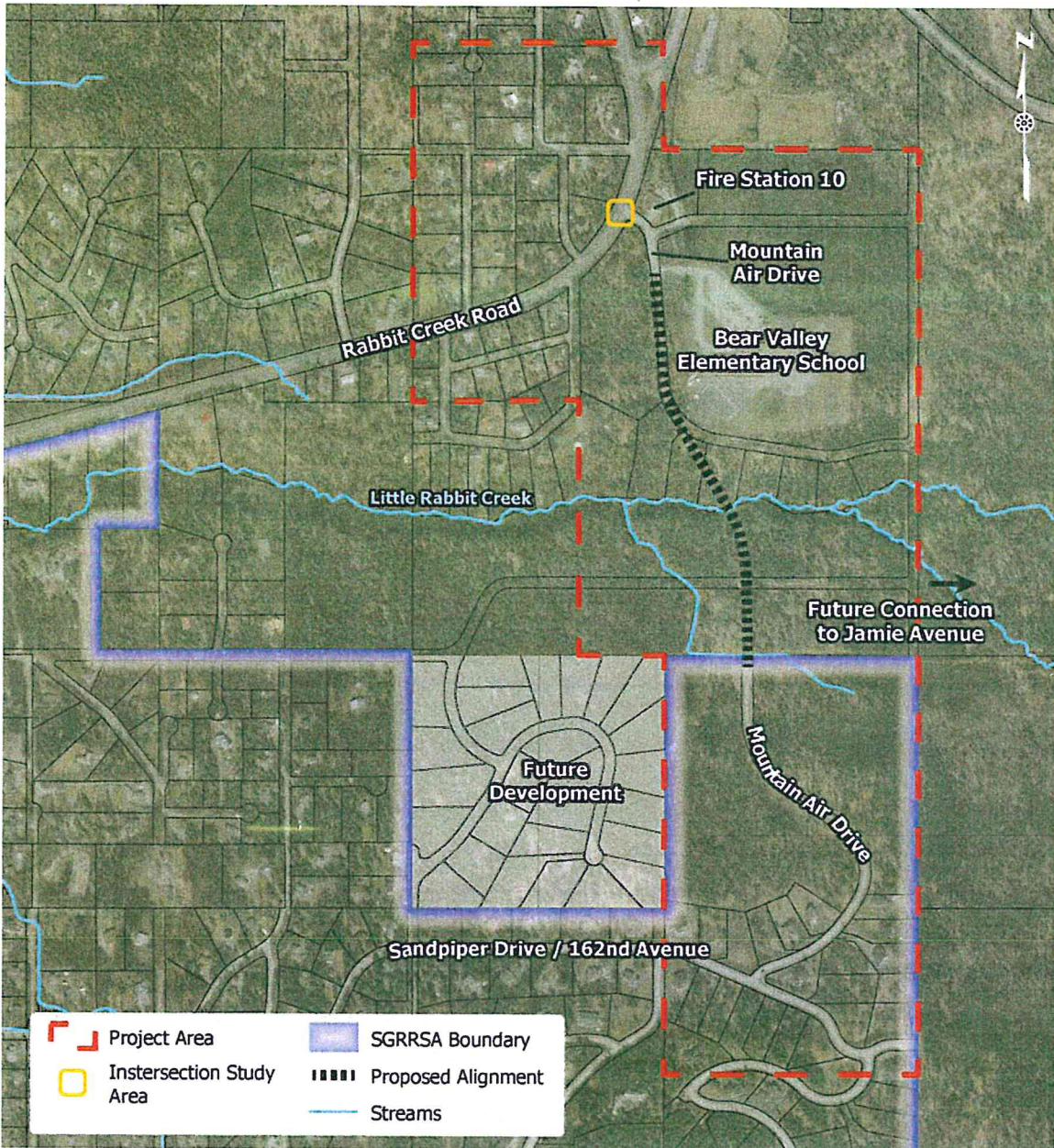


Figure 1 – Project Area

## Traffic Volumes

Vehicle turning counts were collected in the field on October 12, 2021. It was found that the AM Peak occurred at 8:00-9:00 AM and the PM Peak occurred at 3:00-4:00 PM. These timeframes correspond directly with student drop-off and pick-up times at Bear Valley Elementary School. The student drop-off during the AM Peak was more focused around the school start time with the student pick-up times extended over a larger period in the PM. The turning counts collected were adjusted using seasonal and daily adjustment factors and are presented in Figure 2.



During the data collection it was observed that vehicles waiting to pick up children would queue from the Bear Valley Elementary School parking lot out to Rabbit Creek Road. This condition has the potential to impact the operations of the intersection.

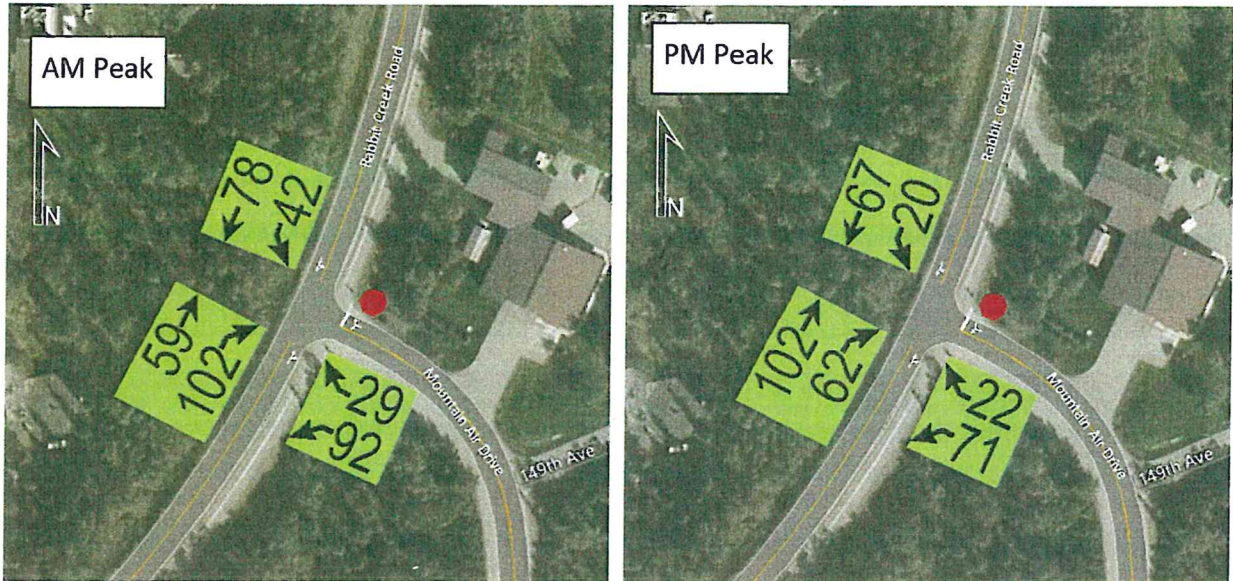


Figure 2 – Adjusted Vehicle Turning Counts

### Future Conditions

The construction of this project will provide a new primary access for some residential areas, but will remain as a secondary access for most areas south of Rabbit Creek. A future extension of Jamie Avenue from the east would connect to the Bear Valley area, adding additional traffic. However, this future connection is not currently in any adopted plans or funding programs within the design life of the Mountain Air Drive Extension project (2048). A traffic forecasting analysis was performed using a background growth rate of 0.6% for Rabbit Creek Road and Bear Valley Elementary School traffic determined from the historical counts in the area. The future traffic on Mountain Air Drive approach was determined using assumptions on residential lot development, the amount of existing traffic generated per single family home in this area, and a determination of the portion of Bear Valley Elementary School traffic which will travel south on Mountain Air Drive. Figure 3 shows the forecasted turning movements in the design year.

In the design year, the Bear Valley Elementary School traffic still drives the peak periods. Outside of the school traffic, the intersection will continue to have relatively low volumes with little to no vehicle queues on Mountain Air Drive.



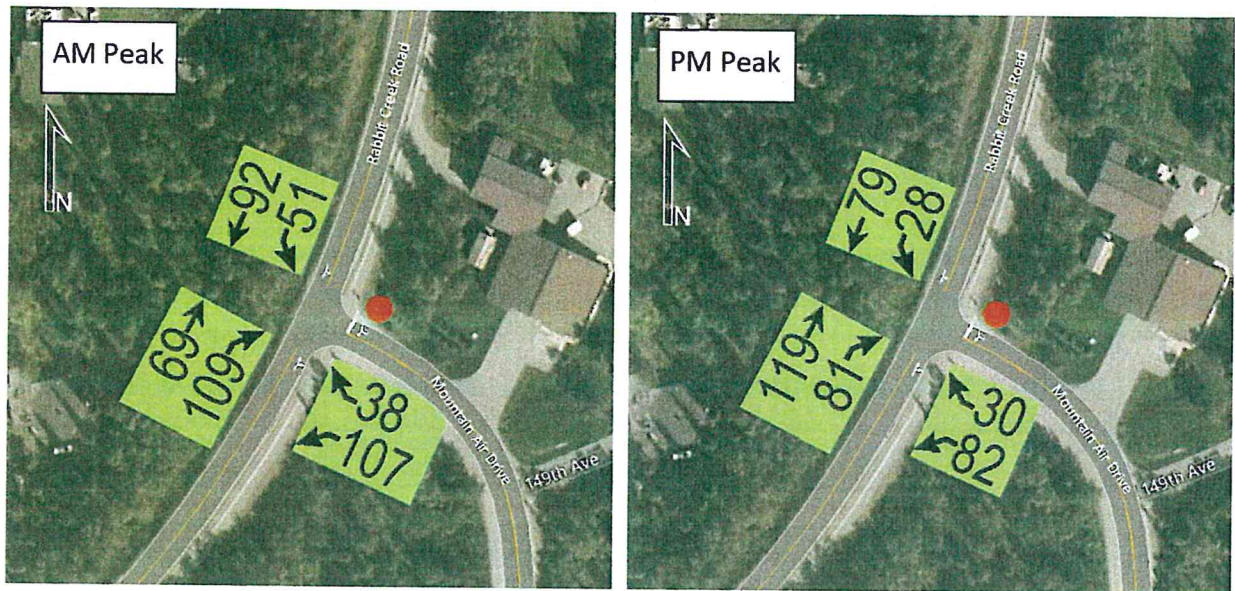


Figure 3 – Vehicle Turning Movements for 2048

### Intersection Alternatives

Using the projected volumes, it was determined that the existing intersection configuration provides an acceptable Level of Service (LOS). However, we also evaluated several alternatives to see if improvements could be made to the existing configuration. Each alternative was looked at from both an operational and safety standpoint. The National Cooperative Highway Research Program (NCHRP) produced Report 457 that provides guidance when selecting potential improvements at an intersection. This report was used to evaluate the alternatives presented. A LOS analysis using design year peak volumes was run on each alternative to evaluate the operational impacts and the results are shown in Table 1.

ALTERNATIVE	APPROACH DELAY, S (LOS)		
	Mountain Air WB	Rabbit Creek NB	Rabbit Creek SB
Existing Configuration	11.9 (B)		2.8 (A)
Mountain Air Right-Turn Pocket	11.3 (B)		2.8 (A)
Rabbit Creek Right-Turn Pocket	11.2 (B)		2.8 (A)
Rabbit Creek Left-Turn Pocket	11.9 (B)		2.8 (A)
Signalized	8.5 (A)	5.0 (A)	4.5 (A)
Roundabout	3.9 (A)	4.1 (A)	4.1 (A)

Table 1 – LOS Analysis of Alternatives

### Existing Configuration

The existing configuration has the Mountain Air Drive approach stop controlled with single lane approaches and no turn pockets provided. The operational analysis shows that the intersection has an overall level of service (LOS) of B under design year traffic conditions in the AM Peak.



## **Right-Turn Pocket on Mountain Air Drive**

The addition of a right-turn pocket on Mountain Air Drive would have little to no safety impact. If included, the design should take into consideration the driveway for Fire Station 10. Based on guidance from NCHRP 457, once the minor approach volumes reach 0.7 volume-to-capacity ratio, then a second approach lane may be considered. Based on the traffic projects, the volume-to-capacity ratio for the AM Peak in the design year for the Mountain Air approach will be 0.23, which does not reach the recommended requirement.

## **Right-Turn Pocket on Rabbit Creek Road**

The addition of a right-turn pocket would have the benefit of separating out the traffic slowing to make a right turn from the vehicles traveling through the intersection. This would reduce the potential for rear-end crashes. Based on guidance from NCHRP 457, the northbound traffic on Rabbit Creek Road does not meet the warrants for adding a right-turn pocket to a two-lane roadway at the intersection. If included in the design, care should be given to managing speeds as a full-length, full-deceleration turn pocket can lead to higher speeds in the through lane.

## **Left-Turn Pocket on Rabbit Creek Road**

The addition of a left-turn pocket would have the benefit of separating out the traffic slowing and stopped, waiting to make a left turn from the vehicles travelling through the intersection. This would reduce the potential for intersection related crashes and also reduce delay to vehicles southbound on Rabbit Creek Road traveling through the intersection. Field observations indicate that vehicles currently use the shoulder to bypass traffic waiting to make the left-turn movement onto Mountain Air Drive. Based on guidance from NCHRP 457, the southbound traffic on Rabbit Creek Road does not meet the warrants for adding a left-turn pocket to a two-lane roadway at the intersection. If included in the design, a left-turn pocket would reduce the shoulder bypass activity, however care should be given to managing speeds as a full-length, full-deceleration turn pocket can lead to higher speeds in the through lane.

## **Signalized Intersection**

A signalized intersection can reduce the delay to the minor street by interrupting the flow on the major street. At this specific location, it could also improve the ability of emergency service vehicles to quickly and safely enter Rabbit Creek Road using signal preemption. When considering major intersection improvements, a warrant analysis for a signalized intersection should be performed prior to consideration of a roundabout. To determine if a signalized intersection is warranted, the Manual on Uniform Traffic Control Devices (MUTCD) provides eight different signal warrants. As part of this analysis, only signal warrants 1 through 3, which relate to traffic volume, were evaluated. The results of the warrant analysis are shown in Table 2.

SIGNAL WARRANT	WARRANT MET IN DESIGN YEAR?
Warrant 1: Eight-Hour Vehicular Volume	No
Warrant 2: Four-Hour Vehicular Volume	No
Warrant 3: Peak Hour	No

Table 2 – MUTCD Signal Warrant Analysis

## Roundabout Intersection

A roundabout has the potential to drastically reduce the severity of intersection related crashes. It also can have an operational benefit over stop controlled or signalized intersections. DOT&PF has adopted a "Roundabout First" policy, which states that designers must provide a written justification of any decision to install a traffic signal instead of a single-lane roundabout. While this intersection does not meet warrants for a signalized intersection, we still evaluated the warrants for installation of a roundabout found in NCHRP 457 as a second check. The study intersection does not meet these warrants in the design year.

## Recommended Alternative

The recommended alternative is to keep the intersection at the current configuration. The addition of turn pockets at any of the approaches is not warranted based on NCHRP 457 and provide limited reduction in delay. Neither a signalized intersection nor roundabout are warranted as cost-effective. The existing configuration does not currently experience significant intersection-related crashes or operational delays. We also recommend direct coordination with Bear Valley Elementary School to discuss circulation options that will accommodate waiting parents during pick-up times to reduce the operational impact to both Mountain Air Drive and Rabbit Creek Road. An additional circulation driveway off Mountain Air Drive may improve onsite queueing and reduce conflicts. Walking routes were not evaluated by this study, this is separately managed through MOA and the Anchorage School District. Currently, the MOA Safe Routes to School Manual requires all elementary age students be transported to Bear Valley by bus or vehicle.

**Attach:** Appendix A: Traffic Growth Calculations (5 pages)  
 Appendix B: LOS Analysis Outputs (6 pages)

**Appendix A**  
**Traffic Growth Calculations**

# MEMORANDUM

**To:** Julia Hanson, PE (Alaska Department of Transportation & Public Facilities)  
**From:** Trevor Strait, PE, PTOE (HDL Engineering Consultants, LLC)  
**Thru:** Stephanie Mormilo, PE (HDL Engineering Consultants, LLC)  
**Date:** May 23, 2022  
**Project:** AMATS: Mountain Air Drive Extension (CFHWY00710/0001690)  
**Subject:** DRAFT Traffic Growth Calculations

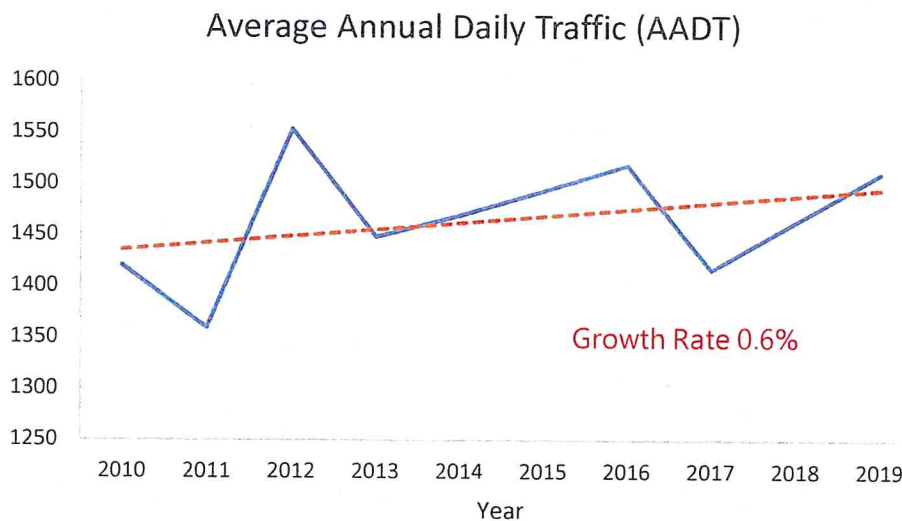
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## Traffic Growth Calculations

This memo is to describe the process used to determine future traffic and turning movement volumes for Mountain Air Drive. The traffic forecasting for this analysis was done using three components: the historical traffic growth on Rabbit Creek Road, the change in traffic patterns assumed for Bear Valley Elementary School, and the future residential development assumed to occur following the construction of this project.

### Rabbit Creek Road Historical Growth

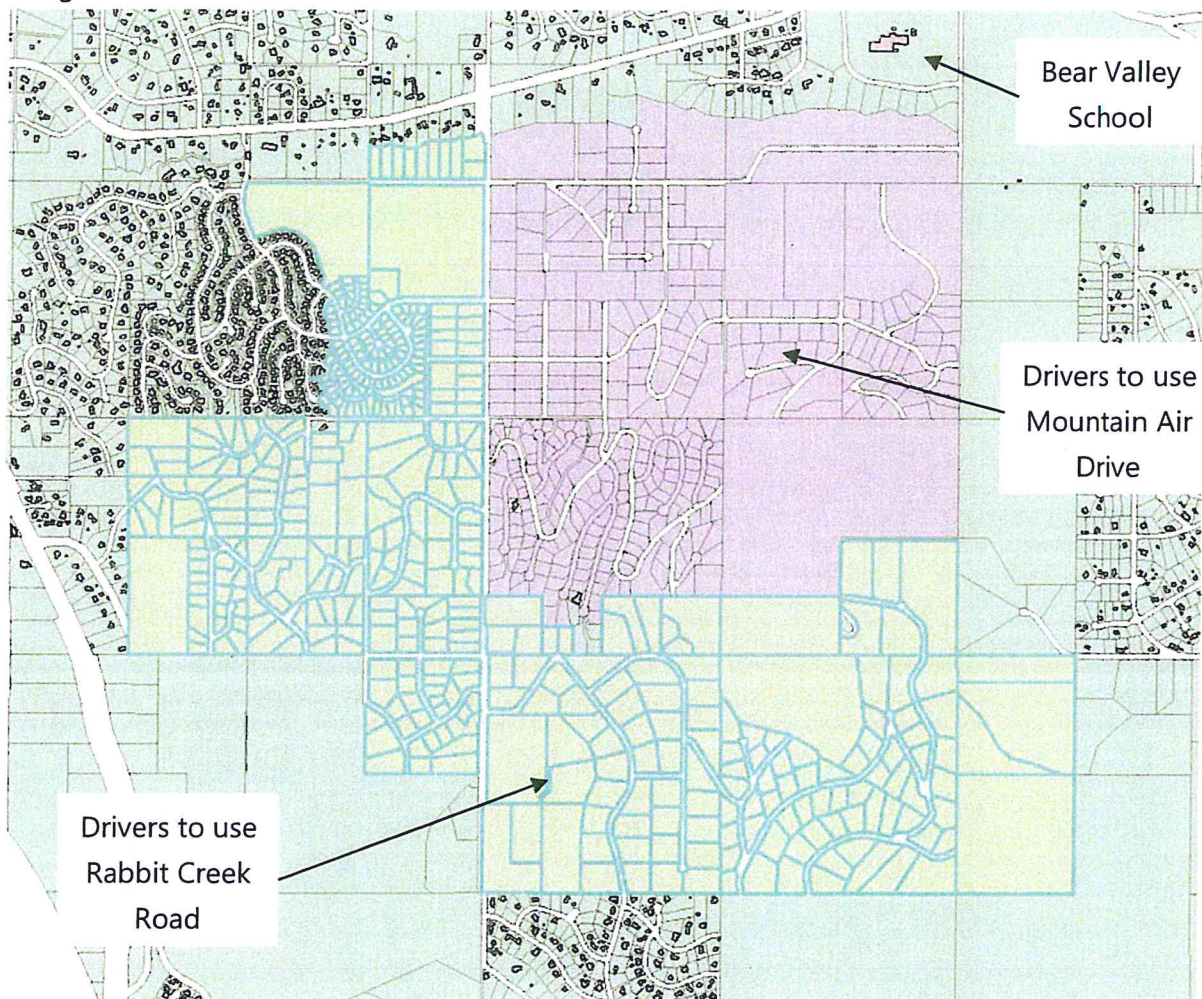
To determine the background growth rate for predicted future traffic volumes on Rabbit Creek, AADT for years 2010-2019 were analyzed from the nearby Automated Traffic Recorder (ATR) on Rabbit Creek between Clarks Road and Old Rabbit Creek Road. The resulting Growth Rate was 0.6%. This growth rate was applied to a 20-year future design model.





## Bear Valley Elementary School

The traffic associated with Bear Valley Elementary School contributes heavily to the volumes at the Rabbit Creek Road intersection. Initially, the school traffic was increased using the growth rate identified along Rabbit Creek Road. Following this, an analysis was performed to determine how much school traffic would travel south on Mountain Air Drive instead of using the intersection at Rabbit Creek Road. To assist with this analysis, turning movement data was collected at the intersection of Goldenview Drive and Rabbit Creek Road during the AM and PM peak periods. A portion of the traffic turning right onto eastbound Rabbit Creek Road and left onto southbound Goldenview Drive was assumed to be school related. Using GIS layers for the school boundary and property parcels, a ratio of vehicles expected to access the school from the south once Mountain Air Drive is constructed was determined. This was applied to the assumed current number of vehicles driving to the school from Goldenview Drive to predict the change in school driving routes.



**Figure 1 – Parcels within the school boundary that will access the school from the south on Mountain Air Drive once construction is complete**



## Future Development

The Mountain Air Drive Extension provides access to some additional area for residential development. Figure 2 shows the parcels that are expected to use Mountain Air Drive as their primary access to Rabbit Creek Road. GIS data from the MOA was used to determine the following for each included parcel:

- Development status
- Zoning designation

Using the zoning data, assumptions were made for each undivided parcel on how many subdivided lots were likely. In some cases, data was available for planned subdivisions. This information was then combined with assumptions of single family home development rates to determine the overall expected number of single family homes from this area.

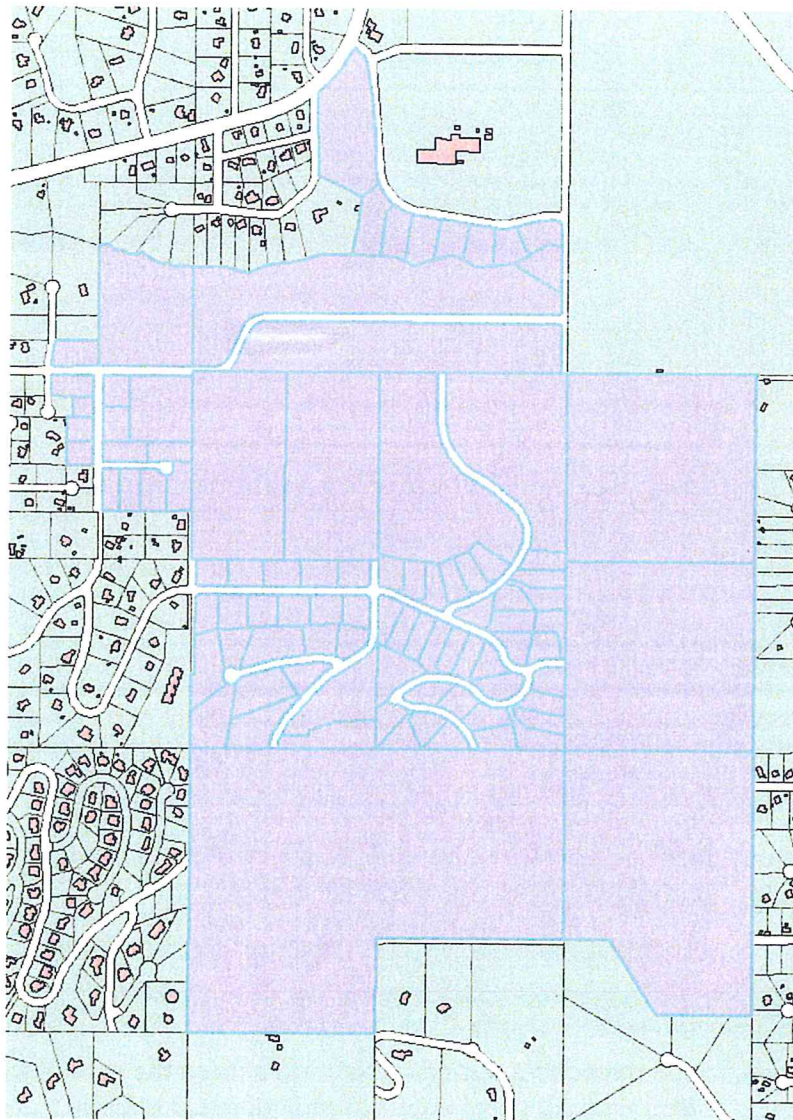


Figure 2 – Highlighted Parcels Expected to Use Mountain Air Drive as Primary Access

	Construction (2028)	Mid-Life (2038)	Design (2048)
Existing Development	33	33	48
Future Construction On Subdivided Lots	5	15	25
Future Construction In Planned Subdivisions	0	10	20
Future Construction On Undeveloped Parcels	0	0	19
<b>Total</b>	<b>38</b>	<b>58</b>	<b>112</b>

**Table 1 – Expected Single Family Homes in Development Area**

An initial review of ITE Trip Generation data for expected single family home vehicle usage appeared high for this part of Anchorage. Given the distance to potential destinations, drivers from this area tend to consolidate trips, where possible. The nearby Bear Valley area provided a good way to assess driver behavior in the area. The Bear Valley area has 226 single family homes with only one access route on Clarks Road. The Department of Transportation and Public Facilities (DOT&PF) collects traffic data on Clarks Road, which allowed us to determine that, on average, a single family home generates 5.1 trips per day. This rate was then applied to the expected single family homes expected to use Mountain Air Drive as their primary route.

