

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

Municipality of Anchorage
Planning Department
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Anchorage, AK 99519-6650

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PROJECT INFORMATION	
Project Name: AMATS: Academy Dr & Vanguard MOA/ADOT Project #: CFHWY00783	
Community Council(s): Abbott Loop, Taku/Campbell, Bayshore/Klatt	
Project description (location): The AMATS: Academy Dr & Vanguard Dr Area Improvements project will realign and improve these roads from Abbott Rd to Brayton Dr to improve safety for all users. The project may include: roadway realignment(s), intersection improvements, drainage improvements, non-motorized and accessibility improvements, roadside hardware (such as signage and illumination), ROW acquisitions, utility relocations, and clearing and grubbing. These roadways are MOA owned and operated. This project is being done in cooperation with the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the DOT&PF.	

TRANSPORTATION PROJECT APPROVAL REQUESTED	
☐ Context Sensitive Solutions Concept Report (Planning and Zoning Commission) ☒ Draft Design Study Report (Planning and Zoning Commission) ☐ 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 Transportation Project 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 costs associated with processing this application, and that it does not assure approval of the Transportation Project. 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.

03/24/2025	<i>Stephanie L Mormilo</i>
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Date

Signature (Agents must provide written proof of authorization)

Accepted by:	Poster & Affidavit:	Fee	Case Number	Meeting Date
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Application for transportation project site plan review continued

CONTEXT SENSITIVE SOLUTIONS CONCEPT REPORT DOCUMENTATION

- ☐ Transportation Project 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 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 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 J. DUNLEAVY

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March 11, 2025

Mélisa Babb, Director
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PO Box 196650
Anchorage, AK 99519-6650

Regarding: AMATS: Academy Drive and Vanguard Drive Area Improvements
Project Number(s): CFHWY00783/0001753

Dear Ms. Mélisa Babb:

The Alaska Department of Transportation and Public Facilities (DOT&PF) is the project manager for the AMATS: Academy Drive and Vanguard Drive Area Improvements 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 julia.hanson@alaska.gov or via telephone at 907-269-0753

Sincerely,

Julia R. Hanson, P.E.
Project Manager

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

"Keep Alaska Moving through service and infrastructure."

Memorandum

To: MOA Planning Department

From: Stephanie Mormilo, P.E., HDL Engineering Consultants, LLC

Date: 03/24/2025

Project: AMATS: Academy Drive and Vanguard Drive Area Improvements
CFHWY00783 / 0001753

Subject: Narrative Addressing AMC 21.03.190B.4.b.

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)
- 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 C)
- Cost estimate (Section 8)

Preliminary Design Report

for

AMATS: Academy Drive & Vanguard Drive Area Improvements
Anchorage, Alaska

DOT&PF Project No. CFHWY00783
Federal Project No. 0001753

Prepared for:



State of Alaska
Department of Transportation and Public Facilities
Central Region
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March 2025

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ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ACS	Alaska Communication Systems
ADA	American with Disabilities Act
AADT	Average Annual Daily Traffic
ALCC	Abbott Loop Community Council
AMATS	Anchorage Metropolitan Area Transportation Solution
AMC	Anchorage Municipal Code
AWWU	Anchorage Water and Wastewater Utility
CE	Categorical Exclusion
CEA	Chugach Electric Association
CMP	corrugated metal pipe
CSS	Context Sensitive Solutions
DCM	Design Criteria Manual
DOT&PF	State of Alaska Department of Transportation and Public Facilities
ENSTAR	ENSTAR Natural Gas Company
FHWA	Federal Highway Administration
GCI	General Communications Inc.
HCM	Highway Capacity Manual
HDL	HDL Engineering Consultants, LLC
HDPE	High-density Polyethylene
LOS	Level of Service
LTS	Level of Traffic Stress
LUP	Anchorage 2040 Land Use Plan
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
PZC	Planning and Zoning Commission
ROW	Right-of-Way
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 Anchorage Metropolitan Transportation Solutions (AMATS): Academy Drive and Vanguard Drive Area Improvements project is intended to provide an improved travel corridor between Brayton Drive and Abbott Road (see Figure 1). The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Municipality of Anchorage (MOA), is proposing to realign and improve Academy Drive to improve safety for all users and bring the roadway and non-motorized facilities up to current design standards. The project will evaluate existing conditions, define problems that are obstacles to non-motorized and motorized travel, and determine feasible solutions to improve the transportation network in this area of the city.



Figure 1: Project Area

Academy Drive and Vanguard Drive will be owned and operated by MOA and therefore designed per MOA design criteria, where possible. 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). This project currently has an approved environmental document, a Categorical Exclusion (CE), that will be re-evaluated at the Right-of-Way (ROW) Phase and at Final Design.

The project is currently at conceptual design (approximately 30 percent design). Final design and ROW are anticipated to occur between 2026 and 2027 and construction is expected to begin in 2027.

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 in the preliminary engineering and environmental phase. Detailed design elements, such as ROW acquisitions, utility relocations, landscaping, and thorough cost estimates will be developed as the design progresses.

By submitting this 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.

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

The purpose of this project is to provide an improved travel corridor on Academy Drive between Brayton Drive and Abbott Road that meets current design standards and improves safety for all users.

1.2 Need

The 2050 AMATS Metropolitan Transportation Plan (MTP) shows the project need as a Complete Streets, Short-Term priority (Project Number TIP CS 7). It meets the federal performance areas of safety, infrastructure condition, congestion reduction, and system reliability.

Current deficiencies include:

- Non-motorized facilities – pedestrian and bicycle infrastructure is non-existent
- Storm drainage – the system is discontinuous and does not meet current standards, which results in a degradation of pavement
- Traffic and safety - residents have voiced concerns regarding overall speeding in the area and about the difficulty of accessing Abbott Road, especially left-turns and in winter conditions

2.0 PROJECT HISTORY

The Academy Drive project was originally identified by the MOA as a need in 2009. It was initiated as an MOA managed project, funded by a State Grant and Municipal bonds. As part of the previous project, five different alternative routes (see Figure 2) were developed, and the preferred alternative, Alignment B, was selected and advanced to 95% design. At that time, the decision was made by MOA leadership to pursue the use of federal funding for these improvements and the project was placed on hold.

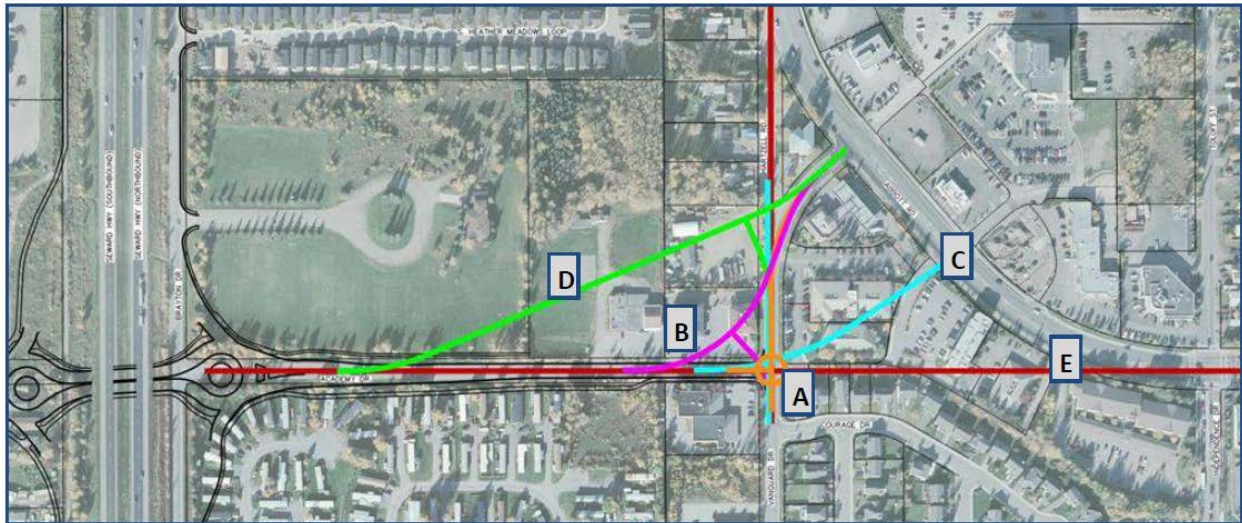


Figure 2: Previous Project Alternatives¹

The project was added to the 2019-2022 Transportation Improvement Plan (TIP) in July 2021.

The Academy Drive and Vanguard Drive Area Improvements project is now federally funded and led by DOT&PF, in collaboration with the MOA. This reconstruction project will address safety concerns and improve connectivity in the area for motorized and non-motorized transportation needs. The project may include:

- Roadway realignment(s),
- Intersection improvements,
- Drainage improvements,
- ROW acquisitions,
- Utility relocations,
- Non-motorized and accessibility improvements,
- Roadside hardware (such as signage and illumination), and
- Clearing and grubbing of vegetation.

¹ Image is from the Academy Drive / Vanguard Drive Area Traffic Circulation Improvements: Brayton Drive to Abbott Road, Design Study Report (October 2015, MOA Project No. 09-004)

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

Academy Drive and Vanguard Drive are both classified as a Class II Minor Arterial in the Official Streets and Highways Plan (OS&HP). Minor Arterial streets provide an important land access function while moving through traffic. Minor arterials distribute traffic from neighborhood collector streets to connect to or parallel major arterials, often supplementing the flow on the major road system.

Traffic volumes on minor arterial streets can vary greatly, but typically fall between 10,000 to 20,000 vehicles per day (vpd). There should be two to four travel lanes with paved shoulders for emergency parking. Residential development and direct access driveways to minor arterial streets should be discouraged.

Guidelines for minor arterial streets:

- Serve as the distribution link between major arterials and lower classification streets such as collector or residential streets
- Discourage direct access to minor arterials from individual lots
- Connect smaller residential areas such as residential neighborhoods
- Connect residential areas with community schools, neighborhood business areas, and recreational facilities
- Provide landscaping to buffer areas and improve aesthetics
- Connect neighborhoods by providing for safe pedestrian access facilities

3.2 2050 Metropolitan Transportation Plan (February 2024)

Academy Drive/Vanguard Drive Area Traffic Circulation Improvements is shown as Project Number CS TIP 7, which is a short-term (2023-2034) project in the MTP. The project is to improve and re-align Academy/Vanguard Drive west of Abbott Road and include non-motorized upgrades with the purpose of improving connectivity and access. The project meets the following goals:

- Goal 1 – Maintain Existing Infrastructure
- Goal 2 – Improve Safety and Security
- Goal 3 – Improve Access and Mobility Options

3.3 Non-Motorized Plan (November 2021)

Project Number 52, in Table 5.2, identifies a separated bikeway for West 92nd Avenue, Scooter Avenue, and Academy Drive as a low priority. Additionally, Project Number 56 and 190 both identify Safety Study Corridors along Dimond Boulevard and Abbott Road in the project vicinity.

Table 5.4, Priority Pedestrian Network Projects, Project Number 76 identifies the missing link between the east and west side of the highway at Scooter Avenue/Academy Drive. It is designated as a secondary pedestrian corridor.

3.4 Areawide Trails Plan (April 1997)

A planned multi-use paved trail facility is identified within the project limits.

3.5 Anchorage 2040 Land Use Plan (September 2017)

The project area is primarily comprised of Compact Mixed Residential, low and medium density, with Light Industrial/Commercial. The 2040 Land Use Plan (LUP) designates the area adjacent to Abbott Road as a Town Center. It also identifies transit-supportive development (Priority Number 8 out of 9) on segments of Lake Otis Parkway/Abbott Road/92nd Avenue that fall within the project area. It also has a goal (9-3) to facilitate targeted area rezoning of selected Abbott Town Center I-2 zoned lands to B-3 and I-1 as a prerequisite to implement industrial use protections in the I-2 district.

3.6 Transit On the Move (2020)

No existing transit routes are located on Academy Drive or Vanguard Drive. However, along with the 2040 LUP, segments of Lake Otis Parkway/Abbott Road/92nd Avenue are identified as Transit-Supportive Development Corridors. The existing Route 55 does run along Abbott Road in the project vicinity and could potentially redirect along the project corridor.

For AnchorRIDES service, the project area is located in the Core-Area and there are some existing users/riders located in the project vicinity.

3.7 Anchorage Freight Mobility Study (June 2017)

The Seward Highway / 92nd Avenue Grade Separation is shown as a mid-term (11-15 years) freight project with medium implementation needs.

3.8 Additional Resources

- AMATS Complete Streets Policy (September 2023)
- MOA Vision Zero Action Plan (November 2018)

4.0 EXISTING CONDITIONS

Academy Drive is a 1,430 foot long east-west connector that terminates at Vanguard Drive to the east and connects to Brayton Drive to the west. It is a two-lane roadway (one travel lane in each direction) with a posted speed limit of 25 miles per hour (mph).

Properties on the northern side of Academy Drive are a mix of commercial properties including religious institutions, commercial, and mixed-use development. Properties on the southern side of Academy Drive are mostly residential with commercial use on the corner at Vanguard Drive.



Figure 3: Existing Academy Drive looking east towards Vanguard Drive

Vanguard Drive extends from Abbott Road at the north to Independence Drive at the south. The northernmost ~600-feet is within the project area. Vanguard Drive is a two-lane roadway (one travel lane in each direction) and has a posted speed of 25 mph.



Figure 4: Existing Vanguard Drive looking north towards Abbott Road

There is existing street lighting on the north side of Academy Drive and on the east side of Vanguard Drive. However, there are no sidewalks or trails on either side of Academy Drive or Vanguard Drive. Both roads are MOA managed and maintained roadways. Roadways are flat with no traffic calming elements.

There are four existing intersections within the project corridor. The project begins near the intersection of Academy Drive and Emily Lane, which is a private drive providing access to the Southwood Manor mobile home park. Academy Drive and Hartzell Road are “T-intersections” that are stop-controlled at Vanguard Drive. At the intersection with Abbott Road, Vanguard Drive is stop controlled. There are also multiple driveways providing access to residential and commercial properties within the project area.

4.1 Right-of-Way

The ROW width for Academy Drive varies due to previous acquisitions that have taken place in preparation for this project and the adjacent DOT&PF project on the Seward Highway from Dimond Boulevard to O'Malley Road. The narrowest segment is 66-feet wide in the area just west of Vanguard Drive. The existing ROW width for Vanguard Drive is 60-feet. The OS&HP recommended ROW width for a minor arterial is 80-feet.

It is anticipated that the proposed typical section will exceed the available ROW in several locations in order to accommodate the roadway design criteria, non-motorized facilities, required drainage features, and potential utility relocations.

4.2 Traffic

The most recently available average annual daily traffic (AADT) volumes provided by DOT&PF shows Abbott Road at an estimated 14,000 vpd and Academy Drive at around 3,000 vpd in 2022. However, the volumes have fluctuated in recent history and have shown increases post-pandemic, which led to the request for collection of new traffic data.

In October 2023, HDL collected both motorized and non-motorized traffic data at the intersections of Abbott Road and Vanguard Drive, Academy Drive and Vanguard Drive, and Academy Drive and Emily Lane. HDL also collected volume data along the corridors of Academy Drive and Vanguard Drive. Based on the results of the traffic counts, the PM peak for each intersection was selected as the highest hourly traffic counts and were used to evaluate existing and projected future traffic conditions.

Table 1: October 2023 Traffic Data

Roadway	Volume (vpd)
Academy Drive (eastbound)	373
Academy Drive (westbound)	833
Vanguard Drive (northbound)	389
Vanguard Drive (southbound)	684

Level of service (LOS) analysis was performed for the study intersections using software that incorporates Highway Capacity Manual (HCM) methodologies for signalized and unsignalized intersections. The LOS analysis for the existing conditions are provided in Table 2 for the PM peak hour. The intersection of Abbott Road is the only one that performs below LOS C.

Table 2: LOS for Existing PM Peak Traffic Conditions

Intersection	PM Peak Hour		LOS C or better?
	Delay (s)	LOS	
Abbott Road / Vanguard Drive	28.4	D	No
Academy Drive / Vanguard Drive	10.8	B	Yes
Academy Drive / Emily Lane	9.1	A	Yes

MOA crash data included 14 crashes within the project corridor between 2018 and 2022 with 11 occurring at the intersection of Abbott Road and Vanguard Drive. There was also one non-motorized crash reported for each Vanguard Drive and Academy Drive.

4.3 Non-Motorized Facilities

HDL's traffic counts show consistent pedestrian activity in the area, especially at the intersection of Abbott Road. However, there are no existing non-motorized facilities in the project area, which is not consistent with a town center or transit supportive corridor as identified in the LUP or current MOA design criteria. There are also no existing marked crosswalks within the project corridor.

The lack of a dedicated facility and proximity to traffic (lack of buffer) hinders pedestrian comfort and results in Pedestrian Level of Traffic Stress (LTS) score of 4, which is the highest stress rating.

The corridor also lacks any dedicated bicycle facilities, leaving cyclists to share the unmarked shoulders with pedestrians and parked vehicles or sharing the lanes with vehicles. The current bicycle level of stress based on the existing volumes of approximately 3,000 vpd is LTS 3. However, the projected volumes will result in a LTS 4.

4.4 Context (Land Use, Street Character)

The Academy Drive and Vanguard Drive Area Improvements project area falls within the Abbott Loop Community Council (ALCC) boundary, which covers an area bordered by Dowling Road to the north, Seward Highway to the west, Birch Road and Elmore Road on the east, and O'Malley Road and Abbott Road on the south. These roadways serve several adjacent residential neighborhoods, commercial offices, medical offices, and a mixture of services and retail. Part of the project area falls within the area designated as the Abbott Town Center as designated in the Anchorage 2040 Land Use Plan (MOA, 2017).

According to the 2020 US Census², ALCC is home to approximately eight percent of Anchorage's population, with 23,254 residents in 8,333 households. Development in the area is a mixture of residential, industrial, and commercial uses as shown in Figure 5. The project area is bordered by R-2M (Multiple Family Residential), R-2A (Two-Family Residential), I-1 (Light Industrial), I-1 SL (Light Industrial with Special Limitations), and B-3 SL (Urban/Suburban Commercial Districts with Special Limitations) land use zoning.

The project is not anticipated to have any long-term negative impact on the project land use in the vicinity. It will support the existing commercial land use, encourage residential development consistent with the land use zoning, and will improve access and safety for all transportation modes.

² EPA. 2024. Abbott Loop Community Council Boundaries. Accessed February 1, 2024. <https://ejscreen.epa.gov/mapper/>

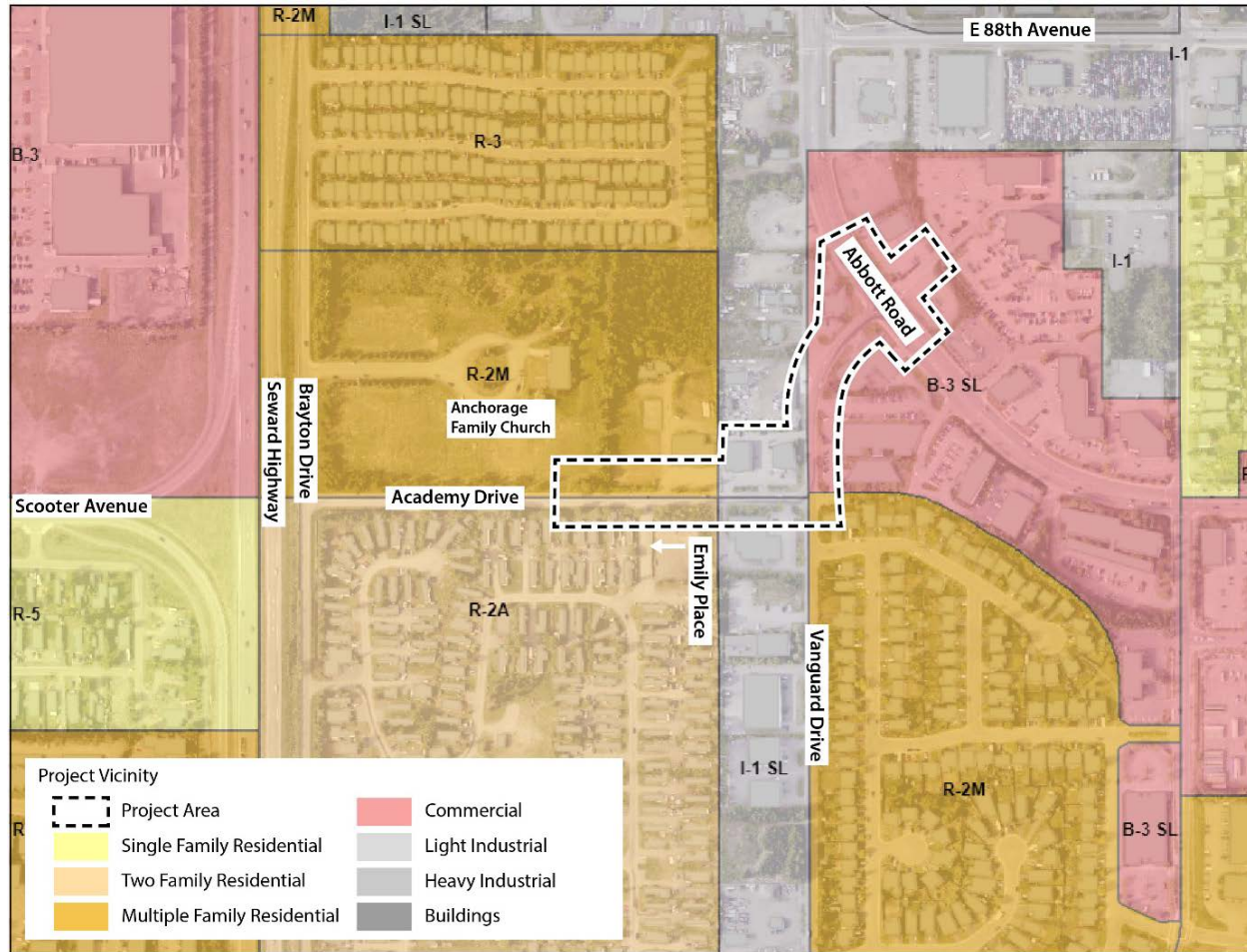


Figure 5: Area Zoning

4.5 Existing Landscaping

The existing landscape and streetscape amenities in the project area are limited. Most of the commercial properties provide perimeter landscaping along the ROW.

4.6 Utilities

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

- Alaska Communication Systems (ACS)
- Anchorage Water and Wastewater Utility (AWWU)
- Chugach Electric Association (CEA)
- ENSTAR Natural Gas Company (ENSTAR)
- General Communications Incorporated (GCI)
- MOA

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

Streetlights are located along the north side of Academy Drive and along the east side of Vanguard Drive. MOA GIS mapping shows these luminaires are provided by MOA. Street lighting elements will be upgraded as part of this project to current standards in the MOA Design Criteria Manual (DCM), Chapter 5.

