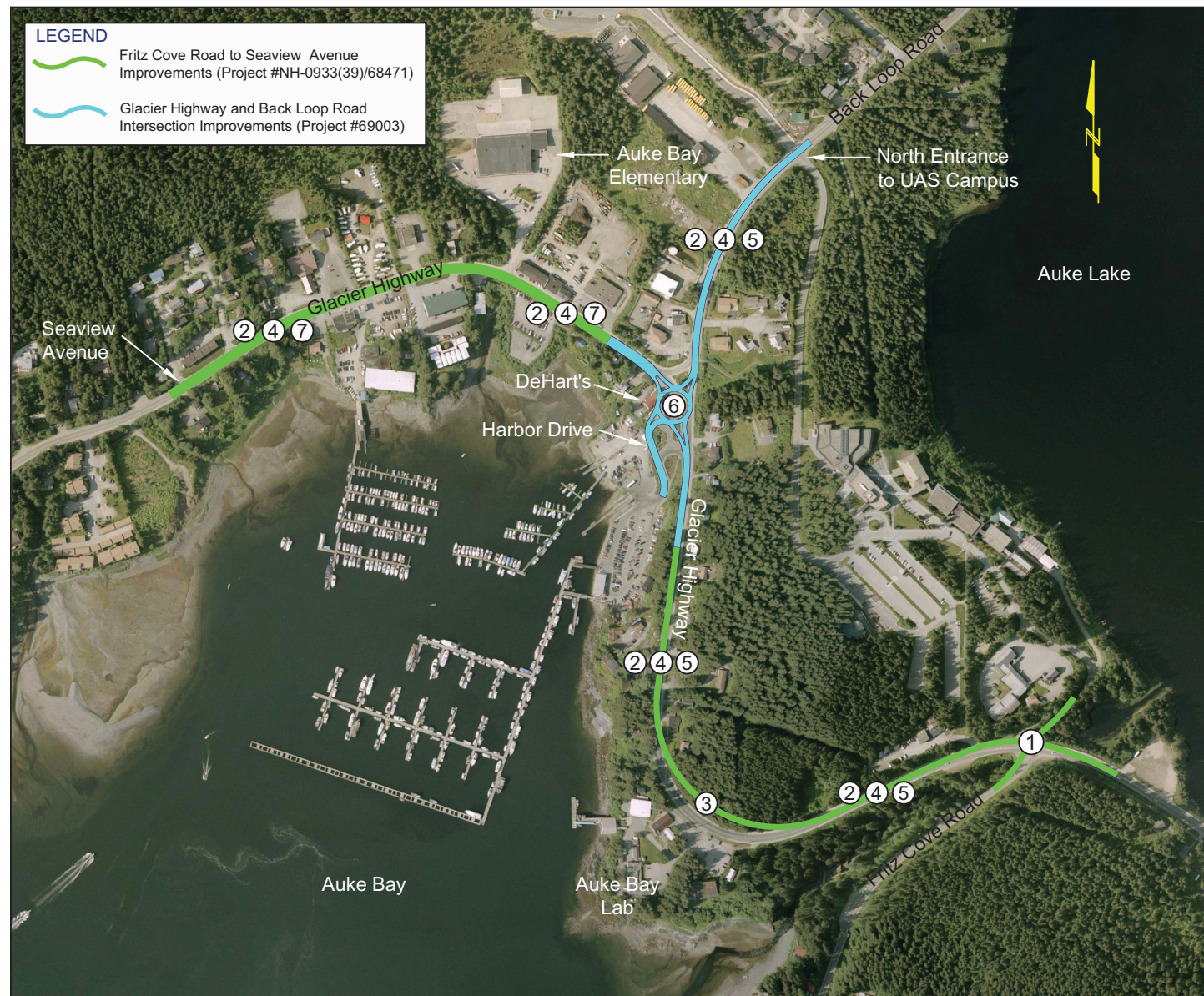




# GLACIER HIGHWAY IMPROVEMENT PROJECTS



## PROJECT IMPROVEMENTS

- |  |   |
|--|---|
| ① Construct intersection improvements at Glacier Highway, Fritz Cove Road, and Auke Lake/University Avenue.  | ④ Improve lighting along entire corridor.   |
| ② Construct 6' sidewalks along both sides of Glacier Highway from Fritz Cove Road to Seaview Avenue and along both sides of Back Loop Road from Glacier Highway to the North UAS entrance. | ⑤ Reconstruction of roadway to provide two 12' lanes and 8' shoulders.                                    |
| ③ Improve curve at Auke Bay Lab plus an addition of a left turn lane at the Lab entrance.  | ⑥ Roundabout at the intersection of Glacier Highway and Back Loop Road.                                   |
|  | ⑦ Reconstruction of roadway to provide two 12' driving lanes, one 14' center turn lane, and 8' shoulders. |