## Results

Future traffic volumes were determined by combining the three analysis listed above. The projected AADTs on Mountain Air Drive and turning movement volumes at the Rabbit Creek intersection are shown in Tables 2 & 3, respectively.

	Construction (2028)	Mid-Life (2038)	Design (2048)
North Of Bear Valley Elementary School	854	996	1,315
South Of Bear Valley Elementary School	439	556	847

**Table 2 – Projected AADTs on Mountain Air Drive**

	Mountain Air WB		Rabbit Creek NB		Rabbit Creek SB	
	LT	RT	THRU	RT	LT	THRU
<b>Construction (2028)</b>	79	32	61	91	44	82
<b>Mid-Life (2038)</b>	86	34	65	97	47	87
<b>Design (2048)</b>	107	38	69	109	51	92

**Table 3 – Projected Turning Movements During the AM Peak Period at the Rabbit Creek Road / Mountain Air Drive Intersection**

## Appendix B

# LOS Analysis Outputs



**Intersection**

Int Delay, s/veh	4.6					
<b>Movement</b>	<b>WBL</b>	<b>WBR</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	107	38	69	109	51	92
Future Vol, veh/h	107	38	69	109	51	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	41	75	118	55	100

<b>Major/Minor</b>	<b>Minor1</b>	<b>Major1</b>	<b>Major2</b>
Conflicting Flow All	344	134	0
Stage 1	134	-	-
Stage 2	210	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	652	915	-
Stage 1	892	-	-
Stage 2	825	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	625	915	-
Mov Cap-2 Maneuver	625	-	-
Stage 1	892	-	-
Stage 2	790	-	-

<b>Approach</b>	<b>WB</b>	<b>NB</b>	<b>SB</b>
HCM Control Delay, s	11.9	0	2.8
HCM LOS	B		

<b>Minor Lane/Major Mvmt</b>	<b>NBT</b>	<b>NBRWBLn1</b>	<b>SBL</b>	<b>SBT</b>
Capacity (veh/h)	-	-	682	1380
HCM Lane V/C Ratio	-	-	0.231	0.04
HCM Control Delay (s)	-	-	11.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1



**Intersection**

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖			↘
Traffic Vol, veh/h	107	38	69	109	51	92
Future Vol, veh/h	107	38	69	109	51	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	41	75	118	55	100

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	344	134	0
Stage 1	134	-	-
Stage 2	210	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	652	915	-
Stage 1	892	-	-
Stage 2	825	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	625	915	-
Mov Cap-2 Maneuver	625	-	-
Stage 1	892	-	-
Stage 2	790	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	625	915	1380	-
HCM Lane V/C Ratio	-	-	0.186	0.045	0.04	-
HCM Control Delay (s)	-	-	12.1	9.1	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0.1	-

**Intersection**

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑	↑		↑
Traffic Vol, veh/h	107	38	69	109	51	92
Future Vol, veh/h	107	38	69	109	51	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	41	75	118	55	100

**Major/Minor**

	Minor1	Major1	Major2
Conflicting Flow All	285	75	0
Stage 1	75	-	-
Stage 2	210	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	705	986	-
Stage 1	948	-	-
Stage 2	825	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	675	986	-
Mov Cap-2 Maneuver	675	-	-
Stage 1	948	-	-
Stage 2	790	-	-

**Approach**

	WB	NB	SB
HCM Control Delay, s	11.2	0	2.8
HCM LOS	B		

**Minor Lane/Major Mvmt**

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	1380
HCM Lane V/C Ratio	-	-	0.214	0.04
HCM Control Delay (s)	-	-	11.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1

**Intersection**

Int Delay, s/veh 4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↕		↘	↕
Traffic Vol, veh/h	107	38	69	109	51	92
Future Vol, veh/h	107	38	69	109	51	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	41	75	118	55	100

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	344	134	0
Stage 1	134	-	-
Stage 2	210	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	652	915	-
Stage 1	892	-	-
Stage 2	825	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	626	915	-
Mov Cap-2 Maneuver	626	-	-
Stage 1	892	-	-
Stage 2	792	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1380
HCM Lane V/C Ratio	-	-	0.231	0.04
HCM Control Delay (s)	-	-	11.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1



Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	157	193	155
Demand Flow Rate, veh/h	160	196	158
Vehicles Circulating, veh/h	76	56	118
Vehicles Exiting, veh/h	176	220	118
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.1	4.1
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	160	196	158
Cap Entry Lane, veh/h	1277	1303	1223
Entry HV Adj Factor	0.981	0.982	0.981
Flow Entry, veh/h	157	193	155
Cap Entry, veh/h	1253	1280	1200
V/C Ratio	0.125	0.150	0.129
Control Delay, s/veh	3.9	4.1	4.1
LOS	A	A	A
95th %tile Queue, veh	0	1	0



HCM 6th Signalized Intersection Summary  
 1: Rabbit Creek Road & Mountain Air Drive

Signalized  
 05/19/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	107	38	69	109	51	92
Future Volume (veh/h)	107	38	69	109	51	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	41	75	118	55	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	70	197	311	411	379
Arrive On Green	0.16	0.16	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1267	448	655	1030	386	1256
Grp Volume(v), veh/h	158	0	0	193	155	0
Grp Sat Flow(s),veh/h/ln	1726	0	0	1685	1642	0
Q Serve(g_s), s	1.4	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.5	1.5	0.0
Prop In Lane	0.73	0.26		0.61	0.35	
Lane Grp Cap(c), veh/h	269	0	0	508	789	0
V/C Ratio(X)	0.59	0.00	0.00	0.38	0.20	0.00
Avail Cap(c_a), veh/h	5256	0	0	6146	5992	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	4.6	4.4	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	0.0	0.0	5.0	4.5	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	158		193		155	
Approach Delay, s/veh	8.5		5.0		4.5	
Approach LOS	A		A		A	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		9.5			9.5	7.1
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		60.5			60.5	50.5
Max Q Clear Time (g_c+I1), s		3.5			3.5	3.4
Green Ext Time (p_c), s		1.1			0.9	0.5

Intersection Summary

HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

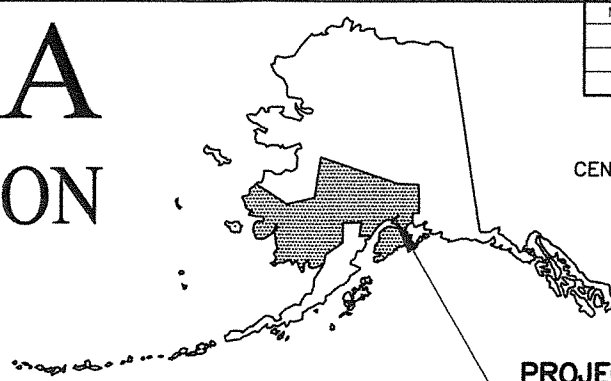
**APPENDIX C**

**PRELIMINARY DESIGN**

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 CHECKED BY  
 DRAFTED BY  
 SCALE  
 N/A  
 TIME  
 DATE  
 5/10/2023 9:10 AM  
 DRAWING LOCATION  
 W:\PROJECTS\AMATS MOUNTAIN AIR DRIVE EXTENSION - CFHWY00710\PLANSET\00710\_A01NA02\_TTL.DWG

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001690/CFHWY00710	2023	A1	A3
ROUTE ID	2281820X000	MILEPOINT	0.000 - 0.412	
ROUTE ID	2284021X000	MILEPOINT	0.000 - 0.077	
LATITUDE	61.081392	LONGITUDE	-149.750781	

PROJECT LOCATION  
M&O STATION: ANCHORAGE

### PROPOSED HIGHWAY PROJECT

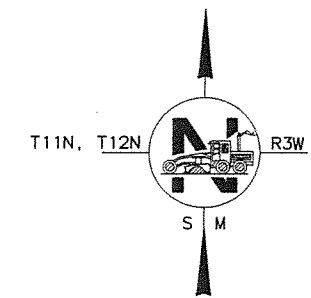
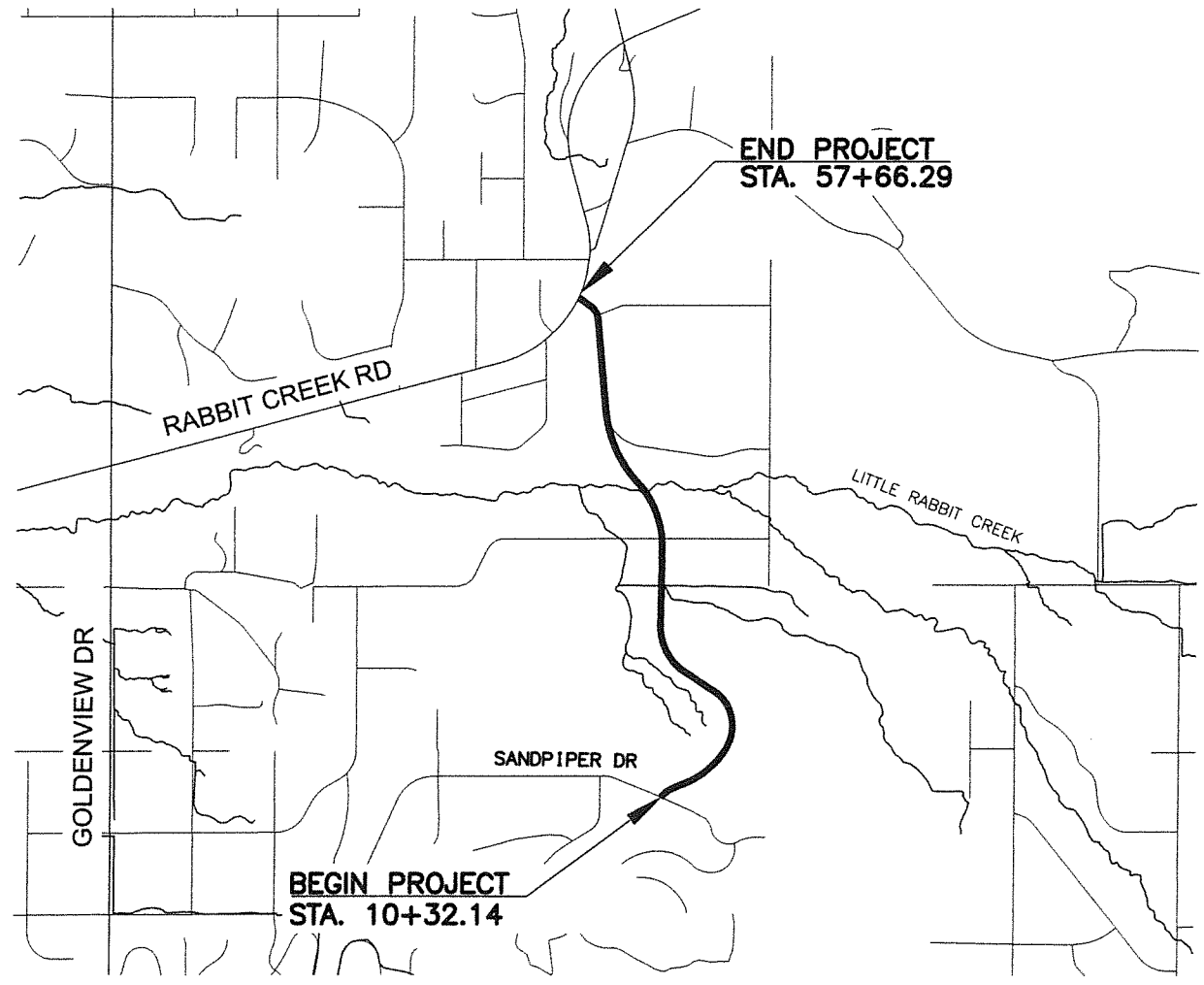
## AMATS: MOUNTAIN AIR DRIVE EXTENSION

### PROJECT NO. 0001690/CFHWY00710

GRADING, DRAINAGE, PAVING, ADA FACILITIES, PATHWAYS, SIGNING, AND STRIPING

PROJECT SUMMARY		
ROADWAY	WIDTH	LENGTH
MOUNTAIN AIR DR MP 0 - 0.9	28 FT	0.9 MILES

DESIGN DESIGNATIONS	
	MOUNTAIN AIR DR
FUNCTIONAL CLASS	RURAL COLLECTOR
AADT (2028)	854 PROJECTED
AADT (2048)	1315 PROJECTED
DESIGN SPEED (V)	25 MPH
DHV (2028)	###
DHV (2048)	###
T-PERCENT COMMERCIAL TRUCKS (%)	###
D-DIRECTIONAL DISTRIBUTION (%)	##/##



**35% PLANS**

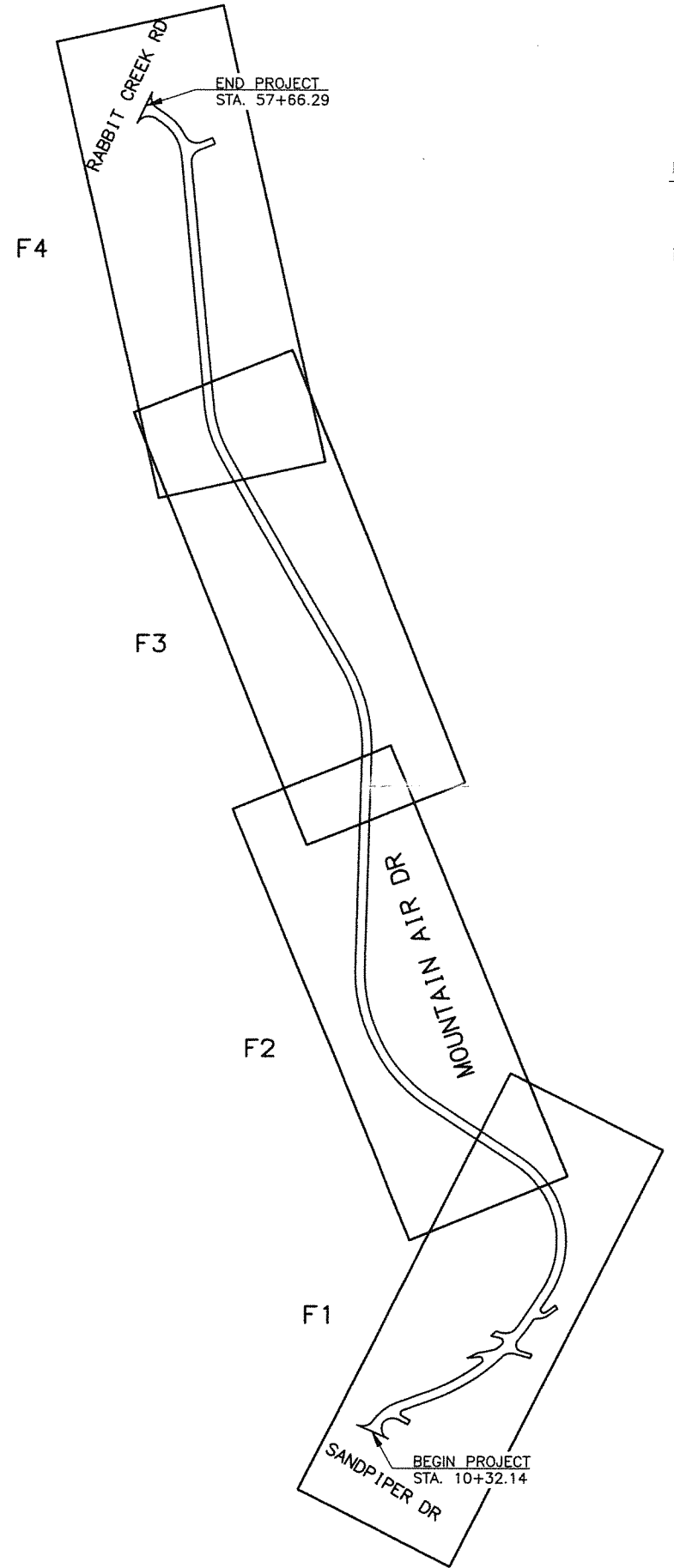
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 4111 AVIATION AVENUE, ANCHORAGE, AK 99502  
 (907)269-0590

APPROVED:

REGIONAL PRECONSTRUCTION ENGINEER	DATE
CONCUR:	
REGIONAL CONSTRUCTION ENGINEER	DATE

DRAWING LOCATION: W:\PROJECTS\AMATS MOUNTAIN AIR DRIVE EXTENSION - CFHWY00710\PLANSET\00710\_401\402\_TTL.DWG  
 DESIGNED BY: ALH  
 CHECKED BY: DLP  
 DRAFTED BY: DLP  
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001690/CFHWY00710	2023	A2	A3



**GENERAL NOTES:**

- ALL CONSTRUCTION SHALL BE CONTAINED WITHIN THE RIGHT-OF-WAY, TEMPORARY CONSTRUCTION EASEMENTS, AND TEMPORARY CONSTRUCTION PERMITS. NO EXCESS MATERIAL SHALL BE DISPOSED OF WITHIN THE RIGHT-OF-WAY, UNLESS SPECIFICALLY CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.
- THE RIGHT-OF-WAY LINES SHOWN WERE TAKEN FROM THE MUNICIPALITY OF ANCHORAGE (MOA) TAX MAPS.
- ALL PAVEMENT CUTS SHALL BE MADE WITH A SAW OR ALTERNATE METHOD APPROVED BY THE ENGINEER.
- CLEARING LIMITS SHALL BE 10 FEET BEYOND SLOPE CATCH POINTS OR 5 FEET INSIDE THE RIGHT-OF-WAY LINE, WHICHEVER IS LESS. IN WETLAND AREAS, DO NOT CLEAR BEYOND THE SLOPE STAKE CATCH POINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- PLACE 4" TOPSOIL AND SEED ON ANY AREAS DISTURBED BY CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
- THE EXISTING INFORMATION SHOWN IN THE PLANS IS FROM SURVEY. FIELD CONDITIONS MAY NOT BE ACCURATELY REPRESENTED AND/OR MAY HAVE CHANGED. ADJUST INSTALLATIONS AS DIRECTED BY THE ENGINEER.
- ADJUST ALL PAVEMENT PENETRATIONS TO FINAL GRADE PRIOR TO TOP LIFT OF PAVING.  
  
IF ANY PAVEMENT PENETRATION REQUIRES GRADE ADJUSTMENT AFTER FINAL LIFT PAVING, AS DETERMINED BY THE ENGINEER, SAW CUT A NEAT LINE ALONG THE PAVEMENT TO BE REMOVED. USE AN INFRARED HEATER TO HEAT THE EXISTING PAVEMENT; EQUIPMENT AND MAXIMUM TEMPERATURE SHALL BE APPROVED BY THE ENGINEER. REPLACE THE REMOVED ASPHALT WITH NEW HOT MIX ASPHALT AND THOROUGHLY COMPACT. SEAL JOINTS, AT LEAST 12 INCHES WIDE CENTERED ON JOINT, USING ASPHALT SYSTEMS GSB-88, OR APPROVED EQUAL, WHILE THE HOT MIX ASPHALT IS CLEAN, FREE OF MOISTURE AND PRIOR TO STRIPING.  
  
THERE SHALL BE NO PAYMENT FOR ADDITIONAL WORK CAUSED BY FAILURE TO ADJUST PAVEMENT PENETRATIONS TO FINAL GRADE.
- FOR PARALLEL GUARDRAIL TERMINALS, USE AN END OFFSET OF 2 FEET.

INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SHEET LAYOUT, INDEX, AND GENERAL NOTES
A3	LEGEND
B1	TYPICAL SECTIONS
F1-F4	PLAN AND PROFILE SHEETS

**THE FOLLOWING CENTRAL REGION STANDARD DETAILS APPLY TO THIS PROJECT:**

CR-T-01.20

IN THE EVENT OF CONFLICT, CENTRAL REGION STANDARD DETAILS SUPERSEDE ALASKA STANDARD PLANS, STANDARD MODIFICATIONS, AND STANDARD SPECIFICATIONS. PLANS AND SPECIAL PROVISIONS SUPERSEDE CENTRAL REGION STANDARD DETAILS.

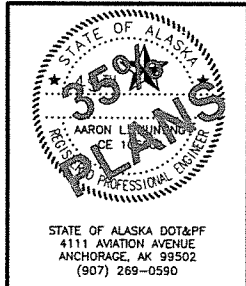
**THE FOLLOWING ALASKA STANDARD PLANS APPLY TO THIS PROJECT:**

C-04.12, C-05.20, C-06.00, D-01.02, D-04.22, D-06.10, G-00.05, G-05.11S, G-05.11W, G-09.05S, G-10.2, G-11.01, G-20.12, M-13.01, M-16.01, S-05.02, S-30.05, S-31.02, S-32.02

**ABBREVIATIONS:**

**SPECIFICATION:**

CONSTRUCT THE IMPROVEMENTS COVERED BY THESE PLANS IN ACCORDANCE WITH THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES 2020 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE PROJECT SPECIAL PROVISIONS.



STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
**AMATS: MOUNTAIN AIR DRIVE  
 EXTENSION**  
 SHEET LAYOUT, INDEX, AND  
 GENERAL NOTES

STATE OF ALASKA DOT&PF  
 4111 AVIATION AVENUE  
 ANCHORAGE, AK 99502  
 (907) 269-0990



DRAWING LOCATION: W:\PROJECTS\AMATS MOUNTAIN AIR DRIVE EXTENSION - CFHWY00710\CIV3D\PLANSET\00710\_A03\_LGND.DWG  
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001690/CFHWY00710	2023	A3	A3

### ROADWAY

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
LIMIT OF CUT SLOPE & FILL SLOPE		
GRAVEL EDGE		
SIDEWALK AND PATH/TRAIL		
CONCRETE CURB & GUTTER		
CONCRETE CURB CUT		
PARALLEL CURB RAMP		
PERPENDICULAR CURB RAMP		
UNIDIRECTIONAL CURB RAMP & MID-BLOCK CURB RAMP		
DETECTABLE WARNING TILE		
BRIDGE		
TUNNEL		
GUARDRAIL		
END & PARALLEL END SECTIONS		
ROADWAY OBLITERATION		
FENCE		
STONE FENCE		
NOISE BARRIER		
RETAINING WALL		
HEADWALL & WINGWALL		
BOTTOM OF DITCH		
SPECIAL DITCH		
FLAT BOTTOM DITCH		
BERM		
RIPRAP		
BOULDER OR BOULDERS		
PRIVATE SIGN, MAILBOX		
POST, BOLLARD		

### UTILITIES

	EXISTING	PROPOSED
STORM DRAIN		
STORM DRAIN MANHOLE, CLEANOUT		
CURB INLET CATCH BASIN		
FIELD INLET CATCH BASIN		
PIPE CULVERT WITH END SECTION		
SANITARY SEWER		
SANITARY SEWER MANHOLE, CLEANOUT		
SEPTIC VENT, SEWER SERVICE CONNECTION		
WATER		
FIRE HYDRANT, VALVE OR RISER		
WELL, WATER SERVICE CONNECTION		
NATURAL GAS		
OIL OR GASOLINE PIPELINE		
TANKS (ABOVE GROUND, UNDERGROUND)		
ELECTRIC		
UTILITY POLE, POLE WITH LUMINAIRE		
GUY POLE, GUY WIRE ANCHOR		
TRANSMISSION TOWER (WOOD, STEEL)		
ELECTRIC PEDESTAL, TRANSFORMER		
ELECTRIC MANHOLE, METER		
ELECTRIC OUTLET, LANDSCAPE LIGHT		
TELEPHONE		
TELEPHONE MANHOLE, PEDESTAL		
FIBER OPTIC		
FIBER OPTIC MANHOLE		
CABLE TV		
CABLE TV PEDESTAL, SATELLITE DISH		
UNDERGROUND DUCT, UTILIDOR (ELECTRIC, TELEPHONE, FIBER OPTIC)		
VENT		

### TRAFFIC

	EXISTING	PROPOSED
LOAD CENTER		
STATE TRAFFIC, MOA TRAFFIC, & BEACON CONTROLLER		
ARROW INDICATES DOOR LOCATION		
TYPE 1A, II, III, IV JUNCTION BOX		
FIBER OPTIC VAULT		
ELECTROLIER		
HIGHTOWER		
SIGNAL POLE WITH MASTARM		
PEDESTRIAN PUSH BUTTON & SIGNAL		
VEHICULAR SIGNAL		
VEHICULAR SIGNAL LEFT & RIGHT		
OPTICAL, CAMERA, RADAR, AND GPS DETECTOR		
LOOP DETECTOR		
COMMUNICATION ANTENNA		
MASTARM BEACON		
RURAL & SCHOOL ZONE BEACON		
LOOP DETECTOR CONDUIT		
SIGNAL CONDUIT		
LIGHTING CONDUIT		
SIGNAL & LIGHTING CONDUIT		
CONDUIT BORING		
CONDUIT SIZE IN INCHES		
INTERCONNECT		
SIGN POST		

### PAVEMENT MARKINGS

	PROPOSED
TRAFFIC PROJECT CENTERLINE	
8" & 4" WHITE SOLID STRIPE	
4" WHITE SKIP STRIPE	
10' STRIPES AND 30' SPACES	
8" WHITE LANE GUIDE SKIP	
LANE CONTINUATION OR TURN SKIP	
1' STRIPES AND 3' SPACES	
8" & 4" YELLOW SOLID STRIPE	
4" YELLOW SKIP STRIPE	
10' STRIPES AND 30' SPACES	
STRIPING CHANGE STATION INTERVAL	
2' CROSSWALK OR STOPBAR	
LADDER CROSSWALK LAYOUT	
2' WIDE RUNGS WITH 2' SPACES	
ALIGNED TO AVOID TIRE PATHS	
TYPICAL PAINTED MEDIAN	

### RIGHT-OF-WAY

	RECOVERED	SET THIS PROJECT
FEDERAL GOV'T SURVEY MONUMENT		
GOV'T CONTROL STATION		
PRIMARY MONUMENT (BRASS/AL CAP)		
MISC SECONDARY CORNER		
PRIMARY CENTERLINE MONUMENT		
SECONDARY CENTERLINE MONUMENT		
RANDOM CONTROL MONUMENT		
PRIMARY GPS CONTROL POINT		
HORIZONTAL CONTROL POINT		
SECONDARY CONTROL POINT		
VERTICAL BENCHMARK		
TEMPORARY BENCHMARK		
TOWNSHIP AND RANGE LINES		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
RIGHT-OF-WAY OR EASEMENT REQUIRED		
PROJECT RIGHT-OF-WAY LINE		
EXISTING RIGHT-OF-WAY EASEMENT		
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE		
EXISTING UTILITY EASEMENT		
PROPOSED UTILITY EASEMENT		
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
TEMPORARY CONSTRUCTION EASEMENT		
TEMPORARY CONSTRUCTION PERMIT		