Electric

MOA and CEA own and operate overhead and underground electric lines within the project limits. Overhead lines cross Academy Drive, east of Vanguard Drive, providing a continuation of service in the area. Overhead lines also cross at the intersection of Academy Drive with Vanguard Drive and provide power to two luminaires at the intersection. An underground electrical line crosses Vanguard Drive near the intersection with Abbott Road. These underground electric lines are located in an existing utility easement that runs along the southern edge of Abbott Road where it continues to parallel Abbott Road heading east, which feeds the multiple business properties.

Telecommunications

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

ACS has underground lines that run within the ROW along the southern edge of Academy Drive, crossing Vanguard Drive, then traveling along the east edge of Vanguard Drive. At the intersection of Vanguard Drive and Abbott Road, one line crosses northwest across Vanguard Drive while another line crosses Abbott Road and parallels the roadway heading southeast. A fiber optic line runs from the southeast corner of Vanguard Drive east along the southern side of Abbott Road and across continuing on the north side of Vanguard Drive.

GCI has underground facilities within an easement and ROW on the north side of the existing Academy Drive and around the corner of Vanguard Drive, terminating in a pedestal on the west side of the road. A fiber optic line runs along the north side of Academy Drive around the corner of the intersection to run along the west side of Vanguard Drive. Near Abbott Road, the fiber optic crosses Vanguard Drive connecting to a vault at the Abbott Road intersection. From there, the fiber optic crosses Abbott Road continuing to an easement on the north of Abbott Road, away from the roadway, where it splits into four different runs.

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 north side of Academy Drive then turns to continue north along a 10' gas easement. One gas line branches off to the east to feed the corner parcel that was once Turnagain Center. Another 2-inch HDPE line wraps from the south side of Academy Drive around to the western side of Vanguard Drive, also crossing

Vanguard Drive at the intersection. At the intersection of Vanguard Drive and Abbott Road, a gas main runs along the south side of Abbott Road heading east, branching off and feeding several nearby businesses. It also crosses Abbott Road to feed the north side businesses.

Water Distribution

AWWU operates the water distribution within the project limits. A 12-inch ductile iron water main parallels Academy Drive, in the eastbound lane, with several water valve connections providing roadway crossings. At the intersection of Academy Drive with Vanguard Drive, the 12-inch ductile iron main splits with one main heading south along the northbound lanes and one main heading north on the eastern edge of Vanguard Drive. Near the intersection of Abbott Road, the water main crosses Vanguard Drive twice, turning into an 8-inch polyvinylchloride and an 8-inch ductile iron, before crossing Abbott Road and continuing north. There are also several parcels within the project area that are served by wells.

Sanitary Sewer

AWWU operates the sanitary sewer collection facilities within the project limits. An 8-inch asbestos concrete parallels Academy Drive in the westbound lane near the start of the project limits. It branches off to serve neighboring residents.

Along Vanguard Drive, an 8-inch ductile iron main runs north and south along the corridor in the southbound lane. At several locations, the main line crosses Vanguard Drive to serve nearby neighborhoods and businesses. At the intersection with Hartzell Road, the main continues north before connecting with Abbott Road.

Drainage

All storm drainage facilities within the project are maintained and operated by the MOA. These systems flow into DOT systems downstream or into drywells.

Along Academy Drive, the existing drainage is surface runoff that is conveyed via curb and gutter. Runoff flows west from Vanguard Drive towards roadside ditches along Brayton Drive.

Stormwater collected around the intersection of Academy Drive / Vanguard Drive enters the Independence area storm drain network via curb inlets that connect to a 24-inch storm drain system that flows south and ultimately is transported to Campbell Lake via Campbell Creek. As discussed in the previous MOA's project Design Study Report, it has been identified that many of the 24-inch corrugated metal pipe (CMP) pipes in the Independence area storm drain network are undersized, in poor condition, and in need of replacement.

Stormwater collected along Hartzell Road and Vanguard Drive north of Academy Drive is conveyed via curb and gutter to four existing, 10-foot deep dry wells. Two are located at the northwest and southwest corners of the Abbott Road intersection and the remaining two are at the north end of Hartzell Road.

5.0 DESIGN STANDARDS

5.1 Project Design Criteria

Project design criteria is based on roadway characteristics, functional classification, and roadway ownership. Both Academy Drive and Vanguard Drive are classified as Class II Minor Arterials in the OS&HP within the project area and the ROW is managed and maintained 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 Academy Drive and Vanguard Drive Area Improvements 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 Abbott Road, which is also owned and maintained by the MOA in the project area.

5.1.2 Pathway Design Criteria

The construction of a non-motorized facilities along Academy Drive will be completed according to the standards established by the DCM Chapter 4. Design considerations will also address American with Disabilities Act (ADA) accessibility requirements.

5.1.3 Drainage Evaluation and Design Criteria

Drainage design will follow the criteria in the DCM Chapter 2 (also known as the Anchorage Stormwater Manual) and the criteria in the Alaska Highway Drainage Manual, as applicable. Per the DCM, this project will be classified as a Large Project, which requires conveyance design, peak flow control, and water quality treatment through green infrastructure. A hydrologic and hydraulic assessment of the project area will be completed to support sizing new stormwater infrastructure and designing connections to the existing stormwater system. The design will focus on maintaining roadway safety, avoiding adverse impacts to adjacent areas, and managing water quality.

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 3: DCM Exceptions

Design Element	DCM Standard	Desired Exception
Design Speed	45 mph	30 mph
Posted Speed	40 mph	30 mph
Minimum Horizontal Curve Radii	800-ft (arterial)	>333-ft (per AASHTO Greenbook)
Median Width	14-ft two-way, left turn lane	Removal of median except at approach to intersections

The desire to use a reduced design and posted speed is in response to community concerns regarding vehicle speeds in this area. This modification has been discussed with DOT&PF, MOA Traffic Engineering Department, and Project Management and Engineering Department and is supported. As such, it is the project team's intent to use a lower design speed to encourage lower operating speeds. Additionally, this matches the posted speed on Scooter Drive.

DCM Chapter 1, Section 1.9 E, Table 1-9 bases the design radius upon the classification of the roadway. To encourage operating speeds to remain low, the design team is recommending using curve radii that are consistent with the AASHTO Green Book for the desired design and posted speed.

DCM Chapter 1, Section 1.6 B, Table 1-3 *Primary Street: Minor Arterial Roadway Characteristics*, requires a median width of 14 feet for a two-way, left turn lane. This project will seek a waiver to remove the median due to the limited number of driveways and sidestreets that will use the two-way-left turn lane and to accommodate the wider non-motorized facilities and increased snow storage while limiting the ROW impacts.

6.0 DESIGN ALTERNATIVES

6.1 Design Alternative Considerations

As discussed in the project history, the previously developed MOA project moved the design forward to a 95% design level. Additionally, at the direction of the MOA Assembly, the parcel on the northwest corner of the Academy Drive / Vanguard Drive intersection was acquired in advance of finalizing the design. Based upon the previous alternative considerations, the environmental document for this project used the preferred alternative (Alternative B – Cyan Alignment) as its basis. However, this project has re-evaluated the design criteria, typical section, and intersection layouts.

For each alternative, ROW impacts are anticipated for most of the project corridor. To accommodate the typical section, the proposed ROW width will be approximately 70-feet but will vary based upon the surrounding topography and separation of the non-motorized facilities. As the project develops, design measures will be considered to reduce ROW impacts in sections such as a reduced buffer width. A more precise proposed ROW will be determined by the Plans in Hand (75%) review.

6.2 Alternative 1: No-Build (Dismissed)

The no-build alternative does not construct improvements or rehabilitate the existing sections of Academy Drive and Vanguard 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: Three-Lane Roadway (Dismissed)

This alternative will construct a three-lane section (one lane in each direction with a two-way, left turn lane) that meets the standards for a minor arterial in the DCM. No on-street bicycle facilities or roadway shoulders would be provided. Improvements would include updating signing and striping in the corridor, improved roadway lighting, improved drainage, and potential relocation of utilities.

The only advantage of this alternative is that it meets the travel demand requirements for capacity. However, this alternative is not consistent with current planning documents and would require additional ROW acquisition to provide adequate snow storage and the additional non-motorized improvements.

6.4 Alternative 3: Two-Lane Roadway (Preferred)

This alternative consists of typical section as shown in Figure 6, which includes a two-lane roadway (one 11-foot lane in each direction) with 4-foot shoulders to provide on-street bike facilities, curb and gutter with an improved new drainage system, an 8-foot wide separated sidewalk on the north side of the roadway, a 10-foot wide separated multi-use facility on the south side of the roadway, improved roadway lighting, and relocation of utilities.

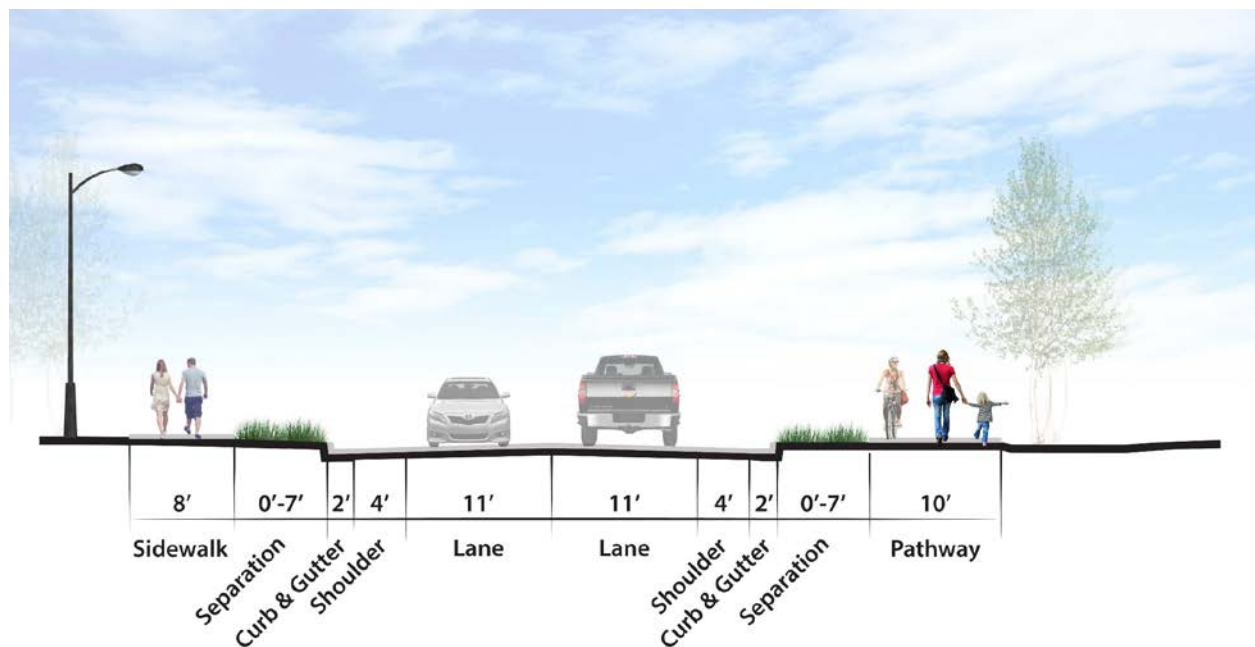


Figure 6: Preliminary Typical Section

This typical section closely matches the existing section used on Scooter Drive and the proposed connection under the Seward Highway, but reduces the overall roadway width by removing the center two-way left-turn lane. This improves crossing distances for pedestrians, provides increased snow storage for MOA Street Maintenance, and allows for wider non-motorized facilities that meet the recommendations in the Anchorage Non-Motorized Plan.

This alternative will require partial or full acquisition of industrial and commercially 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: Alternative 3. The alternative best meets the project purpose and need. A preliminary roadway design is provided in Appendix B. This recommended option includes the following components:

- Two 11-foot travel lanes, one in each direction. This uses minimum widths for travel lanes leaving more space for snow storage and non-motorized facilities.
- Two 4-foot shoulders that can accommodate on-street use by bicyclists and matches the typical section provided on the connecting corridors and the recommendations in the Anchorage Non-Motorized Plan.
- A separated 8-foot wide sidewalk and a separated 10-foot wide multi-use pathway which meets the MOA standards for multi-use pathways and the recommendations in the Anchorage Non-Motorized Plan.
- Improved roadway lighting that meets DCM Chapter 5 standards for a minor arterial roadway.
- Roadway alignment best meets the design criteria for the desired roadway operation.

6.6 Other Design Considerations

6.6.1 Improvements at Abbott Road Intersection

During the course of public involvement, community concerns were raised regarding the operations at the intersection of Vanguard Drive and Abbott 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 A.

Based on the projected volumes, a signal is warranted at the Abbott Road intersection when the extension under the Seward Highway is constructed and is recommended by this project.

6.6.2 Intersection Layout at Academy Drive / Vanguard Drive

With the realignment of Academy Drive to better facilitate east/west traffic flow, Vanguard Drive will terminate at its intersection with Academy Drive. Multiple alternatives, including a “T-intersection” and roundabout, were evaluated at this intersection to serve the revised geometry and traffic volumes. The preferred alternative is a roundabout because it has the lowest overall delays and provides a traffic calming benefit in the corridor. A conceptual layout of the roundabout is shown in Figure 7.



Figure 7: Conceptual Roundabout Layout at Academy Drive / Vanguard Drive

Through discussions with the MOA Traffic Engineering Department, if a roundabout is not chosen as the preferred, they would like to see the recommended typical section continued through the intersection with Vanguard Drive being controlled by a stop-sign. A conceptual layout of the standard T-Intersection is shown in Figure 8.



Figure 8: Conceptual T-Intersection Layout at Academy Drive / Vanguard Drive

7.0 PUBLIC INVOLVEMENT SUMMARY

Public involvement efforts for the Academy Drive and Vanguard Drive Area Improvements project have extended over several years. The previous MOA project engaged with stakeholders in 2011 and 2012, but all project activities stopped when the decision was made to pursue federal funding. The project was added to the 2019-2022 TIP in July 2021. In 2023, 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 an arterial 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 C.

Stakeholders identified for the project are summarized in Table 4.

Table 4: Project Stakeholders

Type of Stakeholder	Stakeholder
Public and Other	• Area property owners and residents • Business owners • Commuters • Federation of Community Councils - o Abbott Loop Community Council - o Bayshore/Klatt Community Council - o Taku/Campbell Community Council
Government, Regulatory, and Resource Agencies	• DOT&PF • Alaska Department of Environmental Conservation • State Historic Preservation Office (SHPO) • United States Army Corps of Engineers • Anchorage School District • Alaska Legislature: Senators and Representatives • MOA - o Mayor's Office - o Anchorage Assembly - o Planning Department - o Parks & Recreation - o Anchorage Fire Department - o Anchorage Police Department - o Department of Economic and Community Development - o Planning and Zoning Commission - o Project Management & Engineering - o Public Transportation Department - o Traffic Engineering - o Maintenance and Operations - o Watershed Department

Type of Stakeholder	Stakeholder
AMATS	• Policy Committee (PC) • Technical Advisory Committee (TAC) • Bicycle and Pedestrian Advisory Committee • Freight Advisory Committee • Community Advisory Committee
Utility Companies	• Alaska Communications Systems (ACS) • Anchorage Water and Wastewater Utility (AWWU) • Chugach Electric Association (CEA) • ENSTAR Natural Gas Company • General Communications, Inc. (GCI)

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 March 24, 2025.

7.1.1 Project Website

The project website (<https://academyvanguard.com>) was developed to facilitate project information sharing and solicit 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 C. Postcard mailers were sent at major project milestones including project kick-off, alerting property owners and residents that 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 Community Council Meetings

Members of the project team attended Abbott Loop, Bayshore/Klatt, and Taku/Campbell Community Council meetings in 2023 and 2025 to provide updates on the project and announce the Project Open House meetings. Minutes from those meetings are attached to this report in Appendix C.

7.1.4 Open House Meeting #1 – December 7, 2023

An in-person open house was held on December 7, 2023, from 5:30 – 7:00 pm at Hanshew Middle School. 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.

The following boards were displayed during the open house:

- Welcome Board (included instructions on how to participate)
- Project Area Map
- Project History and Background
-
- Proposed Improvements & Schedule

Project area roll plots were displayed on tables and comment forms were provided for an opportunity for attendees to leave feedback. Members of the project team were present for the duration of the event to answer questions and record feedback. Two comment forms were received from the Open House and several comments were left on the area roll plot.

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

7.1.5 Anchorage Transportation Fair – March 28, 2024

Members of the project team attended the 2024 Anchorage Transportation Fair at the Alaska Airlines Center. At the project table, the team presented the project background and project schedule, displayed a scroll plot of the project area, 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 proposed project to 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.

7.1.6 Planning and Zoning Commission Meeting – May 20, 2024

The PZC reviewed the Concept Report as an information item on their May 20, 2024 agenda. Planning staff presented a brief project background, Commissioners had the opportunity to ask questions and project staff was 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. There were no questions or comments from the commissioners.

7.1.7 In-Person Open House Meeting #2 – March 19, 2025

An in-person open house was held on March 19, 2025, from 4:30 pm – 6:30 pm at Taku Elementary School. The goal of the meeting was to present the community with the proposed typical section and recommended layouts for Academy Drive's intersections with Vanguard Drive

and Abbott Road. Thirteen (13) community members were in attendance. The project team presented a scroll with aerial images of the project corridor overlaid with the proposed design. Attendees had the opportunity to draw and mark up the scrolls with comments. Additional project displays included a project timeline, a summary of proposed improvements, and a proposed typical section. Comment sheets were provided for attendees to share written comments. A detailed open house meeting summary is included in Appendix C.

7.1.8 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 C. 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 will be developed after the environmental document is approved. Estimated costs at this time are summarized in Table 5.

Table 5: Summary of Estimated Project Costs

Description	Estimated Cost
Design	\$ 3,000,000
ROW Acquisitions	\$ 4,000,000
Utility Relocations	\$ 200,000
Construction	\$ 13,535,000
Total Project Cost	\$ 20,735,000

9.0 MAINTENANCE CONSIDERATIONS

Both Academy Drive and Vanguard Drive are MOA-managed and maintained roadways. Periodic maintenance will be required following construction of the realigned roadway, addition of non-motorized facilities, the proposed roundabout at Vanguard Drive, improved roadway lighting, improved drainage facilities, and the proposed signal at the Abbott Road intersection. This project will increase overall maintenance costs because it is constructing new facilities and devices.

During winter months, snow removal will be required on an as-needed basis for vehicle and non-motorized facilities. Snow removal requires both an on-street area large enough for temporary storage and a clear area large enough to load snow into trucks for off-site disposal. The preferred alternative aims to maximize the on-street storage to minimize hauling needs.

Winter sand must be removed in the spring and periodic sweeping may continue during the summer months. Regular inspection of drainage facilities will be necessary to determine if any cleaning or repairs are required.

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

Additionally, new landscaping will likely be installed where open space is available without impacting sight distance. Design will use low-maintenance plantings to minimize watering and trimming. However, periodic maintenance will be required to ensure adequate sight distance is maintained.

APPENDIX A

DRAFT TRAFFIC ANALYSIS

AMATS: ACADAMY DRIVE AND VANGUARD DRIVE AREA IMPROVEMENTS

DRAFT TRAFFIC ANALYSIS

Project No. (Federal/State): 0001753/ CFHWY00783

Prepared For:



**State of Alaska
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March 2024

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ACRONYMNS AND ABBREVIATIONS

AADT	Average Annual Daily Traffic
AMATS	Anchorage Metropolitan Area Transportation Solutions
DOT&PF	State of Alaska Department of Transportation and Public Facilities
DHV	Design Hourly Volume
GIS	Graphic Information Systems
HDL	HDL Engineering Consultants, LLC
HSIP	Highway Safety Improvement Plan
LOS	Level of Service
MOA	Municipality of Anchorage
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
OSHP	Official Streets and Highways Plan
ROW	Right-of-Way

1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Municipality of Anchorage (MOA), proposes to upgrade Academy Drive and Vanguard Drive to provide an improved travel corridor between Brayton Drive and Abbott Road. This development will improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway with the Seward Highway O'Malley Road to Dimond Boulevard (Seward Highway/O2D) Project. Improvements may include a roadway realignment(s), intersection improvements, drainage improvements, right-of-way acquisitions, utility relocations, pedestrian/bicycle improvements, accessibility improvements, and roadside hardware.

The proposed project will also include improvements to the following intersections:

- Abbott Road and Vanguard Drive (becomes Abbott Road and Academy Drive in the build condition)
- Vanguard Drive and Academy Drive

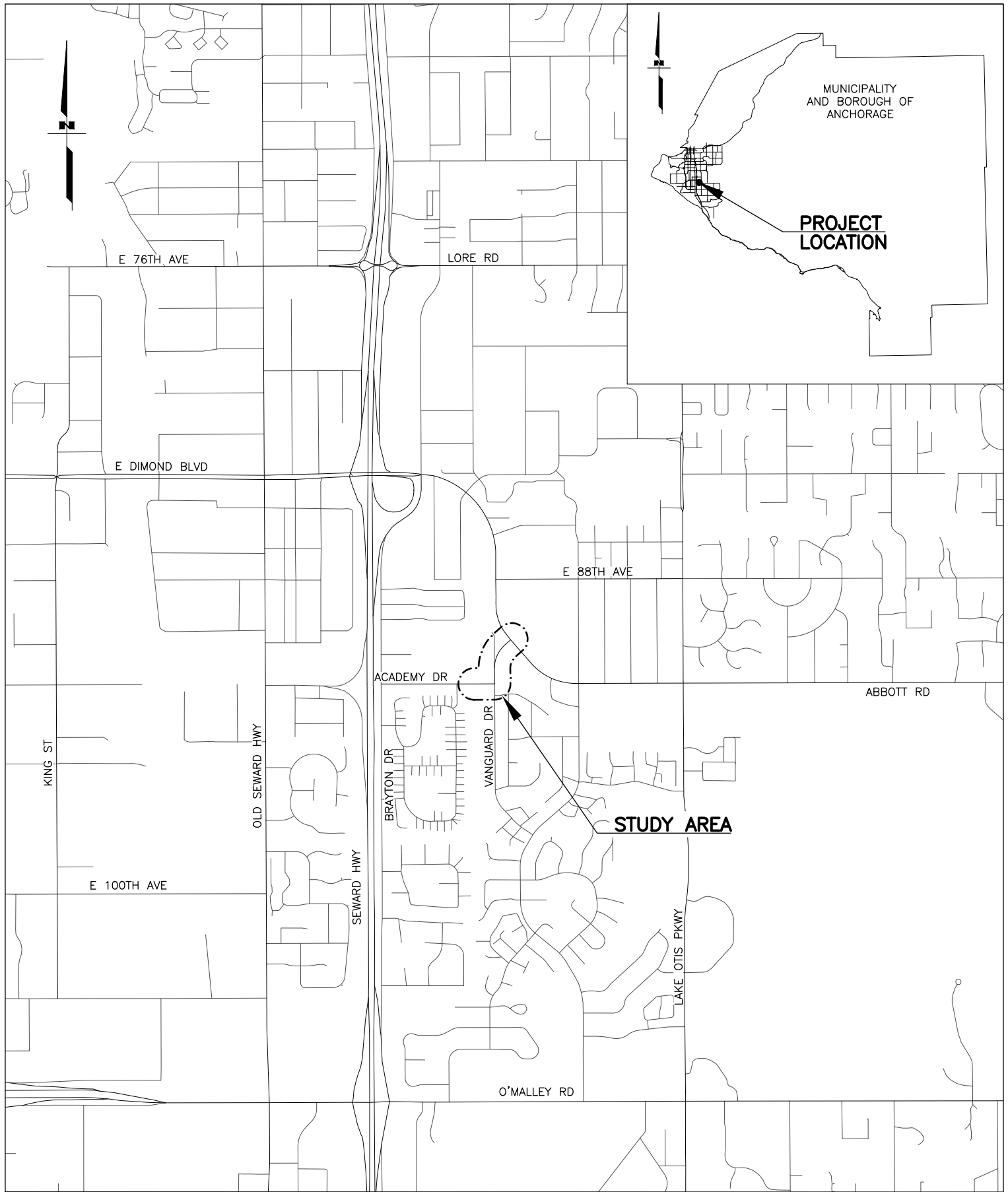
The privately owned driveway at the Academy Drive and Emily Lane intersection is adjacent to the project, and is considered within this analysis for future planning purposes. No improvements are currently anticipated for this intersection.