- Glacier Highway and Back Loop Road Intersection Safety Improvements (Project # 69003)
- Fritz Cove Road to Seaview Avenue (Project # NH-0933(39)/68471)

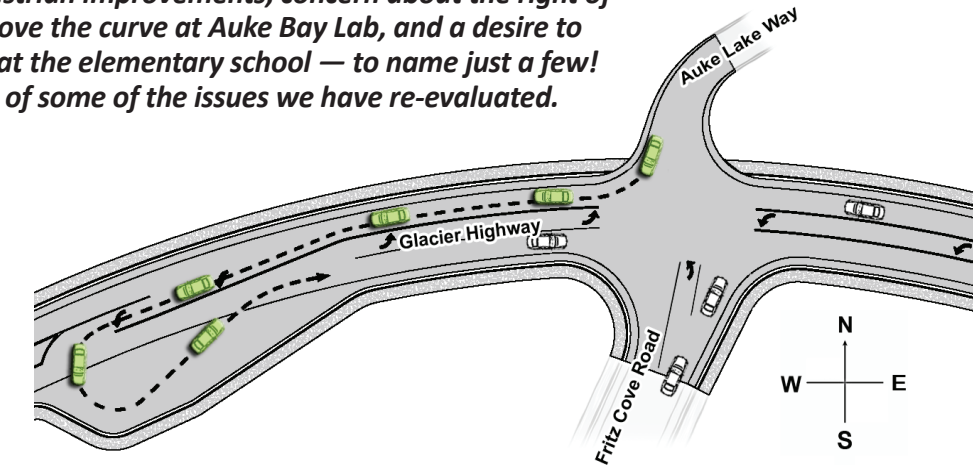


Thank you for the many comments submitted about the project. We heard mixed reactions to the roundabout alternatives, lots of support for the pedestrian improvements, concern about the right of way needed to improve the curve at Auke Bay Lab, and a desire to improve circulation at the elementary school — to name just a few! Below is a summary of some of the issues we have re-evaluated.

## FRITZ COVE ROAD INTERSECTION

The Fritz Cove Road intersection needs to be improved because the existing stop control at this intersection causes unacceptable delays. At the January 2011 public meeting, the consultant team presented the recommended improvements from the 2004 Auke Bay Corridor (ABCOR) Study, including a roundabout at Fritz Cove Road. There was mixed support from the public for the roundabout. Since then, we have gone back and reevaluated the traffic projections and considered new ideas for the intersection. Here's what we found:

- Recent traffic projections are not as high as was estimated in the ABCOR Study because growth in Juneau has slowed down since 2004.
- The unacceptable delays at this intersection are experienced only by the traffic turning left out of Auke Lake/University Way during the evening rush hour from 4:30 to 5:30 pm.
- A roundabout at this intersection would improve the delays experienced by drivers turning onto Glacier Highway (approximately 50 vehicles during the evening rush hour); however, it would introduce a delay for traffic on Glacier Highway (approximately 1,000 vehicles during the evening rush hour).
- As an alternative to the roundabout, adding an indirect left turn lane would provide an option for vehicles waiting to turn left out of Auke Lake/University Way. (see figure for more information about indirect left turns)
- An indirect left turn lane maintains traffic flow on Glacier Highway and has less of an environmental impact.



- **What is an indirect left turn?**
- Drivers will have the option of making the indirect left turn OR turning left directly onto Glacier Highway. Indirect left turns are a way to improve capacity and safety at intersections. Traffic wishing to make a left turn would instead turn right and make a U-turn slightly down the road. These two turns are actually safer and more efficient than waiting for a large gap in traffic to make the left turn.

## BACK LOOP ROAD ROUNDABOUT

DOT&PF is pursuing the acquisition of DeHart's property so the alignment of the roundabout can be moved west of the existing intersection. This would allow a longer and flatter landing for vehicles coming down Back Loop Road, making it safer for vehicles and pedestrians. If DOT&PF is unable to successfully negotiate the acquisition, the elevation of the road will need to be raised and a 12-foot tall retaining wall would be constructed between the road and DeHart's.