### TOPOGRAPHY

	EXISTING	PROPOSED
LAKE OR POND, WETLANDS		
TREE (CONIFER/DECIDUOUS)		
TREELINE (EDGE OF VEGETATION)		
PLANTER		
BUILDING OR FOUNDATION		
CONTOUR, MAJOR OR MINOR		
DRAINAGE FLOW		
CREEK (CENTERLINE)		
RIVER (EDGE OF WATER)		

STATE OF ALASKA DOT&PF  
4111 AVIATION AVENUE  
ANCHORAGE, AK 99502  
(907) 269-0590

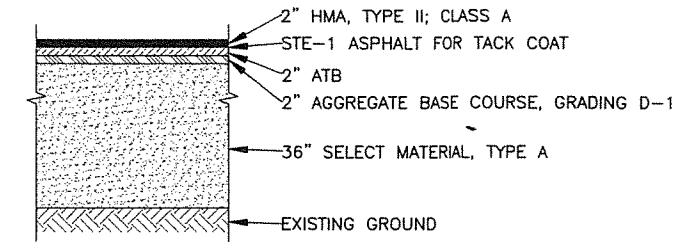
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

**AMATS: MOUNTAIN AIR DRIVE  
EXTENSION**

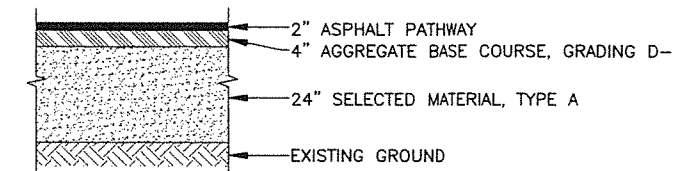
**LEGEND**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEET
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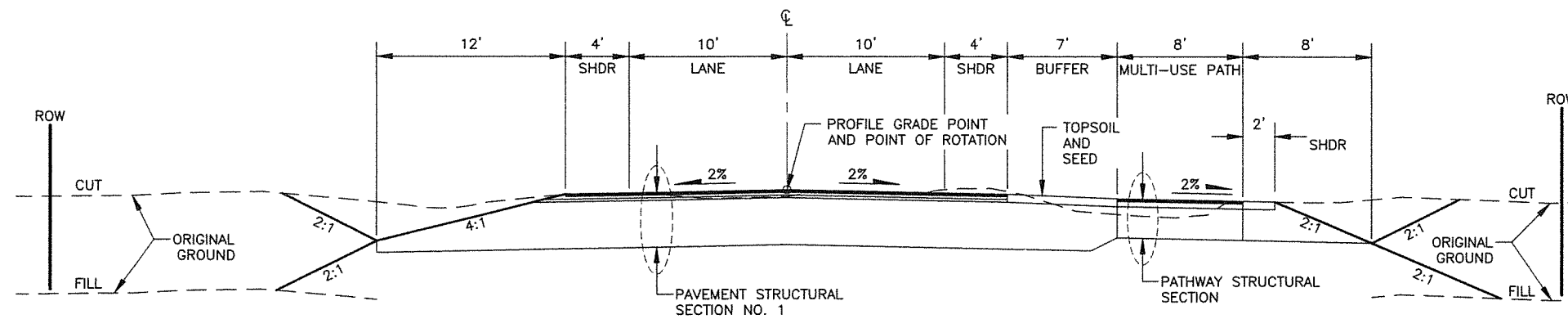
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**PAVEMENT STRUCTURAL SECTION NO. 1**



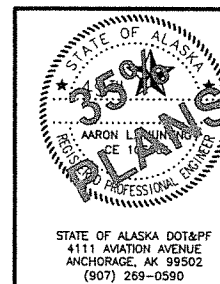
**PATHWAY STRUCTURAL SECTION**



**MOUNTAIN AIR DRIVE**

STA. 10+32.14 TO STA. 57+66.29

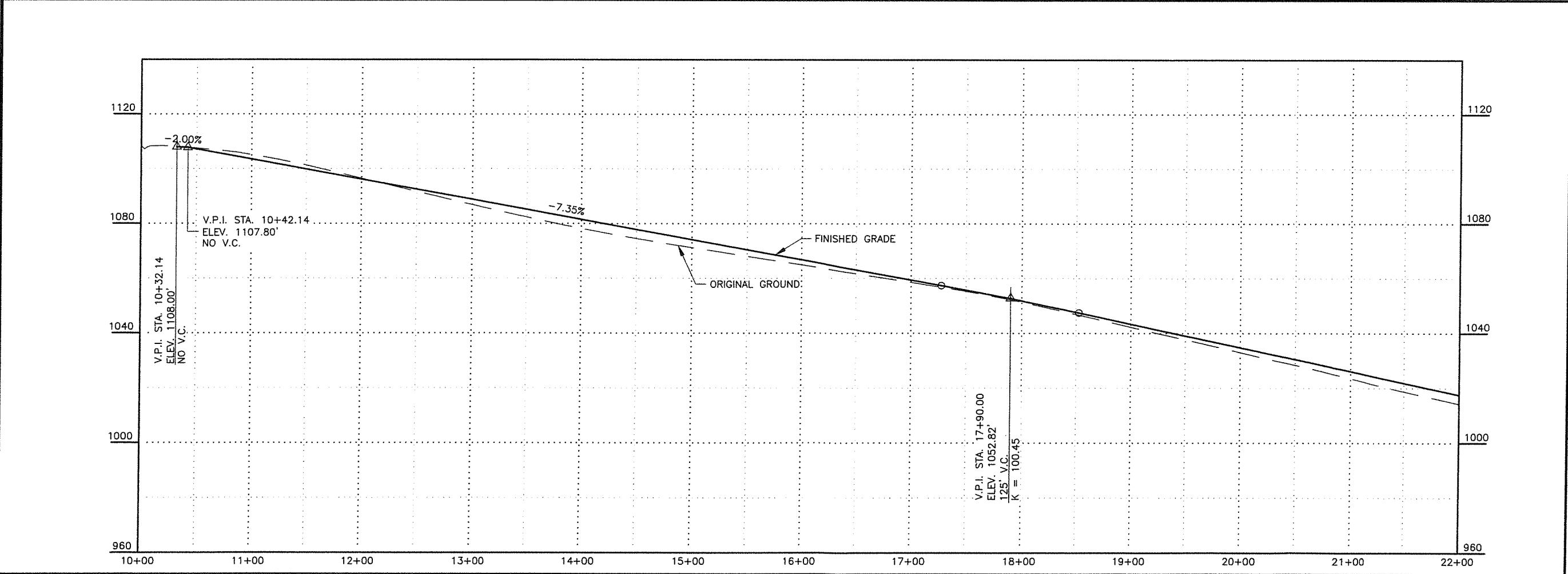
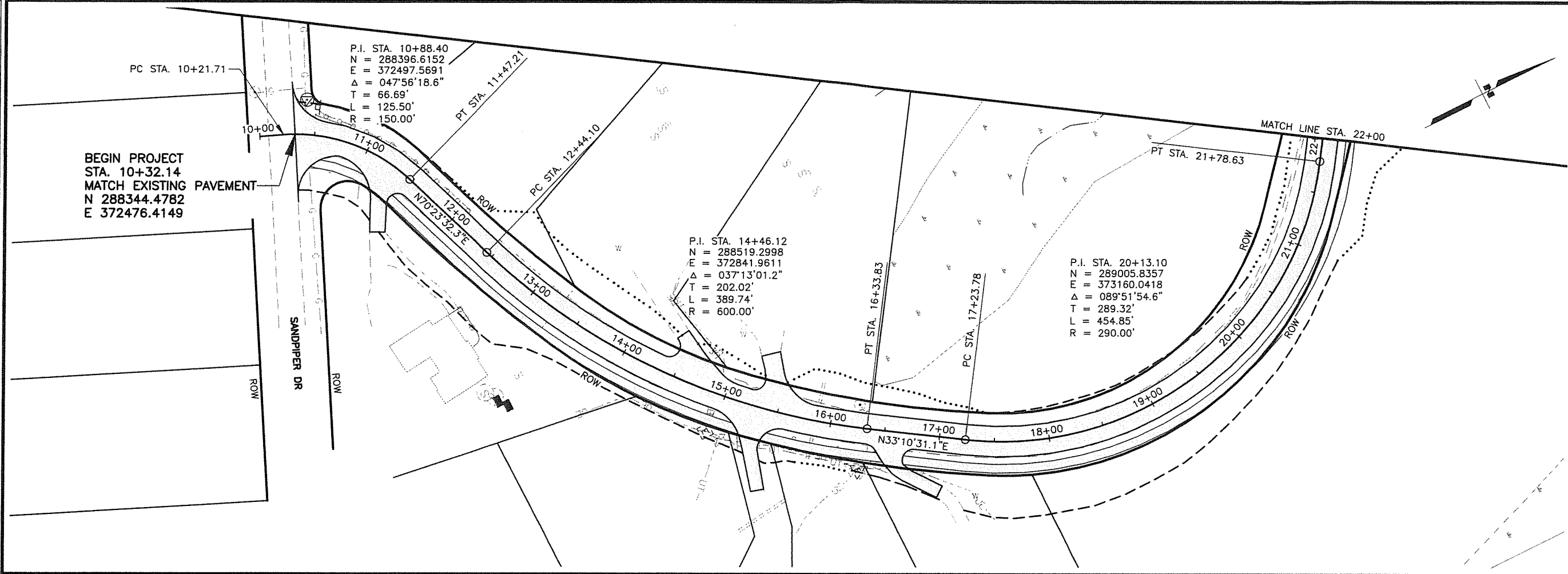
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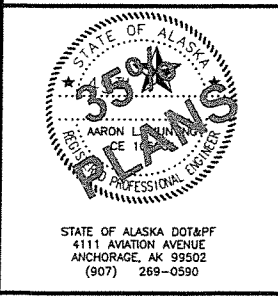
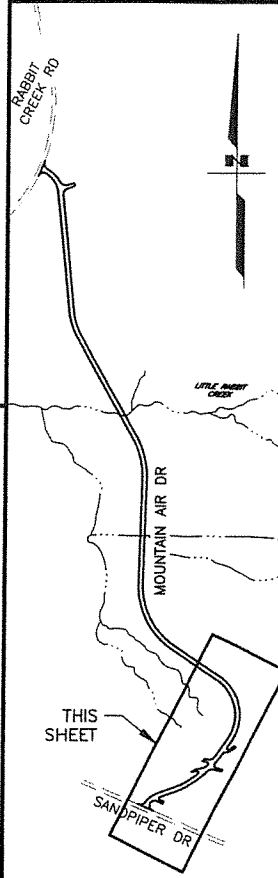
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
**AMATS: MOUNTAIN AIR DRIVE  
 EXTENSION**

TYPICAL SECTION

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STATE	YEAR
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0001690/ CFHWY00710	
NO.	REVISION
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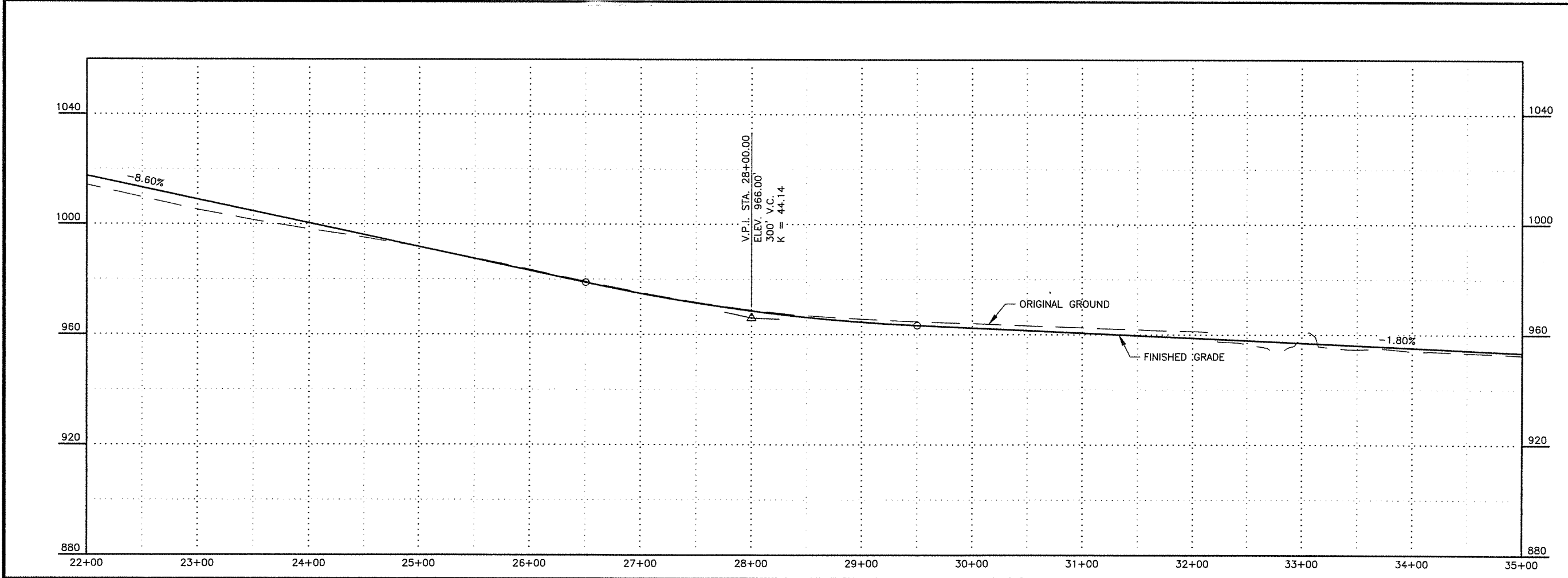
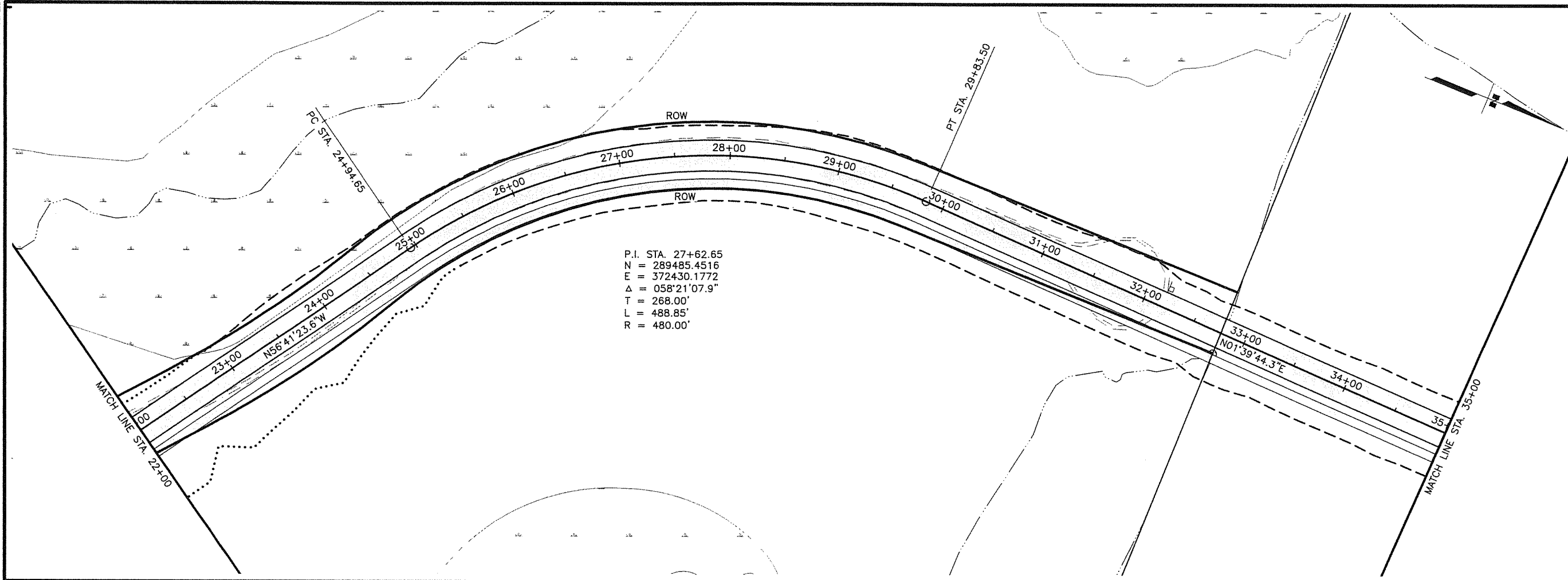


STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

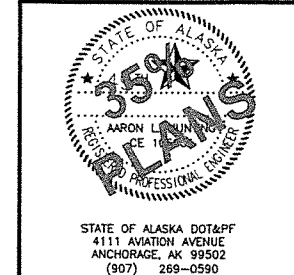
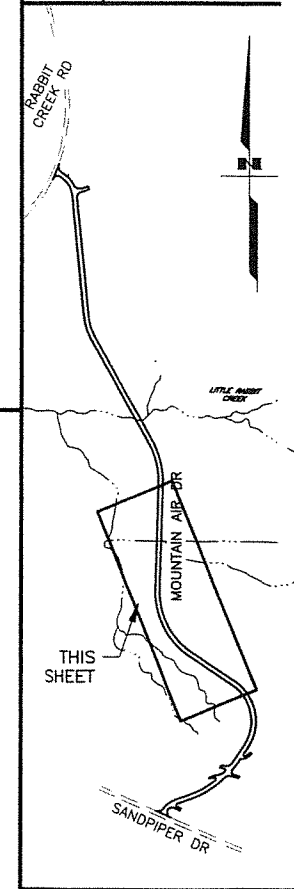
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 DRIVE EXTENSION**

**PLAN AND PROFILE  
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STATE OF ALASKA DOT&PF  
 4111 AVIATION AVENUE  
 ANCHORAGE, AK 99502  
 (907) 269-0590

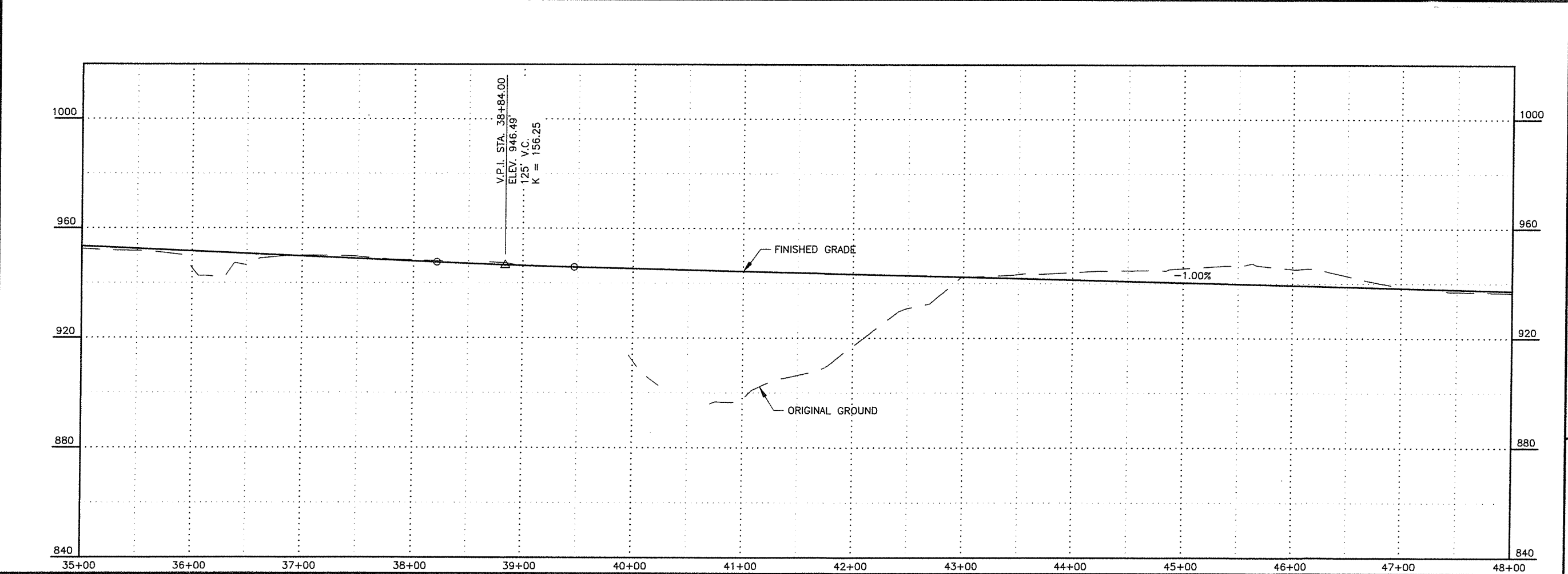
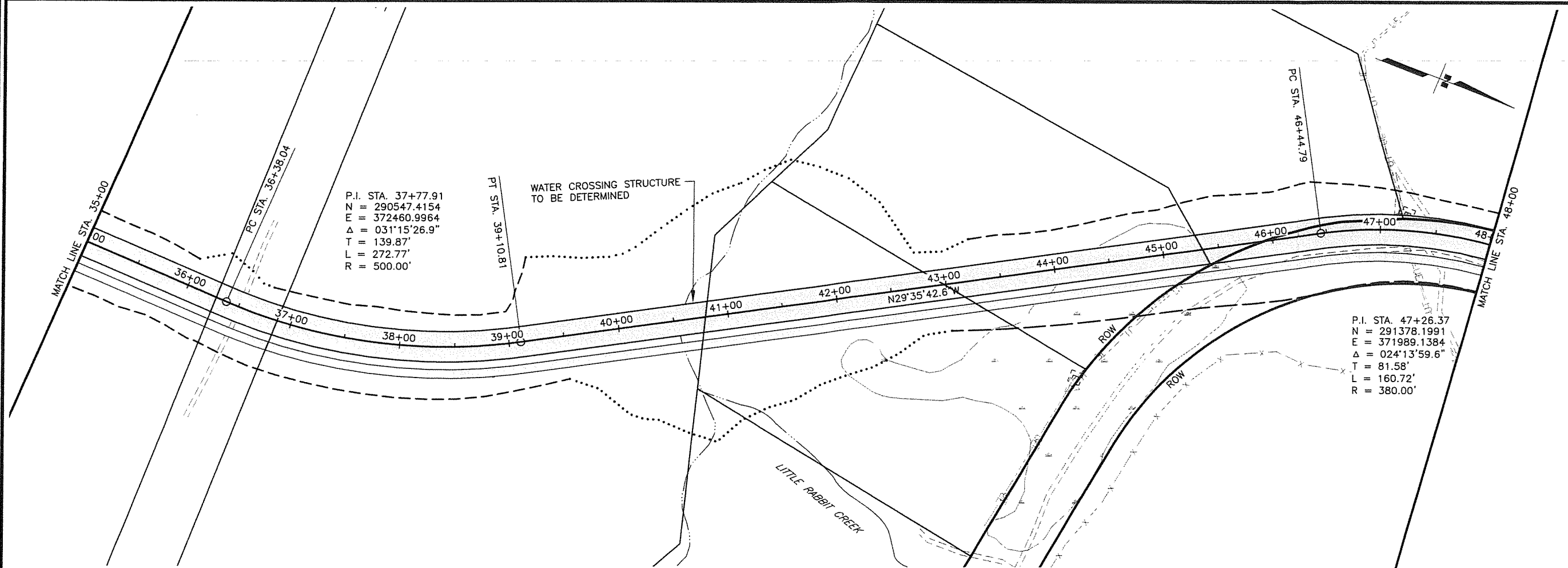
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 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