HDL Engineering Consultants, LLC (HDL) is under contract with DOT&PF to complete a traffic analysis to determine future traffic volumes and needs, and identify potential improvements, if needed.

2.0 PROJECT HISTORY AND BACKGROUND

2.1 Project Location

The project is located within the Municipality of Anchorage (MOA), Section 8, Township 12N, Range 3W. The study area extends eastward along Academy Drive from the intersection of Academy Drive and Emily Lane to the intersection of Academy Drive and Vanguard Drive. It then follows Vanguard Drive north and east, to the intersection of Vanguard Drive and Abbott Road (**Figure 1**).



AMATS: Academy Dr & Vanguard Dr
Area Improvements
Project No. 0001753/CFHWY00783

Figure 1
Vicinity Map

2.2 Facility Description

Academy Drive is designated as a Class II Minor Arterial in the MOA Official Streets and Highways Plan (OSHHP). Vanguard Drive, from Academy Drive to Abbott Road, is also a Class II Minor Arterial; south of Academy Drive, it is designated as a Local Road. The existing posted speed limit for both roads within the study area is 25 mph.

Academy Drive and Vanguard Drive are both two-lane roadways (one travel lane in each direction) that consist of 32 feet of pavement with curb and gutter on both sides and street lighting. The public right-of-way (ROW) width varies, but is typically 60 feet.

2.3 Transportation Planning

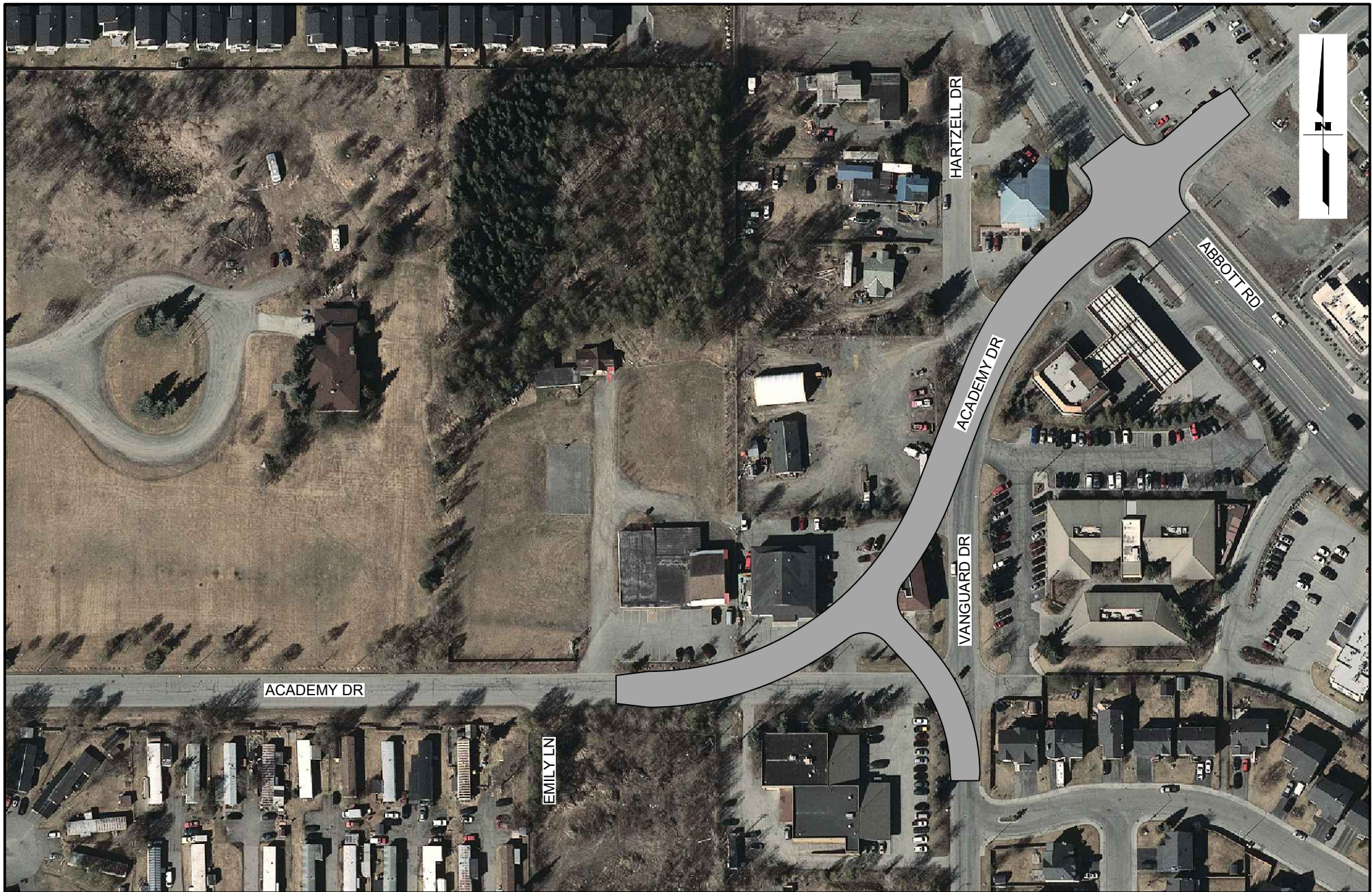
The Academy Drive and Vanguard Drive project will improve east/west connectivity between Brayton Drive and Abbott Road and supports the DOT&PF's Seward Highway/O'Malley to Dimond project. The Seward Highway/O2D Project will improve connections on both sides of the highway and improve access to the Dimond Center retail district for both pedestrians and vehicles. Together, the projects will provide an alternative east/west connection to distribute traffic across the transportation network. The Academy Drive and Vanguard Drive project has been developed according to the guidelines set forth in the following MOA community planning documents:

- Anchorage 2040: Anchorage Bowl Comprehensive Plan
- 2040 Metropolitan Transportation Plan (MTP)
- 2014 Official Streets and Highways Plan
- 2021 AMATS Non-Motorized Plan

3.0 PROJECT HISTORY AND BACKGROUND

In 2012, the MOA identified the Academy Drive/Vanguard Drive route as a potential project to improve traffic circulation and provide additional capacity, in anticipation of a future DOT&PF project connecting Academy Drive with 92nd Avenue. A traffic analysis was performed for the Academy/Vanguard Area Traffic Circulation Improvements Project in 2012 to support the development of a preferred alternative for the project Design Study Report (DSR). Based on the results of that analysis, a preferred alternative was selected, which realigns Academy Drive to connect with Abbott Road at the location of the existing Abbott Road/Vanguard Drive intersection (**Figure 2**). This alignment terminates Vanguard Drive at its intersection with Academy Drive, thus converting the current Vanguard Drive and Abbott Road intersection to a future Academy Drive and Abbott Road intersection.

The project was later added to the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2019-2022 Transportation Improvement Plan in July 2021, and is in the ongoing design phase as the current AMATS: Academy Drive and Vanguard Drive Area Improvements Project.



AMATS: Academy Dr & Vanguard Dr
Area Improvements
Project No. 0001753/CFHWY00783

Figure 2
Academy Dr/Vanguard Dr
Preferred Alternative

3.1 Previous Traffic Forecasting

The 2012 traffic analysis used the AMATS 2035 regional travel demand model to forecast future data for an analysis year of 2035. The forecasted volumes were modeled to reflect the following:

- future traffic volumes for the roadways in their current configurations, due to population changes and local development; and
- traffic volume, distribution, and turning movement changes due to the completion of all phases of the DOT&PF Seward Highway/O2D Project.

In 2019, the forecasted traffic data was re-analyzed for a future year of 2040, using the AMATS 2040 travel demand model with updated land use projections and project layouts.

The additional volumes, distribution, and turning movements projected by the 2040 model to the Academy/Vanguard corridor based on the completion of all phases of the Seward Highway/O2D Project are used to forecast design year (2048) traffic data in this report.

3.2 Design Designations

The design designations for this project are provided in a separate document. This section summarizes the design parameters that apply to the development of future traffic data and intersection design.

3.2.A Historical Traffic Volumes

DOT&PF publishes annual traffic volume data via their GIS Traffic Data website. The average annual daily traffic (AADT) volumes generated by recorders at sites on Vanguard Drive and Abbott Road are presented below (Tables 1 and 2).

Table 1: Recorded AADT Volumes (Abbott Road)

ABBOTT RD: BTWN VANGUARD DR & INDEPENDENCE DR (SITE 53355000)					
YEAR	2018	2019	2020	2021	2022
AADT	13,320	13,195	11,100	12,100	14,000

Table 2: Recorded AADT Volumes (Academy Drive)

ACADEMY DR BTWN BRAYTON DR & VANGUARD ST (SITE 43638000)					
YEAR	2017	2019	2020	2021	2022
AADT	500	3,114	2,560	3,200	2,880

**Traffic data for 2018 not available at this site.*

3.3.B Design Parameters

The design designation parameters used in this report are summarized below (**Table 3**).

Table 3: Design Designations

ACADEMY DRIVE AND VANGUARD DRIVE: DESIGN DESIGNATIONS				
YEAR	2024	2028	2038	2048
2-Way AADT	1,995	1,916	14,659	13,956
2-Way DHV	198	190	1,048	998
Peak Hour Factor	0.76	0.76	0.92	0.92
Directional Distribution	61/39	61/39	59/41	59/41
Percent Commercial Trucks	3.2%			
Compound Growth Rates	-0.004%			

4.0 EXISTING TRAFFIC CONDITIONS

Existing daily traffic counts and peak hour volumes were determined using volumes recorded by HDL in 2023, and data collected by DOT&PF traffic recorder sites within or adjacent to the study area.

4.1 2023 Traffic Counts

HDL performed 24-hour traffic counts (**Appendix A**) within the study area in October and November of 2023, using a MioVision Traffic Recorder camera. The roadways were clear of snow during this period. The counts were performed at the following locations:

- Academy Drive and Emily Lane intersection
- Academy Drive and Vanguard Drive intersection
- Vanguard Drive and Abbott Road intersection
- Academy Drive between Brayton Drive and Vanguard Drive
- Vanguard Drive between Cannoneer Circle and Courage Drive

Based on the results of the traffic counts, the respective PM peaks for each intersection were selected as the highest hourly traffic counts, and used to project peak hour volumes and determine AADTs for the locations above.

4.2 Pedestrian Counts

HDL performed pedestrian counts at the intersections within the project corridor in September 2023. Pedestrian volumes and directions were recorded during the morning and evening peak hours; full pedestrian count data is included in **Appendix B**. The total pedestrian crossings for each intersection are presented in **Table 4**.

Table 4: Pedestrian Peak Hour Counts

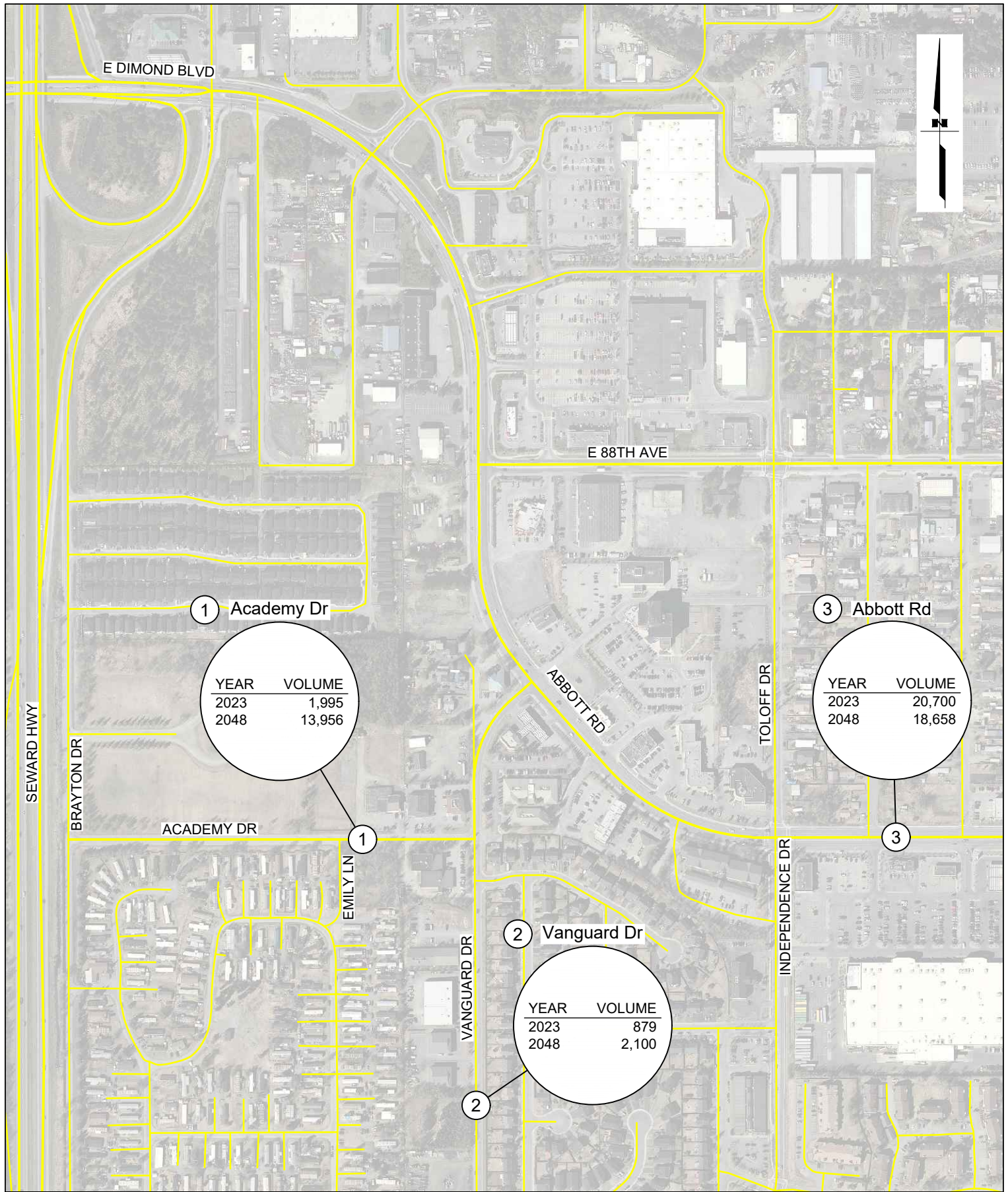
INTERSECTION	PEDESTIAN COUNT
Vanguard Drive and Abbott Road	33
Academy Drive and Vanguard Road	14
Academy Drive and Emily Lane	17

5.0 TRAFFIC FORECASTS

The construction of the Seward Highway/O2D Project will significantly increase future traffic volumes on Academy Drive. A new east-west connection from the Dimond/Old Seward commercial area and modifications to the Seward Highway on and off-ramp locations will redistribute traffic from the existing interchanges with Seward Highway. The future traffic volumes presented in this report address these anticipated changes.

5.1 Traffic Volume Forecasts

Previous analyses for the study area used the AMATS travel demand model to determine future volumes. The traffic volume forecasts performed for this analysis began with the collected field data counts. A growth factor was then applied using historical traffic growth rates in the vicinity of the project. Finally, the increased volumes projected by the AMATS 2040 traffic demand model, which account for expected development and other area transportation projects, were added in. The additional traffic redistributed by the model to the project corridor due to the completion of the Seward Highway/O2D Project was also included in the Design Year volumes (**Figure 3**).



AMATS: Academy Dr & Vanguard Dr
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Figure 3
Existing and Future
Daily Traffic Volumes

5.2 Turning Movements

All three of the intersections considered in this analysis have two-way stop control. Turning movements for the three intersections within the study area were recorded in October and November of 2023 over 24-hour periods as part of the 2023 Miovision traffic counts. The methodology used to project future traffic volumes was also used to determine future turning movements for the intersections.

6.0 CRASH HISTORY

Collision data for the study area was obtained from the MOA's online Traffic Data Management system (**Appendix C**) and is summarized in **Table 5**.

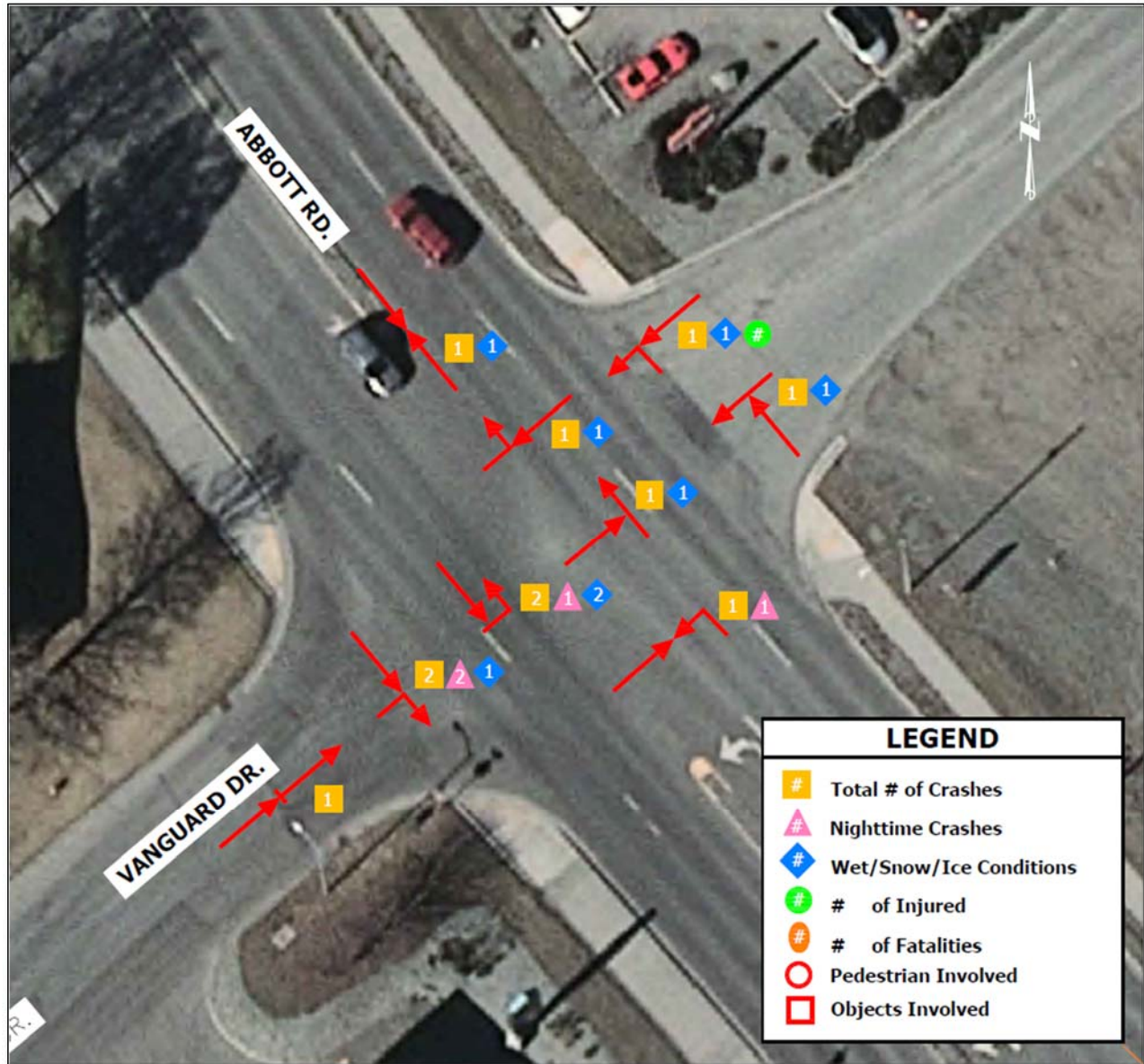
Table 5: Intersection Crash History (2018-2022)

LOCATION	COLLISION TYPE						SEVERITY				TOTAL CRASHES
	Angle	Side-Swipe	Rear End	Head On	Fixed Object	Ped/Bike	PDO	Minor Injury	Major Injury	Fatality	
Vanguard Dr & Abbott Rd Intersection	9		1	1			10	1			11
Academy Dr & Vanguard Dr Intersection					1		1				1
Vanguard Dr						1		1			1
Academy Dr						1			1		1

The majority of the collisions in the five-year study period occurred at the Vanguard Drive and Abbott Road intersection, where drivers entering or departing from Vanguard Drive experience difficulty navigating the higher volumes and speeds of Abbott Road. From 2018-2022, 11 crashes occurred at this location which were related to intersection operations. One resulted in injury; there were no fatalities (**Figure 4**).

One collision occurred on Academy Drive and one on Vanguard Drive during this time period, both of which involved pedestrians and resulted in injuries. One additional collision occurred at the Academy Drive and Vanguard Drive intersection, which involved a fixed object. (**Figure 5**).

