

NOTES

Snug Harbor Project Working Group Meeting

March 10, 2016

1:30PM

Meeting Purpose: This is an opportunity for the Snug Harbor joint Walkable/Seniors working group to get accurate information from Federal Highways Project Supervisor, Matt Bean. As advocates for the project, members of the group are often asked questions in the community about the project. Without firsthand knowledge we are often hesitant to provide information. In addition to the February 17, 2016 public meeting, Mr. Bean has been meeting with individual property owners and individuals about specific concerns relative to their property and the project.

Meeting Place and Time: 1:30 PM Eagles View Commons.

Present: E Holsten, L Gephardt, D Carlson, R Sloan, J Mitchell, S Wilmoth, M Forkner from ADOT&PF, S Holsten, K Recken, N Vander off, J Cadieux in addition to Matt Bean from FHWA.

1:30-2:00 Matt Bean will give an overview of the project

NOTES:

Flags have gone up and are marking clearing limits of tree cutting. The first segment of project will be separated bike path starting on north and crossing to south just past post office to end of Lakeshore Ln. From there the shoulders will be widened to 4'. Once the pavement ends there will be a full road reconstruction with 10' lanes with 4' shoulders.

Q: Current width of gravel road?

A: Varies, some sections wider than the intended paved area and some narrower. It will be uniform when done.

Any locals who would like to meet regarding clearing, M Bean is happy to meet with them.

There are concerns from folks about trees cut and M Bean said they are not taking trees if they do not need to. They will be as selective as possible.

By March 28th the clearing will begin.

Q: Will it include the trees that have flagging?

A: A flag on a branch does not mean that tree will be taken, only where the limits for the clearing fell. If the flag is tied on the far end of a branch the tree may be able to be left, but if a tree will be killed because of root disturbance, the tree will be taken.

Q: Clearing only between flagging and roadway?

A: Yes, unless it's a tree immediately adjacent that would be too impacted to survive.

Q: Over and under burden (trees and shrubs)?

A: Just the clearing, both trees and shrubs, will be completed first. The grubbing and roadway excavation will follow later.

FHWA will take a break after tree clearing for utilities to do their work. Utilities work will begin immediately afterward. They will grub the “overburden” of roots etc for the utility work areas. Utilities will run under the separated portion of the pathway and beyond that, they will keep the utilities near the roadway. There are places where there’s clearing occurring outside the State Right of Way for 10’X20’ pads for electric and telecommunications vault or above ground boxes (2’X3’). This work is to be done by utilities themselves (CEA contractor or Telalaska), not DOT or ANCOR. These work areas outside of State Right of Way had Right of Way agreements in place with the corresponding land owners.

Q: Will our current above ground lines go underground?

A: No. Though there will be some below ground electric. If you haven’t been contacted by now, likely not. You may contact CEA if you want your lines buried and work that out with them privately.

Q: Will there be an upgrade in Internet capacity.

A: Some of those interchange problems will likely be affected but a major “upgrade” is a question best put to Telalaska. Distance from distribution hubs will likely affect speed.

FHWA and DOT do not have lists of what the utility companies are doing specifically. For Utility work, clearing areas may extend beyond the existing ROW. They will be building on temporary construction agreements with those land owners (on south side) including KPB and Catholic Church. They will create stable slopes. A gabion wall will be created in one place to help them limit how far into the slope they have to cut.

Some areas will receive riprap blankets. The south side will change from what exists now. The erosion will be stopped with slope cutting and hydro-seeding.

Q: The slopes that are the steepest will get the riprap?

A: Most likely those are the ones.

Utility prep will occur April to early May. Then the utilities will come in. June 16th is when they will begin the bike path construction phase. July 15th they can begin the road-widening portion. If utilities are done earlier, they can begin the rest earlier.

Q: Will there be any stoppages?

A: Alternating one-way traffic with flagger will occur at times. They will attempt to limit time to 5-10 minutes at most. The contractors are not allowed to close the road completely.

Q: The existing paved road... will that be re-paved?