AMATS: MOUNTAIN AIR  
 DRIVE EXTENSION

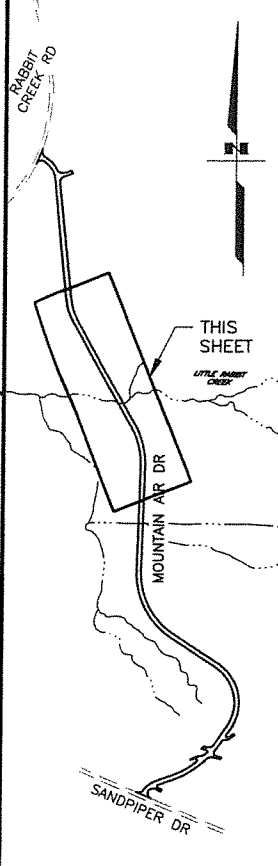
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ALASKA	2023
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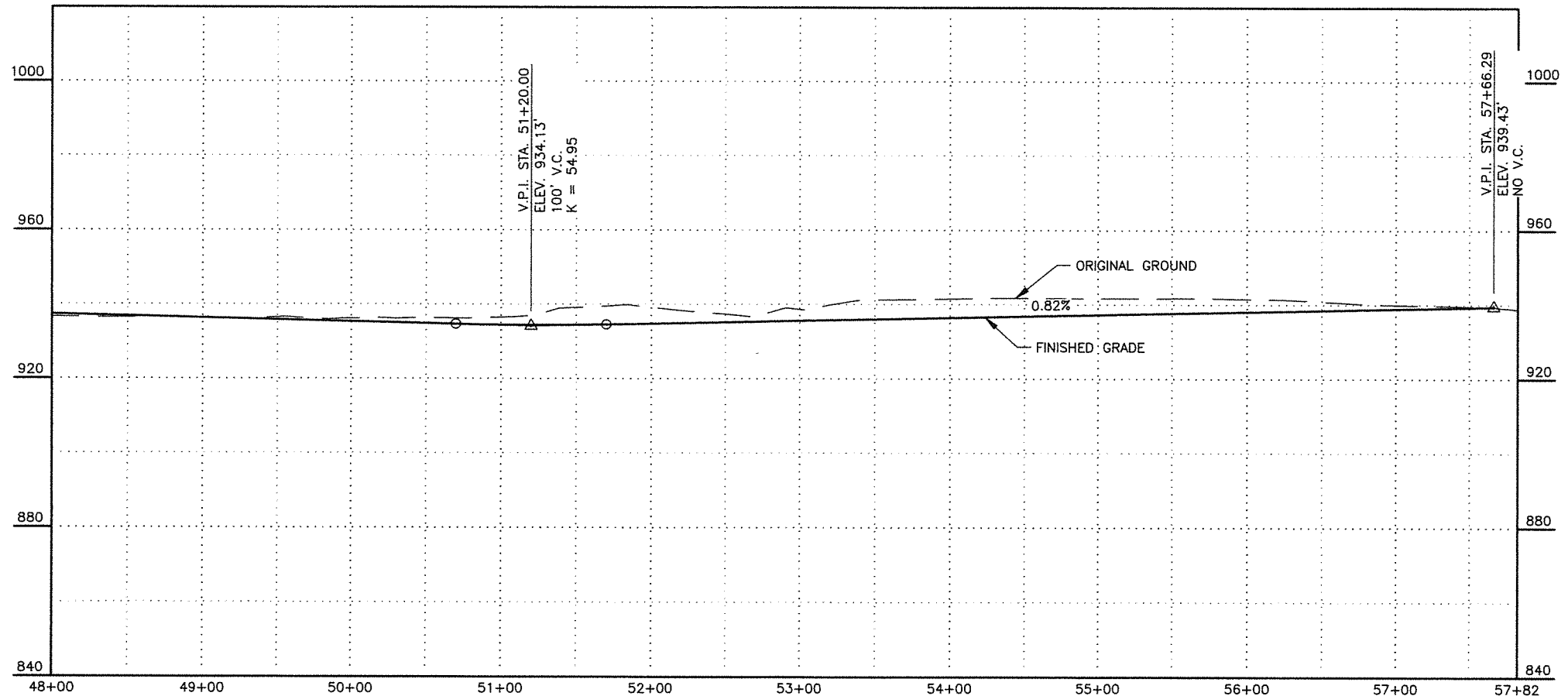
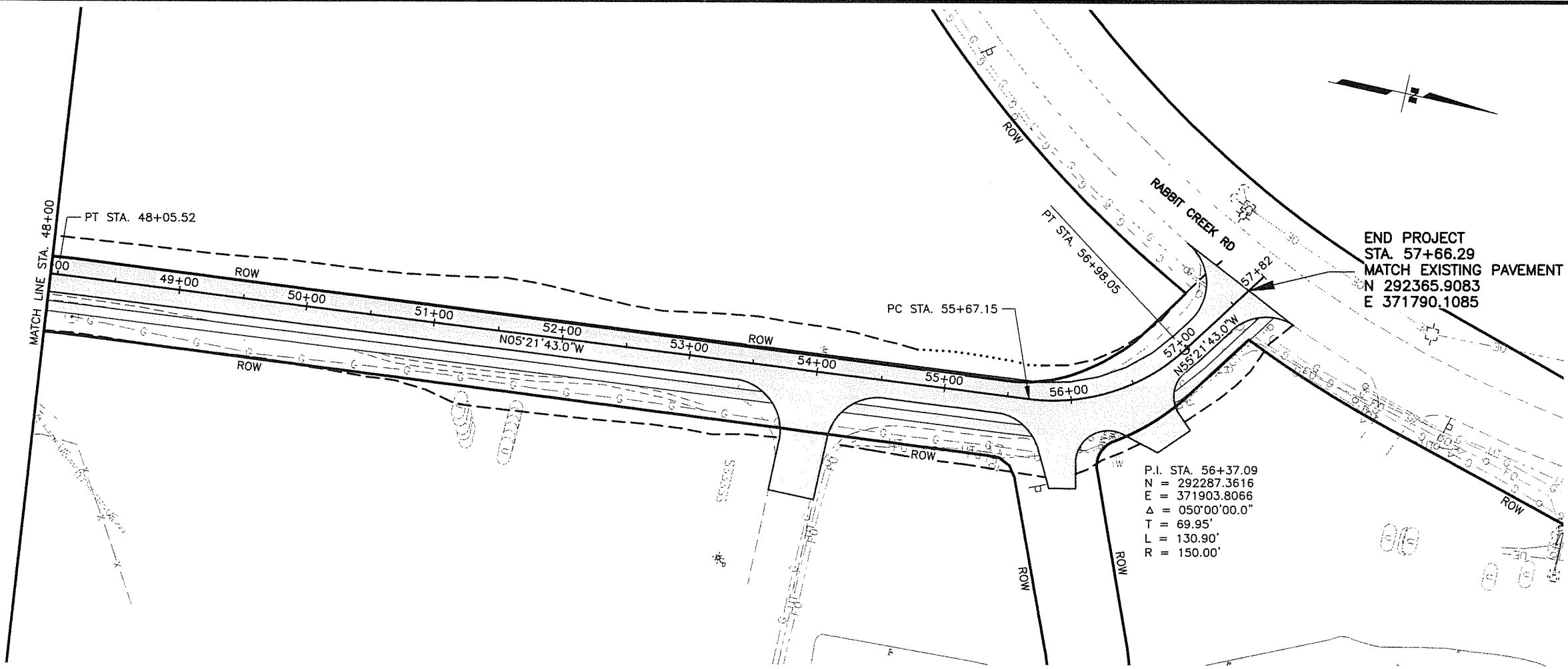


STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
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 DRIVE EXTENSION

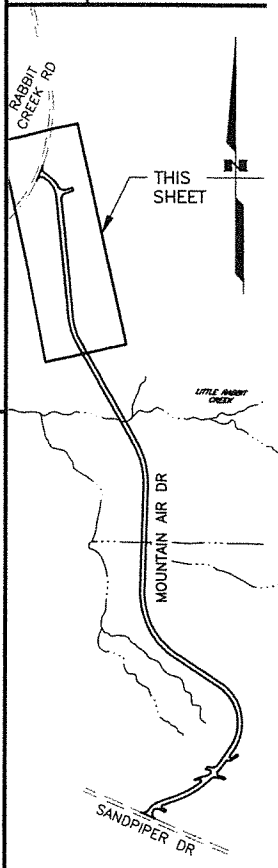
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STATE	YEAR
ALASKA	2023

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STATE OF ALASKA DOT&PF  
 4111 AVIATION AVENUE  
 ANCHORAGE, AK 99502  
 (907) 269-0590

STATE OF ALASKA  
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# DRAFT PROJECT DESIGN CRITERIA

Project Name: AMATS: Mountain Air Drive Extension

State Project No.: CFHWY00710 Federal Project No.: 00001690

Functional Classification: Rural/Neighborhood Collector Terrain: Mountainous

Construction ADT 854 (2028): (projected) Mid-Design ADT 996 (2038): (projected) Design ADT 1,315 (2048): (projected)

DHV (%): TBD Trucks (%): TBD Directional Split (%/%) : 50/50 (projected)

Pavement Design Year: 20 yrs Pavement Design ESAL: TBD

Design Turning Vehicle: TBD

Project Type: New Construction/Reconstruction NHS:  Non-NHS:

FHWA 10 CONTROLLING DESIGN CRITERIA		SOURCE	STANDARD	AS PROPOSED	EXCEPTION <sup>1</sup>
Design Speed <sup>1</sup>		DCM Table 1-4	35 mph	25 mph <sup>3</sup>	No
Lane Width	Travel	DCM Figure 1-10	10 ft	10 ft	No
	Auxiliary	N/A	N/A	N/A	Choose an item.
Shoulder Width	Outside	DCM Table 1-4 (Rural Collector)	3.5 ft (min)	4 ft	No
	Inside	N/A	N/A	N/A	Choose an item.
	Auxiliary	N/A	N/A	N/A	Choose an item.
Horizontal Curve Radius, min		DCM Table 1-9 (standard), GB pg. 33, Eqn 3-8 with $f_{max}=0.23$ (proposed)	600 ft	>198 ft <sup>3</sup>	No
Superelevation Rate, e, max		DCM pg. 1-51	6% max	No Super	No
Stopping Sight Distance (SDD), min		DCM Figure 1-20	155 ft	>155 ft	No
Grade	Min. <sup>2</sup>	DCM pg. 1-45, GB pg. 3-130	1.0%	>0.5% <sup>3</sup>	No
	Max.	DCM pg. 1-45 & 1-46	10%	<10% <sup>3</sup>	No
Cross Slope		DCM pg. 1-47	2%	2%	No
Vertical Clearance, Overhead utilities		HPCM Sec 1130, Table 1130-1	20 ft 6 in	20 ft 6 in	No
Design Loading Structural Capacity <sup>1</sup>		GB Sec 6.2.3, Table 6-6	HL 93	HL 93	No

<sup>1</sup> On low-speed roadways (<50 mph) on the NHS, only Design Speed and Design Loading Structural Capacity require a Design Exception; all other criteria require a Design Waiver. For projects off the NHS, all criteria require a Design Waiver.

<sup>2</sup> Minimum grade is not one of the FHWA 10 Controlling Design Criteria and will require a Design Waiver for any variance.

<sup>3</sup> Design Waiver to be submitted.

OTHER DESIGN CRITERIA		SOURCE	STANDARD	AS DESIGNED	WAIVER
Superelevation Transition, $\Delta$		GB Sec 3.3.8, pg. 3-62	0.73%	N/A (no super proposed)	No
Bridge Clear-Roadway Width		GB Sec 6.2.3, Table 6-6	Traveled way + 4 ft on each side (28')	Traveled way + 4 ft on each side (28')	No
Vertical Curvature (min)	K (crest)	GB Sec 6.2.1, Table 6-3	12	>12	No
	K (sag)	GB Sec 6.2.1, Table 6-3	26	>26	No
Lateral Offset to Obstruction		RDG Sec 10.1.1, pg. 10-7	1.5 ft	1.5 ft	No
Surfacing Material		DCM Figure 1-24	Asphalt	Asphalt	No
Clear Zone	Slope (fill)	RDG Table 3-1	4:1	4:1	No
	Width (fill)		12-14 ft	14 ft	No
	Slope (cut)		4:1	4:1	No
	Width (cut)		12-14 ft	12ft	No
Bicycle Lane Width		N/A	N/A	N/A	Choose an item.
Sidewalk/Pathway Width		DCM Table 1-4	5' / 8'	5' / 8'	No
Intersection Sight Distance, Passenger Car	Left Turn (GB Case B1)	GB Table 9-7	280 ft	280 ft	No
	Right Turn (GB Case B2)	GB Table 9-9	240 ft	240 ft	No
	Crossing (GB Case B3)	GB Table 9-11	240	240	No
Passing Sight Distance		N/A	N/A	N/A	No
Degree of Access Control		N/A	N/A		Choose an item.
Median	Treatment	N/A	N/A		Choose an item.
	Width		N/A	N/A	Choose an item.
Illumination		DCM Chapter 5	N/A		Choose an item.
Curb Type		DCM pg. 1-56-57	Barrier Curb and Gutter		Choose an item.



Notes:

DCM = MOA Project Management & Engineering Design Criteria Manual

HPCM = Alaska Highway Preconstruction Manual

GB = AASHTO A Policy on Geometric Design of Highways and Streets (2018), "Green Book"

RDG = AASHTO Roadside Design Guide (2011)

Proposed by: \_\_\_\_\_ Date: \_\_\_\_\_  
                  Designer (Consultant or Staff)

Recommended by: \_\_\_\_\_ Date: \_\_\_\_\_  
                      Engineering Manager

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_  
                  Regional Preconstruction Engineer

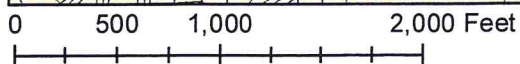
**APPENDIX D**

**PUBLIC INVOLVEMENT DOCUMENTATION**

**Mountain Air Drive Extension Mailing Area**  
**111 Parcels**  
**73 Individual Site Addresses**  
**38 Parcels Without Site Address**  
**August 4, 2021**  
**Source, MOA GIS & Property Tax Database**

**Legend**

- MailingAreaAddresses\_MountainAir
- ExtraParcel
- MailingAreaParcels





# Mountain Air Drive Extension Fact Sheet

Project # CFHWY00710 / Federal # 0001690



## Project Background

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive.

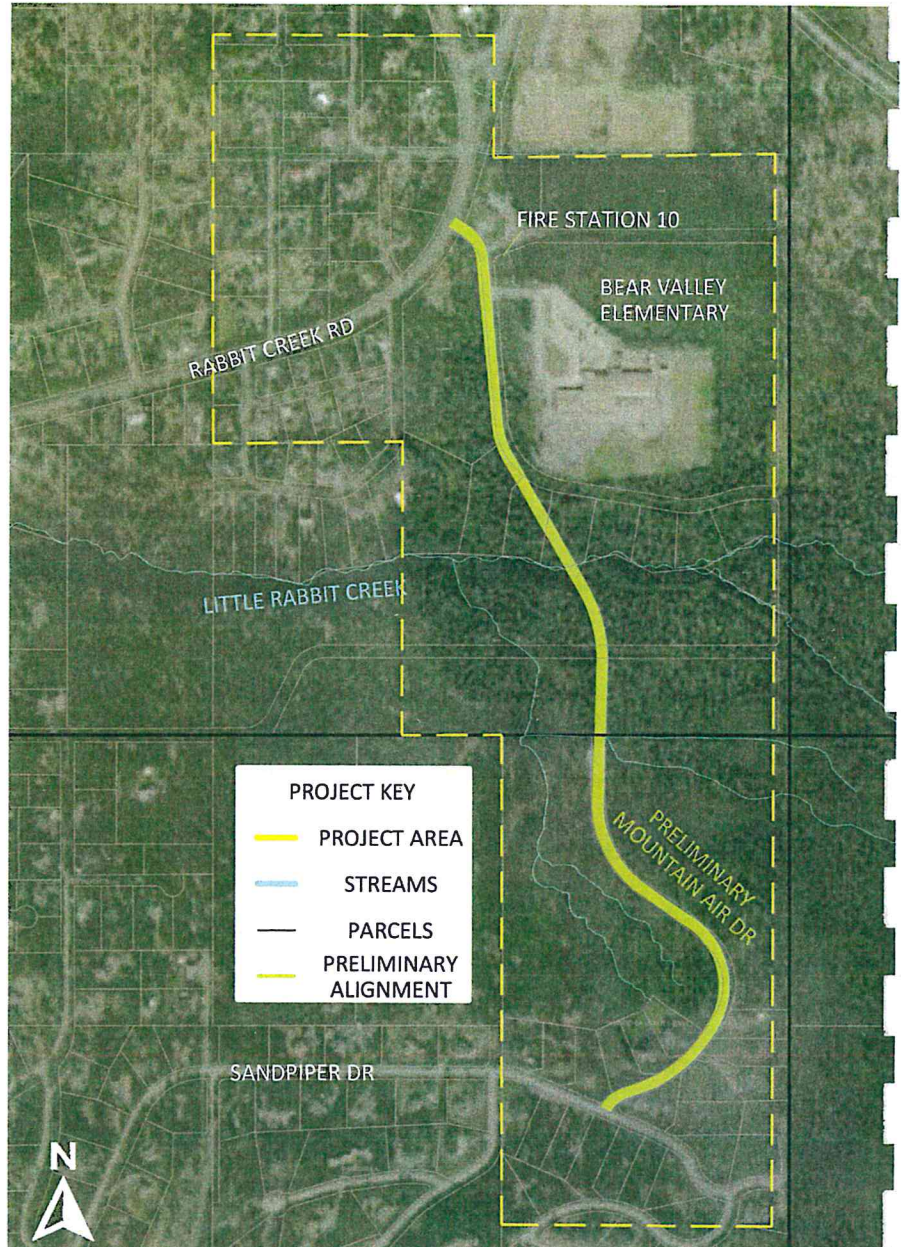
The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek
- Americans with Disabilities Act improvements
- roadside hardware
- intersection improvements at Rabbit Creek Road
- and a multi-use non-motorized pathway.

## Schedule

<b>JUNE 2021</b>	Project Start
<b>2023</b>	Environmental Document Complete
<b>2024</b>	75% Design
<b>2025</b>	95% Design
<b>2027</b>	Construction

## Project Area Map



## Contact

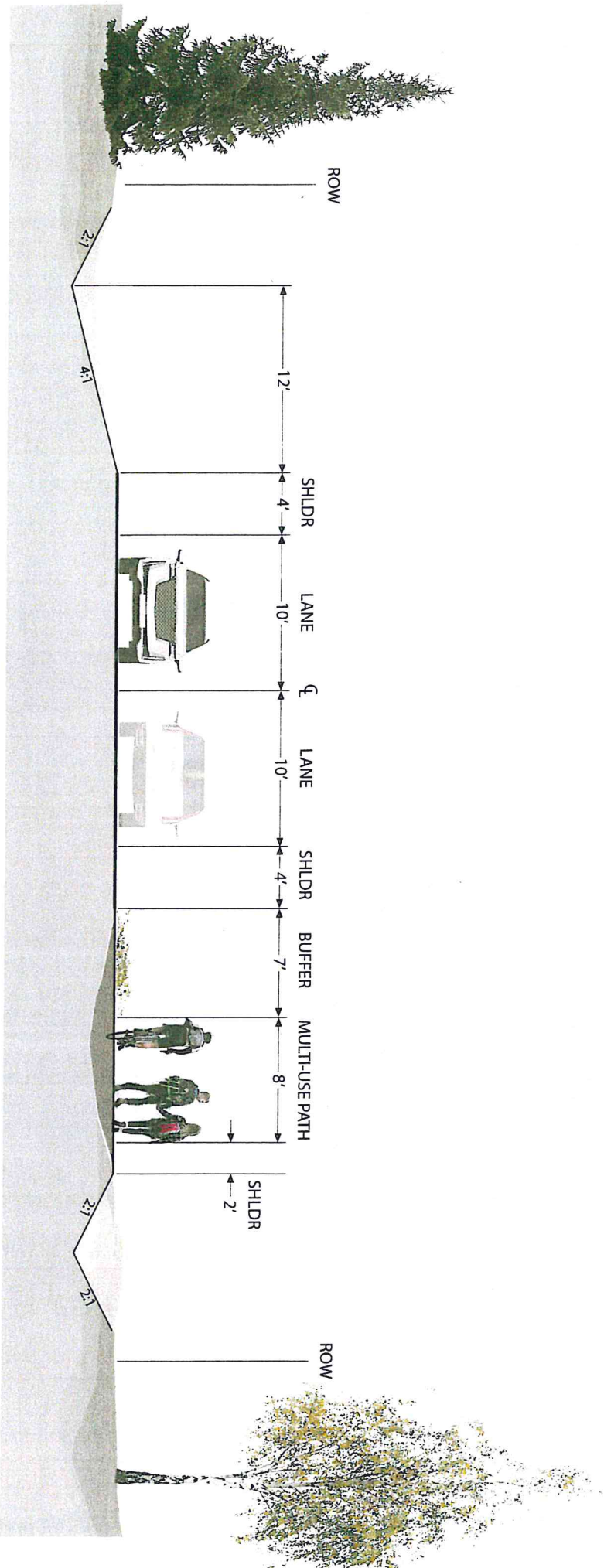
Visit the project website or contact the project team with comments or questions.

**Alex Read, PE**  
Project Manager  
DOT&PF  
E: alex.read@alaska.gov  
P: 907-269-0641

**Holly Spoth-Torres**  
Public Involvement Lead  
Huddle AK  
E: holly@huddleak.com  
P: 907-223-0136

**Stephanie Mormilo, PE**  
Design Project Manager  
HDL Engineering Consultants, LLC  
E: smormilo@hdlalaska.com  
P: 907-564-2120





**MOUNTAIN AIR DRIVE**  
**PRELIMINARY TYPICAL SECTION**

## Meeting Notes

**Project:** AMATS: Mountain Air Drive Extension Design Support Services – CFHWY00710 / 0001690

**Meeting:** Meeting with Property Owners

**Date/Time:** 9/15/21, 10:00 AM

**Location:** DOT&PF Aviation Conference Room

**Participants:** Rori Van Nortwick (DOT), Trevor Strait (HDL), David Michael, Judy Michael, Leona Cange

**Noted By:** Trevor Strait (HDL)

Rori began the meeting by indicating that we were very early in the design process, but wanted to get input from affected property owners so that we could better understand the issues and concerns.

The primary comment, reiterated several times, was that they were supportive of the project in general, that they agree the project is needed. But they want to make sure that whatever route is selected, that it should be designed in a way to accommodate future connections and development in the area.

Their other comments were:

- Would like to see the project benefit more than one developer.
- Access to future development within Section 36 is important to consider.
- Safety for students at Bear Valley is important.
- A wetland conservancy was established by the developer at the section corner.
- Concerned about the speed of vehicles coming down the hill on the south end of Mountain Air and past the school.
- Concerned about the safety of school age pedestrians crossing over a 70' high bridge.
- The growth potential for development in this area should be considered. Just between the Cange and Michael properties, there are potentially 30 new homes.
- Consideration should be made for a potential future parking lot to provide access to recreational activities in Section 36.
- The TIP shows Station 10 being relocated in the next 5 years. Unsure about the new location.
- There was a fire access study done several years ago which contained several errors regarding access in this area.
- David Michael indicated that although he directly owns several of the potentially affected properties, others are in a trust of which he is only the trustee.

# Mountain Air Drive Extension Agency Scoping Meeting Summary

**Date:** September 14, 2021  
**Attendees:** Attendance List Attached  
**Reporter:** Michelle Fehribach, Huddle AK  
**Location:** Virtual – Microsoft Teams Meeting  
**Project:** Mountain Air Drive Extension  
**Project #:** CFHWY00710  
**Federal #:** 0001690  
**Subject:** Virtual Open House #1 Summary

## Summary

On September 14, 2021, multiple agency representatives met using the Microsoft Teams platform to learn about and provide relevant information on the Mountain Air Drive Extension project. Attendees included representatives from the Municipality of Anchorage (MOA) Traffic, Planning, AMATS, Parks and Recreation Departments, the Department of Transportation and Public Facilities (DOT&PF), Anchorage School District, Enstar, Chugach Electric Association (CEA), the South Goldenview Rural Road Service Area (SGRRSA), Anchorage Water and Wastewater Utility (AWWU), and others. The full attendance list is attached.

The project team gave a short presentation about the project background, history, scope, and timeline. The presentation is attached. After the presentation, there was an open discussion for attendees to share relevant information, comment, and ask questions.

## Comment Summary

Below is a table of comments and questions asked by attendees, grouped by topic. If a question or comment received an answer from the project team, that answer is included.

Agency	Comment/Question	Answer (if applicable)
<b>Classification and Traffic</b>		
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	Community members have asked for Rabbit Creek Rd to be downgraded in classification and for the road to be more bike and pedestrian friendly.	There is a lengthy process involved for downgrading the classification of a road and ultimately DOT&PF would decide if it was appropriate or not. A downgrade to Rabbit Creek Rd would require an amendment to the Official Streets and Highways Plan (OS&HP).
David Whitfield, MOA Planning	There is development in progress on the east side of the project boundary near Jamie Ave.	The primary purpose of this project is to provide emergency access. A connection to Jamie Ave was not included in the AMATS scope and will not be included in the project. However, we will be looking at future connections for traffic prediction and will aim to avoid any design that would prohibit future connections.

Bradly Coy, MOA Traffic	If improvements were to happen at the Rabbit Creek Rd intersection it is less about traffic volume and more about sight distance and safety.	
Scott Thomas, DOT&PF Central Region District Right of Way and Utilities	If the current conditions don't trigger a turn lane, stop control, etc., intersection improvements may be better planned as a future improvement. If the intersection improvements are needed sometime within the first half of the design period (5-10 years), then implement intersection improvements. If later than the first half of the design (post 10 years), then don't implement and just plan for future improvements.	Agree. Noted.
Rusty Allen, Enstar	Why are streets along Rabbit Creek Rd included in the scope?	Improvements for this project may impact traffic at nearby intersections and we want to make sure we are aware of those impacts.
<b>Typical Section</b>		
Marty Lemon, SGRSA	80' roadway seems large for this area. There are some paved sidewalks in the area, but those are maintained by a Homeowner's Association.	The 60' section is sometimes too narrow when adding improvements such as drainage swales (ditches) and pedestrian facilities.
Dana Menendez, ASD	ASD has a request in to see how bussing for Bear Valley Elementary School works. Once a route is chosen, the ASD Transportation group will provide input on the walking radius. ASD generally likes the sidewalk adjacent to the school property to reduce the need for crossing the street. ASD will provide more information about bus turning radii.	
Sean Baski, DOT&PF Central Region District Highway Design	Through the developed residential portion of Mountain Air Dr, we may need to minimize ROW impacts and narrow the typical section.	
Jeff Urbanus, MOA Watershed	Little Rabbit Creek is a significant water body for the Hillside. The new design will have to consider the full DCM requirements for stormwater. A full hydrologic analysis will be needed, and Watershed recommends using the updated USGS data.	There will be a new watershed analysis for this project and if there are additional treatments beyond bioswales needed, ROW space will be a consideration for the final design.
<b>Utilities</b>		
Rusty Allen, ENSTAR	ENSTAR has a 12" forced main along the south side of Rabbit Creek Rd that crosses at Clarks Rd (as-builts have been sent to HDL) and steel distribution lines along north and south of Rabbit Creek. 2" plastic line along Mountain	



	Air Drive stops adjacent to Bear Valley Elementary. No projects are planned at this time and will expand as development continues.	
Brad Jackson, CEA	Single-phase power extends down Mountain Air Drive to the proposed B alignment. Will likely need easements along new extension to continue single-phase power to new developments. No projects are planned at this time and will expand as development continues. A main feeder for Bear Valley goes along proposed route B and there is a plan for a feeder improvement at the section line corner.	
Shawn Dooley and Ed Sorenson, AWWU	The project falls outside of AWWU's service area and there are processes outlined if a development/community members decide they would like to be added to service.	
Kevin McCarthy, DOT&PF, Central Region District Right of Way and Utilities	There is a utility scoping document for this area that will be shared with the project team. Alaska Communications (ACS) and CEA have infrastructure in the project vicinity, along the section line and along the south side of Bear Valley in an easement.	
<b>Previous Proposed Alignments</b>		
Todd Jacobson, The Boutet Company (TBC)	In the previous design process, multiple alignments were evaluated. Traffic and safety were evaluated as well as minimizing driveways and intersections to create a more direct route. The environmental considerations included water crossings and wetlands. The costs were similar between A and B. The Rabbit Creek Community Council preferred A.	
Kristine Bunnell, MOA Planning	In the previous design, route A seems to impact two parcels while B impacts one. Will you be looking at the impact to the housing stock when choosing a route?	Depending on what alignment is chosen, there may be impacts to developable lots. We may look at replatting some lots to minimize impacts. This was an option that was considered during the last design study.
<b>Non-Motorized Facilities</b>		
Tom Korosei, MOA Parks and Recreation	Non-motorized facilities, at some level of service, should be provided to accommodate those uses safely.	
Dana Menendez, ASD	What was the original intent of the gravel path from the 2011 design?	The community requested the gravel path to accommodate equestrians

		and maintain the rural character of the area.
Marty Lemon, SGRRSA	Unpaved paths are generally not maintained in winter, and people end up walking in the street. Narrow paved facilities are harder to maintain than wide ones. A homeowner's association currently maintains any sidewalks in the area. We do not currently have equipment to maintain non-motorized facilities, though that equipment could be added to the contract.	
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	Have you looked at the Non-Motorized Plan from AMATS?	The project team referenced the Bicycle Plan and will refer to the Non-Motorized Plan now that it is adopted.
Craig Lyon, AMATS	There is nothing noted in the project vicinity for in the Non-Motorized Plan.	
Shawn Gardner, DOT&PF Statewide Planning - Anchorage Area Planner	The <u>2006 Park Plan</u> includes <u>recreational trails</u> in the area.	
<b>Other</b>		
Kristine Bunnell, MOA Planning	Staff will review relevant plans and provide comments at a later date.	