Figure 4: 2018-2022 Crashes at Abbott Road and Vanguard Drive



7.0 INTERSECTION ALTERNATIVES

7.1 Existing Intersection Configurations and Level of Service

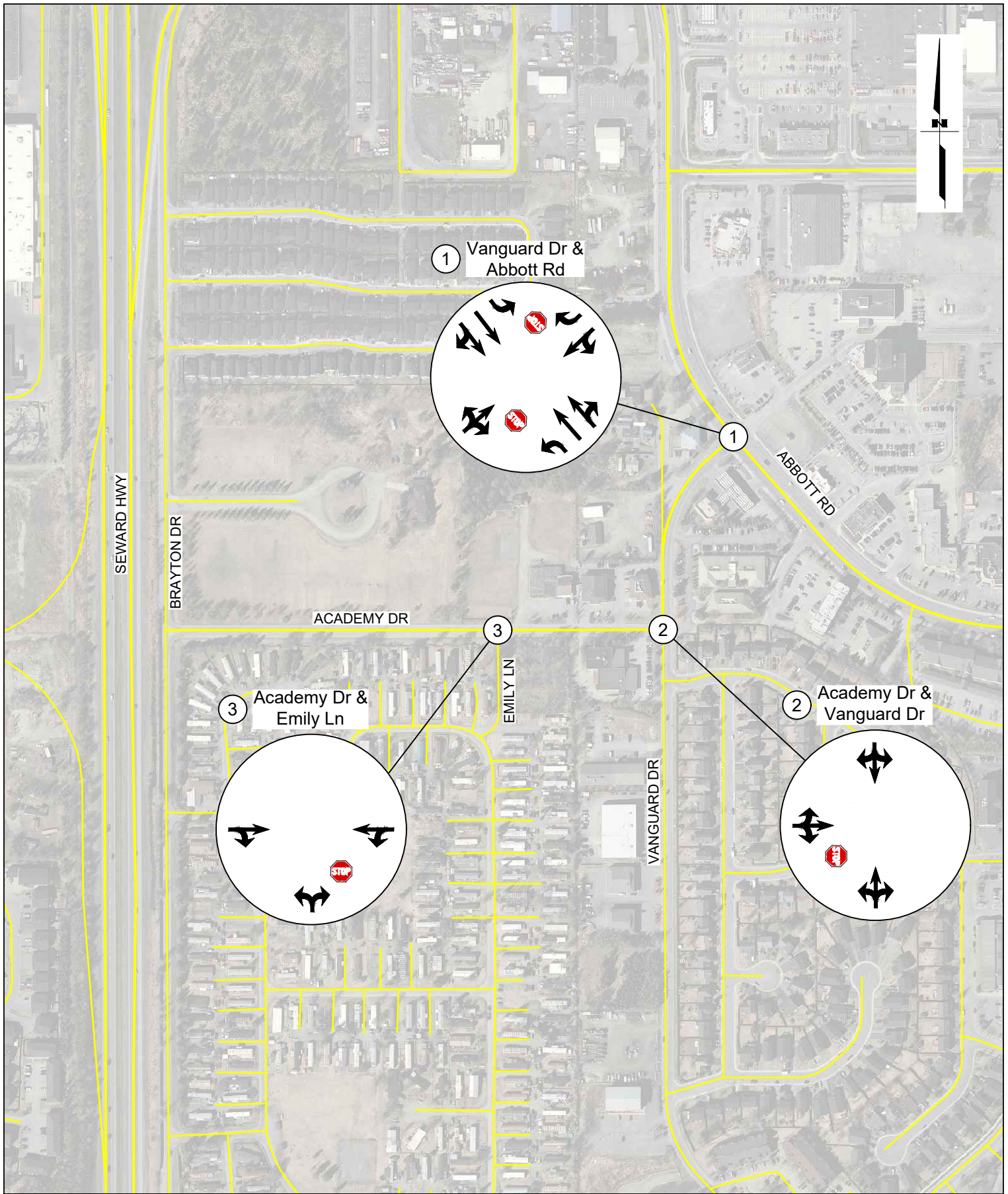
The intersections within the study area are configured as follows (**Figure 6**):

- Academy Drive and Emily Lane: One-way stop-control
- Academy Drive and Vanguard Drive: One-way stop-control
- Vanguard Drive and Abbott Road intersection: Two-way stop control

The existing traffic data for the three intersections was used to determine volume-to-capacity ratio and average vehicle delay, which was then translated into the level-of-service (LOS) metric. The existing LOS for each intersection are presented on **Figure 7**. The traffic analysis input and output files are included as **Appendix D**.

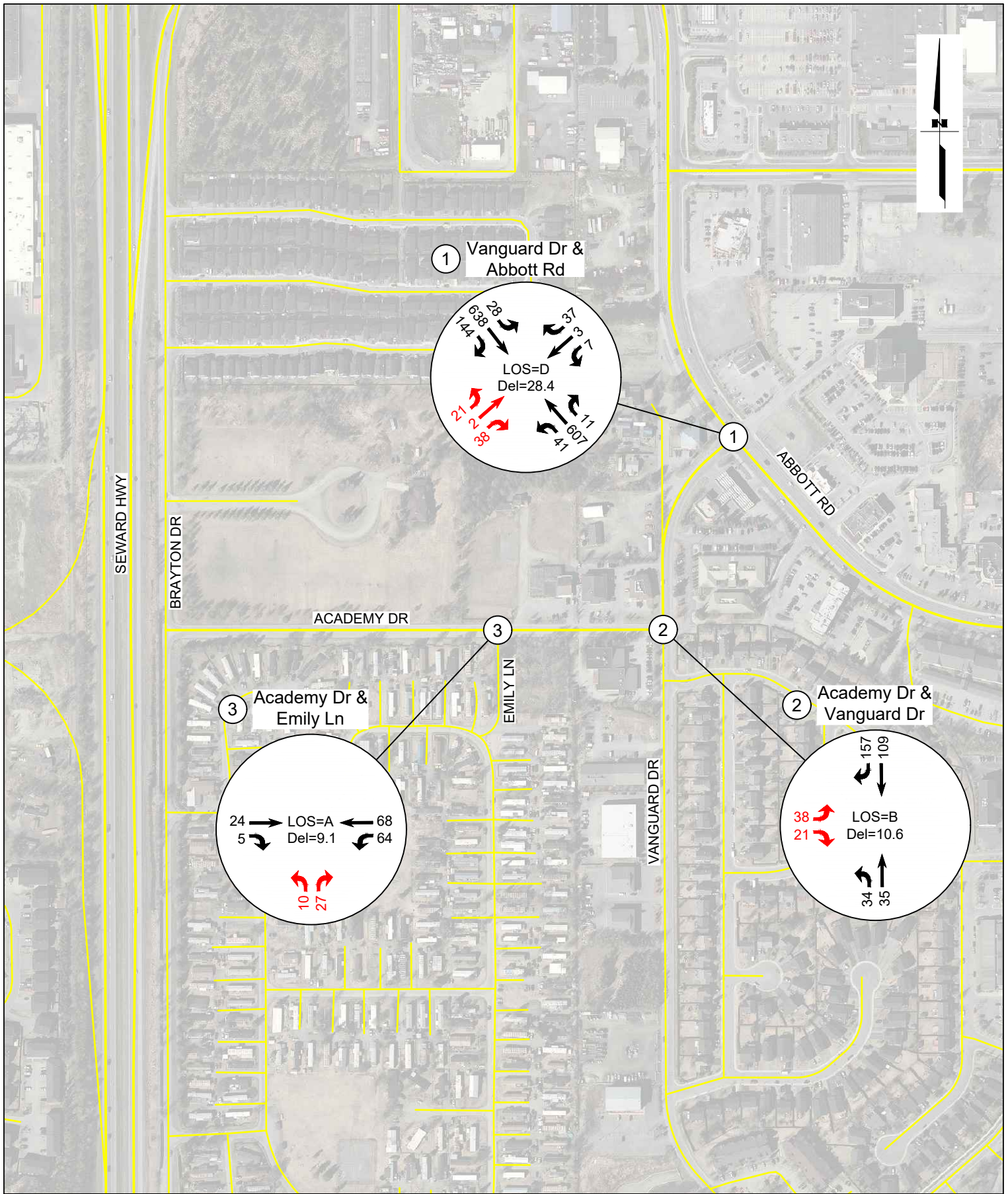
The Academy Drive and Emily Lane intersection and the Academy Drive and Vanguard Drive critical legs currently function at LOS A and B, respectively. The Vanguard Drive and Abbott Road critical leg (northeast approach) has an LOS of D.

The Emily Lane intersection is outside of the project limits. In addition, it is a private driveway approach, and not subject to MOA capacity standards. However, LOS were still evaluated for future planning purposes.



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Figure 6
Existing Intersection
Configurations and
Traffic Control Devices



Legend

LOS = Intersection Level of Service

Del = Intersection Average Control Delay (Seconds)

➡ = Critical Leg

AMATS: Academy Dr & Vanguard Dr
Area Improvements
Project No. 0001753/CFHWY00783

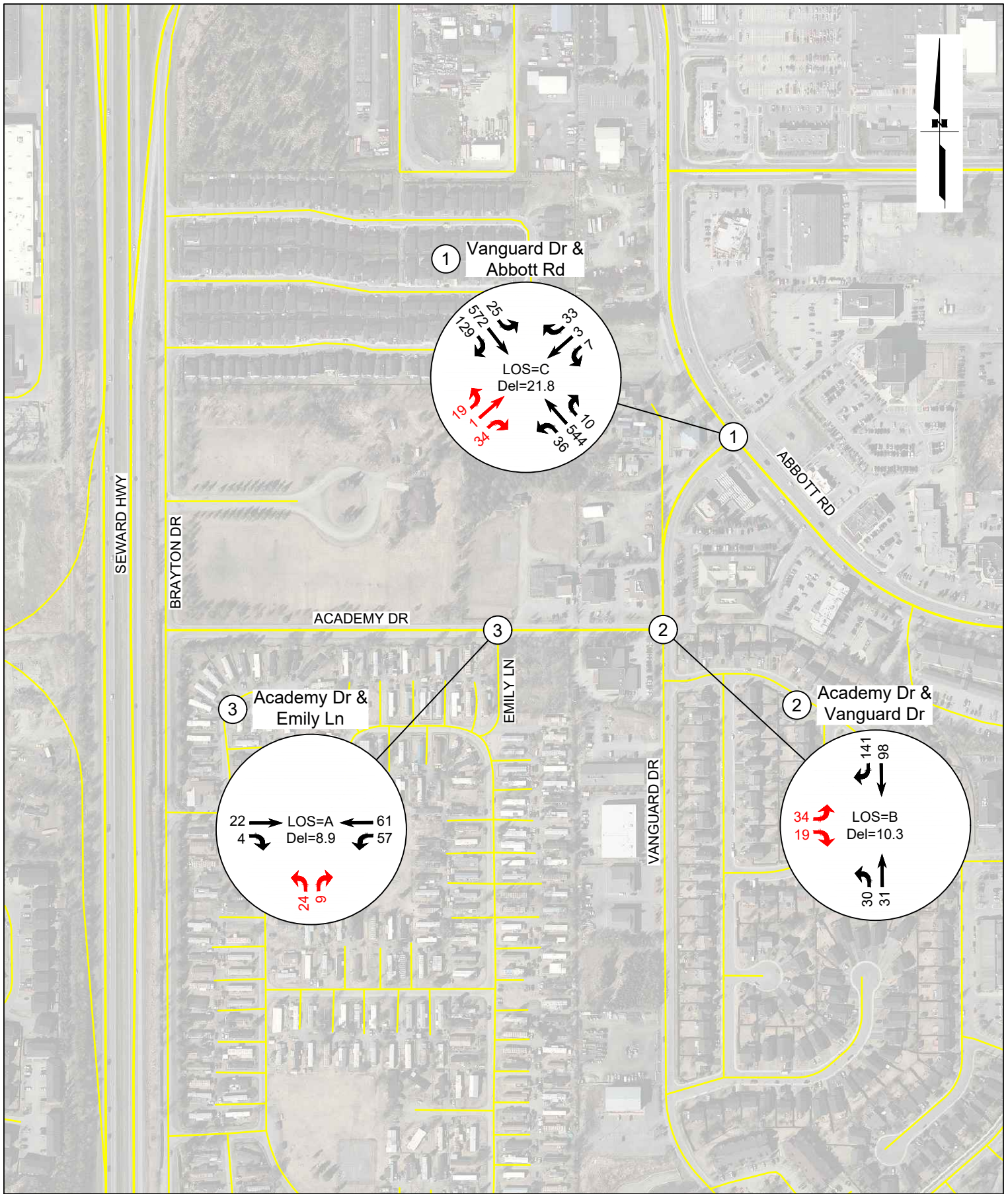
Figure 7
Existing Traffic Conditions
Weekday PM Peak Hour

7.2 Future LOS

Future traffic volumes and turning movements at the intersections within the study area will be heavily influenced by the redistribution of traffic from the Seward Highway/O2D Project, with the exception of Emily Lane, which exclusively services local residents. If neither the O2D Project or this project are constructed, volumes will slightly decrease for the study area in the design year, when projections are based solely on calculated traffic growth rates. The LOS for the intersections in this “2048 No Improvements” condition is presented on **Figure 8**.

The DOT&PF general minimum operating standard for signalized intersection design alternatives is LOS C. Assuming additional traffic volumes from the future construction of the O2D Project, in their current configurations the Academy Drive and Vanguard Drive intersection and the Vanguard Drive and Abbott Road intersection will have an LOS F in the design year (2048). The LOS for the intersections in this “2048 No Build” condition is presented on **Figure 9**.

The LOS F at these intersections does not meet the minimum design requirements. As a result, several alternative intersection configurations were evaluated to determine if improvements could be made to the existing configurations. The LOS for the intersections in these “2048 Project Build” condition is presented on **Figure 10**, and discussed in more detail in the following sections.



Legend

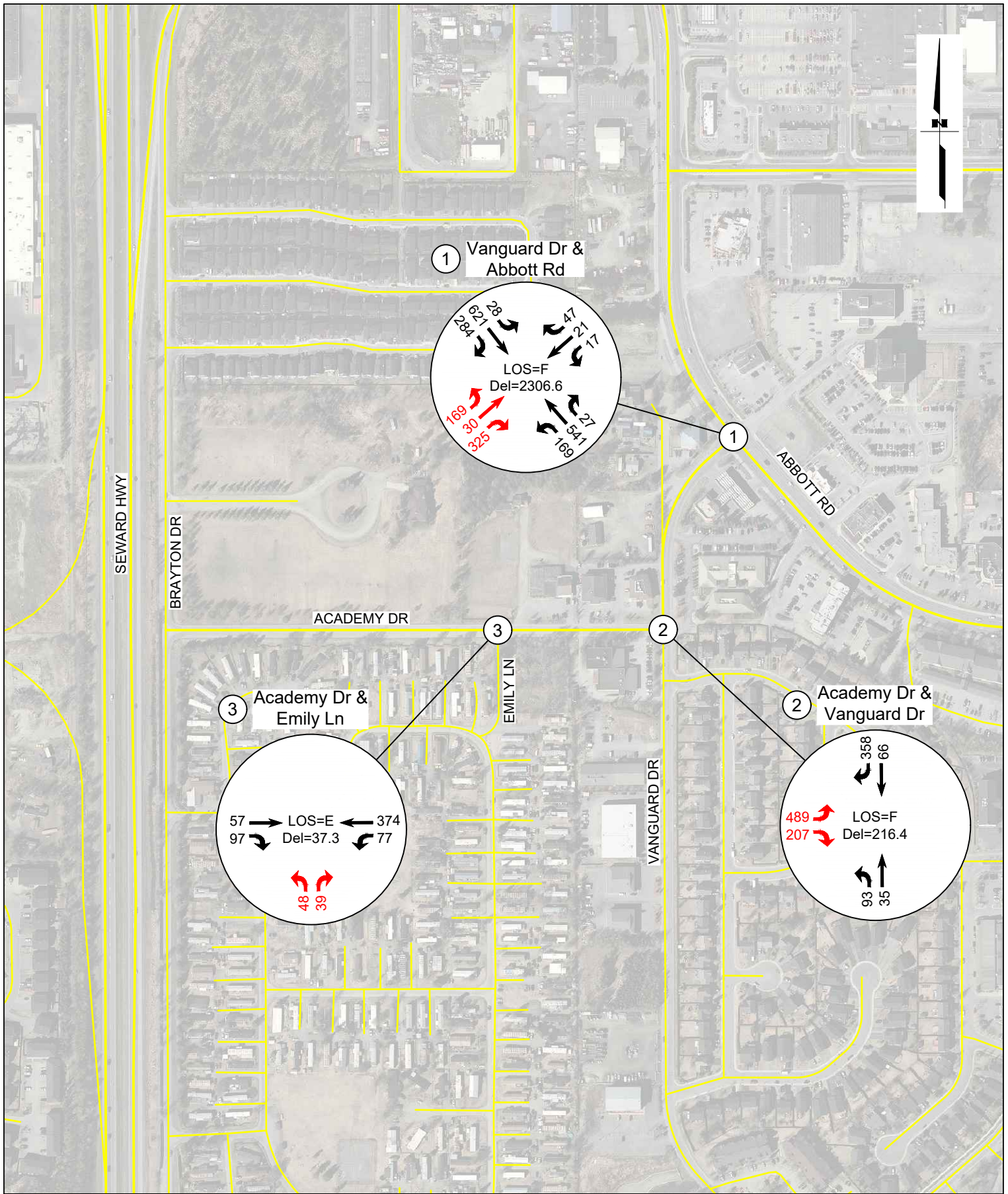
LOS = Intersection Level of Service

Del = Intersection Average Control Delay (Seconds)

➡ = Critical Leg

AMATS: Academy Dr & Vanguard Dr
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Figure 8
2048 No Improvements
Future Traffic Conditions
Weekday PM Peak Hour



Legend

LOS = Intersection Level of Service

Del = Intersection Average Control Delay (Seconds)

➡ = Critical Leg

AMATS: Academy Dr & Vanguard Dr
Area Improvements
Project No. 0001753/CFHWY00783

Figure 9
2048 No Build
Future Traffic Conditions
Weekday PM Peak Hour

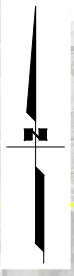


Figure 10
2048 Project Build
Future Traffic Conditions
Weekday PM Peak Hour

7.3 Vanguard Drive and Abbott Road (Future Academy Drive and Abbott Road)

A signalized intersection can reduce the delay on the minor street by interrupting the flow on the major street. At this specific location, it could also contribute to a decrease in the collisions caused by vehicles attempting to enter and depart the Abbott Road traffic flow by providing protected gaps to perform turning movements. When evaluated in its current configuration, LOS for this intersection is F, with average vehicle delay of 2306.6 seconds for vehicles on the critical leg (the southwest approach). Overall, vehicles would experience 557.3 average seconds of delay at the intersection. Long delays in turning movements can lead to inadequate gap acceptance, often resulting in increases of intersection-related collisions. Installing a traffic signal at this location would improve traffic operations for Vanguard (Academy) Drive, but would impact traffic on Abbott Road as well. The DOT&PF Highway Safety Improvement (HSIP) manual indicates that installation of a traffic signal can be expected to reduce angle crashes by 60%, but increase rear-end crashes by 25%.

A new traffic signal at Vanguard Drive and Abbott Road would also provide protected crossing for pedestrians seeking to access dining and services at the Abbott Plaza from the neighborhoods along Vanguard Drive and Academy Drive. In the current configuration, pedestrians must travel over 1,000 feet to the Toloff Street signalized intersection and then backtrack another 500 feet to the plaza, or risk crossing Abbott Road in traffic.

For these reasons, the installation of a traffic signal at this location was evaluated. To determine if a signalized intersection is warranted, the Manual on Uniform Traffic Control Devices (MUTCD) provides nine different signal warrants (**Appendix E**). As a part of this analysis, the applicable warrants were evaluated for the Vanguard Drive and Abbott Road intersection (**Table 6**).

Table 6: Signal Warrant Analysis Results

SIGNAL WARRANT	EVALUATED?	WARRANT MET IN DESIGN YEAR (2048)?
Warrant 1: Eight-Hour Vehicular Volume	YES	YES
Warrant 2: Four-Hour Vehicular Volume	YES	YES
Warrant 3: Peak Hour Vehicular Volume	YES	YES
Warrant 4: Pedestrian Volume	INADEQUATE DATA	N/A
Warrant 5: School Crossing	YES	NO
Warrant 6: Coordinated Signal System	YES	YES
Warrant 7: Crash Experience	YES	YES
Warrant 8: Roadway Network	INADEQUATE DATA	N/A
Warrant 9: Grade Crossing	NOT APPLICABLE	N/A

Of the six warrants evaluated, the intersection meets the criteria for signalization for five of the warrants.

When evaluated as a signalized intersection in the Design Year (2048), the LOS for this location is B, and the delay is 12.5 seconds (**Table 7**).

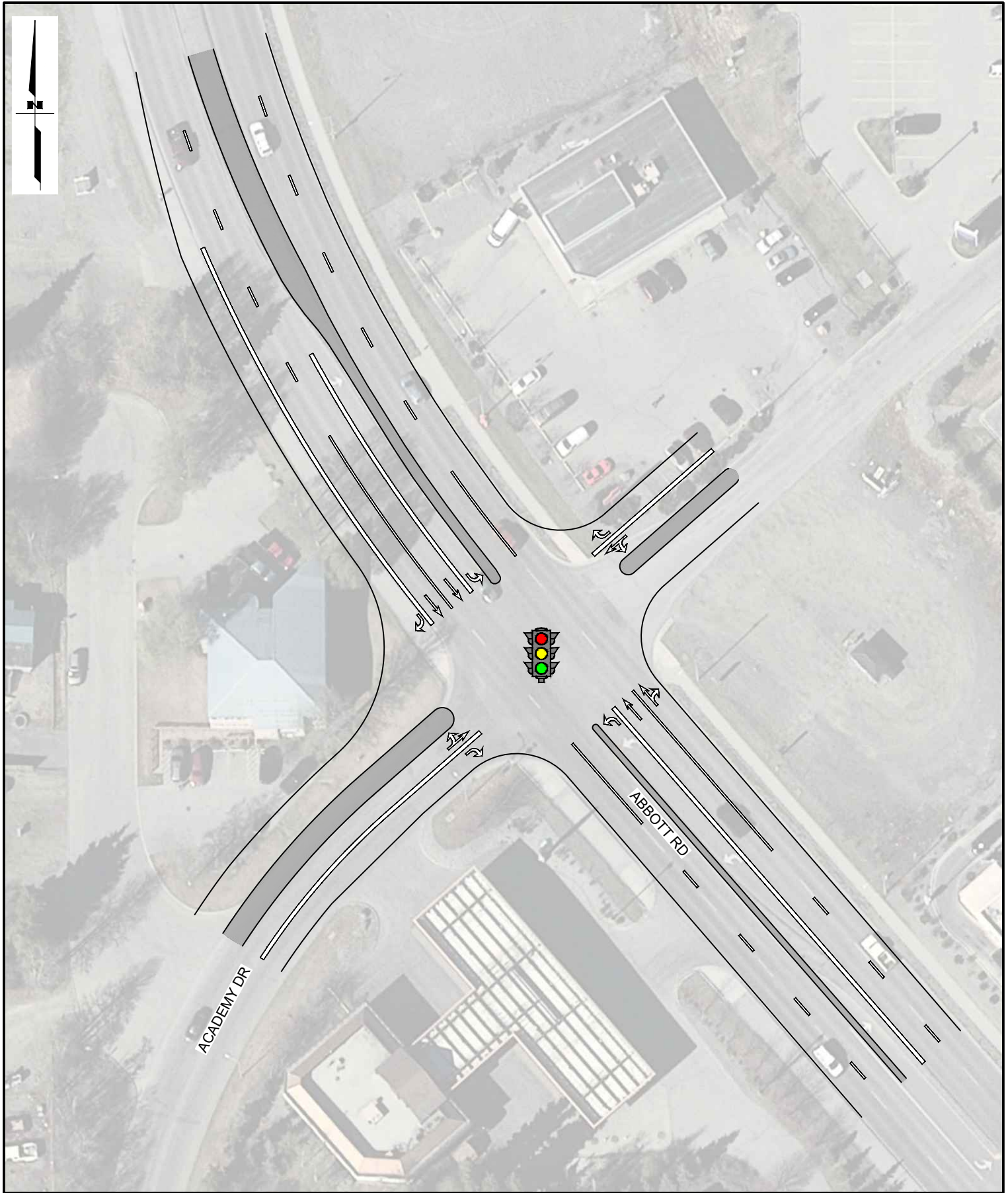
Table 7: LOS and Delay – Vanguard/Abbott

VANGUARD DRIVE AND ABBOTT ROAD		
YEAR & CONFIGURATION	LOS	VEHICLE DELAY (SECONDS)
Existing Conditions (2023)	D	28.4
No Improvements (2048)	C	21.8
No Build (2048)	F	2306.6
Project Build: Signalized Design (2048)	B	12.5

In addition to the feasibility of a signal at this location, other traffic control devices were considered for the Vanguard Drive and Abbott Road intersection, including a roundabout and lane restrictions. After evaluation, a roundabout was determined to be inappropriate at this location due to close proximity with the signalized intersections at 88th Avenue and Independence Drive/Toloff Street. Prohibiting left turns from Vanguard Drive was also evaluated as a mitigation measure for angle crashes, but presents various challenges such as the need for a physical barrier and reductions for exclusively eastbound left-turn angle crashes. Based on these results, the Vanguard Drive and Abbott Road intersection is recommended for signalization.