## AUKE BAY LAB CURVE

The existing curve does not meet current design standards for a 40 mile per hour (mph) design speed. To meet current standards, the road needs to be properly superelevated, or banked, as it goes through the curve. The amount of superelevation impacts the radius of the curve--the less banking, the greater the radius needs to be. By increasing the superelevation that was assumed in the ABCOR Study, we are able to decrease the right of way impacts and still meet current design standards.

## AUKE BAY ELEMENTARY SCHOOL

We heard from many folks a desire to improve traffic circulation at the school entrance. Our team met with the school and discussed their plans to reconstruct the driveway to have dedicated left and right turn lanes out of the school. We then extended the center turn lane on the Glacier Highway in front of the school, which will provide relief to vehicles turning into the school and provide an area of refuge for those making a left turn out of the school.

**GO!** Please come to the public meeting on April 12 to learn more about the project.



# GLACIER HIGHWAY IMPROVEMENT PROJECTS

- Glacier Highway and Back Loop Road Intersection Safety Improvements (Project # 69003)
- Fritz Cove Road to Seaview Avenue (Project # NH-0933(39)/68471)

The Department of Transportation and Public Facilities (DOT&PF) has two projects planned to improve pedestrian and vehicle safety along the Glacier Highway in the Auke Bay area:

## Back Loop Road Intersection:

This project is funded through a state grant. **Improvements include:**

- A roundabout at the intersection of Back Loop Road and Glacier Highway.
- Reconstruction of Back Loop Road from the intersection at Glacier Highway to the north UAS entrance. Improvements will provide for two 12' driving lanes and 8' shoulders.
- 6' sidewalks on both sides of the roadway.
- Improved lighting along the entire corridor.

## Fritz Cove Road to Seaview Avenue:

This project is federally funded. **Improvements include:**

- Improvements at the Fritz Cove Road Intersection. (See inside for more details)
- Reconstruction of Glacier Highway to provide for two 12' driving lanes and 8' shoulders.
- A left turn lane at Auke Bay Lab.
- Center turn lane from to Back Loop Road to Seaview Avenue.
- 6' sidewalks on both sides of the roadway.
- Improvements of Auke Bay Lab curve.
- Improved lighting along the entire corridor.

**We are interested in hearing your thoughts!**

Please come to the public meeting on April 12 to learn more about the project.

Written comments can also be submitted via mail or email — see the back page for contact information.

PRSR STD  
US Postage  
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State of Alaska  
Department of Transportation & Public Facilities  
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## PROJECT OPEN HOUSE

**UAS Recreation Center, Room 116  
12300 Mendenhall (Back) Loop Road  
APRIL 12, 2012 — 7:00 PM to 9:00 PM**

Come hear more about the proposed improvements to the Glacier Highway! A brief overview of the project will be presented at 7:15 PM. Following that, DOT&PF and the consultant team will be available to answer questions and meet one-on-one with you.

### Questions?

We hope you can attend the meeting; however, if you cannot, or if you have questions and comments, please contact us. Written comments may be submitted at the meeting, or can be mailed/emailed to Greg Lockwood at the address shown. Please submit comments by May 12, 2012.

**Greg Lockwood**  
DOT&PF Project Manager  
(907) 465-2393

**Nathan Leigh**  
USKH Project Manager  
(907) 790-2901

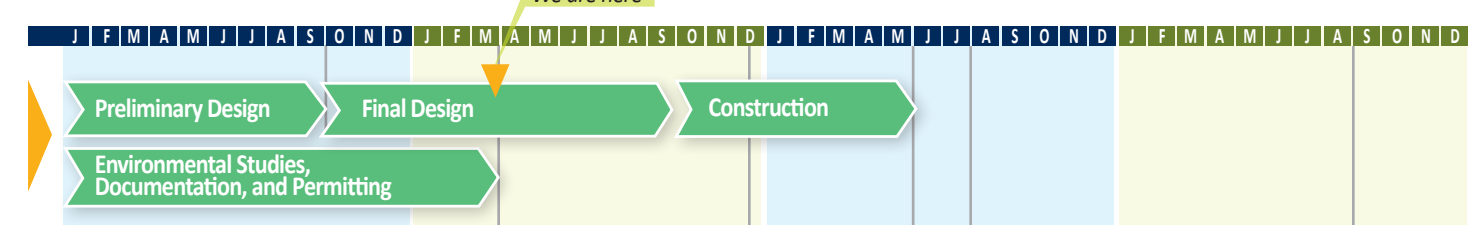
Email us at: [glacierhwy@uskh.com](mailto:glacierhwy@uskh.com)