**Attachments**

1. Attendance List
2. Meeting Presentation

**Attendance List**

**Mountain Air Drive Agency Scoping Meeting**

Name	Agency
Ian Bryce	DOT&PF, Central Region District Materials
Ashley Devore	DOT&PF, Central Region District Materials
Keith Baltozer	DOT&PF, Central Region District Preconstruction Administration
Rori Van Nortwick	DOT&PF, Central Region District Highway Design
Sean Baski	DOT&PF, Central Region District Highway Design
Ryan Walker Harris	DOT&PF, Central Region District Highway Design

Steven Rzepka	DOT&PF, Central Region District Highway Design
James Amundsen	DOT&PF, Central Region District Highway Design
Kylee Sam	DOT&PF, Central Region District Highway Design
Kevin McCarthy	DOT&PF, Central Region District Right of Way and Utilities
James Sowerwine	DOT&PF, Central Region District Right of Way and Utilities
Scott Thomas	DOT&PF, Central Region District Right of Way and Utilities
Talisa Rodrigues	DOT&PF, Central Region District Right of Way and Utilities
Shawn Gardner	DOT&PF, Statewide Planning - Regional Planning
Dana Menendez	ASD
David Noll	Anchorage Police Department
Tom Korosei	MOA Parks and Recreation
Craig Lyon	AMATS
David Whitfield	MOA Planning
Kristine Bunnell	MOA Planning
Kris Langley	MOA Traffic
Bradly Coy	MOA Traffic
Jeffrey Urbanus	MOA Watershed
Edward Sorenson	AWWU
Shawn Dooley	AWWU
Brad Jackson	CEA
Jake Stephi	Enstar
Rusty Allen	Enstar
Marty Lemon	SGRRSA
Austin King	ACS
David Morris	ACS
Steven Cranford	GCI
Todd Jacobson	TBC
Trevor Strait	HDL
Stephanie Mormilo	HDL
Holly Spoth-Torres	Huddle AK
Michelle Fehribach	Huddle AK

## Virtual Public Meeting #1 Summary

**Date:** October 25, 2021

**Attendees:** Attendance List Attached

**Reporter:** Michelle Fehribach, Huddle AK

**Location:** Virtual – Zoom

**Project:** Mountain Air Drive Extension

**Project #** CFHWY00710 / **Federal #** 0001690

**Subject:** Virtual Public Meeting #1 Summary

### Summary

The first virtual public meeting for the Mountain Air Drive Extension project was held on Monday, October 25, 2021, from 5:30-7pm using the virtual platform Zoom. Attendees viewed a presentation, and then had the opportunity to provide comments and ask questions. Attendees could ask questions verbally or via the meeting's chat box.

The presentation included:

- Project Area
- Project History and Background
- Guiding Documents
- Project Schedule
- Current Project Activity
- Existing Road Segments
- Previous MOA Project Typical Section
- Draft Typical Section

### Open House Advertising

**Community Council:** An email was sent to Rabbit Creek and Bear Valley Community Councils on October 4, 2021, with an invitation to the virtual public meeting, the project Fact Sheet, and the request for the community councils to share this information with community members.

**Mailing:** A postcard invitation to the open house was sent via the USPS on October 1, 2021.

**Web:** The project website ([www.mountainairdrive.com](http://www.mountainairdrive.com)) was updated with the virtual public meeting information, including the date, time, and link on October 1, 2021.

**Email:** An e-newsletter announcing the public meeting was sent to the project email list on October 4, 2021, and a reminder e-newsletter was sent on October 25, 2021.

**Anchorage Daily News:** A public notice about the virtual public meeting was posted on the ADN Legal Notices website

(<https://marketplace.adn.com/marketplace/category/Legals/Anchorage%20Daily%20News>) from October 4-25, 2021, and was published in the ADN newspaper on October 4, 12, and 21, 2021.



### **Virtual Public Meeting Follow-Up**

An e-newsletter was sent out to the project email list on October 27, 2021, thanking those who were able to attend and providing updates to those who were not able to make it. A recording of the meeting and the presentation were uploaded to the project website on October 26, 2021.

### **Attachments**

1. Public Comments & Answers
2. Presentation
3. Attendance List
4. Public Meeting Advertisements (Emails, Mailer, ADN Affidavit)

**Mountain Air Drive Extension, Virtual Public Meeting #1**

**Public Comments**

<b>Public Comment/Question</b>	<b>Answer (if applicable)</b>
<p>If the design only goes to the entrance of Bear Valley Elementary School, it's a mistake not to look at and include the Rabbit Creek Rd intersection in the design. The intersection is an area of special consideration in the Hillside District Plan.</p>	<p>The project team is looking at and including impacts to the Mountain Air Dr and Rabbit Creek Rd. intersection in the project area.</p>
<p>Are you going to have a turn lane from Rabbit Creek Rd to the new Mountain Air Dr? There is limited sight distance in the area that makes turning left feel very uncomfortable at this intersection.</p>	<p>The project team collected traffic data this past month at that intersection and will incorporate that data into the analysis. The project area was made larger to include impacts to this intersection in this project planning and design.</p>
<p>Why does the project area incorporate so much of the neighborhood north of Rabbit Creek?</p>	<p>The environmental document needs to consider all possible impacts from the project and we included that area so that we can fully evaluate the impacts if changes are necessary at the Rabbit Creek Road intersection.</p>
<p>What type of traffic calming measures will you incorporate to ensure the integrity of the neighborhood?</p>	<p>The project team will be looking into horizontal and vertical traffic calming measures, but mostly horizontal calming measures. Because this road is a neighborhood collector, it is designed to funnel neighborhood traffic to larger arterials. It is unlikely that traffic calming measures such as speed humps will be considered due to the difficulty of plowing snow with those.</p>
<p>Why is the construction date so far in the future? We would like to see this secondary access constructed sooner.</p>	<p>This project is funding dependent and is currently only funded for preliminary engineering and environmental document in the TIP. Final design and ROW acquisition is the next phase and then construction. It is possible that the timelines shown can occur faster, but funding also has to be available in the TIP for the project to progress.</p>
<p>No turning lane. Do a roundabout.</p>	<p><i>Comment noted.</i></p>
<p>With the traffic projections, please be aware of proposed zoning changes. Some requests are pending that – if approved – will increase the traffic projections.</p>	<p><i>Comment noted.</i></p>
<p>We live on Mountain Air Dr, the last house on left. An issue will surely be that more cars will use this as a cut through once it's more accessible. Right now, a lot of cars (including young speeders) drive down to the cul de sac to park and they all drive too fast. This will be even more dangerous to homeowner pedestrians who walk</p>	<p>The project team will consider how to minimize excessive speeding in the design process and will be looking at traffic calming measures.</p>

dogs, kids, etc. How do you propose controlling speed?	
Will this make our road a state or city-maintained road?	The right-of-way (ROW) will be owned by the Municipality of Anchorage (MOA); however, the area is not maintained by the MOA. There are discussions about the South Goldenview Rural Road Service Area (SGRRSA) annexing the area and being responsible for maintenance.
I do think that we need some pedestrian paths on both sides, but they don't have to be wide. You're right about the difficulty of maintaining gravel paths. They don't have to be as wide but it is a necessity to accommodate the kids who live on the west side of Mountain Air Dr.	<i>Comment noted.</i>
I like having the separated path on one side of the road, otherwise the wide right of way starts impacting the existing homes.	<i>Comment noted.</i>
The west side of Mountain Air Dr has a number of drainage issues. Bear Valley Elementary School is built on pylons.	The project team is familiar with ongoing drainage issues on the Hillside and will consider potential drainage impacts in the design.
Will our mill rate be raised if Mountain Air Drive is added to the South Goldenview Rural Road Service Area?	The mill rate is set by the service area and approved via a vote. Unless a new mill rate is approved by voters in the service area, the mill rate will remain the same.
Can you send us emails for project managers?	Yes, we will send you the project managers' contact information. It is also posted on the project website.
Is there a plan for continuity/connection of trails in this area?	There are several trails in the area, some official and mapped and others are unofficial social trails.
I want to remind the project team that social trails are not designed trails and shouldn't be made official in most cases. You should use a trail designer for improvements, and some of the trails in the utility corridors might be suitable for connections.	<i>Comment noted.</i>
The Hillside District Plan looked at this area in closer detail. The plan notes the connectivity for pedestrian and non-motorized as a traditional community feature that we would like to maintain. Has the team looked closely at that plan?	The team has looked at roadway connections and drainage but hasn't examined trails too closely at this stage in the project. This is something we will look at in more detail.
Is alternative C under serious consideration?	No, these three alternatives were not ranked in any way, and we wanted to include them to demonstrate the alternatives that were developed previously. Alternative C was not seriously considered because of the wetlands impacts, it's adjacent to a park, and a lot of other

	considerations that made it unlikely to progress forward as the preferred alternative.
Is the east-west connection for walking access to Golden View Middle School, Bear Valley Elementary School, Section 36, and along 156 <sup>th</sup> Ave?	Yes, we are considering these destinations in the planning and design phase.
The original Hillside sub area transportation study had more details about non-motorized facilities. I can provide a copy of that to the project team.	The project team would appreciate that. Thanks for sharing.
I encourage the design team to account, regardless of which alternative is chosen, that this is a school zone and ideally students will be using the pedestrian facilities. Speed is always a concern and should be moderated.	Yes, the project is considering the impact to the school and students. ASD is involved and will be kept informed as the project progresses.
Why is there no intersection study or improvements shown? We don't want piecemeal development that will create a substandard situation. The fire station and school especially are users that should be considered in the design.	The project area includes looking at the Rabbit Creek Rd intersection and impacts to the fire station and school are being considered. The project team is also looking at all the developable land/parcels that would connect to this corridor to inform the intersection analysis.
ASD is listening and we are available to help with discussions on impact to the school site whenever the MOA/State/consultants are ready.	The project team will make sure ASD is included in the planning and design process. Thank you for attending this evening.
I would like to remind DOT&PF that when you design east-west trails, the pathway should be placed on the north side of the road so that sunlight melts it faster in spring. Paths on southern sides always remain icy and muddy for quite some time.	<i>Comment noted.</i>





# Alaska Department of Transportation & Public Facilities

## AMATS: Mountain Air Drive Extension Virtual Open House

Stephanie Mormilo, P.E., HDL Project Manager

Monday, October 25, 2021 (5:30p – 7p)

Our mission is to *Keep Alaska Moving* through service and infrastructure.





# Agenda

- **Welcome**
  - Introductions & Housekeeping
- **Project History & Background**
  - Guiding Documents
  - Schedule
  - Design Criteria
- **Opportunity to Share Comments**
  - Please include any details that should be considered during project development.
- **Meeting Wrap-Up**



# Project Team

## State of Alaska Department of Transportation and Public Facilities

**Julia Hanson, PE**  
*Project Manager*



**Rori Van Nortwick, PE**  
*Project Engineer*

## HDL Engineering Consultants, LLC

**Stephanie Mormilo, PE**  
*Project Manager*

**Trevor Strait, PE**  
*Project Engineer*

**Heather Campfield**  
*Lead Environmental Analyst*

## Municipality of Anchorage



**Todd Jacobson, PE**  
*Project Manager*

## Huddle, AK

**Holly Spoth-Torres,**  
*Lead Public Involvement Specialist*



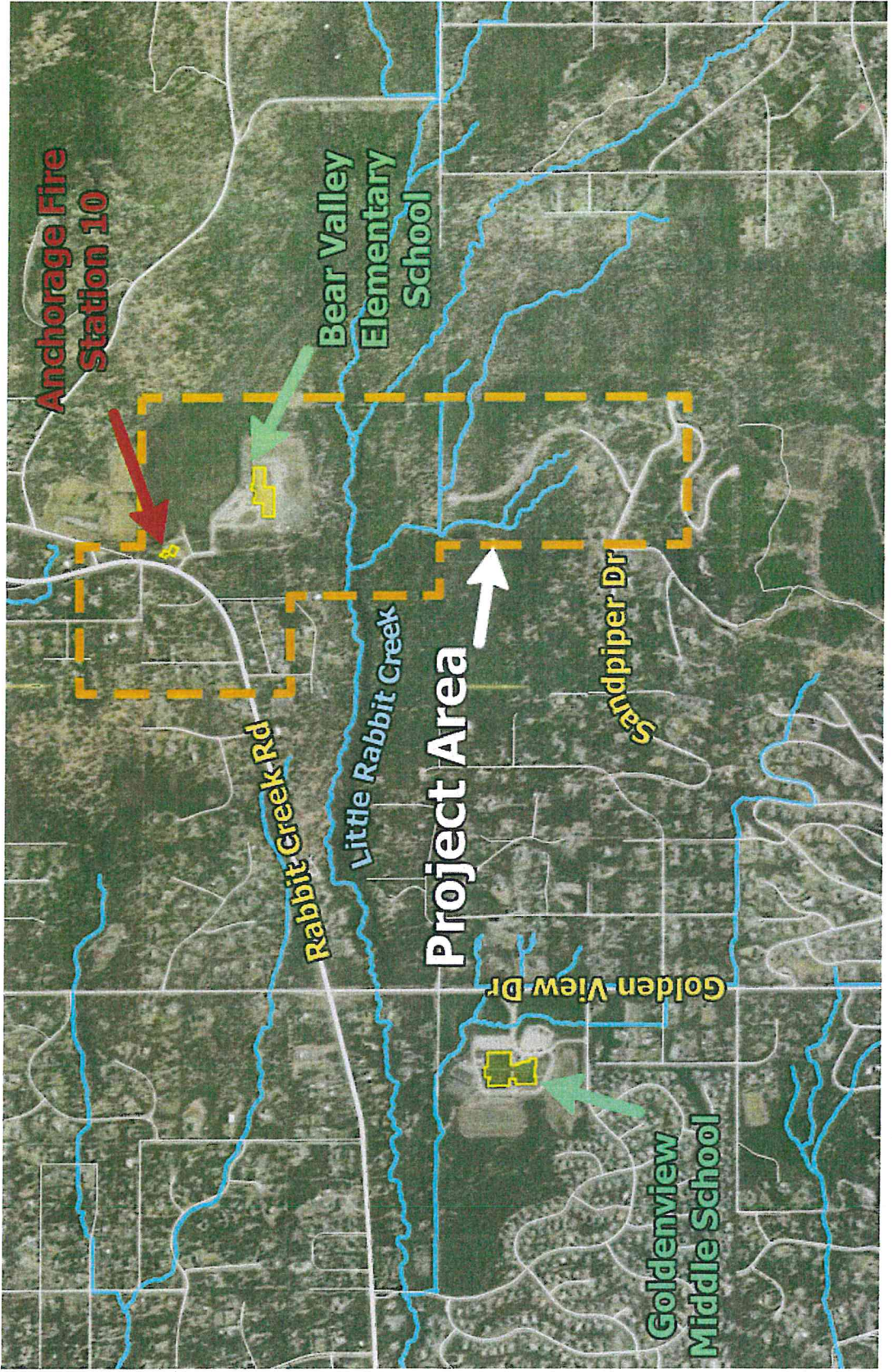
# Housekeeping

- Holly will be the meeting moderator.
- Please mute microphone when not speaking.
- With a meeting of this size, it helps the audio/visual quality if most folks turn off their cameras.
  - You are welcome to turn your camera on while-speaking.
- Use the chat (or hand-raise function) if you would like to speak so you do not interrupt the current speaker.
  - If you get missed or have additional comments after hearing information from others, please raise your hand or add your comments when we ask for additional comments.





# Project Area





# Project History & Background

- Previous Municipal Project – 2008 Legislative Grant
  - Developed three alternative routes
  - Selected preferred alternative and moved to 95% Design
  - Funding was removed in 2011
- In April 2020, voters approved a new Areawide Life/Safety Access Roads Improvement bond
- Project was added to 2019-2022 Transportation Improvement Plan (TIP)
  - This project is now federally funded and led by DOT&PF, in collaboration with the MOA





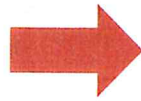
# Guiding Documents

- **2040 Metropolitan Transportation Plan (MTP)**
  - Identified as Short Term Project (#121)
  - Primary Purpose: Access and Emergency Response and Management
- **Official Streets and Highways Plan (OS&HP)**
  - Classified as a Neighborhood Collector (IB)
- **Hillside District Plan (HDP)**
  - Identified as a Primary Roadway Connection
- **Anchorage Bicycle Plan**
  - Recommends Separated Path from Rabbit Creek to terminus



# Project Schedule

We are here.



2021 – 2023

Environmental Document



2023 – 2027\*

Design & ROW Acquisition



2028 – 2029 \*

Construction



\* Dependent on the availability of funding.





## **Current Project Activity**

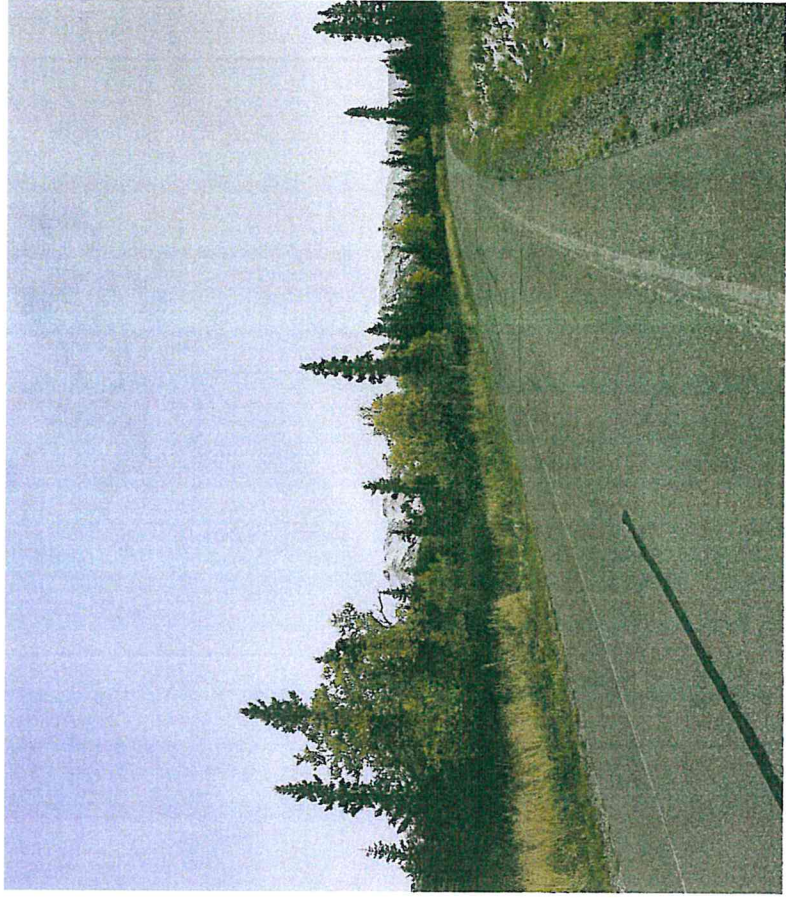
- Field studies completed or in-progress include:
  - Wetland delineation
  - Eagle nest survey
  - Cultural resource assessment
  - Hydrologic and hydraulic measurements
  - Traffic counts

# Existing Segments



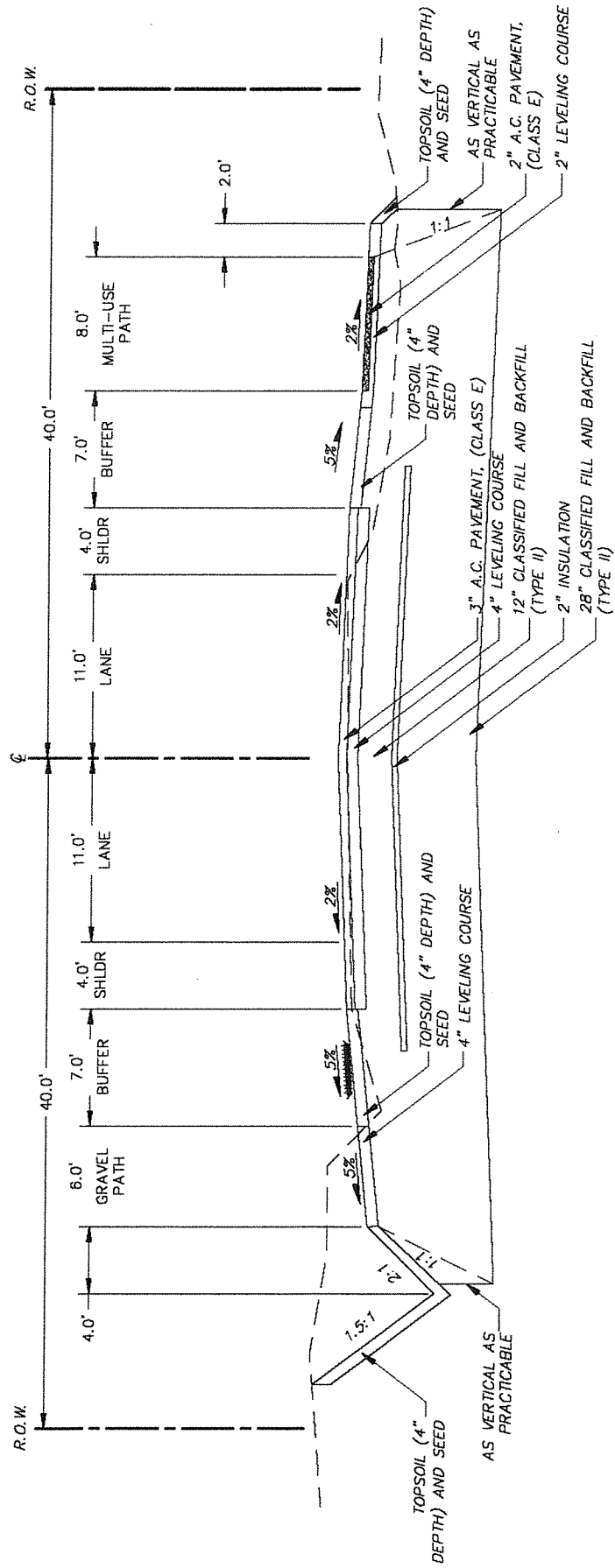
Existing Segment Adjacent to  
Bear Valley Elementary

Existing Segment Connecting  
to Sandpiper Drive





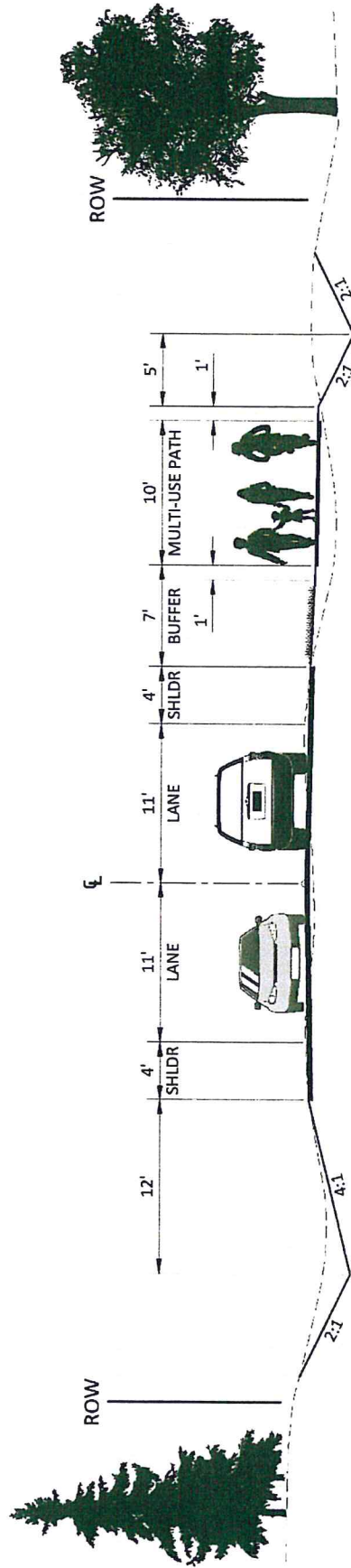
# Previous MOA Project Typical Section



**MOUNTAIN AIR DRIVE**  
 B.O.P. TO STA. 62+75  
 STA. 66+50 TO E.O.P.



# Draft Typical Section

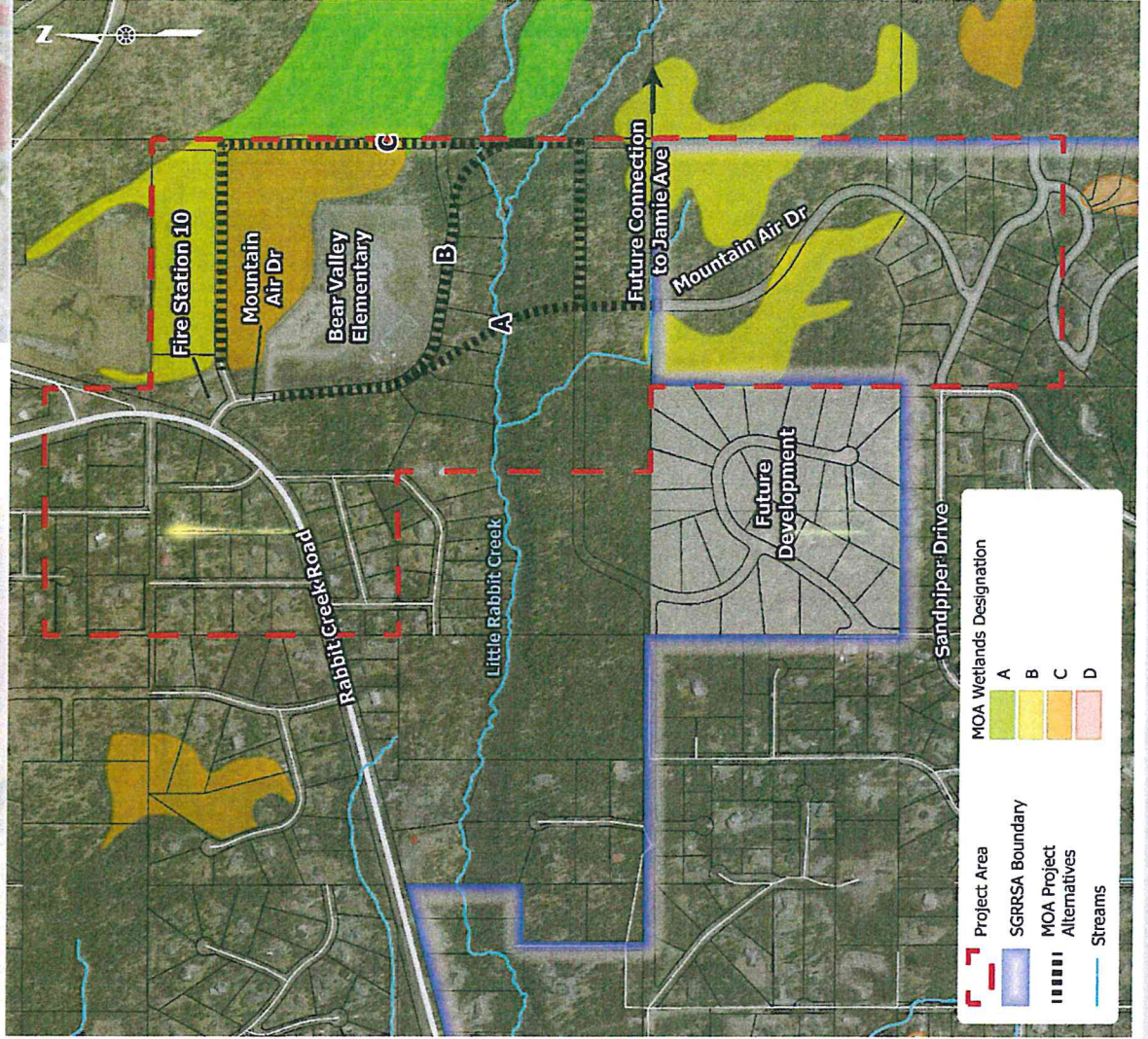


## MOUNTAIN AIR DRIVE





# Opportunity to Comment





**Thank you for your time!**



If you have any additional comments  
or questions, please send them to:

[holly@huddleak.com](mailto:holly@huddleak.com)

or

[smormilo@hdlalaska.com](mailto:smormilo@hdlalaska.com)

Project Website:

[www.mountainairdrive.com](http://www.mountainairdrive.com)



## Mountain Air Drive Extension, Virtual Public Meeting #1

### Attendance List

Name	Role/Organization
Heather Marshburn	Public Attendee
Amanda Doughty	Public Attendee
Craig Lyon	AMATS Coordinator
Dianne Holmes	Public Attendee
David's Iphone	Public Attendee
Anne Rappoport	Rabbit Creek Community Council
Unknown (Fire Tablet)	Public Attendee
Unknown iPhone User	Public Attendee
Maribeth Brown	Public Attendee
Cindy Jensen	Public Attendee
Ashley Fregly	Public Attendee
Tabetha Toloff	Public Attendee
Nancy Pease	Public Attendee
Christian Rawalt	Public Attendee
Judy and Dan Michael	Public Attendee
Katie Nolan	HALO
Marty Lemon	SGRRSA
Senator Roger Holland	State Senate
Nikki Rose	Senator Holland's Office
John Weddleton	Anchorage Assembly
Edie Knapp	Anchorage School District
Dana Menendez	Anchorage School District
Todd Jacobson	MOA Representative
Holly Spoth-Torres	Huddle AK
Michelle Fehribach	Huddle AK
Stephanie Mormilo	HDL
Trevor Strait	HDL
Rori Van Nortwick	DOT&PF
Julia Hanson	DOT&PF



**Michelle Fehribach**

---

**From:** Huddle AK <holly@huddleak.com>  
**Sent:** Monday, October 4, 2021 10:30 AM  
**To:** Michelle Fehribach  
**Subject:** You're Invited, Oct 25th: Mountain Air Drive Extension Virtual Public Meeting #1!