An evaluation of lane configurations was performed using an iterative process within Syncro to find a configuration which met the required LOS. Guidelines for auxiliary lane lengths are provided in the Alaska Highway Preconstruction Manual, Table 1150-1. Based on this guidance, recommended auxiliary lane lengths for the intersection are provided in **Table 8**. Where providing these lengths would be infeasible, a reduction may be made so that the turning vehicle would enter the turn lane at 10 mph less than the speed of the through lanes.

A rudimentary layout developed with basic design assumptions is presented in **Figure 11**, and recommended lane lengths are presented below (**Table 8**).



AMATS: Academy Dr & Vanguard Dr
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Figure 11
Academy Dr & Abbott Rd:
Signalized Intersection
Lane Configuration

Table 8: Auxiliary Lane Length Recommendations

VANGUARD DRIVE AND ABBOTT ROAD			
AUXILIARY LANE	95TH PERCENTILE QUEUE LENGTH (FT)	95 PERCENTILE QUEUE LENGTH OF ADJACENT THRU LANE (FT)	RECOMMENDED LENGTH (FT)
NW Bound Left Turn	71	144	230
SE Bound Left Turn	12	190	190
SE Bound Right Turn	46	190	200
SW Bound Left Turn	23	36	60
NE Bound Left Turn	132	101	140

As shown in **Figure 11**, the recommended lane lengths and accompanying center medians may modify access to Abbott Road and Vanguard (future Academy) Drive from the adjoining approaches.

7.4 Academy Drive and Vanguard Drive

When forecasting future LOS and vehicle delay, the Academy Drive and Vanguard Drive intersection as currently configured would result in a LOS F with an expected vehicle delay of 216.4 seconds on the critical leg (the east approach) and 121.3 seconds of average delay for the whole intersection. Given the revised design alignment which would allow Academy Drive to continue through to Abbott Road while stopping Vanguard Drive, two intersection alternatives were evaluated, a T-Intersection where Vanguard Drive would be stop controlled and a one-lane roundabout.

7.4.A Stop Controlled Intersection

To assess the level of service for the stop controlled intersection alternative, the National Cooperative Highway Research Program (NCHRP) Report 429 was used to determine the appropriate auxiliary lane configuration. Based on this analysis, it was found that a left turn lane and a right turn lane from Academy Drive were warranted. Adding an auxiliary lane to the northbound Vanguard Drive approach resulted in approach delay of 27.6 seconds. Since there was minimal improvement to delay and the warrants in the NCHRP 429 were not met, this auxiliary lane was not incorporated. The result of this configuration was a LOS D with an average vehicle delay of 32.1 seconds on the critical leg. The overall delay for the intersection was 3.8 seconds per vehicle.

7.4.B Roundabout Intersection

Roundabouts can have the advantage of improving circulation and decreasing wait times, while also significantly decreasing the severity of injury in the event of a collision. A roundabout at this location would also allow redirection of traffic attempting to access Abbott Road from Hartzell Road, if the approach at Hartzell Road is modified by a center median on Academy Drive. A single lane roundabout was used for this analysis. In this configuration, the LOS for the intersection is A, and the average vehicle delay is 8.6 seconds (**Table 9**).

Table 9: LOS and Delay – Academy/Vanguard

ACADEMY DRIVE AND VANGUARD DRIVE		
YEAR & CONFIGURATION	LOS	VEHICLE DELAY (SECONDS)
Existing Conditions (2023)	B	10.6
No Improvements (2048)	B	10.3
No Build (2048)	F	216.4
Northbound Stop-Control (2048)	D	32.1
Roundabout Design (2048)	A	8.6

Based on these results, a one-lane roundabout is recommend for the Academy Drive and Vanguard Drive intersection (**Figure 12**).



AMATS: Academy Dr & Vanguard Dr
Area Improvements
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Figure 12
Recommended Intersection
Configurations and
Traffic Control

7.5 Academy Drive and Emily Lane

This privately owned driveway approach is not anticipated to be directly impacted by this project. However, a LOS analysis was performed due to its proximity to the project area. Given the increased delay at this approach and alternative routes available, drivers may learn to avoid left turns out of Emily, potentially decreasing the delay here (**Table 10**).

Table 10: LOS and Delay – Academy/Emily

ACADEMY DRIVE AND EMILY LANE		
YEAR & CONFIGURATION	LOS	VEHICLE DELAY (SECONDS)
Existing Conditions (2023)	A	9.1
No Improvements (2048)	A	8.9
No Build (2048)	E	37.3
Project Build: Stop-Controlled (2048)	E	37.3

8.0 SUMMARY

As a result of this project and the proposed Seward Highway/O2D Project, traffic volumes in the Design Year (2048) for the study area will be significantly higher. To accommodate the increased need for intersection capacity and turning movement control (**Table 11**), it is recommended that the future Academy Drive and Abbott Road intersection be signalized with the recommended auxiliary lanes, and that the Academy Drive and Vanguard Drive intersection be converted to a roundabout.

Table 11: Intersection Recommendations

INTERSECTION	2023 EXISTING LOS	2048 NO IMPROVEMENTS	2048 NO BUILD	2048 PROJECT BUILD	RECOMMENDATIONS
Vanguard Dr (Academy Dr) & Abbott Rd	D	C	F	B	Signalize Intersection
Academy Dr & Vanguard Dr	B	B	F	D	Convert to Roundabout

APPENDIX A:

2023 MIOVISION TRAFFIC COUNTS

Abbott & Vanguard TMC - TMC

Thu Oct 19, 2023

Full Length (12 AM-12 AM (+1))

All Classes (Vehicles, Pedestrians, Bicycles on Road,
Bicycles on Crosswalk)

All Movements

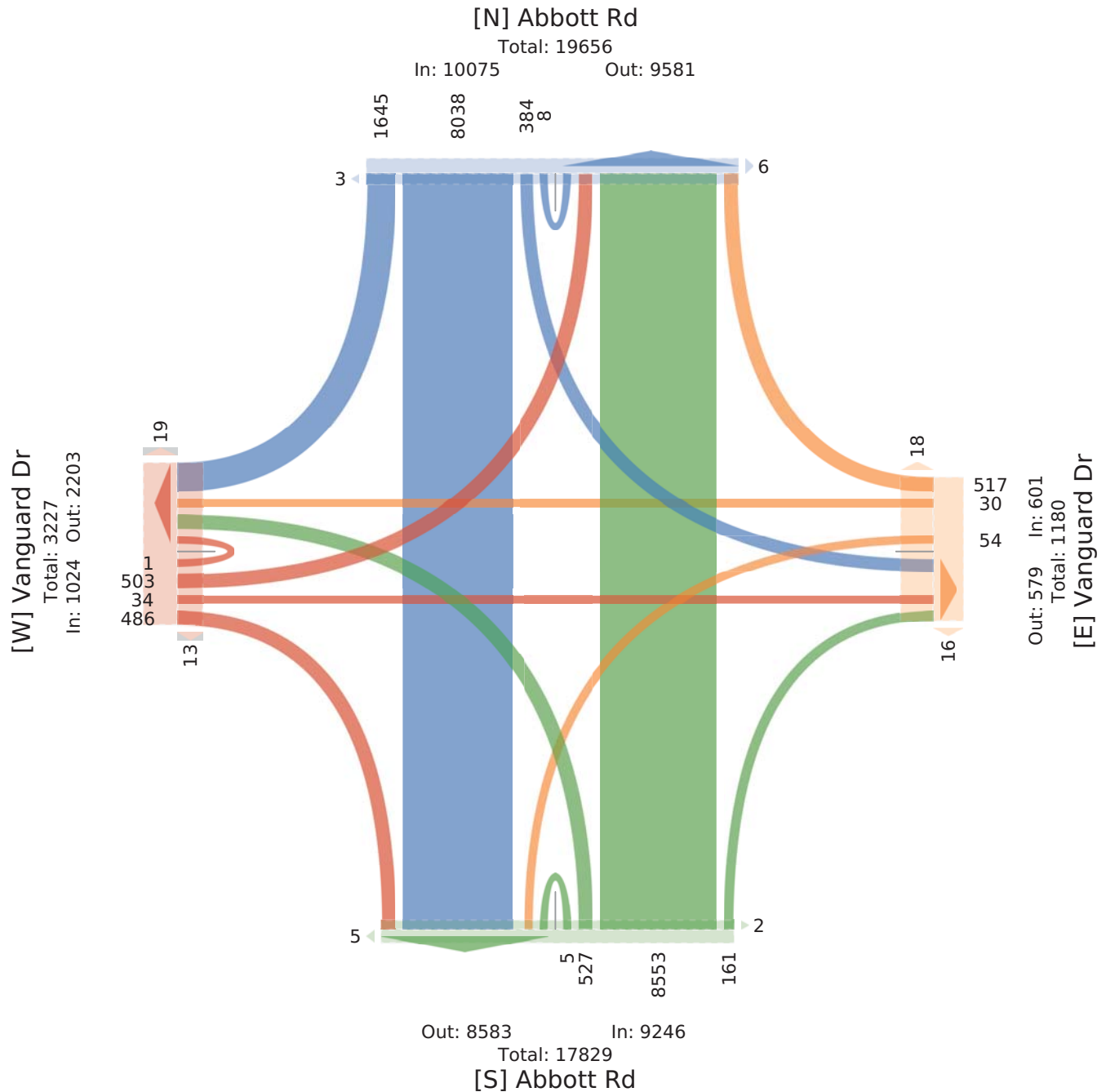
ID: 1137074, Location: 61.139031, -149.846466, Site

Code: 23-016



ENGINEERING Consultants LLC

Provided by: HDL Engineering Consultants
3335 Arctic Boulevard, Anchorage, AK, 99503, US



Academy & Vanguard TMC - TMC

Thu Nov 2, 2023

Full Length (12 AM-12 AM (+1))

All Classes (Vehicles, Pedestrians, Bicycles on Road,
Bicycles on Crosswalk)

All Movements

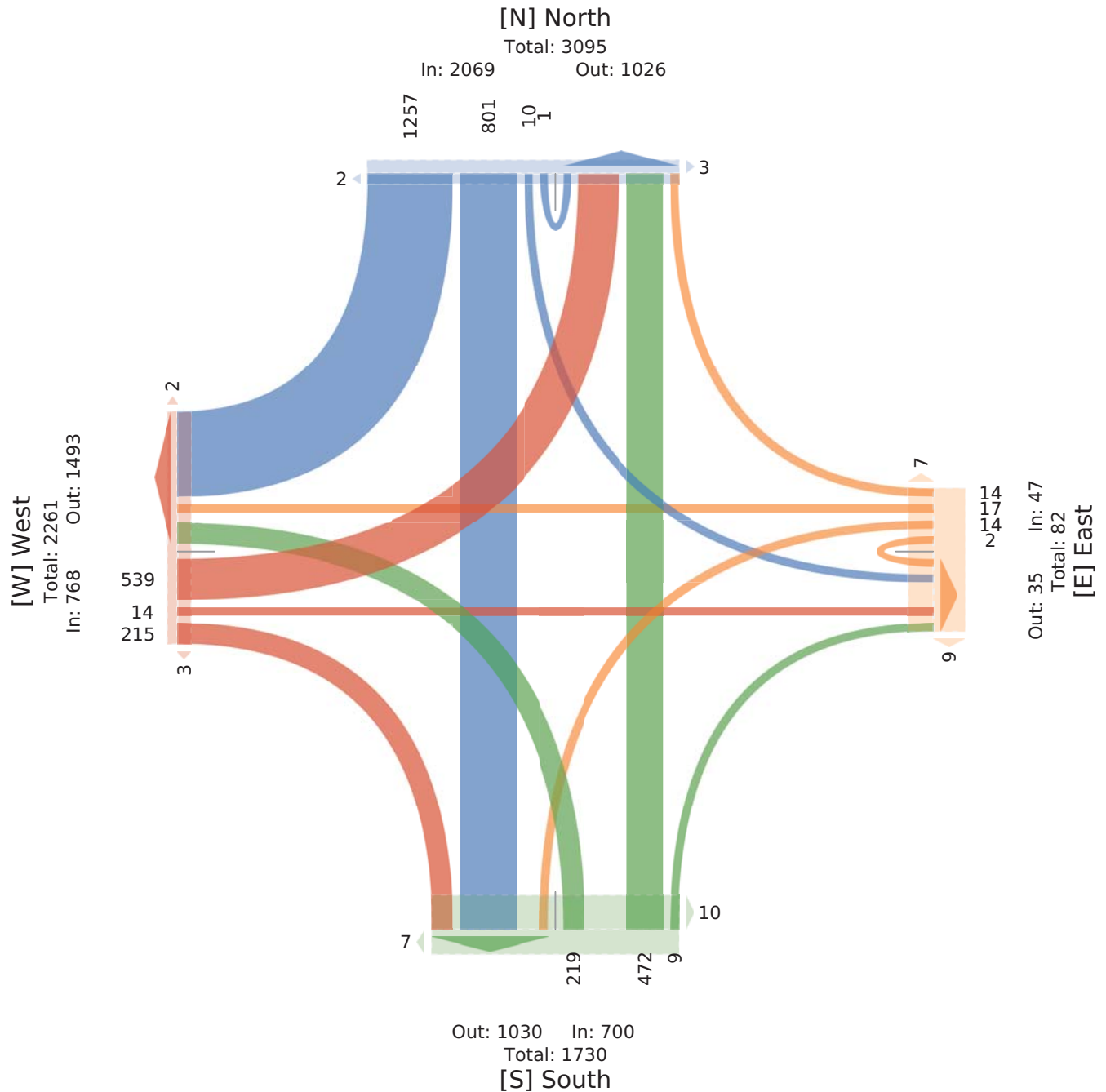
ID: 1139057, Location: 61.137512, -149.847624, Site

Code: 23-016



ENGINEERING Consultants LLC

Provided by: HDL Engineering Consultants
3335 Arctic Boulevard, Anchorage, AK, 99503, US



Academy & Emily TMC - TMC

Thu Oct 19, 2920

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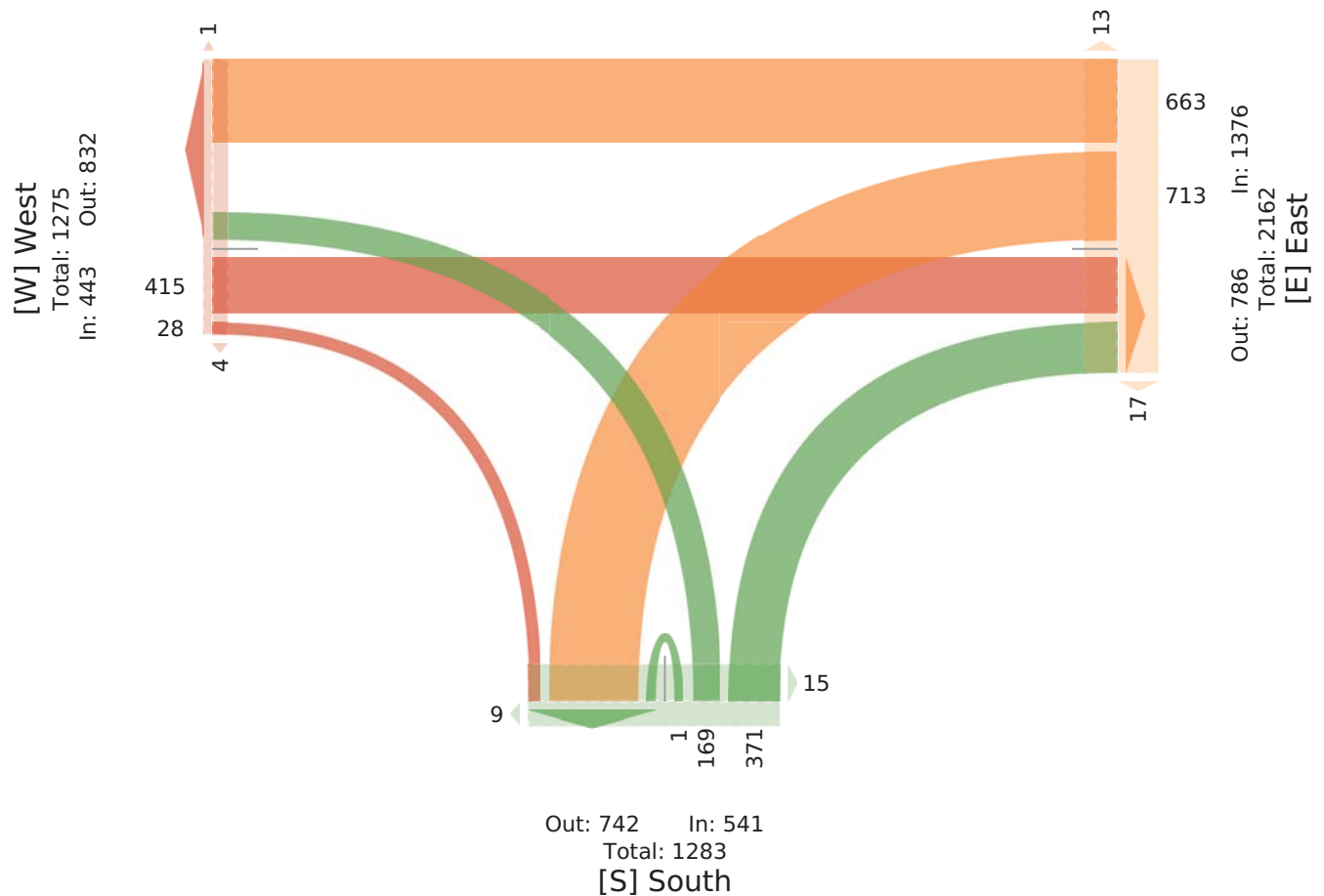
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r VBcRia yL) dyaaRCw+

(FA ykuv uLta

nh D11: 1210, l ycGyLD71406. 90, M: 845. 9282, b Vu
) yPuD20M17



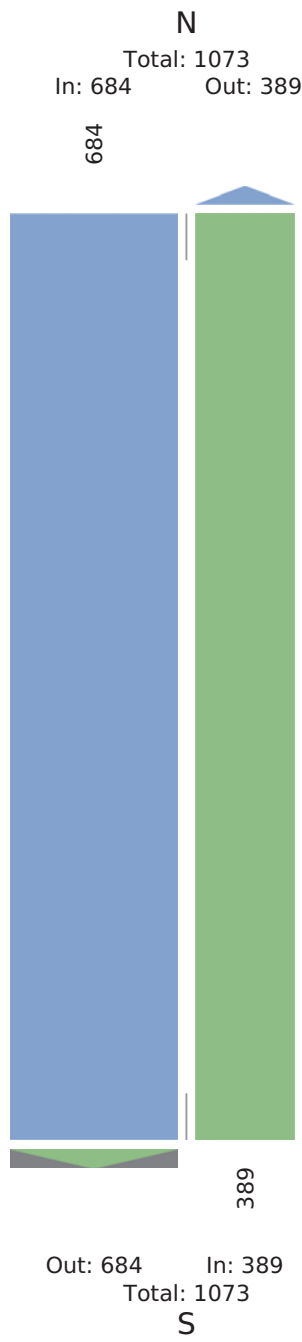
i dykVpuP HDEI l 5LeVuudVe) yLahfCLta
000. (dtV r yhfukCP, (LcnydCe, (K, 88. 90, Ub



Academy Volume & Speed - ATR
Thu Oct 12, 2023
Full Length ((+1))
All Classes (Vehicles, Motorcycles, Cars, Pickup
Trucks, Work Vans, Single-Unit Trucks, Articulated
Trucks, Buses)
All Channels
ID: 1120645, Location: 61.137518, -149.85253, Site
Code: 23-016



Vanguard ATR - ATR
Tue Oct 17, 2023
Full Length (12 AM-12 AM (+1))
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 1141216, Location: 61.134517, -149.847612, Site
Code: 23-016



APPENDIX B:

PEDESTRIAN COUNTS

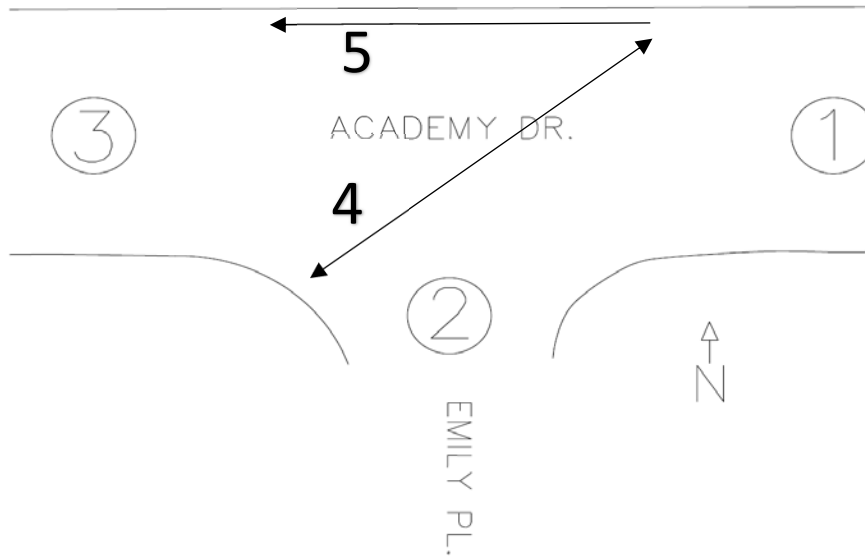


Acadamy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/26/2023

Time: 11:30 AM - 1:30 PM

Intersection: Emily Pl. and Academy Dr.