## What's been happening??

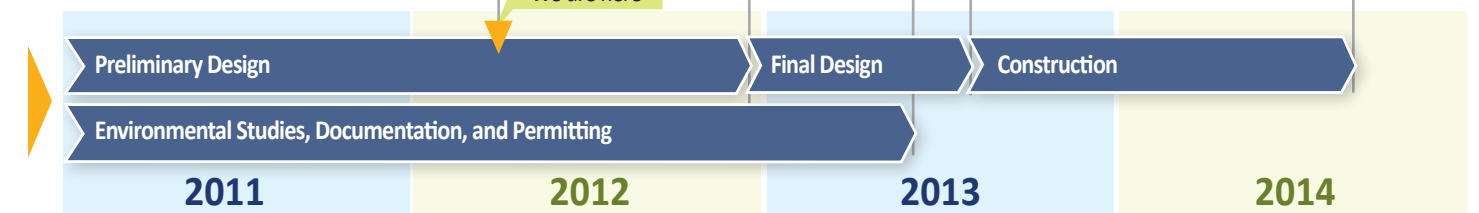
The DOT&PF and the consultant team, led by USKH Inc. (USKH), held a public meeting in January 2011. The team received a lot of good input at the meeting. We thoughtfully considered the comments we heard and went back to the drawing board on a number of issues—particularly with the Fritz Cove intersection (look inside for more detail). The boundaries of the project were extended to Seaview Avenue in order to encompass the Auke Bay business district. Originally, the project was to end at the entrance to Auke Bay Elementary School. The Back Loop Road intersection project moved into the design phase and is scheduled for construction to begin fall of 2012.

## Project Schedule

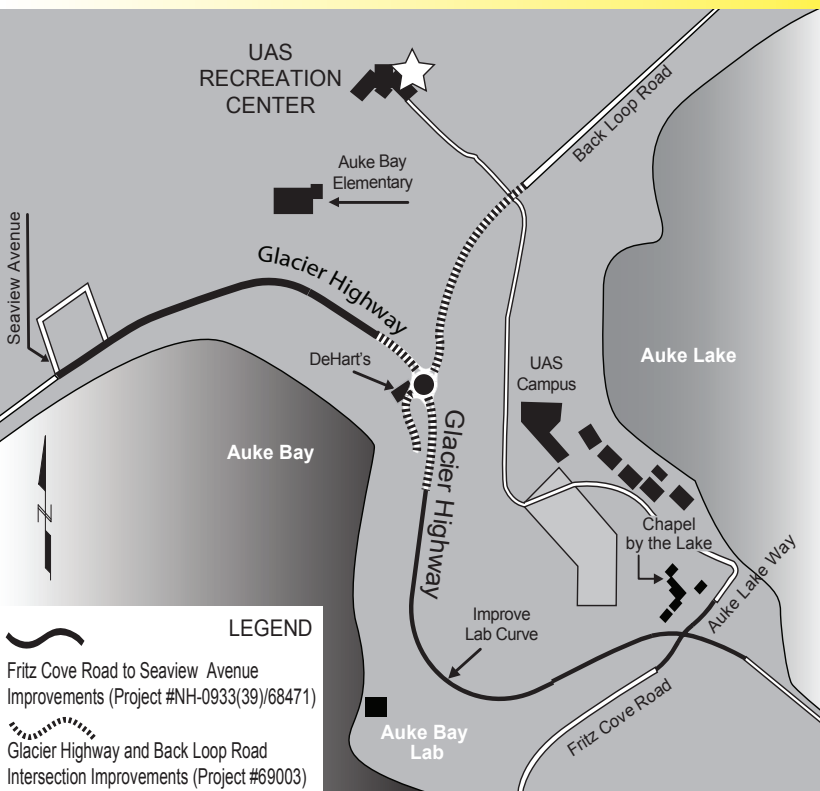
### BACK LOOP ROAD INTERSECTION



### FRITZ COVE ROAD TO SEAVIEW AVENUE



SHARED VISION. UNIFIED APPROACH.



**LEGEND**  
Fritz Cove Road to Seaview Avenue Improvements (Project #NH-0933(39)/68471)  
Glacier Highway and Back Loop Road Intersection Improvements (Project #69003)