# Mountain Air Drive Extension

**YOU'RE INVITED!**

Join the Alaska Department of Transportation and Public Facilities at this virtual public meeting to learn more about the Mountain Air Drive Extension project. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions.

**Virtual Public Meeting #1**

Monday, October 25, 2021

5:30-7pm

The presentation will begin at 5:40



Link: [Zoom](#)

Meeting ID: 836 4202 4092

Passcode: 977361

**The presentation and a recording of the meeting will be posted on the project website after the meeting.**

[Visit the Project Website](#)

## PROJECT BACKGROUND

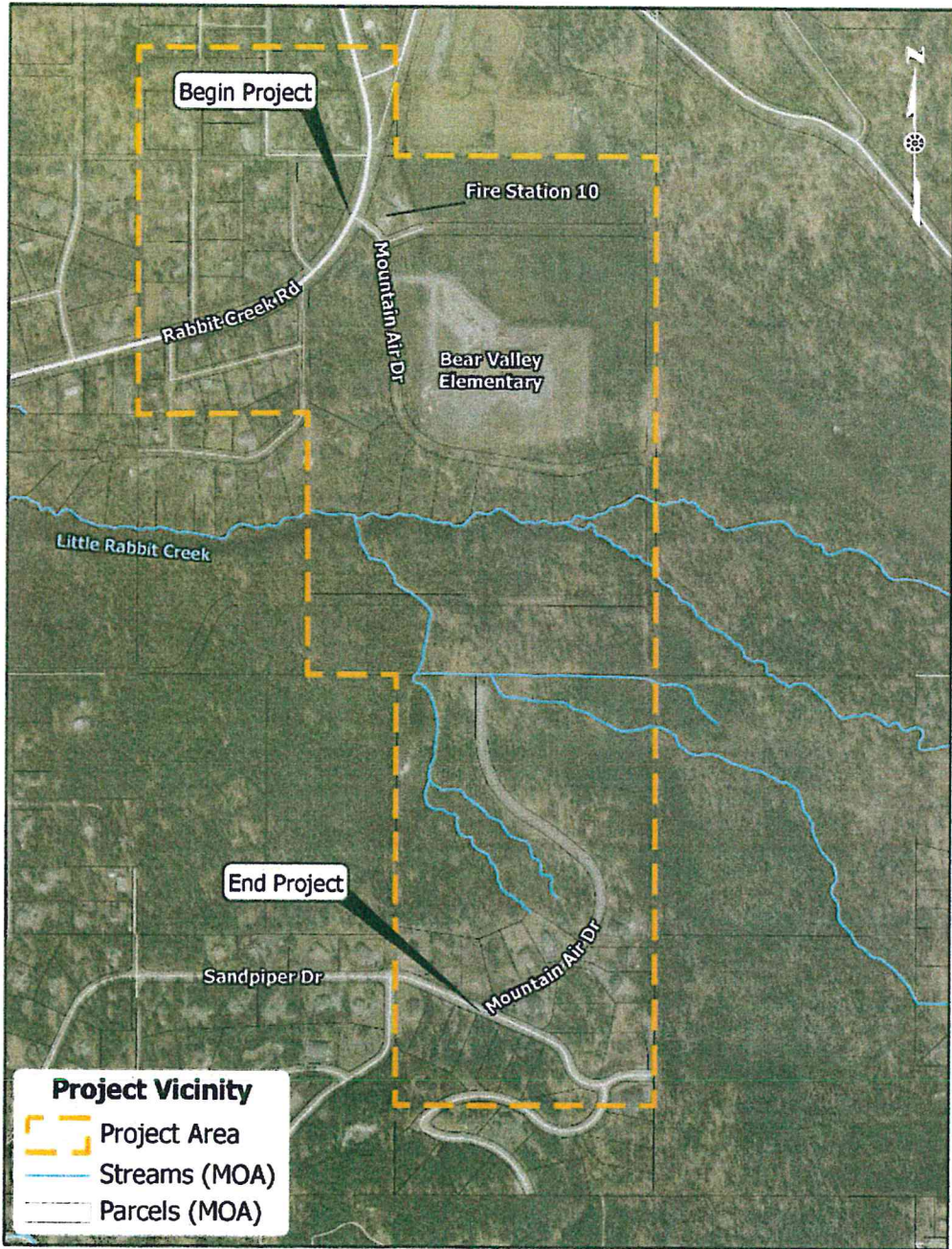
The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Alaska Department of Transportation and Public Facilities (DOT&PF) to provide secondary emergency access to this area of the Hillside with the added benefit of improving motorized and active transportation needs along the project

corridor using the MOA's Context Sensitive Solutions approach. This is a federally funded project.

# PROJECT AREA MAP





Visit the Project Website

# SCHEDULE



If you have any questions, please contact:

**Julia Hanson, PE**  
**Project Manager**  
DOT&PF  
E: [julia.hanson@alaska.gov](mailto:julia.hanson@alaska.gov)  
P: 907-269-0753

**Holly Spoth-Torres**  
**Public Involvement Lead**

Huddle AK

E: [holly@huddleak.com](mailto:holly@huddleak.com)

P: 907-223-0136

**Stephanie Mormilo, PE**  
**Design Project Manager**

HDL Engineering Consultants, LLC

E: [smormilo@hdlalaska.com](mailto:smormilo@hdlalaska.com)

P: 907-564-2120

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*[dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint, go to:*

*[dot.alaska.gov/cv/rts/titlevi.shtml](http://dot.alaska.gov/cv/rts/titlevi.shtml). For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.*



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*You are receiving this email because you opted in via our website.*

**Our mailing address is:**

Huddle AK



**From:** [Michelle Fehribach](#)  
**To:** [RabbitCreekCC@gmail.com](mailto:RabbitCreekCC@gmail.com); [bvcc@alaska.net](mailto:bvcc@alaska.net)  
**Cc:** [Huddle AK](#); [dianneholmes@alaska.net](mailto:dianneholmes@alaska.net)  
**Subject:** Oct. 25: Virtual Public Meeting #1 for the Mountain Air Drive Extension Project  
**Date:** Monday, October 4, 2021 3:42:00 PM  
**Attachments:** [image001.png](#)  
[FactSheet\\_MountainAir\\_9-22-2021.pdf](#)  
[image003.png](#)

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Hi Rabbit Creek and Bear Valley Community Councils,

The Mountain Air Drive Extension project is hosting its first Virtual Public Meeting on Monday, **October 25<sup>th</sup> from 5:30-7pm**. Join DOT&PF to at this virtual public meeting to learn more about the Mountain Air Drive Extension project and schedule. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions. Attached is a Fact Sheet you can reference and share with others who may be interested in this project.

**Virtual Public Meeting #1**

October 25, 2021

5:30-7pm

\*The presentation will begin at 5:40pm

[Click to join the Zoom Event](#)

Meeting ID: 836 4202 4092

Passcode: 977361

The presentation and a recording of the meeting will be posted on the project website after the meeting. Visit the [project website](#) and sign up for email updates.

Can you please share this information at your CC meeting?

We look forward to seeing you on October 25<sup>th</sup>! Thank you.

**Michelle Fehribach** (she/her)

Huddle AK, P: 440-371-2646

[website](#) | [instagram](#) | [facebook](#) | [twitter](#)



October 2021

### Project Background

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive (see map on opposite side).

The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek with possible bridgework
- Americans with Disabilities Act improvements
- roadside hardware
- and intersection improvements at Rabbit Creek Road.

For more information and to sign up for e-mail updates, please visit the web page or contact:

**Holly Spoth-Torres, Public Involvement**  
(907) 223-0136 • [holly@huddleak.com](mailto:holly@huddleak.com)

**[www.MountainAirDrive.com](http://www.MountainAirDrive.com)**

## **YOU'RE INVITED: MOUNTAIN AIR DRIVE EXTENSION** **VIRTUAL PUBLIC MEETING #1**

Join the Alaska Department of Transportation and Public Facilities at this virtual public meeting to learn more about the Mountain Air Drive Extension project. The project team will give a short presentation 10 minutes after the meeting begins, followed by comments and questions.

The presentation and a recording of the meeting will be posted on the project website after the meeting.



<b>WHEN:</b> Monday, October 25, 2021 5:30-7:00pm The presentation will begin at 5:40	<b>HOW TO JOIN:</b> Zoom Link: <a href="https://bit.ly/3AHHVqb">bit.ly/3AHHVqb</a> Meeting ID: 836 4202 4092 Passcode: 977361	<b>OR SCAN WITH YOUR SMART PHONE CAMERA:</b>
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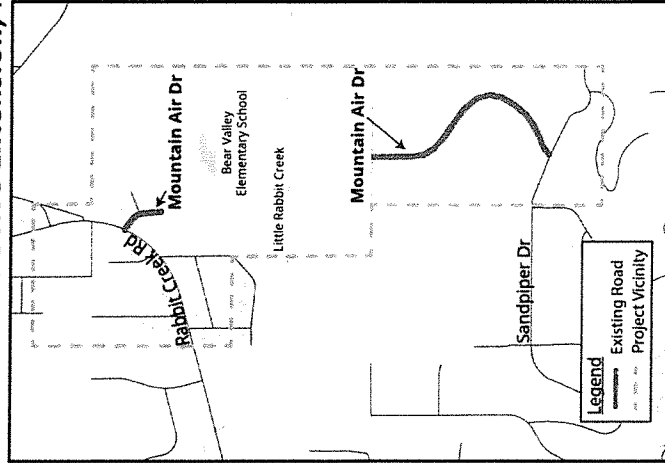
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Alaska Department of Transportation & Public Facilities  
P.O. Box 196900  
Anchorage, AK 99519-6900



### Mountain Air Drive Extension, Project Area Map



Join the Virtual Public Meeting on:  
**October 25, 2021**  
**5:30-7pm**  
by scanning the code with your smart phone camera:



# ANCHORAGE DAILY NEWS

## AFFIDAVIT OF PUBLICATION

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STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

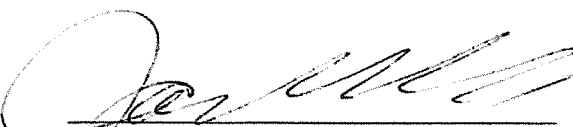
10/04/2021, 10/12/2021, 10/21/2021

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed



Subscribed and sworn to before me  
this 21st day of October 2021.

  
Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska

MY COMMISSION EXPIRES

7/14/2024

NOTICE OF VIRTUAL PUBLIC MEETING. Mountain Air Drive Extension Virtual Public Meeting #1: October 25, 2021, from 5:30-7pm. Join DOT&PF and the project team to view a presentation and then comment and ask questions. Join via Zoom: [bit.ly/3AHHvqb](https://bit.ly/3AHHvqb), Meeting ID: 836 4202 4092, Passcode: 977361. Visit the project website at [www.mountainairdrive.com](http://www.mountainairdrive.com) to learn more. The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvlrts/titlevi.shtml](http://dot.alaska.gov/cvlrts/titlevi.shtml). The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Julia Hanson at 907-269-0753 or Alaska Relay at 7-1-1. Requests should be made at least 7 days before the accommodation is needed make any necessary arrangements.

PUB. OCT 4, 12, 21/2021

NOTARY PUBLIC  
JADA L. NOWLING  
STATE OF ALASKA  
MY COMMISSION EXPIRES July 14, 2024



Bear Valley Community Council  
Minutes – February 10, 2021

Call to Order

The regularly-scheduled February 10, 2021 meeting of the Bear Valley Community Council (BVCC) was called to order by Council Chair Cheri Lipps at 7:02 pm. Due to Covid-19 restrictions, the meeting was held via Zoom videoconference with 19 members and several guests in attendance.

Announcements and Introductions

Chair Lipps introduced guests State Sen. Roger Holland, former State Sen. Cathy Giessel, Municipal Assembly Member Suzanne LaFrance and scheduled guest speakers Rori Van Nortwick and Sean Baski from the State of Alaska Department of Transportation and Public Facilities (DOT&PF). Ms. Lipps stated she anticipated that Assembly Member John Weddleton would join the Council meeting later. State Representative Kaufman was unable to attend but was represented by a staff person.

Approval of Agenda

To make best use of guests' time, Chair Lipps suggested the council take up legislative reports and our scheduled guest speakers first. There was no objection.

State Legislative, Municipal Assembly and School Board Updates

State Sen. Roger Holland introduced himself and provided a brief update on the status of the legislature's efforts to formally organize.

MOA Assembly Member Suzanne LaFrance reported that the Municipality has received \$35 million from the federal government in rental assistance funding. The funding is intended as direct assistance to residents of the Municipality who are unable to pay rent and/or utilities due to the Covid-19 pandemic. Ms. LaFrance next explained that there are 7 bond measures on the April 2021 municipal ballot, totaling approx. \$60 million. These include a bond for Anchorage Fire Department funding and public safety measures. Ms. LaFrance also addressed proposed changes to Title 17 of the Anchorage Municipal Code regarding animal control. These include potential changes to leash laws, as proposed by the Animal Control Advisory Board and the Health Department. No legislation has been introduced before the Assembly at this point.

Council Chair Lipps introduced Rick Farrell of the Bear Valley Community Association and asked that he report later in the meeting on the community ice rink at Bear Valley Elementary School.

No representatives from the Anchorage School Board were present.

Guest Speaker: Rori Van Nortwick, P.E., State of Alaska DOT&PF

Chair Lipps introduced guest speakers Rori Van Nortwick, P.E., and Sean Baski, P.E. who addressed the proposed Mountain Air Drive extension project. The current project is part of AMATS (Anchorage Metropolitan Area Transportation Solutions) and is intended to extend Mountain Air to Sandpiper Drive. The project justification is primarily public safety and secondarily emergency access. Additional benefits will include active recreational uses such as biker and hiker access to trails. An overview of prior design work done in 2011 was provided. The project is still in the design phase and all design funding is in place, through a combination of federal, state and municipal funding. As presently contemplated, right-of-way acquisition will occur in 2024-2026, with construction taking place in 2026-2028. Alaska DOT will undertake the construction of the road extension, with the road then becoming a Municipal road, maintained by the relevant LRSA since it will join with Sandpiper Drive, above Goldenview.



Discussion of the project continued, including traffic impact at the Rabbit Creek Rd / Mountain Air intersection. Mr. Baski stated that while the Goldenview / Rabbit Creek intersection has been identified as a high traffic intersection, there is presently no funding or active plan for road improvements. Members discussed the possibility of a roundabout at that intersection, with specific problems identified regarding the room necessary for a roundabout as well as the placement on a steep grade.

#### State Legislative, Municipal Assembly and School Board Updates - Continued

MOA Assembly Member John Weddleton joined the meeting, and provided an update on the Assembly's consideration of converting the Acting Mayor's emergency public health orders regarding the Covid-19 pandemic into Municipal ordinance. Mr. Weddleton stated that other matters expected to come before the Assembly in forthcoming meetings included review of the MOA ordinances regulating marijuana, issues pertaining to easements and rights-of-way (particularly traditional footpaths on the Hillside area), and licensing of homeless shelters.

#### BVCC Updates and Officer Reports

Rick Farrell, Executive Director of the Bear Valley Community Association, reported on the status of the community ice rink at Bear Valley Elementary School. Mr. Farrell explained that the primary function of the BVCA is child care and after-school activities and programs for BV Elementary students. He stated that the ice rink was again cleared and ready for public use. In response to questions, he indicated that the rink was lit until 10:00 six nights per week with an earlier lights-out time on Sundays,

BVCC Chair reported that Treasurer Angie Pinsonneault was unable to attend tonight's meeting but had authorized Ms. Lipps to report that there was no change in the BVCC finances (reported in January as having \$1296.36 in its checking account.) Ms. Lipps reported that the Federation of Community Councils has now filed its biennial report with the State of Alaska and will as a result have its business license renewed by the State. Ms. Lipps reported that she has confirmed with the FCC that the BVCC meeting notice does get mailed out to council members.

There was no HALO report provided.

Kori Marchowski, Member-at-Large, gave a brief report and expressed her interest in working on fire mitigation efforts in the spring.

Bill Ennis, Bear Valley LRSA Chair, reported that the service provider (Northern Gravel & Trucking, which is the contracted service provider for both LRSAs in the Valley) has continued to provide good snow removal and road service during the winter.

#### Open Forum and Other Business

Chair Lipps announced that she was planning a "hot chocolate social" event to bring the community together and be able to safely meet up face-to-face outdoors, probably to be held at the plowed parking area near the BV Elementary School skating rink, and would provide further notice of when the event would be held. The group expressed enthusiasm for the idea of such a gathering.

#### Review and Approval of Previous Minutes

Chair Lipps made the minutes of the January meeting available during the meeting. It was moved and seconded (B. Ennis / K. Marchowski) that the minutes of the January 2021 meeting be approved. The motion passed without objection.

**Rabbit Creek Community Council Meeting Minutes for Thursday, February 11, 2021**  
**DS DRAFT**

Location: Internet Zoom Meeting

Board Roll Call - Present: Ann Rappoport (Co-Chair), Carl Johnson (Co-Chair), David Sterling (Secretary), Keith Guyer (Co-Treasurer), Judy Michael, Mike Kenny, Michelle Turner, Nowlin Withers, Jess Grunblatt (Co-Treasurer), Nic Kinsman, Dianne Holmes.

Absent: None

Board Member Co-Chair Carl Johnson - Opened the meeting at 7:00 pm. 11 board members and a total of over 55 attendees, Declared a General Meeting. Carl had the new board introduce themselves. Ann and Carl asked each person to sign-in on the Zoom Chat for attendance and introduce themselves and say where you live verbally. The attendance list is attached. Advised of recording the meeting. Described methods to vote on issues for this meeting. People calling in on telephone will need to text to Nic Kinsman's cell phone for voting and sign-in. Described voting eligibility.

- **February Meeting Agenda- Motion to Approve Ky Holland & 2<sup>nd</sup> Ann Rappoport** – To approve as presented. None opposed, Motion passed. Available on screen or via website, on Google enter Rabbit Creek Community Council, link on right hand side gets to the agenda.
- **January Meeting Minutes - Motion to Approve Judy Michael& 2<sup>nd</sup> Nancy Pease** – To approve as written. Asked for any objections. Minutes approved as amended. One clarification for HLB Bear Valley Parcel, change last sentence to read, "There is a need for natural resource protection on the HLB parcel, because of the steep slopes on the proposed purchase and the HLB parcel, and Rabbit Creek (which crosses the HLB parcel)."

**Announcements & Legislative Reports:**

• **Assembly Members for RCCC Area -**

- **Suzanne LaFrance** – Contact info: Cell Phone: (907) 351-7199, Voicemail: (907) 343-4122, E-mail: LaFranceS@muni.org – Link for signing up to comment at Assembly meeting. Presentation on bonds going before voters at April election. \$60 million. Special tax levy to lease various police equipment. Title 17 Leash Law coming to Assembly.
- **John Weddleton** – e-mail: [WeddletonJ@muni.org](mailto:WeddletonJ@muni.org) – (907)-770-6875 – Comments on B3 Zoning change are good and helpful. They also want to create a license for homeless shelters. They will put restrictions on homeless shelters, so they do not damage the neighborhood. Working on changing marijuana rules, ongoing thing. Working on process for trails on Hillside. Independent commission that sets pay for elected officials. Assembly members receive \$20,000. Committee wants to bump Assembly Members it up to \$60,000. Also, to provide an office. Building out some existing space in City Hall and Eagle River. Last Assembly meeting discussions on, do masks work? Had discussion taking away Emergency Order and putting these issues into Assembly Ordinance: Masks, ability for marijuana available at curbside, Restaurants to operate outdoors. Reason being the whole assembly can comment instead of one person, the mayor.

• **State Representatives -**

- **Representative James Kaufman** – [rep.elect.james.kaufman@akleg.gov](mailto:rep.elect.james.kaufman@akleg.gov) – 907-538-5262 - Representative present tonight. In Juneau.

- **Senator Roger Holland** – [sen.elect.roger.holland@akleg.gov](mailto:sen.elect.roger.holland@akleg.gov) – 907-351-8277 – Not present.

• **Candidates for Offices -** Providing introductions:

- **Alisha Hilde** - Candidate for School Board on April 6<sup>th</sup> Ballot - Introduced herself and provided some information. Website listed on chat.
- **Carl Jacobs** - Candidate for School Board on April 6<sup>th</sup> Ballot - Introduced himself and provided some information. Website listed on chat.
- **Judy Eledge** - Candidate for School Board on April 6<sup>th</sup> Ballot - Introduced herself and provided some information. Website listed on chat.
- **Elisha Vakalis** - Candidate for School Board on April 6<sup>th</sup> Ballot - Introduced herself and provided some information. Website listed on chat.
- **Kim Paulson** - Candidate for School Board on April 6<sup>th</sup> Ballot - Introduced herself and provided some information. Website listed on chat.



- **Bill Falsey** - Candidate for Mayor on April 6<sup>th</sup> Ballot - Introduced himself and provided some information. Website listed on chat.

## **New Business**

- **Mountain Air Drive Extension** – Rori Van Nortwick and Sean Baski DOT&PF Project Managers – Slide show online for this discussion. Showed and described the project area being to extend Mountain Air Drive from the Bear Valley School south to Sandpiper Drive connecting to existing roads. Major components and reasons for the project include: 1) Safety providing for a second egress for residents. 2) Connectivity to the school. Active transportation via walking. Project history includes MOA working on design of the same project, which got all the way through to 95% Design Stage but was then unable to get funding. In 2020 MOA working with DOT and AMATS, allocated federal funding for this project. Because it will be Federally Funded, DOT&PF will manage construction, but MOA will own the road upon completion of construction. Ky Holland asked these questions with response: 1) How is this project tied into the bond measure passed a few years ago? This project is that bond measure. When one applies for federal funding there is a local match, which is that bond money. 2) Is this road going to provide connectivity to Bear Valley? This Federally Funded project will not tie into Bear Valley. AMATS would be the entity to request changes to the intent of the project. The comment period has already passed. DOT&PF has a specific scope of work that they are to follow. Carl Johnson asked about the intersection of Rabbit Creek Road and Mountain Air Drive? The previous MOA project had a roundabout designed at that intersection. The Federal/State design process will analyze conditions to see if modifications are required. This Federally Funded project will basically start over completely at the beginning with design. DOT does not plan to use any of the MOA design because the MOA does not follow the Federal design process. The information gathered by MOA has been forwarded and will be reviewed. A completely new Environmental Document will be processed. We are in for a long journey and we are just at the beginning. Tentative Schedule is:
  - Environmental Document 2020 thru 2024 to 2026
  - Design & Right of Way 2026 thru 2028
  - Construction After 2028

There will be new road classification established. Heard concerns about access, either more or less. Route selection, there is not an intended route. All routes must be analyzed in the process. Impacts to Property Owners and developments in the area need to be reviewed. Active transportation and connectivity to Middle School and Elementary School will be analyzed. Access to Bear Valley side will be reviewed. Working on getting a Consultant to help with design. Plan for future Open House meetings and Transportation Fairs to communicate. Dianne Holmes clarified about the MOA design that included roundabouts at two intersections. DOT wants to hear about these issues so they can make the best decisions. Study was done on '10 Worst Intersections' on the Hillside. Worst intersection is Golden View Drive and Rabbit Creek Road. However, across the Alaska region, that intersection does not even rank in the top 100 worst intersections. DOT personnel look holistically across the region to appropriate intersection money where it will do the most good. Yet to be analyzed for a decision. Currently the scope does not include any other issues outside of Mountain Air Drive, like trails between the schools. Earlier that comments are received, the better chance that those comments can be considered. Currently the best way to submit comments is by email to Sean Baski or Rori Van Nortwick, email address was placed into the chat. AMATS allocated funding via link in the chat. Nancy Pease advised that speed limits will be of concern. Advised that Bear Valley Elementary School is currently one of only two schools in the whole of MOA ASD that is not considered a walk to school for any students. Sean advised they are available anytime to be at a meeting. Ky Holland and Nancy Pease requested that March Land Use & Transportation Committee meeting take up this project to develop comments for consideration at the March meeting.