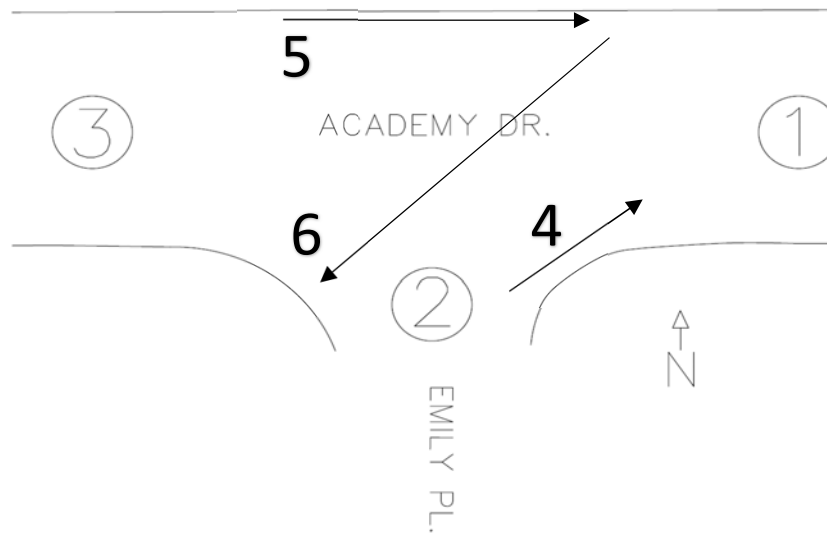
Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
11:34	1	2	E	No	
11:50	1	5	W	No	
11:50	1	3	N	Yes	
12:09	1	4	SW	Yes	
12:20	1	4	SW	Yes	
12:21	1	3	S	No	
12:24	1	2	E	No	
12:33	1	3	N	No	
12:33	1	1	S	No	
12:40	1	1	S	No	
12:42	1	3	N	No	
12:45	1	1	N	Yes	
12:52	1	3	S	No	
1:00	2	3	N	No	
1:01	1	2	W	No	
1:17	1	2	W	Yes	
1:22	1	3	N	No	
1:22	1	5	W	No	
1:26	1	1	S	No	
1:26	1	3	N	No	

Acadamy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/26/2023

Time: 4:00 PM - 6:00 PM

Intersection: Emily Pl. and Acadamy Dr.



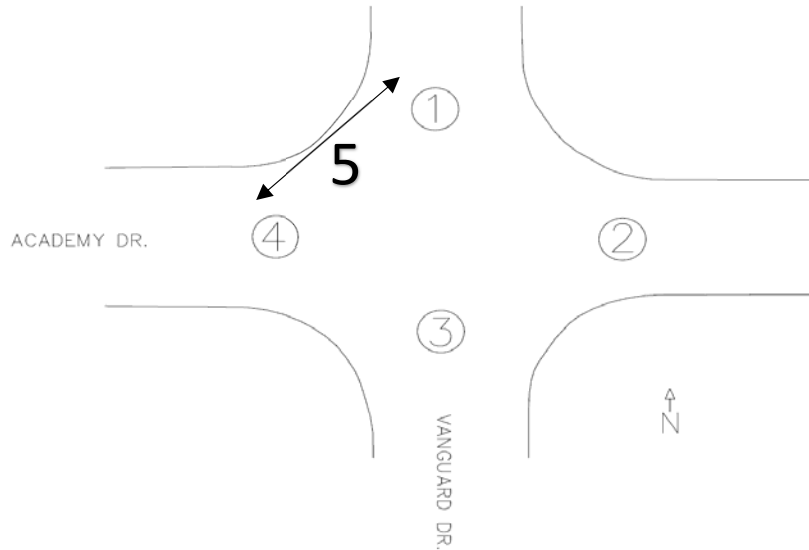
Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
4:05	1	1	N	No	
4:05	1	2	W	No	
4:11	2	3	N	Yes	
4:11	1	1	N	No	
4:16	1	3	S	No	
4:17	1	4	E	No	
4:26	2	3	S	Yes	
4:30	1	2	W	No	
4:38	5	5	E	No	
4:40	1	3	N	No	
4:43	1	3	N	No	
4:44	1	3	S	No	
4:44	2	3	N	No	
4:53	1	6	S	Yes	
4:59	1	2	W	No	
5:05	3	1	N	No	
5:17	1	1	S	Yes	
5:18	3	1	S	No	
5:25	1	2	E	No	
5:33	3	1	S	No	
5:39	1	1	N	No	
5:40	2	1	N	No	
5:45	1	6	S	Yes	
5:47	1	3	N	No	
5:48	1	1	N	Yes	
5:53	1	1	N	No	
5:57	2	3	N	No	

Acadamy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/26/2023

Time: 11:30 AM - 1:30 PM

Intersection: Vanguard Dr. and Acadamy Dr.



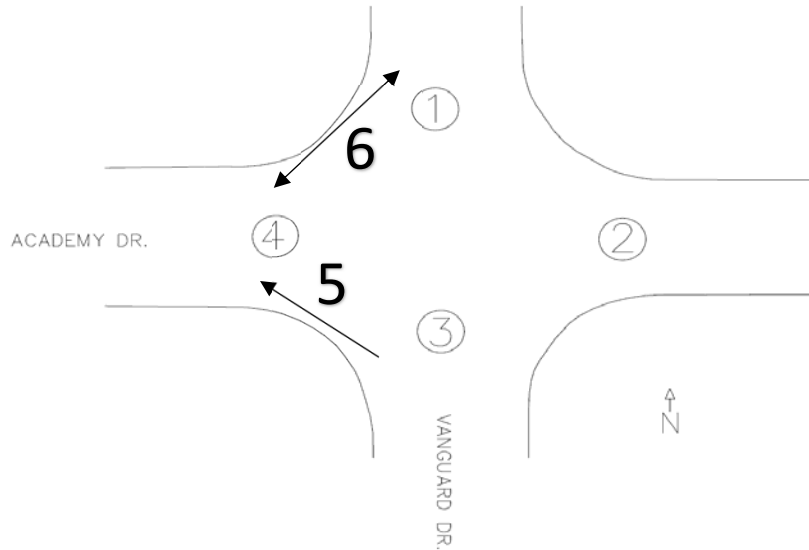
Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
11:38	1	2	N	Yes	
11:46	1	1	W	No	
12:02	1	All 4	All 4	No	
12:17	1	2	S	Yes	Cut through R&M lot
12:23	3	2	N	Yes	Cut through R&M lot
12:25	1	3	E	No	
12:28	3	2	S	Yes	Cut through R&M lot
12:37	1	5	W	No	
12:43	1	2	S	No	Cut through R&M lot
12:44	1	4	N	No	
1:03	2	1	E	No	
1:12	1	2	N	No	Cut through R&M lot
1:16	1	3	W	Yes	
1:18	1	3	W	No	
1:29	1	5	N	No	
1:29	1	3	E	No	Cut through R&M lot

Acadamy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/26/2023

Time: 4:00 PM - 6:00 PM

Intersection: Vanguard Dr. and Acadamy Dr.



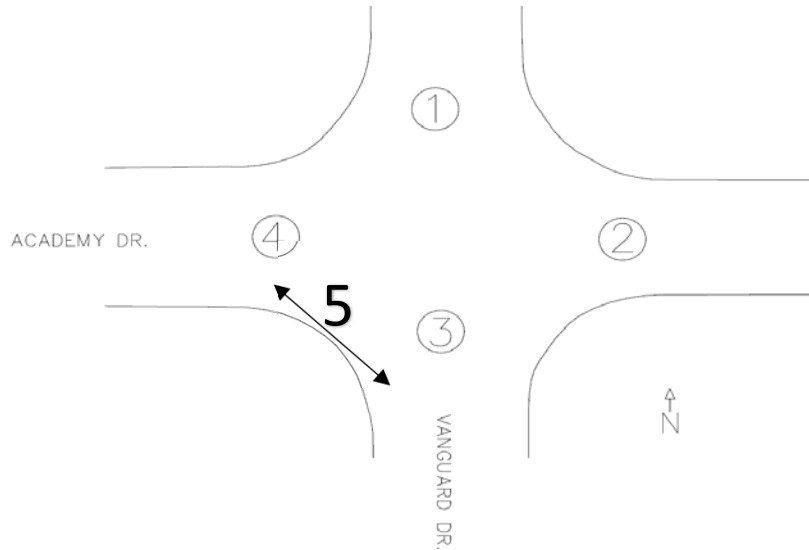
Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
4:11	2	1	E	Yes	Cut through R&M side path
4:13	1	2	S	No	Cut through R&M lot
4:25	2	1	W	Yes	Cut through R&M lot
4:28	1	5	W	No	
4:32	2	1	W	No	
4:39	1	1	E	No	Cut through R&M lot
4:41	1	2	N	No	
4:49	2	1	E	No	Cut through R&M side path
4:57	1	2	S	No	
5:16	1	6	W	Yes	
5:20	1	3	W	No	
5:40	1	6	N	No	
5:44	1	3	W	Yes	

Academy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/28/2023

Time: 11:30 AM - 1:30 PM

Intersection: Vanguard Dr. and Abbott Rd.



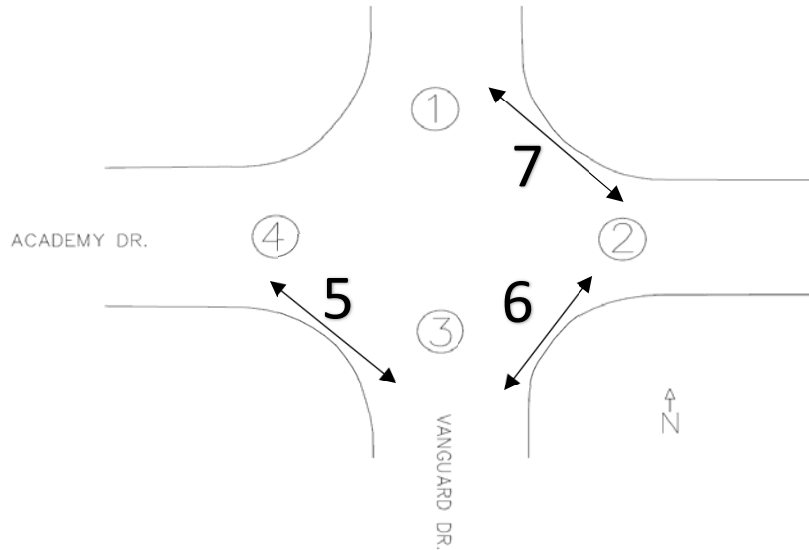
Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
11:46	1	3	W	No	
11:53	1	5	S	Yes	
12:04	1	2	N	No	Midblock East of intersection
12:05	1	3	E	No	
12:18	2	2	S	No	Midblock East of intersection
12:21	1	1	E	No	
12:25	1	1	W	No	
12:26	2	2	N	No	Midblock East of intersection
12:33	1	3	E	No	
12:34	1	4	S	Yes	
12:38	1	1	W	No	
12:47	1	3	E	No	
1:08	1	3	W	No	
1:11	1	3	E	No	
1:14	1	3	E	No	
1:21	1	5	N	No	
1:28	1	3	W	No	

Academy Dr. and Vanguard Dr. Pedestrian Counts

Date: 09/28/2023

Time: 4:00 PM - 6:00 PM

Intersection: Vanguard Dr. and Abbott Rd.



Time	Number of Peds	Zone #	Direction	Wheeled-Device	Notes
4:00	1	1	W	Yes	
4:07	1	5	W	Yes	
4:40	1	3	E	No	
4:46	1	1	E	No	
4:48	1	5	S	No	
4:58	2	6	S	No	
5:03	1	1	E	No	
5:05	1	1	W	No	
5:08	1	3	W	No	
5:11	2	6	E	No	
5:12	1	1	E	No	
5:16	1	3	E	No	
5:19	1	3	W	No	
5:33	1	1	W	Yes	
5:33	1	1	W	No	
5:39	1	1	E	No	
5:48	1	3	E	Yes	
5:48	2	7	W	No	
5:50	1	3	E	No	
5:55	2	1	W	Yes	
5:58	1	5	W	No	

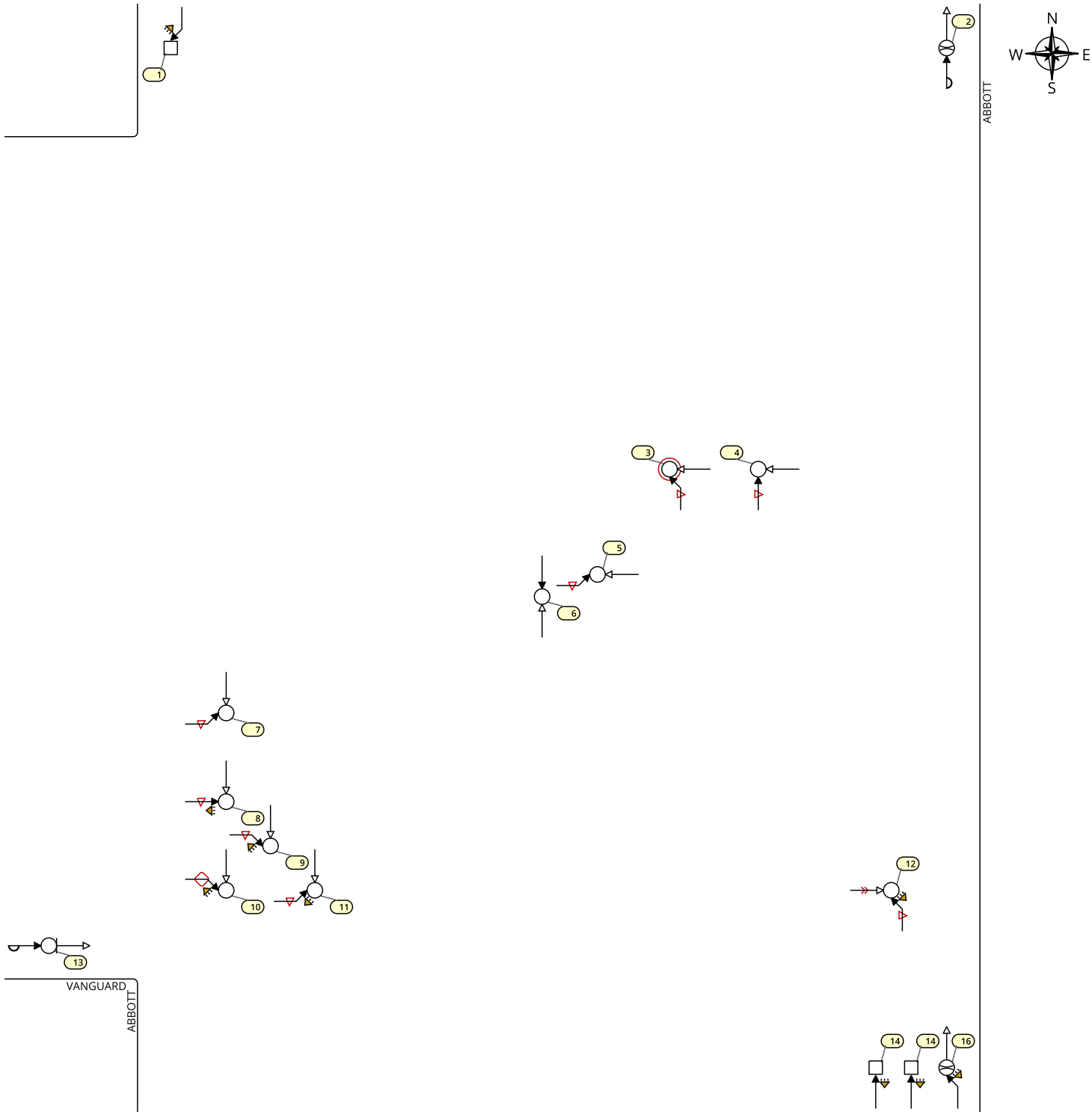
APPENDIX C:

MOA COLLISION MAPS



Date Range: 1/1/2016 - 12/31/2022
Location: ABBOTT ROAD @ VANGUARD DRIVE, ANCHORAGE
Intersection Related: Yes

Municipality of Anchorage
Collision Diagram



Bold Arrow - At Fault	Overtaking	Hit Fixed Object	Moose	# of collisions: 16
Straight	Speeding	All Other Collisions	Animal (other than Moose)	
Turning Left	Failure to Yield	Injury	Sideswipe	
Turning Right	Ran Stop Sign or Signal	Fatality	Overturned	
Stopped	Following to Close	Pedestrian	OUI	
Backing	Equipment Violation	Bicycle	Nighttime	
Erratic / Out of Control / Skidding				
				With Fatalities: 0
				With Injuries: 1
				With Pedestrians: 0
				With Bicycles: 0
				With Animals: 0
				With OUI: 0
				Not drawn: 0

	Date	Time	# Fatalities	# Injuries	Lighting	Weather	RoadCond
①	4/5/2021	1:25 AM			Dark, unknown lighting	Cloudy	Ice
②	10/13/2021	6:00 PM			Daylight	Cloudy	Dry
③	6/21/2020	5:35 PM		1	Daylight	Clear	Dry
④	2/10/2018	9:17 AM			Daylight	Cloudy	Ice
⑤	2/9/2017	4:27 PM			Unk	Snow	Ice
⑥	2/25/2020	10:58 AM			Daylight	Cloudy	Ice
⑦	12/22/2017	1:35 PM			Daylight	Clear	Ice
⑧	1/23/2017	8:12 AM			Dark, unknown lighting	Cloudy	Ice
⑨	12/21/2020	3:32 PM			Dark, unknown lighting	Cloudy	Ice
⑩	10/22/2022	6:25 PM			Dark, unknown lighting	Cloudy	Dry
⑪	7/19/2017	4:25 PM			Dark, unknown lighting	Cloudy	Wet
⑫	9/25/2022	8:11 PM			Dark, unknown lighting	Cloudy	Dry
⑬	8/4/2017	5:27 PM			Daylight	Clear	Dry
⑮	12/29/2019	12:25 AM			Dark, unknown lighting	Clear	Ice
⑯	11/30/2018	5:22 PM			Dark, unknown lighting	Clear	Snow

APPENDIX D:

SYNCRO INPUT/OUTPUTS

Abbott and Vanguard: Existing Conditions (2023)

HCM 6th TWSC

6: Vanguard & Abbott

03/08/2024

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	638	144	41	607	11	21	2	38	7	3	37
Future Vol, veh/h	28	638	144	41	607	11	21	2	38	7	3	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	80	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	693	157	45	660	12	23	2	41	8	3	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	850	0	0	1254	1594	425	1164	1666	336
Stage 1	-	-	-	-	-	-	832	832	-	756	756	-
Stage 2	-	-	-	-	-	-	422	762	-	408	910	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	915	-	-	784	-	-	128	106	578	150	96	660
Stage 1	-	-	-	-	-	-	330	382	-	366	414	-
Stage 2	-	-	-	-	-	-	580	412	-	591	352	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	784	-	-	109	97	578	128	88	660
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	97	-	128	88	-
Stage 1	-	-	-	-	-	-	319	369	-	354	390	-
Stage 2	-	-	-	-	-	-	509	389	-	528	340	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.3			0.6			28.4			17.1		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1SWLn2					
Capacity (veh/h)	219	784	-	-	915	-	-	113	660			
HCM Lane V/C Ratio	0.303	0.057	-	-	0.033	-	-	0.096	0.061			
HCM Control Delay (s)	28.4	9.9	-	-	9.1	-	-	40.2	10.8			
HCM Lane LOS	D	A	-	-	A	-	-	E	B			
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-	-	0.3	0.2			

Abbott and Vanguard: No Improvements (2048)

HCM 6th TWSC 6: Vanguard & Abbott

03/14/2024

Intersection												
Int Delay, s/veh	1.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	25	572	129	36	544	10	19	1	34	6	3	33
Future Vol, veh/h	25	572	129	36	544	10	19	1	34	6	3	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	80	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	622	140	39	591	11	21	1	37	7	3	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	762	0	0	1121	1426	381	1041	1491	301
Stage 1	-	-	-	-	-	-	746	746	-	675	675	-
Stage 2	-	-	-	-	-	-	375	680	-	366	816	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	971	-	-	846	-	-	161	134	617	184	123	695
Stage 1	-	-	-	-	-	-	372	419	-	410	451	-
Stage 2	-	-	-	-	-	-	618	449	-	626	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	846	-	-	141	124	617	162	114	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	124	-	162	114	-
Stage 1	-	-	-	-	-	-	362	407	-	399	430	-
Stage 2	-	-	-	-	-	-	555	428	-	571	378	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.3			0.6			21.8			15.2		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1SWLn2					
Capacity (veh/h)	273	846	-	-	971	-	-	142	695			
HCM Lane V/C Ratio	0.215	0.046	-	-	0.028	-	-	0.069	0.052			
HCM Control Delay (s)	21.8	9.5	-	-	8.8	-	-	32.2	10.5			
HCM Lane LOS	C	A	-	-	A	-	-	D	B			
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.2	0.2			

Abbott and Vanguard: No Build (2048)

HCM 6th TWSC 6: Academy & Abbott

03/08/2024

Intersection												
Int Delay, s/veh	557.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↱	↱↲		↱	↱↲			↲↱			↱	↱
Traffic Vol, veh/h	17	621	234	169	541	27	169	30	325	17	21	47
Future Vol, veh/h	17	621	234	169	541	27	169	30	325	17	21	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	200	-	-	-	-	-	-	-	20
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	675	254	184	588	29	184	33	353	18	23	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	617	0	0	929	0	0	1512	1823	465	1361	1936	309
Stage 1	-	-	-	-	-	-	838	838	-	971	971	-
Stage 2	-	-	-	-	-	-	674	985	-	390	965	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	959	-	-	732	-	-	~ 83	76	544	107	65	687
Stage 1	-	-	-	-	-	-	327	380	-	271	329	-
Stage 2	-	-	-	-	-	-	410	324	-	606	331	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	732	-	-	~ 39	56	544	~ 16	48	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 39	56	-	~ 16	48	-
Stage 1	-	-	-	-	-	-	321	373	-	266	246	-
Stage 2	-	-	-	-	-	-	258	243	-	190	325	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			2.7			\$ 2306.6			298.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2				
Capacity (veh/h)	96	732	-	-	959	-	-	25	687			
HCM Lane V/C Ratio	5.933	0.251	-	-	0.019	-	-	1.652	0.074			
HCM Control Delay (s)	\$ 2306.6	11.6	-	-	8.8	-	-	\$ 654.3	10.7			
HCM Lane LOS	F	B	-	-	A	-	-	F	B			
HCM 95th %tile Q(veh)	62.6	1	-	-	0.1	-	-	5.1	0.2			
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Abbott and Vanguard: Signalized (2048)