A: No. And even where paved shoulders are added, that roadway travel lanes will not be re-paved.

Q: Will pathway shoulders be colored? Isn't it inexpensive to include color?

A: There will be regular fog line striping. Maintenance of road is ADOT's responsibility after the completion of the project. Shoulders cannot be colored because it has to be paint and the paint would cause irregular freeze thaw or differential freeze/thaw and cause problems for maintenance. They have tried painting in other circumstances and it cannot be done well. They won't do it. The color of the asphalt is black from the oil and cannot be changed. There has been some confusion because concrete can be dyed different colors but this does not apply to asphalt pavement.

Q: In clearing phase, do property owners have "dibs" on the trees cut in front of their property?

A: Yes. On KPB lands it will be first come first served on trees. Notices will be posted in town and on Crier when logs are available.

Q: Who is the tree contractor?

A: Carlos' Tree Service. Reps of FHWA, ANCOR, and ADOT will be on site.

Q: Will the KPB house site numbers be replaced?

A: Yes. The contractor is required to remove and reset them. Not any personal ones. Just the green KBP ones.

Q: Is there any signage at the driveways on the bike path?

A: No.

S Holsten: After the straightaway, the first drive is Holstens', then it goes downhill. Bikers should be alerted to the drives and the importance of slowing for the driveways.

M Bean: That is something the drivers of cars/trucks will have to be aware of.

K Recken: It's been a concern in Girdwood where the bike paths cross driveways.

Q: Will there be speed limit postings?

A: Existing will be replaced and another in each direction will be placed at Lakeshore.

Q: What about at Campus Drive?

A: Just the existing one on the north lane. If it's been knocked down, it will be replaced. Signage for how to alert for bikers and drivers sharing the road is being investigated and anticipated to be placed at either end of the project.

Q: Rumble Strips?

A: No, not appropriate in this circumstance.

Q: Will the only signage be the ones described above?

A: Yes, even those might be questionable because 4' shoulder might not be allowed because of "standard" widths.

Q: The ones in southeast are less than 8'.

A: We do things differently here than they do in northern and southern Alaska. (Response from M Forkner.)

Q: Extra materials?

A: Being taken to the “organic” dump. There will be some improvements done in exchange at the old gravel pit site. They’re required to conserve the topsoil. There will likely be more than they need. The current plan is for that to be used at the organic dump for eventual community garden use.

Q: How will wet areas along the bike path be dealt with?

A: Dig down, geogrid, black fabric, a foot of free-draining material to create strength and stability.

Q: How will fish passage be dealt with?

A: There are no fish passages involved or required. Not even Shackleford.

Q: The last major curve near private property in the reconstruction section. The clearing limits are very close to the last property. (Wanat/McClean)

A: They’re going to try to avoid clearing those trees near that property that is so close to the road. There is no current plan to include a sign marking that blind driveway. It may be something to consider. There may be a fair landing for the driveway user to use before entering the roadway once the project is done. They’ll talk to local maintenance to see if some of those alert signs for blind drives are available and can be placed.

Q: How wide with path be in separated section.

A: Pathway: 8’ paved, 2’ aggregate on either side.

2:00-3:30 Question and answers

3:30 Board bus to travel along project area. (Please wear clothing appropriate to walking and standing outside and perhaps on uneven slopes)

4:30-5:00 Approximate time to return to Eagles View Commons

Questions:

1. How wide are driving lanes on new pavement portion? 10’ with 4’ shoulder on either side.
2. How wide are shoulders on new driving portion? 4’
3. Can the shoulders be a different color asphalt to slow traffic (Traffic calming principles)? No, see above explanation.
4. How will wet areas along separated bike path be resolved/treated? Where they cross existing streams, e.g. Davies Creek, they will have culverts. Where there is water flowing under the pathways there will also be culverts.
5. Why does road swing to the south just beyond the Catholic Church? Largely to avoid disturbance on the north side of the road. This results in sharper curve but still reasonable for 25 mph speeds. After the Catholic Church it swings back to the north some and this was done for more gentle transitions. It may have impacted more of the Catholic Church property too if left entirely north there.
6. What will the design look like at...
 - a. Shackleford Creek? IN the 4’ widening section. Building concrete head walls on both sides to be able to build wider out the shoulders. The creek will be diverted during