- **Land Use & Transportation Committee** – Meets first Thursday of each month.
  - **Non-Motorized Transportation Plan** – Nancy Pease – Document provided online to review during this discussion. Comments are due March 5<sup>th</sup>. MOA prepares this plan to look at bicycles, shared use pedestrian pathways in Anchorage, Eagle River, Chugiak. In the past separate plans were developed that date back to 1990's. Hillside District Plan shows many trails designated for our area. There is now a draft Non-Motorized Transportation Plan that initially



# Mountain Air Drive Bear Valley Community Council Meeting Notes

**Date:** February 8, 2023

**Reporter:** Stephanie Mormilo, HDL

**Project:** Mountain Air Drive Extension

**Project #:** CFHWY00710

**Federal #:** 0001690

## Summary

On February 8, 2023, multiple agency representatives attended the Rabbit Creek Community Council Meeting. The project team gave a short presentation about the project background, history, scope, and timeline. After the presentation, there was an open discussion for attendees to share relevant information, comment, and ask questions.

## Comment Summary

One comment was received during the presentation.

Comment/Question	Answer (if applicable)
An attendee voiced their concerns regarding the traffic at Bear Valley Elementary School and how it backs out onto Rabbit Creek Road. They said this issue was even more concerning this year with the bus driver shortages because so many more people were having the drop-off and pick-up at the school.	

# Mountain Air Drive Rabbit Creek Community Council Meeting Notes

**Date:** February 9, 2023

**Reporter:** Trevor Strait, HDL

**Project:** Mountain Air Drive Extension

**Project #:** CFHWY00710

**Federal #:** 0001690

## Summary

On February 9, 2023, multiple agency representatives attended the Rabbit Creek Community Council Meeting. The project team gave a short presentation about the project background, history, scope, and timeline. After the presentation, there was an open discussion for attendees to share relevant information, comment, and ask questions.

## Comment Summary

Below is a table of comments and questions asked by attendees.

Comment/Question	Answer (if applicable)
What are the planned improvements to the Rabbit Creek intersection? School traffic backs out onto Rabbit Creek and causes safety issues.	Based on the traffic analysis, major intersection improvements are not warranted. The design team understands the concerns regarding the school traffic and will work with the ASD to find ways to eliminate improve school traffic and reduce impacts to Rabbit Creek Road.
Could safety improvements be made to Rabbit Creek? The intersection is on a blind curve.	The sight distance available at the intersection is near the minimum for the vehicle speeds seen on Rabbit Creek. There's not much this project can do to fix the geometry on Rabbit Creek, but we will be looking for ways to increase the sight distance where possible.
Why are there not two paths (one on each side) as part of the project? As a collector, the road should have non-motorized improvements. An unpaved pathway on the west side would be desirable.	Instead of having two pathways, the project is moving forward with a larger one on the east side. The project will need to acquire ROW for the new road and any additional width would be an additional impact to an adjacent property. With the FHWA process, we have to show a clear need for all ROW impacts and that would be challenging for an additional unpaved pathway.

A pedestrian crossing on Rabbit Creek Rd would improve the safety and increase the chances children will walk to the school.	This likely falls outside the scope of this project.
The road should have a self-enforcing design the helps keep the speeds lower.	The project will be looking at things like this as the design progresses.
Has any effort been made to design this an emergency route. Can it be designed as a fire break?	One of the primary goals of this project is to provide emergency access to this area of the hillside which doesn't currently have alternative access, so yes. Regarding the fire break, that's something we can look into further as we move forward with the design.
What type of environmental document will be used for this project?	The project is using a Categorical Exclusion (CE).
Does an alternative analysis need to be performed?	A CE does not require an alternative analysis. However, the project from a design standpoint has looked at several alternative routes and selected the preferred route to move forward with.
Will this project be compatible with a future Jamie Rd connection?	Yes, we are designing Mountain Air to make the future connection as smooth as we can.
Was a connection to 156 <sup>th</sup> Ave considered?	The project will be designed to accommodate a future connection to 156 <sup>th</sup> Ave, but the connection itself is not part of this project.

**Bear Valley Community Council**  
Minutes – February 8, 2023

Call to Order, Announcements and Introductions

The regularly-scheduled February 8, 2023 meeting of the Bear Valley Community Council (BVCC) was called to order by Council Chair Cheri Lipps at 7:06 pm. The meeting was held via Zoom videoconference. Chair Lipps announced a quorum of ten community council members present and asked guest to introduce themselves at the time of their respective presentations.

Legislative, Assembly, School Board and JBER Updates

State Senator Cathy Giessel provided here legislative report and addressed the anticipated budget shortfall. Sen Giessel is currently Senate President and also co-chair of the Senate Resource Committee. She reported on two economic initiatives that the Governor is considering: Carbon credits and carbon sequestration. Sen. Giessel also stated that her weekly newsletter would be coming out this Thursday. There were no other legislative or assembly representatives

Anchorage School Board member Andy Holleman reported that the Board had recently adopted a policy mandating a longer lunch period so that students would have time to eat and also sufficient time for recess and play. This policy is an outgrowth of efforts initiated by ASD Board member Kelly Lessens. Mr. Holleman reported that the District still planned to close Abbott Loop Elementary School as a cost-cutting measure. He described other aspects of the expected budget shortfall, reminding attendees that the ASD budget remained, per pupil, what it was in 2011.

Assembly Candidate Rachel Ries introduced herself and discussed her qualifications.

There was no update from JBER Liaison Joy Boston this month as she has a recurring Wednesday evening schedule conflict this spring.

New Business

Chair Lipps introduced community members Tim and Melinda Jones, who asked to speak regarding a proposed LRSA annexation. Ms. Jones stated that they had purchased a large parcel consisting of several lots at the west end of Paine Road, and were requesting inclusion in the Rabbit Creek View/Heights LRSA. The annexation issue will be on the ballot for the April 4, 2023 municipal elections. In response to a question, Ms. Jones indicated that the development and annexation plans would result in roughly 300-400 feet of new road within the LRSA.

Guest Speakers

Several representatives of the Alaska Department of Transportation (ADOT) and HDL Engineering were in attendance and gave a detailed presentation on the planned Mountain Air Drive extension project. The project will provide improved motorized and non-motorized access for transportation to Bear Valley Elementary School and surrounding neighborhoods. There will also be some intersection improvements. Community members had an opportunity to provide comments and suggestions.

Anne Rappaport and Nancy Pease of the Rabbit Creek Community Council presented an update on the Schools on Trails project. They intend to schedule upcoming meetings via Zoom to facilitate planning for an east-west trail for access to Bear Valley Elementary School, and noted that Mountain Air Drive will project non-motorized north-south access to the school. The intention is to use existing rights-of-way and easements for the contemplated trails. A contact email is [RCSchoolsontrails@gmail.com](mailto:RCSchoolsontrails@gmail.com)



**Rabbit Creek Community Council Meeting Minutes for Thursday, February 9, 2023**  
**FINAL Approved at March 9, 2023 RCCC Meeting**

Location: Internet Zoom Meeting

Board Roll Call - Present: Ann Rappoport (Co-Chair), John Riley (Co-Chair), Keith Guyer (Treasurer), David Sterling (Secretary), Mike Kenny, Nancy Pease, Judy Michael, Matthew Blakeslee, Amanda Doughty, Carl Johnson

Absent: Michelle Turner,

Board Member Co-Chair – Ann Rappoport - Opened the meeting formally at 7:03 pm. Asked people to put name in the chat. Determined 9 board members and a total of over 22 attendees. Declared a Quorum and General Meeting. Ann Rappoport described the Sign-In Method. RCCC follows Roberts Rules of Order. The attendance list is attached. Zoom advised of recording the meeting. Described methods to vote on issues for this meeting. People calling in on telephone will need to text to a phone number to sign-in and for voting and sign-in. Described voting eligibility, attendance of one prior meeting in past 12 months. Described Zoom protocol and instructions. Described Pass the Hat method of collecting money for use by RCCC. Urged folks to send in a contribution.

- **February Agenda – Motion to Approve by Carl Johnsons & 2<sup>nd</sup> Keith Guyer** – To approve the agenda as written. No objections. Approved.
- **January Meeting Minutes – Motion to Approve by Carl Johnson & 2<sup>nd</sup> Amanda Doughty** – No objections. Approved.
- **Treasurer Report** – Savings \$316.77 + Checking \$1,279.58 = \$1,596.35 available. Outstanding debt encumbered for ongoing records scanning.

**Announcements & Legislative Reports:**

- **Assembly Members for RCCC Area -**
  - **Suzanne LaFrance** – Contact info: Cell: (907) 351-7199, Voicemail: (907) 343-4122, E-mail: LaFranceS@muni.org – Not present.
  - **Randy Sulte** – Not present. **State Representatives** –
    - **Representative-elect Ladie Shaw** – Not present
    - **Senator-elect Cathy Giessel** – Present.
- **Anchorage School District** – Andrew Holleman – Lunches too short, so a mandatory minimum time to eat and have physical activity is now a policy across all elementary schools. Lunch Room help is short staffed, so delivering prepared meals. Figures on balanced budget being worked on. Closing Abbot Loop School which has design problems. Charter school might lease for max 5 years. Looking at closing an elementary school every year due to population down turn.
- **AFD** – Captain Sean Fredenhagen – Bonds on ballot to replace equipment and upgrade stations.
- **Parks & Rec** – Beth Nordlund - Bond to upgrade various parks trail upgrades, at \$3.95 mil. Read thru the list. Working on Ocean View Bluff Park to Potter Marsh.
- **Candidates for Offices-**
  - **Andy Holleman** – ASD School Board – Re-election.
  - **Zach Johnson** – Assembly - Introduced himself.

**New Business and Old Business Requiring Action & Reports**

- **Mountain Air Drive Project** – Holly Spoth-Torres Public Involvement Specialist, Alex Read PMgr DOT, DL Peterson Project Designer – MOA owned and maintained. DOT project w/ AMATS as partner. Todd Jacobsen assisting, and Trevor Strait, still in preliminary stages. Plan is to extend Mountain Air Drive to connect to south existing road in Shangri La Subdivision. Mission is to improve emergency and public access in the area and a pathway for non-motorized. Showed a map of the intended pathway and profile. A bridge over Little Rabbit Creek. Pathway on one side. Federal funded. Environmental study. Schedule shows construction in 2027 if funded. Field work done last fall. Wetlands delineated. Cultural resource assessment. All documents are on the project website. Dianne Holmes suggested two pathways, one on each side. Right of way does not warrant two pathways. Looking at other ways to improve the



intersection at Rabbit Creek. Roundabout will not work with curve in road. Nancy Pease suggests making it easier for kids to walk to school with more pathways in all directions, and desires a neighborhood safe speed. Discussed environmental study. Traffic study for school will be performed. Rabbit Creek Fire Station 10 relocation has been discussed in the past. Jamie Drive extension is not part of this project, but they are designing so that the connection could happen easier in the future. 156<sup>th</sup> Ave and Jamie sort of align where they will intersect Mountain Air at some future date. Not part of this project. DOT is always accepting feedback thru the design process, sooner the better.

- **New Transportation Projects** – Nancy Pease – Three road projects open for comments now. 1) DeArmoun Road will have pavement repair from 140<sup>th</sup> to Hillside Drive. Project Manager is John Knowles. 140<sup>th</sup> has a strange unsafe alignment, which is a major collector road. Share the Road sign for bicycles. Requesting several more signs. Summarize the requests to DOT Include: Verify the unsafe crossing created by the terminus of the bicycle lane. Provide a crosswalk and signage across DeArmoun Road. Provide crosswalk and signage across 140<sup>th</sup>. Provide additional signage asking people to share the road. Project will be ready to bid in summer 2023.
    - **Motion by Nancy Pease & 2<sup>nd</sup> Vivian Mendenhall** – To support the summary items listed above. Vote Results: Yes= 16; No=0, Abstain=3. Motion passes.
  - 2) Pavement Repair of the Rabbit Creek Road from the Old Seward Highway to the overpass along Rabbit Creek Road. Also work to be done in the Rabbit Creek Flood Plain. The culverts for Rabbit Creek under Old Seward/Rabbit Road are failing and they are not adequate for fish passage, with pooling in areas. Anadromous fish in the creek include coho, pink, Dolly Varden, and other species that go all the way up to Hillside Drive. The culvert should allow passage for small mammals and bears. Hazardous area for pedestrian and biking. Suggestions include: Better striping on road for bicycles; Pedestrian access to Old Seward; Guardrail repair; turn pocket turning left onto Old Seward while coming down hill.
    - **Motion by Nancy Pease & 2<sup>nd</sup> Dianne Holmes** – To write a letter to DOT with the points mentioned above. Vote Results: Yes= 20; No=0, Abstain=1. Motion passes.
  - 3) Seward Highway from Windy Point up to Rabbit Creek Road – February 24<sup>th</sup> comment period ending. Need safety for all users. Joe Meehan, ADF&G advises that the culverts next to boardwalk the let Potter Marsh water into the Cook Inlet are undersized, failing, and need to be replaced. Intersection with Potter Valley Road might need interchange. Need to be proactive to not let Old Seward Hwy become a frontage road to allow for animal movements to/from the uplands. Trail connection from Potter Valley mailbox area down to existing trailhead. Concern letters as submitted in the past. Suggest a commuter rail to Girdwood.
    - **Motion by Nancy Pease & 2<sup>nd</sup> Mike Kenny**– To flush out these 3 points in a letter to DOT with the points mentioned above. Vote Results: Yes= 17; No=0, Abstain=1. Motion passes.
  - **Wildfire Egress Project Wrap-up** – Ky Holland – Lots going on for the next year. Study group meeting for past 5 months. Lots of attendance and input. Helped to understand what the problems are going to be. Report to be out in March. Realized that without a plan we are not eligible for funding. Planning for annual Firewise event. Information on website from link in chat.
  - **Mills Property** – 80-acre upcoming plat – Dianne Holmes & Ann Rappoport – Big track with two lots. Viewed map on line also available on RCCC website. Points for comments: On the western border of Mills parcel from the stream, southward, to 140<sup>th</sup>, there should be a wide easement to allow a switchback path up the steep hill that would connect to 140<sup>th</sup> and also the adjacent Section 36 park. Described various comments about trails to Section 36. Plat to be posted soon. Will write letter to city with comments.
    - **Motion by Dianne Holmes & 2<sup>nd</sup> Nancy Pease**– To write letter with comments about Mills Plat. Vote Results: Yes= 14; No=0, Abstain=2. Motion passes.
  - **Land Use & Transportation Committee Updates** – Nancy Pease – No specific report.
- Committee Reports**
- **HALO** – Candidate forum on March 2<sup>nd</sup> at Alaska Zoo. Mills Property.

Your Comments Please... Please use this comment sheet to share any issues, compliments, or local knowledge. If you wish to discuss your comment with a member of the project team, please check the box below.

Project Name: Mtn Air extension

Your comments:

~~ROCE has repeatedly asked for~~

This should be a neighborhood-friendly connector.

It should include design features to self-enforce

speeds at which pedestrians & bikes can

avoid getting struck, and survive if they do

25 mph saves lives.

The non-motorized pathway should have the best/most

physical separation possible.

Think about plantings & greenery. Plantings are

a wonderful feature.

Check this box if you would like the project team to contact you. Provide your contact information below.

Your Name Nancy Pease

Email nanceypease2@gmail.com

Phone

## Holly Spoth-Torres

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**From:** Holly Spoth-Torres  
**Sent:** Friday, April 14, 2023 8:26 AM  
**To:** Holly Spoth-Torres  
**Subject:** FW: Mt Air Dr public meeting

On 10/4/2021 12:30 PM, Holly Spoth-Torres wrote:

Hi Dianne,

It's great to hear from you and thanks for your questions. At this point, we do not have many answers because, with the use of Federal funding, the project process needs to begin again to prepare the environmental document. Your questions are important elements for us to consider as we begin design development and I hope you can attend the meeting to provide more feedback.

We will send your council a fact sheet and a notice of the virtual public meeting that you can share at the Oct 14th RCCC meeting. The fact sheet won't have much more detail than what you've already seen on the card and the website.

A recording of the virtual meeting and presentation materials will be available after the public meeting where we hope to respond to your questions.

Thanks, Dianne. Hope to see you soon at the virtual public meeting.

Holly

907.223.0136



**From:** Dianne Holmes <dianneholmes@alaska.net>

**Sent:** Friday, October 01, 2021 6:29 PM

**To:** Holly Spoth-Torres <Holly@huddleAK.com>

**Subject:** Mt Air Dr public meeting

Holly,

We received the card today about the Oct 25th open house. Will any of the info be available beforehand? We have our RCCC monthly meeting on the 14th and of course Mt Air has consumed a lot of our time over the years. And Mrs Michael is on our board so she has a vested interest in the project.

I see from the card that the project is said to include (or MAY include):

a water crossing at L RC with possible bridgework (how else could the creek be crossed without a bridge?),

ADA improvements (does this mean a ped path?),

Intersection improvements at RC Rd (does this mean a round about ?),

Our council has been really trying hard to bring attention to 156th and how it needs to include a pathway when it is upgraded with each new plat and there are at least 2 plats that I know of (one is actually not even platted yet). The eventual goal is to allow kids to walk to BV school or down to GV middle school.

What about addressing the turn-off to the BV school which is a few hundred feet, if that, from RC Rd? It is a mess when school lets out with cars backed up to RC Rd. Somewhere I have/had a few photos of the traffic jam.

Dianne



## Mountain Air Drive Extension: Open House #2 Summary

**Date:** April 25, 2023

**Attendees:** Sign-in Sheets Attached

**Reporter:** Holly Spoth-Torres, Huddle AK

**Location:** Goldenview Middle School, 15800 Golden View Dr, Anchorage, AK 99516

**Project:** Mountain Air Drive Extension

**Project #** CFHWY00710 / **Federal #** 0001690

**Subject:** Open House #2 Summary

### Summary

The second public meeting for the Mountain Air Drive Extension project was held on Tuesday, April 25, 2023, from 5:00 pm to 7:00 pm at Goldenview Middle School in Anchorage. Attendees viewed presentation boards set up around the gym, a project area roll plot displayed on tables, and had the opportunity to provide comments and ask questions.

The presentation boards included:

- 'How to Participate' Instructions
- Project Area Map, Project Summary and Project Schedule
- Diagram of Routes Considered
- Preliminary Typical Section

### Summary of Comments and Input Received Verbally from Meeting Participants

- Pedestrian infrastructure:
  - Interest in a pathway on both sides of the roadway.
  - Interest in connecting the pathway to Goldview Middle School.
- Rabbit Creek Road/Mountain Air Drive Intersection:
  - Concern that potential future connections, such as from Bear Valley subdivision, are considered for intersection traffic volumes and roadway design.
  - Interest in a roundabout or signal to slow traffic on Rabbit Creek Road or/and improve access from Mountain Air Drive.
  - Interest in a right turn lane from Rabbit Creek Road onto Mountain Air Drive.
  - Interest in widening Mountain Air Drive at the intersection with Rabbit Creek Road.
  - Interest in moving the Mountain Air Drive connection away from the Rabbit Creek Road curve.
  - Concerns about traffic queuing from the school into the intersection.
- Route selection:
  - A couple property owners preferred a route that created access to more property they owned, while minimizing acquisitions to their property. Though they were still supportive of the project.
  - Support for a Jamie Avenue connection, other connections were also a topic of conversation.
  - Most participants were supportive of the selected route (route A).
- Overall support for the project.

### **Open House Advertising**

Mailing: A postcard invitation to the open house was sent via the USPS on April 3, 2023.

Web: The project website ([www.mountainairdrive.com](http://www.mountainairdrive.com)) was updated with the open house information, including the date, time, and location on March 10, 2023.

Email: An e-newsletter announcing the public meeting was sent to the project email list on April 4, 2023, and a reminder e-newsletter was sent on April 24, 2023.

### **Open House Follow-Up**

An e-newsletter was sent out to the project email list on May 8, 2023, thanking those who were able to attend and providing updates to those who were not able to make it.

### **Attachments**

1. Public Comment Forms Received
2. Presentation Boards
3. Attendance List
4. Public Meeting Advertisements (Emails, Mailer)



# Mountain Air Drive Extension

PROJECT# CFHWY00710 / FEDERAL# 0001690

## Comment Form

Please use this form to provide written comments to the project team.

Name	Dannee Thomas
Street Address or PO Box	
City, Sta	
Email	

Check here to sign-up for email project updates. *m/16*

### COMMENTS:

Intersection of RC Rd & M Air Really  
needs a Round-about or/ or easy access  
to the school - even though the ASD  
may move their driveway further south

~~with~~ Consider Round-a-bout(s) at  
each school drive way on M Air -  
even small ones as traffic will be  
going N. & S. after dropping kids  
or picking up

all rd Round-a-bout - ~~then~~ of M one - ~~where~~

Please submit this comment form to any member of the project team or send to:

Alex Read • DOT&PF • PO Box 196900 • Anchorage, AK 99519

Email: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

[www.mountainairdrive.com](http://www.mountainairdrive.com)





School access points then put a stop light in.

the schools-on-trails project is not set but ~~it~~ that whole area around

15674 should be designed so kids can reach the ME air DR & Bridge area so they can get to the path - wherever it may be.

I do not believe DOT has considered the impact & increase in traffic that will come ~~for~~ from Bear Valley & eventually all the way over the hill from Ashland.



# Mountain Air Drive Extension

PROJECT# CFHWY00710 / FEDERAL# 0001690

## Comment Form

Please use this form to provide written comments to the project team.

Name	MARC Jude
Street Address or PO Box	[REDACTED]
City	[REDACTED]
State	[REDACTED]

Check here to sign-up for email project updates.

### COMMENTS:

One cannot tell from the materials but I hope strongly that a roundabout or similar Traffic Control device is in place for BEAR Valley School. This will be a high traffic area with young kids (ages 5-10) twice daily in winter when it is cold, dark & icy.

Please submit this comment form to any member of the project team or send to:

Alex Read • DOT&PF • PO Box 196900 • Anchorage, AK 99519

Email: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

[www.mountainairdrive.com](http://www.mountainairdrive.com)



# Mountain Air Drive Extension

PROJECT# CFHWY00710 / FEDERAL# 0001690

## Comment Form

Please use this form to provide written comments to the project team.

Name	MARTY LEMON SGRSA
Street Address or PO Box	
City, State, Zip	

Check here to sign-up for email project updates. ON THE LIST

### COMMENTS:

PLANS FOR RABBIT CREEK PAVEMENT PROJECT SCOPE  
AND TIME LINE

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Please submit this comment form to any member of the project team or send to:  
 Alex Read • DOT&PF • PO Box 196900 • Anchorage, AK 99519  
 Email: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

**www.mountainairdrive.com**



# Welcome!

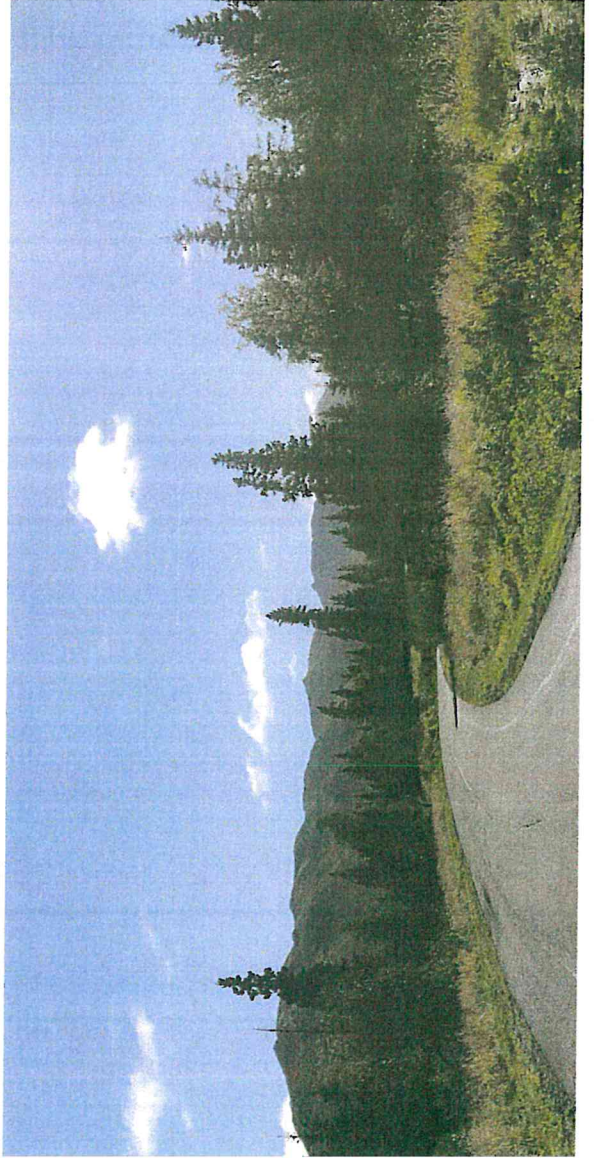
**Mountain Air Drive Extension**  
**Project # CFHWY00710 / Federal # 0001690**

**Open House #2**  
Tuesday, April 25, 2023 - 5:00 - 7:00 pm


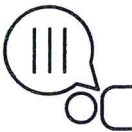




## Introduction

The Mountain Air Drive Extension project will provide secondary emergency access to the project area with the added benefit of improving motorized and active transportation needs along the project corridor.



## How to Participate

-  1 Sign in and receive a Project Fact Sheet.
-  2 Visit the stations to learn more about the project, ask questions, and talk with the project team.
-  3 Stay involved! View updates and download project documents on the project website at: [mountainairdrive.com](http://mountainairdrive.com)
-  4 Sign up for the email list by scanning this QR code with your phone.