Lanes, Volumes, Timings

6: Academy & Abbott

03/14/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	621	234	169	541	27	169	30	325	17	21	47
Future Volume (vph)	17	621	234	169	541	27	169	30	325	17	21	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		200	200		0	120		0	50		20
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.863			0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1770	1608	0	1770	1671	0
Flt Permitted	0.418			0.309			0.709			0.231		
Satd. Flow (perm)	779	3539	1583	576	3514	0	1321	1608	0	430	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254		8			308			51	
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		793			1058			570			413	
Travel Time (s)		13.5			18.0			13.0			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	675	254	184	588	29	184	33	353	18	23	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	675	254	184	617	0	184	386	0	18	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	33.0	33.0	17.0	40.0		30.0	30.0		30.0	30.0	
Total Split (%)	12.5%	41.3%	41.3%	21.3%	50.0%		37.5%	37.5%		37.5%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effect Green (s)	46.0	40.3	40.3	53.7	51.7		17.3	17.3		17.3	17.3	
Actuated g/C Ratio	0.58	0.50	0.50	0.67	0.65		0.22	0.22		0.22	0.22	
v/c Ratio	0.03	0.38	0.28	0.35	0.27		0.65	0.66		0.20	0.18	

Abbott and Vanguard: Signalized (2048)

Lanes, Volumes, Timings

6: Academy & Abbott

03/14/2024

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	7.1	14.8	3.3	8.0	8.1		38.0	11.6		27.6	11.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.1	14.8	3.3	8.0	8.1		38.0	11.6		27.6	11.0	
LOS	A	B	A	A	A		D	B		C	B	
Approach Delay		11.5			8.1			20.2			14.3	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	3	101	0	29	54		84	32		7	9	
Queue Length 95th (ft)	12	190	46	71	144		132	101		23	36	
Internal Link Dist (ft)		713			978			490			333	
Turn Bay Length (ft)	125		200	200			120			50		
Base Capacity (vph)	518	1783	923	573	2272		421	722		137	567	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.38	0.28	0.32	0.27		0.44	0.53		0.13	0.13	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.5

Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Academy & Abbott

 Ø1	 Ø2 (R)	 Ø4
10 s	40 s	30 s
 Ø5	 Ø6 (R)	 Ø8
17 s	33 s	30 s

Academy and Vanguard: Existing Conditions (2023)

HCM 6th TWSC

2: Vanguard & Academy

03/08/2024

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	21	34	35	109	157
Future Vol, veh/h	38	21	34	35	109	157
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	41	23	37	38	118	171
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	316	204	289	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	677	837	1273	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	837	1273	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	3.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1273	-	711	-	-	
HCM Lane V/C Ratio	0.029	-	0.09	-	-	
HCM Control Delay (s)	7.9	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Academy and Vanguard: No Improvements (2048)

HCM 6th TWSC

2: Vanguard & Academy

03/14/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	19	30	31	98	141
Future Vol, veh/h	34	19	30	31	98	141
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	37	21	33	34	107	153
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	284	184	260	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	706	858	1304	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	858	1304	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	3.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1304	-	741	-	-	
HCM Lane V/C Ratio	0.025	-	0.078	-	-	
HCM Control Delay (s)	7.8	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Academy and Vanguard: No Build (2048)

HCM 6th TWSC

2: Vanguard & Academy

03/08/2024

Intersection						
Int Delay, s/veh	121.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	489	207	93	35	66	358
Future Vol, veh/h	489	207	93	35	66	358
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	532	225	101	38	72	389
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	507	267	461	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 525	772	1100	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 476	772	1100	-	-	-
Mov Cap-2 Maneuver	~ 476	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	216.4	6.3		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1100	-	537	-	-	
HCM Lane V/C Ratio	0.092	-	1.409	-	-	
HCM Control Delay (s)	8.6	0	216.4	-	-	
HCM Lane LOS	A	A	F	-	-	
HCM 95th %tile Q(veh)	0.3	-	35.4	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Academy and Vanguard: Stop Controlled (2048)

HCM 6th TWSC

2: Academy & Vanguard

03/08/2024

Intersection						
Int Delay, s/veh	3.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	93	35	489	207	66	358
Future Vol, veh/h	93	35	489	207	66	358
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	150	-
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	101	38	532	225	72	389
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1065	532	0	0	757	0
Stage 1	532	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	246	547	-	-	854	-
Stage 1	589	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	547	-	-	854	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	32.1	0	1.5			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	268	854	-	
HCM Lane V/C Ratio	-	-	0.519	0.084	-	
HCM Control Delay (s)	-	-	32.1	9.6	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.8	0.3	-	

Academy and Vanguard: Roundabout (2048)

HCM 6th Roundabout 2: Academy & Vanguard

03/08/2024

Intersection			
Intersection Delay, s/veh	8.6		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	139	757	461
Demand Flow Rate, veh/h	142	773	470
Vehicles Circulating, veh/h	543	73	103
Vehicles Exiting, veh/h	302	500	582
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	10.2	6.6
Approach LOS	A	B	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	142	773	470
Cap Entry Lane, veh/h	793	1281	1242
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	139	757	461
Cap Entry, veh/h	776	1255	1219
V/C Ratio	0.179	0.604	0.378
Control Delay, s/veh	6.5	10.2	6.6
LOS	A	B	A
95th %tile Queue, veh	1	4	2

Academy and Emily: Existing Conditions (2023)

HCM 6th TWSC 3: Emily & Academy

03/14/2024

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	5	64	68	10	27
Future Vol, veh/h	24	5	64	68	10	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	26	5	70	74	11	29
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	31	0	243	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1582	-	745	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1582	-	711	1046
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	784	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	928	-	-	1582	-	
HCM Lane V/C Ratio	0.043	-	-	0.044	-	
HCM Control Delay (s)	9.1	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Academy and Emily: No Improvements (2048)

HCM 6th TWSC 3: Emily & Academy

03/14/2024

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	4	57	51	9	24
Future Vol, veh/h	22	4	57	51	9	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	24	4	62	55	10	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	28
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1585
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1585
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	948	-	-	1585	-
HCM Lane V/C Ratio	0.038	-	-	0.039	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Academy and Emily: Stop Controlled (2048)

HCM 6th TWSC 3: Emily & Academy

03/08/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	657	97	77	374	48	39
Future Vol, veh/h	657	97	77	374	48	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	714	105	84	407	52	42
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	819	0	1342	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	575	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	810	-	168	402
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	145	402
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	488	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		37.3	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	203	-	-	810	-	
HCM Lane V/C Ratio	0.466	-	-	0.103	-	
HCM Control Delay (s)	37.3	-	-	10	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	2.2	-	-	0.3	-	

APPENDIX E:

MUTCD WARRANT ANALYSIS

HCS Warrants Report

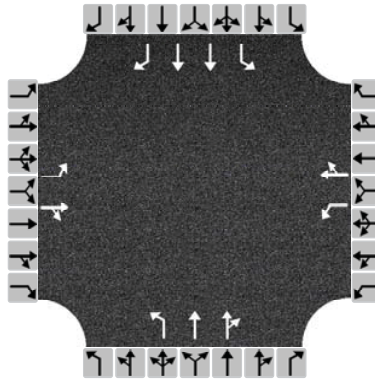
Project Information

Analyst	Strait	Date	1/31/2024
Agency		Analysis Year	2023
Jurisdiction		Time Period Analyzed	
Project Description			

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	Yes
Median Type	Divided	Crashes (crashes/year)	0
Major Street Speed (mi/h)	40	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	800		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	1	2	0	1	2	1
Lane Usage	L	TR		L	TR		L	TR		L	T	R
Vehicle Volumes Averages (veh/h)	189	75	231	12	14	33	109	444	28	18	428	126
Pedestrian Averages (peds/h)	1			2			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)	4B (56%)
07 - 08	943	601	1571	2	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No

08 - 09	951	575	1569	3	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
09 - 10	827	543	1410	0	0	Yes	Yes	No	Yes	Yes	No	Yes	No	No
10 - 11	882	592	1538	7	0	Yes	Yes	No	Yes	Yes	No	Yes	No	No
11 - 12	952	357	1357	5	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
12 - 13	1140	458	1675	5	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
13 - 14	1109	377	1568	4	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
14 - 15	1346	456	1863	7	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
15 - 16	1458	547	2079	3	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
16 - 17	1609	524	2218	8	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
17 - 18	1492	491	2049	10	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
18 - 19	1159	435	1645	7	0	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Total	13868	5956	20542	61	0	12	12	10	12	12	0	11	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	✓
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	✓
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	✓
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 2: Four-Hour Vehicular Volume	✓
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	✓
Warrant 3: Peak Hour	✓
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	✓
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	✓
Degree of Platooning (Predominant direction or both directions)	✓
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

APPENDIX B

PRELIMINARY DESIGN

ALA
A1
RCY
DESIGNED BY
CHECKED BY
DRAFTED BY
SCALE
NTS
DATE
TIME
2/18/2025 4:24 PM
DRAWING LOCATION
H:\JOBS\23-016 AMATS ACADEMY VANGUARD & 88TH AVE (DOTCR)\A-ACADEMY & VANGUARD\CAD\DRAWINGS\00783_A01_TTL.DWG

STATE OF ALASKA

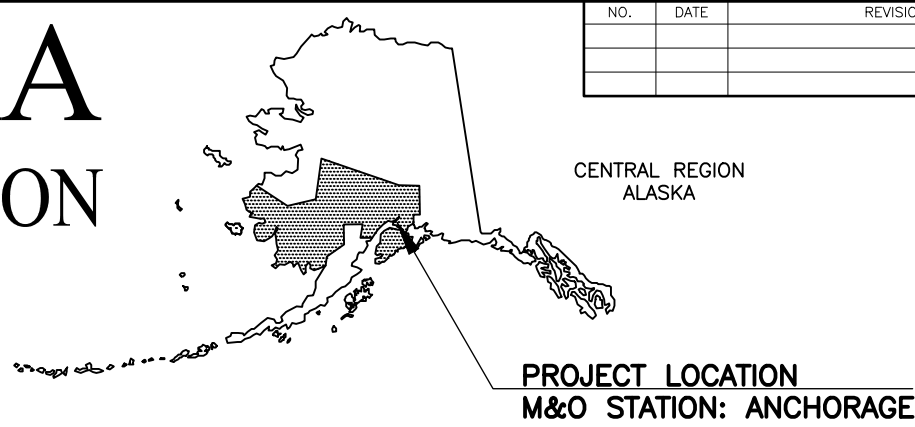
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

AMATS: ACADEMY DR & VANGUARD DR AREA IMPROVEMENTS

PROJECT NO. 0001753/CFHWY00783

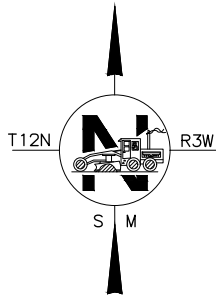
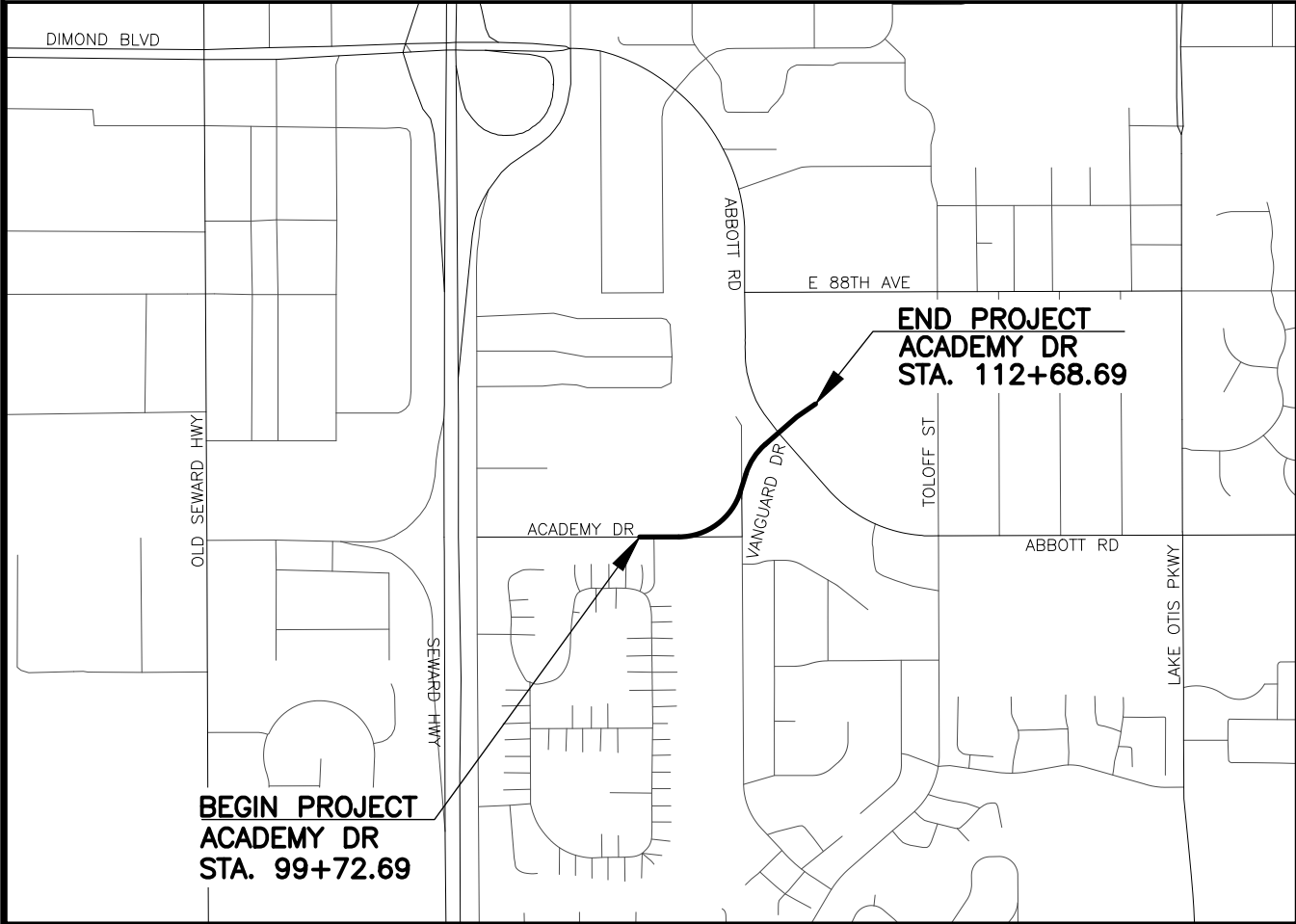
GRADING, DRAINAGE, ADA IMPROVEMENTS, PAVING, ILLUMINATION, SIGNALIZATION, SIGNING, AND STRIPING



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001753/CFHWY00783	2025	A1	A4
ROUTE ID		2281182X000	MILEPOINT	0.00 - 0.27			
LATITUDE		61.141125	LONGITUDE	-149.840899			

PROJECT SUMMARY		
ROADWAY	WIDTH	LENGTH
ACADEMY DRIVE	32 FT	0.5 MILES

DESIGN DESIGNATIONS	
	ACADEMY DRIVE
FUNCTIONAL CLASS	MINOR ARTERIAL
AADT (2028)	1,916 PROJECTED
AADT (2048)	13,956 PROJECTED
DESIGN SPEED (V) (MPH)	30 MPH
DHV (2028)	9.9% PROJECTED
DHV (2048)	7.2% PROJECTED
T-PERCENT COMMERCIAL TRUCKS (%)	3.2%
D-DIRECTIONAL DISTRIBUTION (%)	59/41 PROJECTED



30% REVIEW
FEBRUARY 2025

PLANS DEVELOPED BY: HDL ENGINEERING CONSULTANTS, LLC

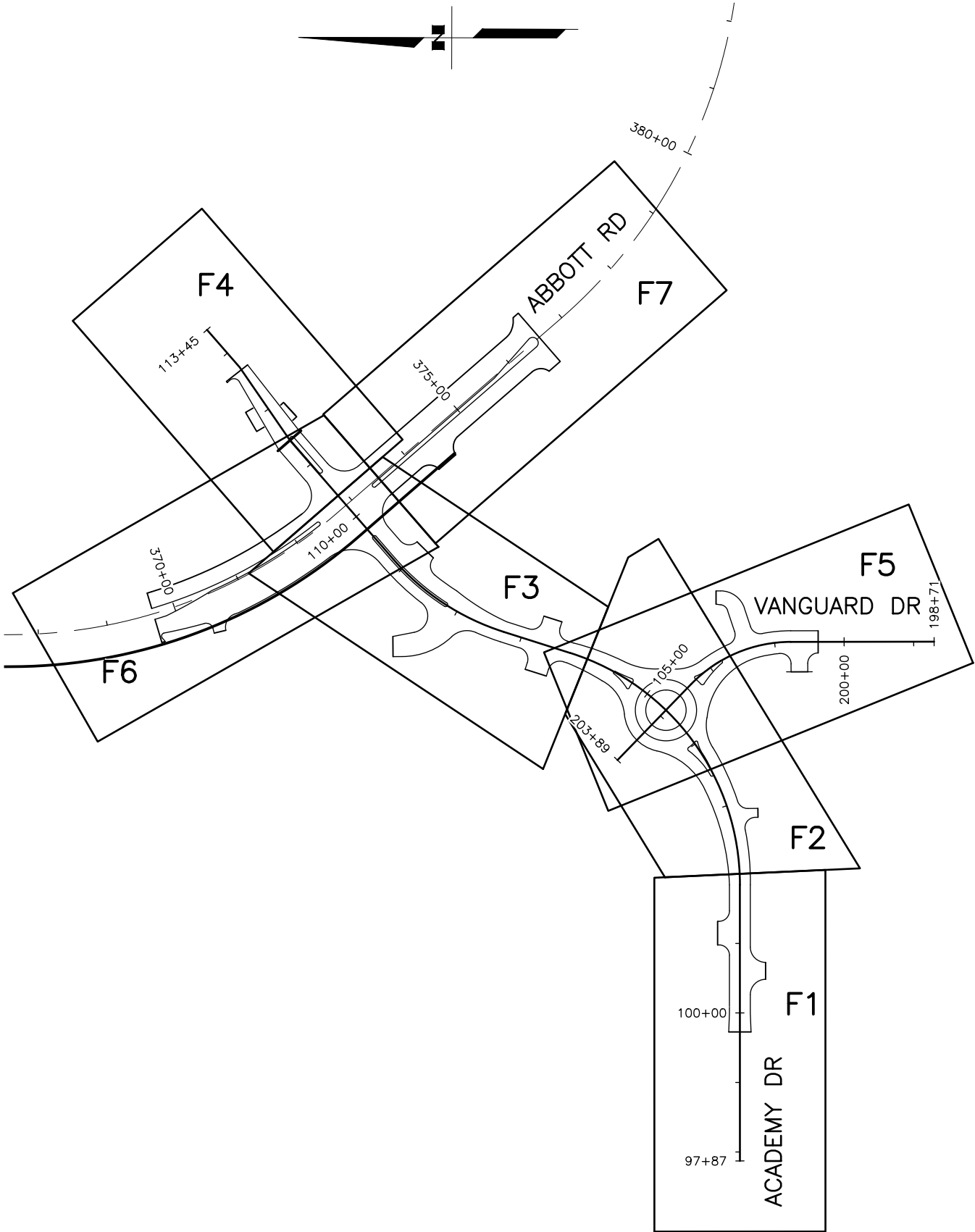
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
4111 AVIATION AVENUE, ANCHORAGE, AK 99502
(907)269-0590

APPROVED:

REGIONAL PRECONSTRUCTION ENGINEER DATE

CONCUR:

REGIONAL CONSTRUCTION ENGINEER DATE



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 CREATED FOR THIS PROJECT BY HDL ENGINEERING CONSULTANTS, LLC AND ARE BASED ON RECORDED DOCUMENTS AND/OR PLATTED SUBDIVISIONS, AND SURVEYED MONUMENTS. THE RIGHT-OF-WAY LINES WERE INSERTED USING A COMMON COORDINATE SYSTEM.
- 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.
- ALL PAVEMENT CUTS SHALL BE MADE WITH A SAW OR ALTERNATE METHOD APPROVED BY THE ENGINEER.
- PLACE 4" TOPSOIL AND SEED ON ANY AREAS DISTURBED BY CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.

INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SHEET LAYOUT, INDEX, AND GENERAL NOTES
A3	LEGEND
A4	SURVEY CONTROL SHEET(S)
B1	TYPICAL SECTIONS
F1-F7	PLAN & PROFILES

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-03.30, C-04.12, C-06.00,
D-01.02, D-04.22, D-06.10,
I-21.12, I-22.11,
S-00.12, S-05.02, S-23.00, S-30.05, S-31.02,
T-20.04, T-21.04, T-22.04, T-23.01, T-30.12

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.