- the construction to create a dry work area.
- b. Ramp near Shackleford creek where folks have backed up and dumped fish carcasses in the past. Can it be eliminated to prevent the carcass build-up? They will take that into consideration. Cookies?
 - c. Nelson (Davies) Creek?
7. Will smaller streams have culverts? Most likely just culverts. Essentially flow line will stay where it is and the bike path will be above that.
 8. Will there be signage on bike path? Yes, see above and signage at the crossing locations.
 9. Is the environmental document available online? YES, see Fedbizops.gov. Look for Snug Harbor Rd. Two hard copies provided. Is it a categorical exclusion? Yes. (Little or no environmental impact requiring public notice.) No public comment required but they did and do reach out to the community anyway.
 10. Can we have a set of final plans that are large enough to read? Hard copies given. Maps can be obtained from website and copied larger if individuals want to take that on.
 11. Will the shoulders and cross walks be striped in any way? Shoulders will have normal white fog line stripe. Crossings will have cross striping. If not, can that be added? Only what is indicated.
 12. What will be done to slow traffic on new paved portion and also at the two locations where the bike path crosses Snug Harbor? Existing 25 and new mph signs. Looking for additional signage that might be allowable. Non-motorized signs at any entry points.
 13. Will utility lines be buried? There's a mix. Overhead power is relocated. Anything already buried will be re-buried. When power is out for utility work, generators are planned.
 14. What changes will we see in our telephone and Internet service? Any improvement expected? See utilities. FHWA and ADOT do not have that answer.
 15. What will be done to minimize erosion from new ditches and culverts especially in the new paved section and area? Many are getting riprap. Seeding and mulching will assist. Sediment wattles will be used during construction.
 16. What will be done to stabilize soil along project area? See above discussion. Re-vegetation plans? Seeding and mulching. No "beautification". Cookies might convince individual workers to assist (e.g. Holsten's irises) ;)
 17. How many curves are there in the separated bike path? Only one gentle one that matches the road. S at drives.
 18. Do you have any comparable project with photos we could see? Teton Natl Park. He's going to try to get pics from there.

Q: Will ditches along new pavement dump water on lower property owners?

A: It is bad for the roadway to have water sitting along the shoulders. Water coming from east of the bus turn around will be sent through a new culvert that will replace an already existing culvert near the Button's and Wanat residence.

Q: Future meetings?

A: MB willing to meet when needed. The FHWA and ADOT will meet weekly with the contractor. One community representative could attend those meetings. MB will inform that rep when those meetings will take place. Group consensus at the meeting was that Sandra Holsten should be the representative.

Q: Schedule?

A: 5 days a week, 12 hrs per day likely. 6 day X 10 hrs per day is also a possibility.

Q: Clearing:

A: March 28 start. Tree contractor reports to ANCOR. The owner of Carlos' Tree service is part owner of ANCOR.

Q: Staging?

A: Near post office, organic dump, KPB site at base of Campus Drive are all being considered and may be used.

Q: Will the organic dump be accessible to community throughout the project?

A: Yes. There will be a separate entrance for locals.

D Carlson: Thank you to FHWA for going the extra mile. This will be a good project for this community and folks will be happy with it once it is done.

M Bean trying to address concerns and inform folks especially to eliminate misunderstandings in the community.

Q: What % fed/state funding?

A: Primarily feds but state came up with monies because it assists with maintenance. Partners have also contributed through e.g. lands, etc. Seniors and Catholic Church. Thank you to both those entities for their support of this project.

S Wilmoth: Community questions have included, "Why not Bean Crk where's there's more foot traffic." Answer given has been that it is fed funds and dictated by the rules of the available funds. Future planning will look forward to improving Bean Crk.