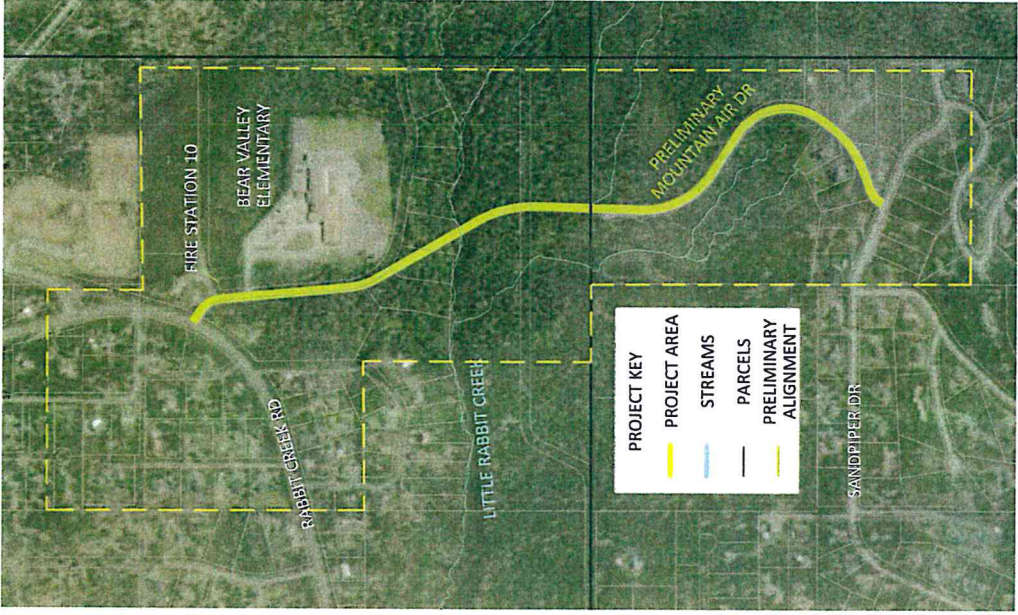


# Mountain Air Drive Extension

Project # CFHWY00710 / Federal # 0001690



## Project Area



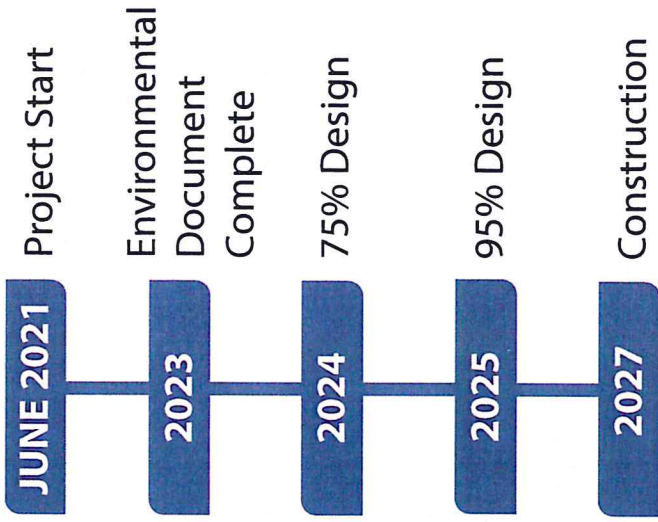
### Project Summary

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive.

The project may include:

- Construction of less than an mile of new roadway
- Installation of a multi-use non-motorized pathway and Americans with Disabilities Act (ADA) improvements
- Drainage improvements (culverts, ditching, etc.)
- Construction of a water crossing at Little Rabbit Creek
- Right-of-way (ROW) acquisitions
- Signage and other roadside hardware
- Utility work
- Vegetation clearing and grubbing

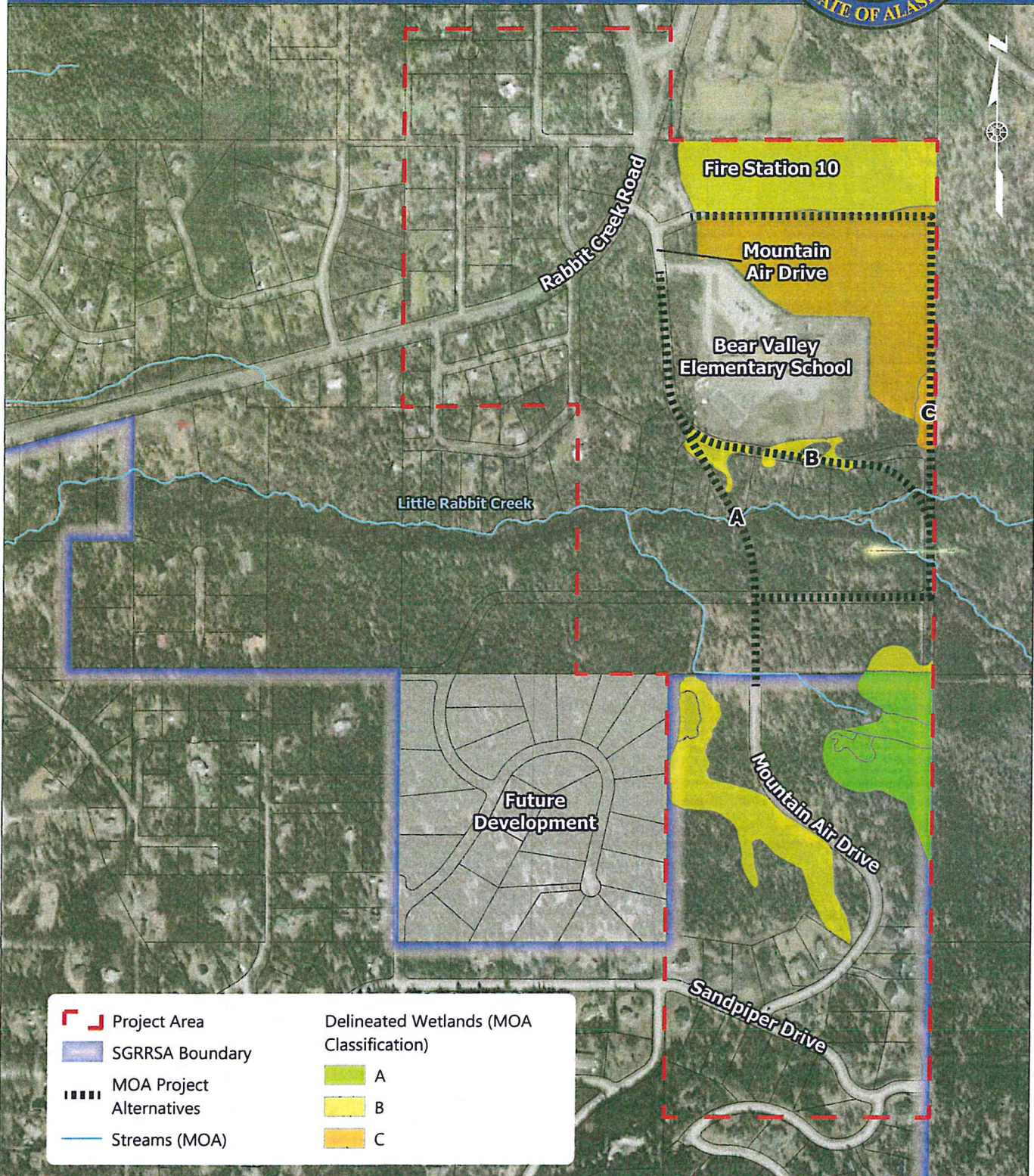
### Schedule





# Mountain Air Drive Extension

## Routes Considered



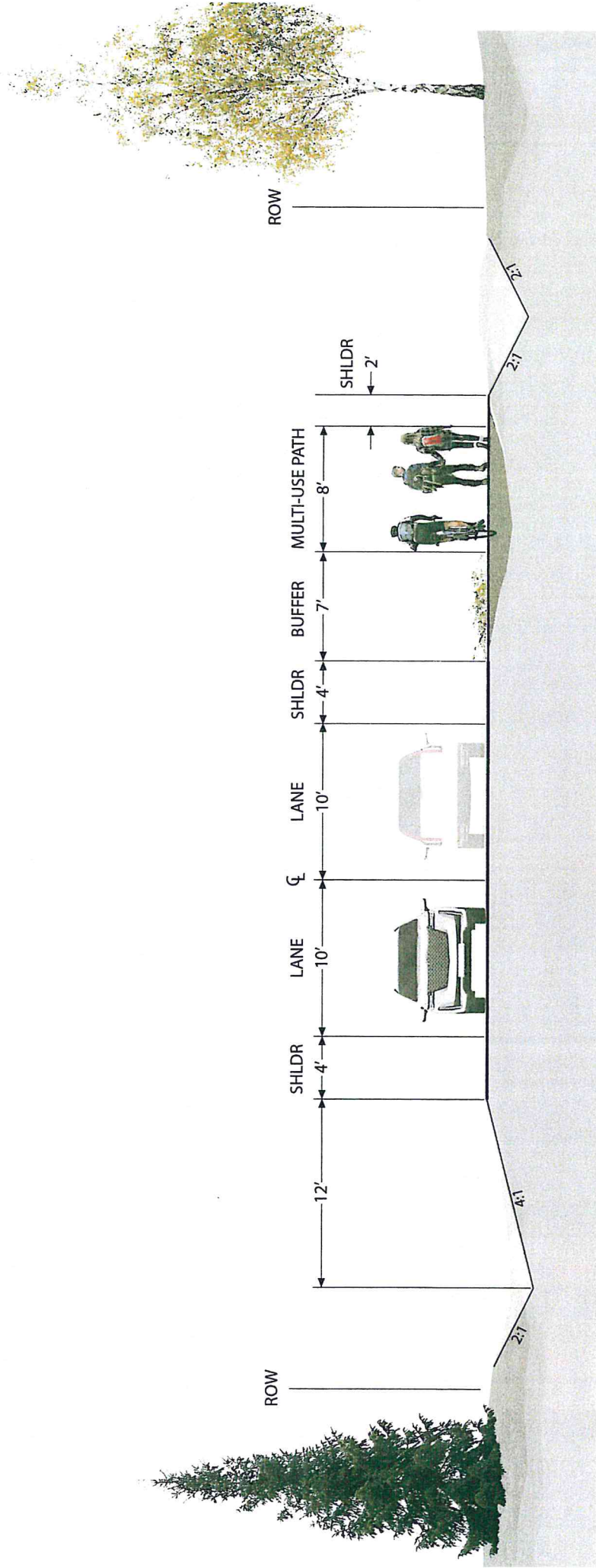
Project # CFHWY00710 / Federal # 0001690

[mountainairdrive.com](http://mountainairdrive.com)



# Mountain Air Drive Extension

## Preliminary Typical Section



Project # CFHWY00710 / Federal # 0001690



**Mountain Air Drive Extension, Open House #2  
Attendance List**

<b>Name</b>
Carolyn Schultz
Leona Cange
Amanda Doughty
Tim Culhane
Rick Farrell
Anne Rappoport
Scott Grigsby
Michael Morrison
Augustino Bacher
Chris Zundel
Maribeth Brown
Craig Lyon
Joan Diamond
Marc June
Judy, Dan, and James Michael
Chuck Holmes
Marty Lemon
Ben Arians (plus wife and 2 children)
Deana Johnson
Dianne Holmes
John (Illegible Name)
3 additional children

**Subject:** You're Invited, April 25: Mountain Air Drive Extension Open House #2!

**Date:** Tuesday, April 4, 2023 at 7:59:44 PM Eastern Daylight Time

**From:** Huddle AK <holly@huddleak.com>

**To:** Mandy Powers <mandy@huddleAK.com>



## Mountain Air Drive Extension

### YOU'RE INVITED!

Join the Alaska Department of Transportation and Public Facilities at Open House #2 to learn more about the Mountain Air Drive Extension project. You'll have the opportunity to view and provide input on the preliminary route selection and roadway design. The project team will be available to hear your comments and answer questions.

**Open House #2**

**Tuesday, April 25th, 2023**

5:00 pm -7:00 pm

**Goldenview Middle School - Gymnasium**

15800 Golden View Dr

Anchorage, AK 99516

[Visit the Project Website](#)



# PROJECT BACKGROUND

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

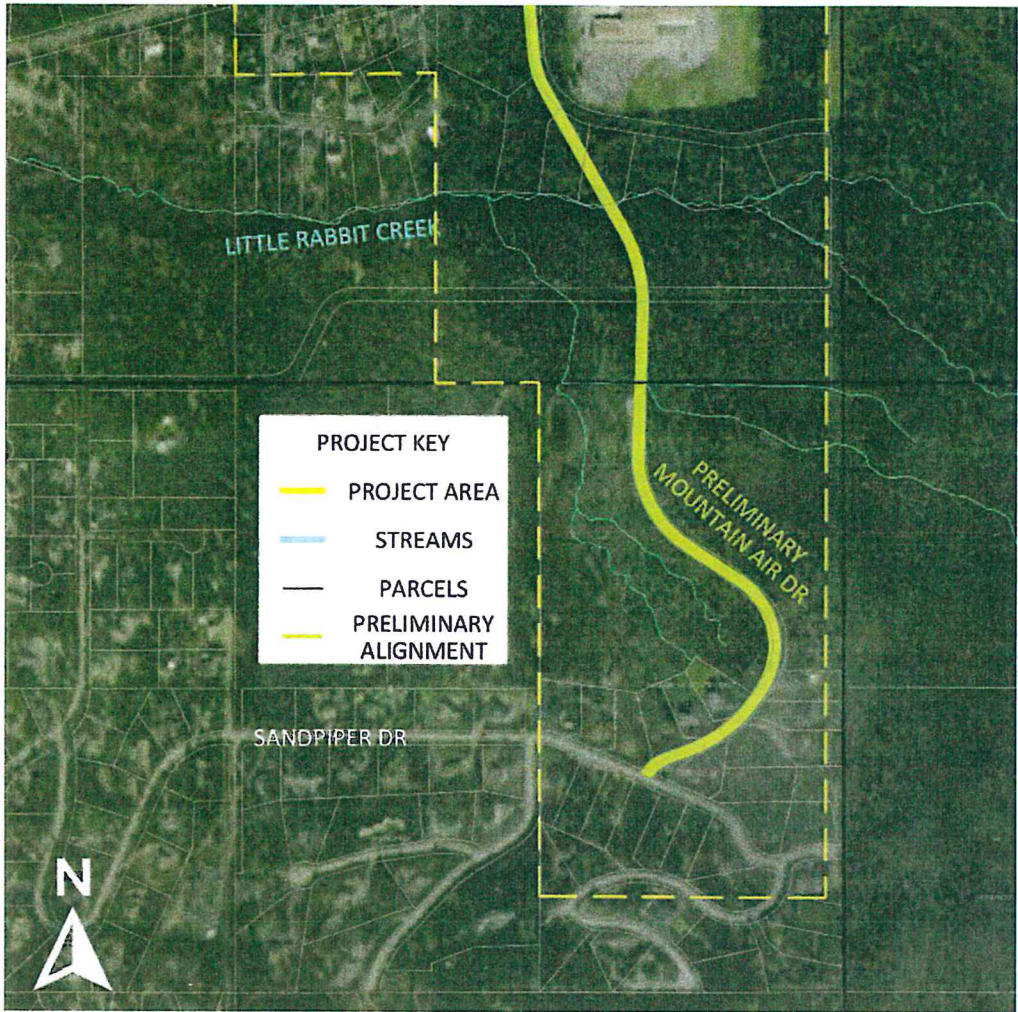
- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek
- Americans with Disabilities Act improvements
- roadside hardware
- intersection improvements at Rabbit Creek Road
- and a multi-use non-motorized pathway.

Mountain Air Drive is a Municipality of Anchorage (MOA) owned and operated roadway. This project is being done in cooperation with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Alaska Department of Transportation and Public Facilities (DOT&PF) to provide secondary emergency access to this area of the Hillside with the added benefit of improving motorized and active transportation needs along the project corridor using the MOA's Context Sensitive Solutions approach. This is a federally funded project.

# PROJECT AREA MAP







[Visit the Project Website](#)

# SCHEDULE





If you have any questions, please contact:

**Alex Read, PE**

**Project Manager**

DOT&PF

E: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

P: 907-269-0641

**Holly Spoth-Torres**

**Public Involvement Lead**

Huddle AK

E: [holly@huddleak.com](mailto:holly@huddleak.com)

P: 907-223-0136

**Stephanie Mormilo, PE**

**Design Project Manager**

HDL Engineering Consultants, LLC

E: [smormilo@hdlalaska.com](mailto:smormilo@hdlalaska.com)

P: 907-564-2120

*It is the policy of the Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Alaska Relay 711 or 1-800-676-3777. Requests should be made at least 3 days before the accommodation is needed make any necessary arrangements.*



**Subject:** Reminder: The Mountain Air Drive Extension Open House #2 is Tomorrow

**Date:** Monday, April 24, 2023 at 6:59:34 PM Eastern Daylight Time

**From:** Huddle AK <holly@huddleak.com>

**To:** Mandy Powers <mandy@huddleAK.com>



## Join Us Tomorrow

Join the Alaska Department of Transportation and Public Facilities at Open House #2 to learn more about the Mountain Air Drive Extension project. You'll have the opportunity to view and provide input on the preliminary route selection and roadway design. The project team will be available to hear your comments and answer questions.

### Open House #2

Tuesday, April 25th, 2023

5:00 pm -7:00 pm

**Goldenvue Middle School - Gymnasium**

15800 Golden View Dr

Anchorage, AK 99516

[Visit the Project Website](#)



# PROJECT BACKGROUND

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

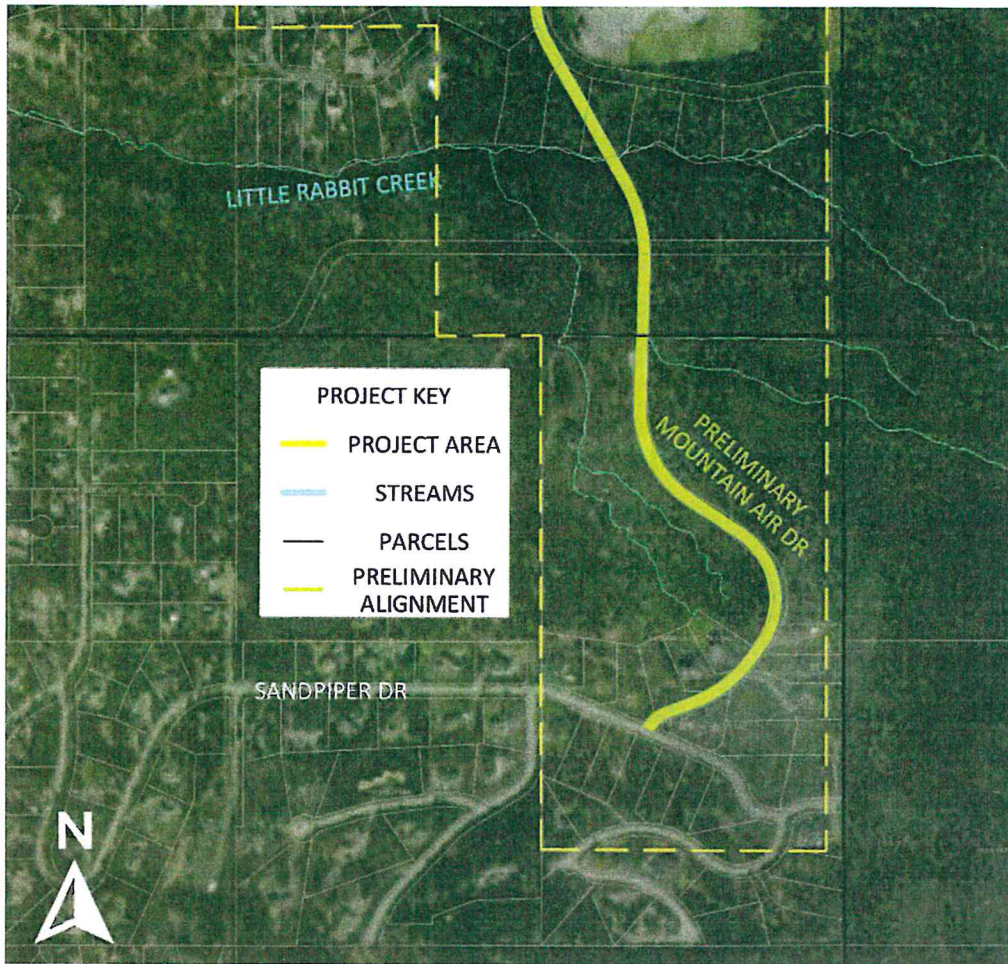
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- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek
- Americans with Disabilities Act improvements
- roadside hardware
- and a multi-use non-motorized pathway.

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# PROJECT AREA MAP







[Visit the Project Website](#)







If you have any questions, please contact:

**Alex Read, PE**  
**Project Manager**  
DOT&PF

E: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

P: 907-269-0641

**Holly Spoth-Torres**  
**Public Involvement Lead**  
Huddle AK

E: [holly@huddleak.com](mailto:holly@huddleak.com)

P: 907-223-0136

**Stephanie Mormilo, PE**  
**Design Project Manager**

HDL Engineering Consultants, LLC

E: [smormilo@hdlalaska.com](mailto:smormilo@hdlalaska.com)

P: 907-564-2120

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## Holly Spoth-Torres

---

**From:** Holly Spoth-Torres  
**Sent:** Monday, May 8, 2023 11:12 AM  
**To:** Holly Spoth-Torres  
**Subject:** Thanks for Attending! Mountain Air Drive Extension Open House #2

# Mountain Air Drive Extension

**Thank you!**

Thank you for joining the Alaska Department of Transportation and Public Facilities at Open House #2 to learn more about the Mountain Air Drive Extension project. If you weren't able to make it to the meeting, we have added the presentation boards to the project website. You can find them under [Presentation Boards for Open House Meeting #2](#).

The project website is a great place to find more information about upcoming meetings, access project documents and learn how to get in touch with the project team.

[Visit the Project Website](#)

## Project Background

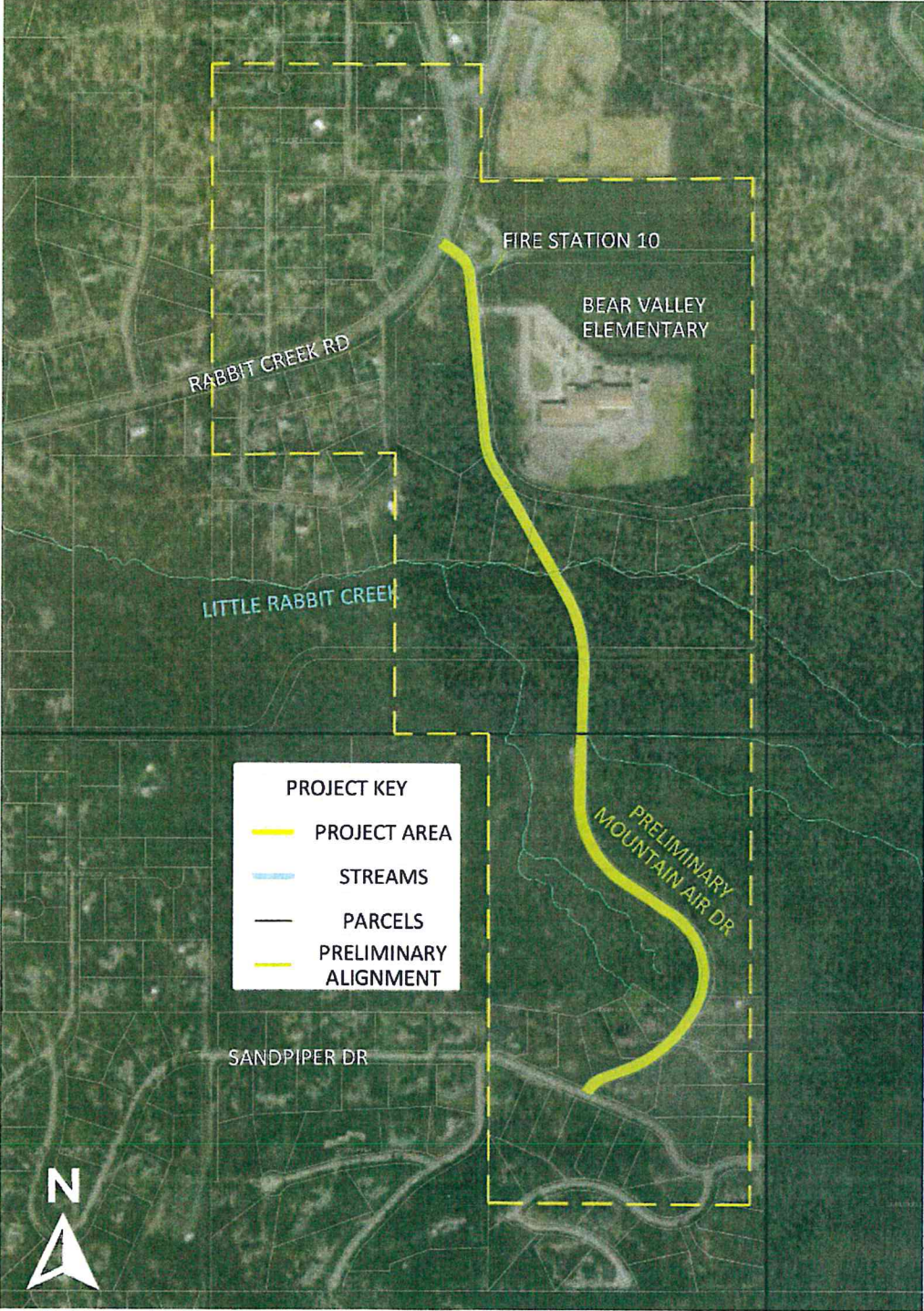
The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. The project may include:

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- roadside hardware
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# Project Area Map





[Visit the Project Website](#)

# Project Schedule



If you have any questions, please contact:

**Alex Read, PE**  
**Project Manager**  
DOT&PF

E: [alex.read@alaska.gov](mailto:alex.read@alaska.gov)

P: 907-269-0641

**Holly Spoth-Torres**

**Public Involvement Lead**

Huddle AK

E: [holly@huddleak.com](mailto:holly@huddleak.com)

P: 907-223-0136

**Stephanie Mormilo, PE**

**Design Project Manager**

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E: [smormilo@hdlalaska.com](mailto:smormilo@hdlalaska.com)

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APRIL 2023

### Project Background

The Mountain Air Drive Extension Project will extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive (see map on opposite side).

The project may include:

- drainage improvements
- right-of-way acquisitions
- utilities
- a water crossing at Little Rabbit Creek
- Americans with Disabilities Act improvements
- roadside hardware
- intersection improvements at Rabbit Creek Road
- and a multi-use non-motorized pathway.

For more information and to sign up for e-mail updates, please visit the web page or contact:

**Holly Spoth-Torres, Public Involvement**  
(907) 223-0136 • [holly@huddleak.com](mailto:holly@huddleak.com)

**[www.MountainAirDrive.com](http://www.MountainAirDrive.com)**

### YOU'RE INVITED:

## MOUNTAIN AIR DRIVE EXTENSION OPEN HOUSE #2

Join the Alaska Department of Transportation and Public Facilities at this open house to learn more about the Mountain Air Drive Extension project. You'll have the opportunity to view and provide input on the preliminary route selection and roadway design. The project team will be available to hear your comments and answer questions.

#### WHEN:

Tuesday, April 25, 2023  
5:00 pm - 7:00pm

#### WHERE:

Goldenview Middle School  
15800 Golden View Drive  
Anchorage, AK 99516



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Alaska Department of Transportation & Public Facilities  
P.O. Box 196900  
Anchorage, AK 99519-6900



### Mountain Air Drive Extension, Project Area Map