M Bean: Funds come from Federal Lands Access Program. Have to improve a feature that accesses federal lands. Because this leads to CNF it was eligible. Just doing the separated bike path portion would not have gotten funding. It had to include the roadwork to improve access to CNF. Snug Harbor Rd is the only designated Federal Forest Highway in our area. Exit Glacier Rd is also a fed forest road and they also were awarded a project.

Q: Speed control?

A: No speed bumps. Needs to be addressed by enforcement.

K Recken: For all the discord, hoping it will end up an asset to draw the community together. Any committee members that can reach out can only help.

M Bean: Also able to reach out and help with that.

M Forkner: Also willing to reach out and help as he can.

S Holsten: Agency folks need to be the ones addressing remaining concerns because it hasn't helped when locals reached out in the past. Locals should encourage the ones with remaining concerns to turn to M Bean and M Forkner.

M Bean: There are a certain folks he is contacting with specific concerns but he's happy to meet with others. He's gone over properties with folks and address what is being done in front of their property in the ROW that abuts them. If the property hasn't been affected, M Bean has not reached out to those individuals.

BUS RIDE:

- M Bean based in Seward and is working Exit Glacier project too.
- KPB is paving Campus Drive. Trying to coordinate with Snug Harbor project.

Q: Can short cutting be prevented across the gravel area below Campus Drive. Campers have been a nuisance.

A: Uncertain. There is a riprap ditch going in.

- Pedestal south of road and west of Campus Dr below gully between Raven's View and Eagle's View will be moved back.
- Sloughing slope given by Seniors' to the project will have riprap blanket.
- Small pedestals may also be moved back. No pedestals are on or affect private property.
- Second sloughing bank beyond developed senior property also getting riprap.
- In some narrow sections they will not only cut into the bank but also filling-out on the downhill slope.
- Pedestals are larger in some cases for possible upgrades.
- Third sloughing slope (coming from Campus Drive) the clearing mark might not indicate the point they go back to but it will get at least riprap.
- 5 pedestals all together are being moved backward from the road.
- Slopes that are cut will be done at a stable slope. Folks spoke about the water that will be released during construction. It can stop after a couple of years.
- Wanat and McClean property is built to the ROW. MB will review the clearing limits and he will try to bring them in to give more room to those property owners.
- Culvert replacement at natural gully west of Wanat and McClean just before Buttons.
- Silverman's are not losing trees but some branches may be cut.
- There's a culvert that will likely get an extension right where current pavement starts near state land piece.
- Making curve more gradual between Silverman's and Catholic Church lands.
- Nothing being done to Gephardt's' property.

Q: Will head walls affect hydrology of Shackleford?

A: No

- Culverts will not be changed at Shackleford.
- At Perkerson/Lamberson there will be slight grade change at the driveway but not likely to be significant. M Bean met them at the property owner meeting. S Holsten to let them know that M Bean will to meet with them if they have lingering concerns.
- End of separated path transitions to shoulder at the access road to Schackleford ridge and power line.
- Tom Knock's fence will go.
- Little creek next to Ben Romig's will have culvert.
- Other little creeks will also get culverts (e.g. by Mitchell's)
- There's an "eagle tree" in the Cottonwood on KPB land. No nest but they perch and feed in it. The roots may be affected and if so, it will be cut.
- Hydrology reports note where glaciation occurs in winter.
- KPB has indicated the pathway can be moved back some if need be for ditch placement.
- Get a copy of the CLES development plan to MB. Tree cutting might be helpful.
- Weekly newsletter will be provided by MB including posting in Crier.

- Is the property on the south side, east of P.O. Smith's or KPB?
- Pavement goes just past Campus Drive.

Q: Is there any provision for extra signage because driving behavior is being changed?

A: Potentially. M Bean looking into that.

Q: Any other traffic calming techniques possible?

A: It's up to ADOT and the locals.

Q: How much of a shoulder will be built in to the paving of Campus Drive?

A: Uncertain. We should encourage width that will support safe walking/biking.