30% REVIEW
SUBMITTAL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS

SHEET LAYOUT, INDEX,
AND GENERAL NOTES

HDL ENGINEERING CONSULTANTS, LLC
3335 ARCTIC BLVD, STE 100
ANCHORAGE, AK 99503
(907) 564-2120
AECL861

ROADWAY

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
ASPHALT 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		
DIRECTIONAL 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	
LONGITUDINAL CROSSWALK WITH GAPS 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)		

DRAWING LOCATION
H:\JOBS\23-016 AMATS ACADEMY VANGUARD & 88TH AVE (DOTCR)\A-ACADEMY & VANGUARD\CAD\DRAWINGS\00783_A04_SCS-PH.DWG BY RYARIK

DESIGNED BY
CHECKED BY
DRAFTED BY

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SCALE

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001753/CFHWY00783	2025	A4	A4

RESERVED FOR
SURVEY CONTROL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS

SURVEY CONTROL SHEET(S)

DESIGNED BY
CHECKED BY
DRAFTED BY

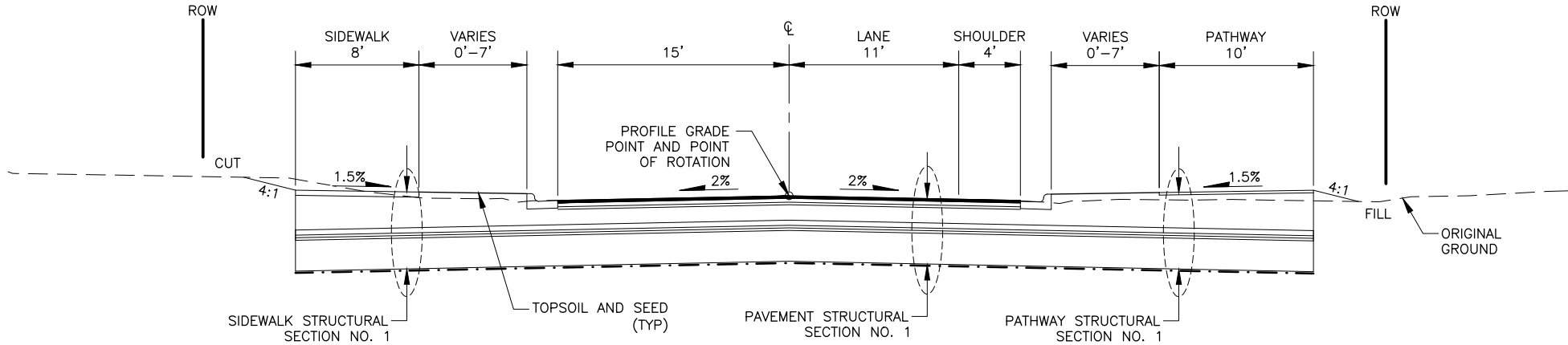
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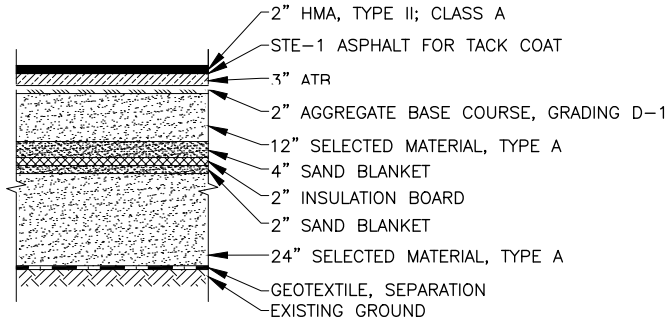
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001753/CFHWY00783	2025	B1	B1

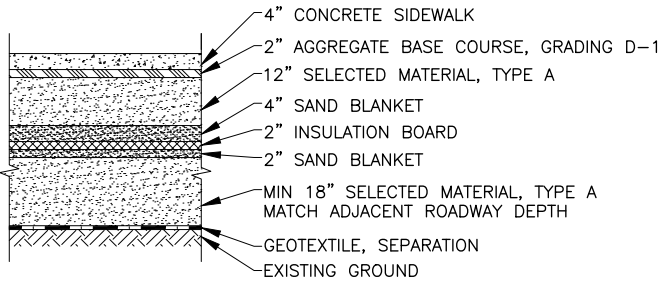


ACADEMY DRIVE

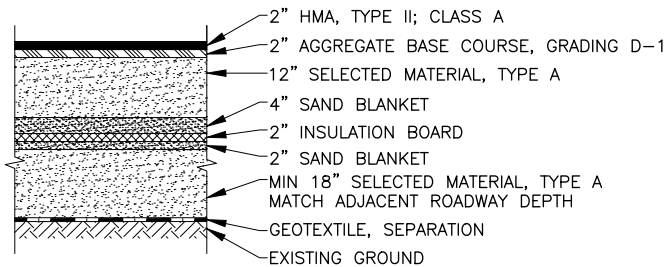
STA. 99+72.69 TO STA. 112+68.69



PAVEMENT STRUCTURAL SECTION NO. 1



SIDEWALK STRUCTURAL SECTION NO. 1



PATHWAY STRUCTURAL SECTION NO. 1

30% REVIEW
SUBMITTAL

HDL ENGINEERING CONSULTANTS, LLC
3335 ARCTIC BLVD, STE 100
ANCHORAGE, AK 99503
(907) 564-2120
AECL861

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS

TYPICAL SECTIONS

DESIGNED BY
BRY

CHECKED BY
AAL

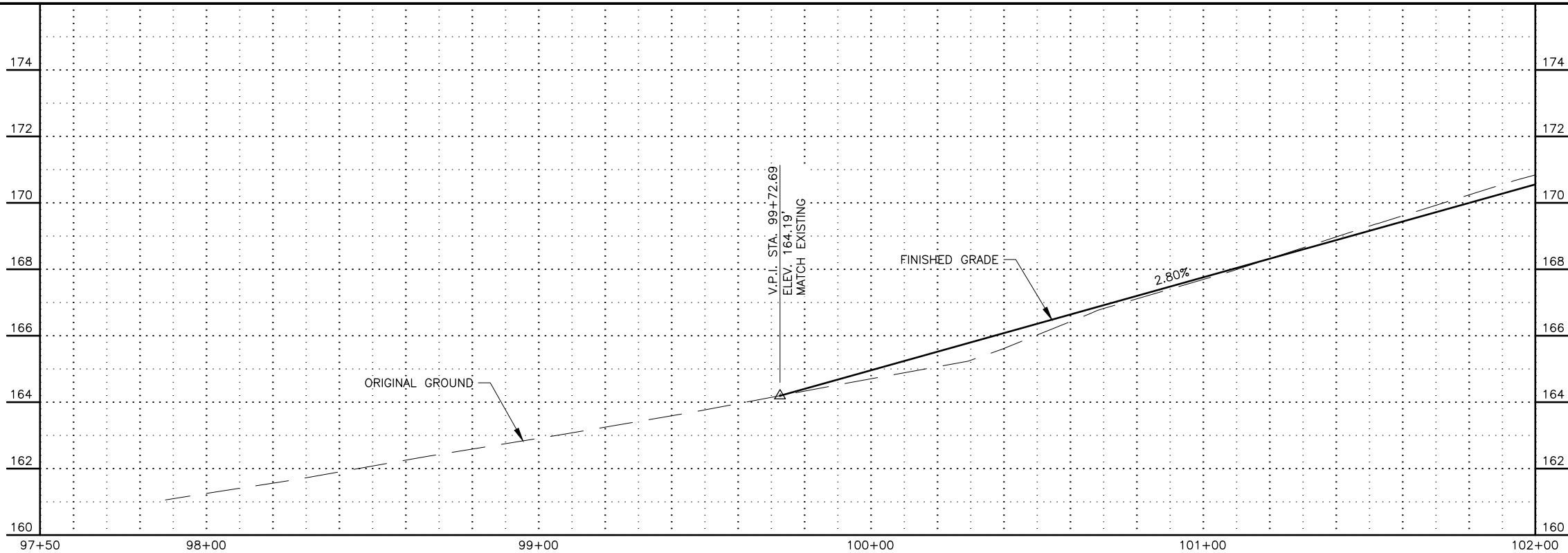
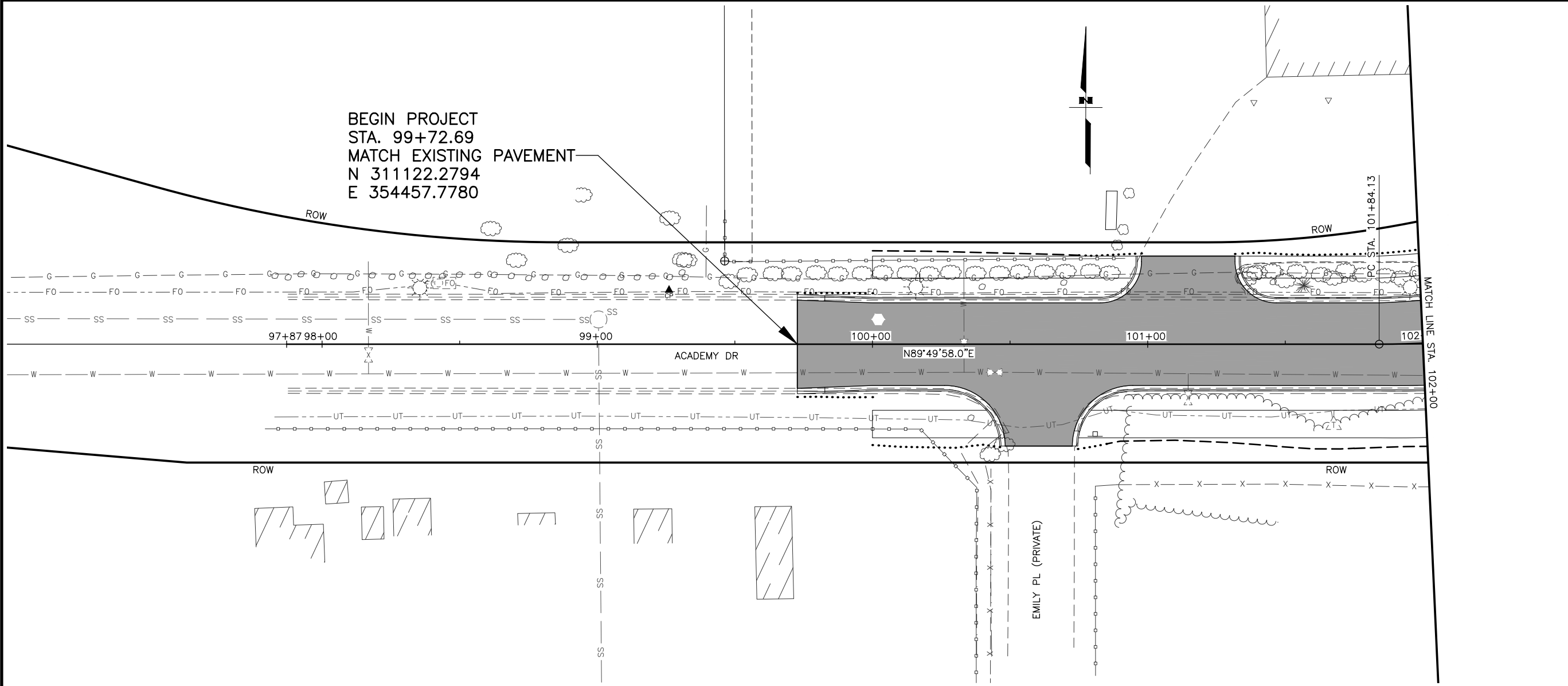
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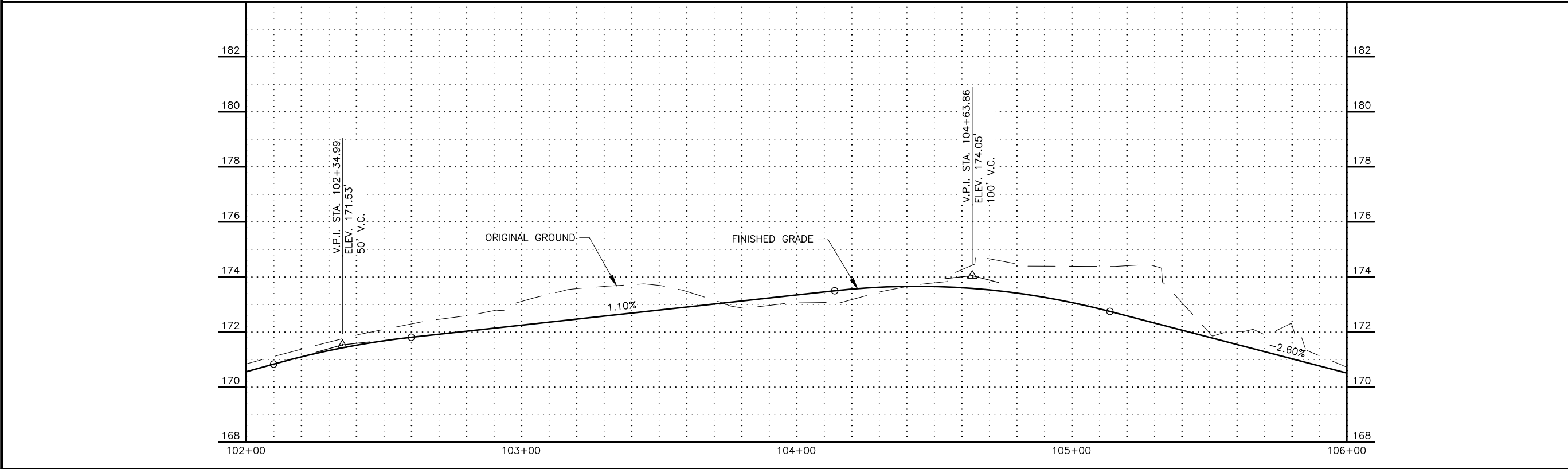
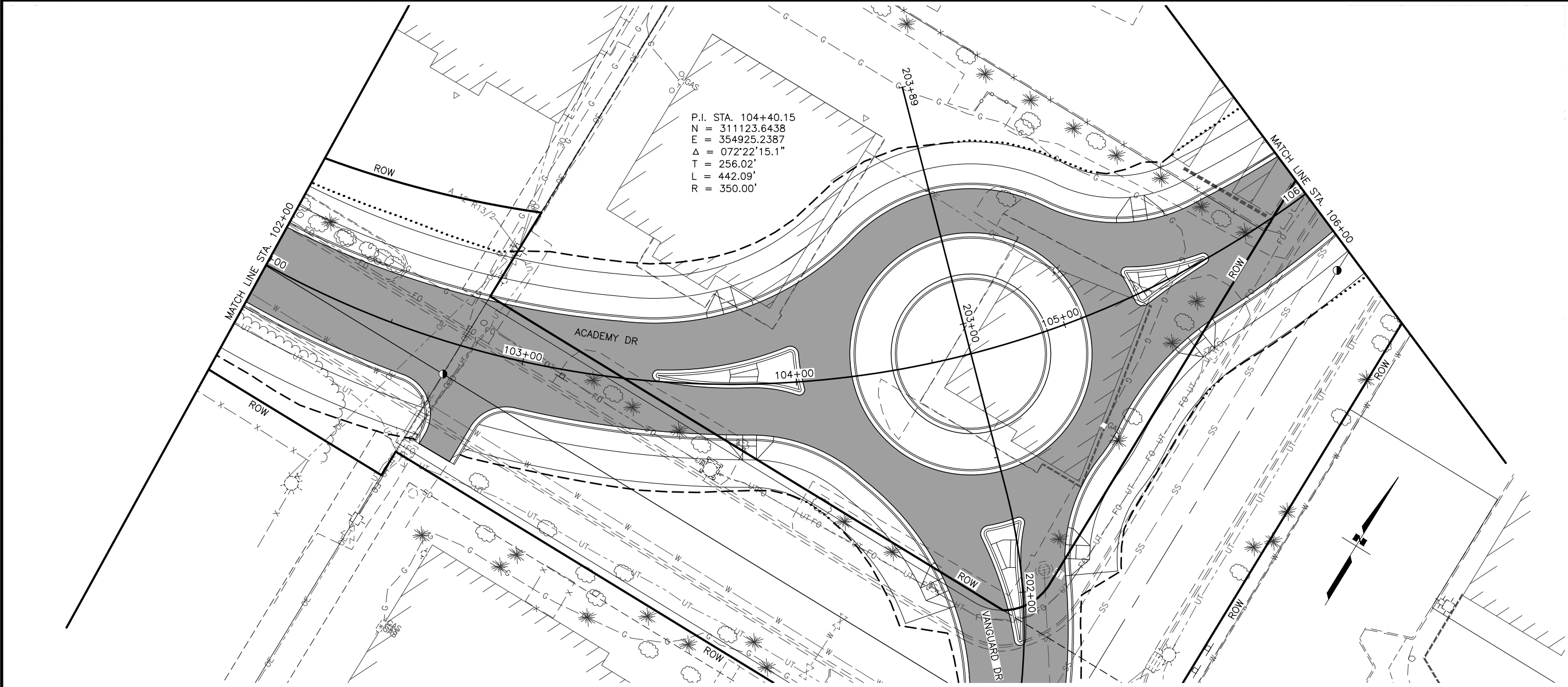


SHEET NO.	TOTAL SHEETS
F1	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS
PLAN & PROFILE
ACADEMY DRIVE "AD"
BOP TO 102+00



SHEET NO.	TOTAL SHEETS
F2	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

ABBOTT RD

TOLOFF ST

VANGUARD DR

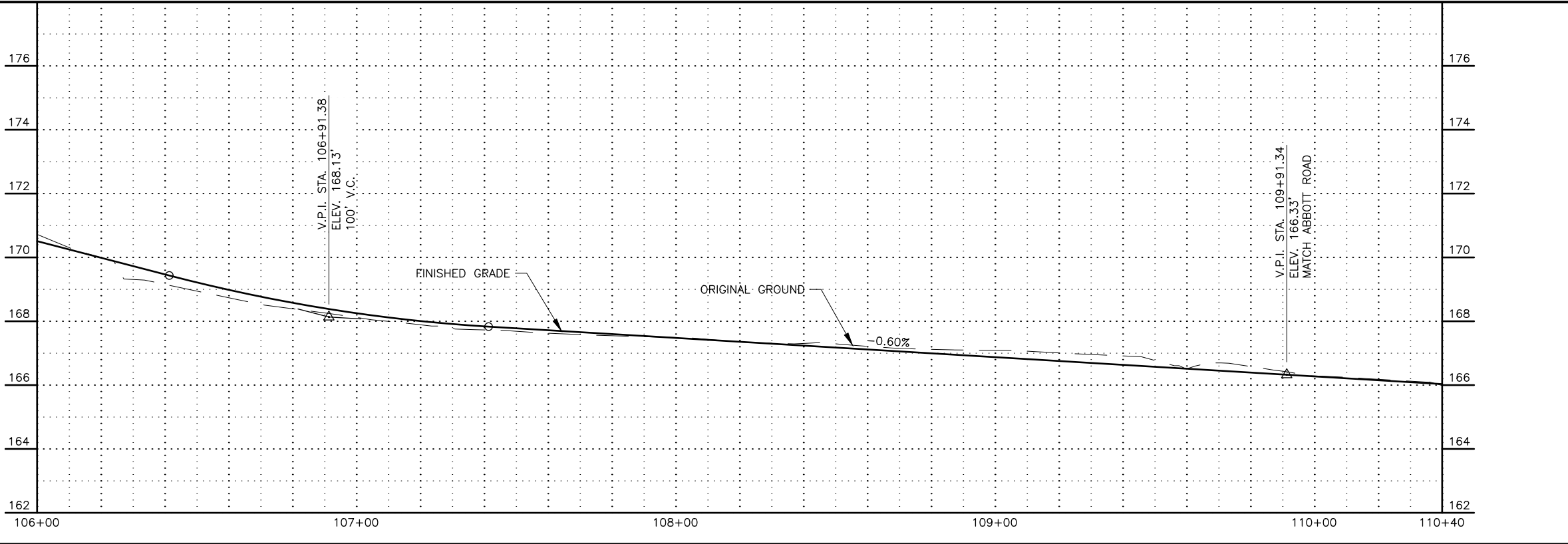
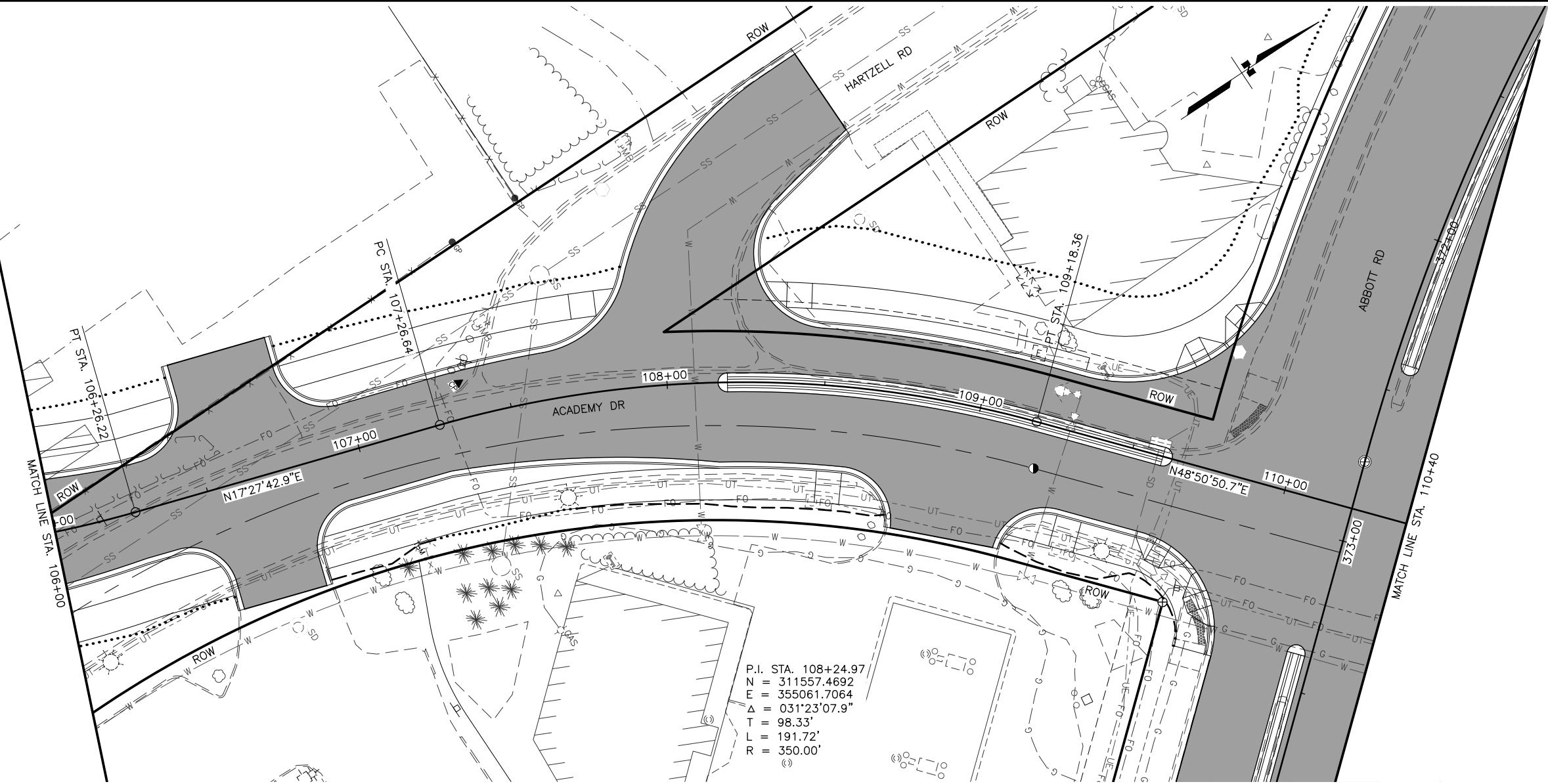
ACADEMY DR

SEWARD HWY

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS
PLAN & PROFILE
ACADEMY DRIVE "AD"
102+00 TO 106+00



SHEET NO.	TOTAL SHEETS
F3	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

ABBOTT RD

TOLOFF ST

VANGUARD DR

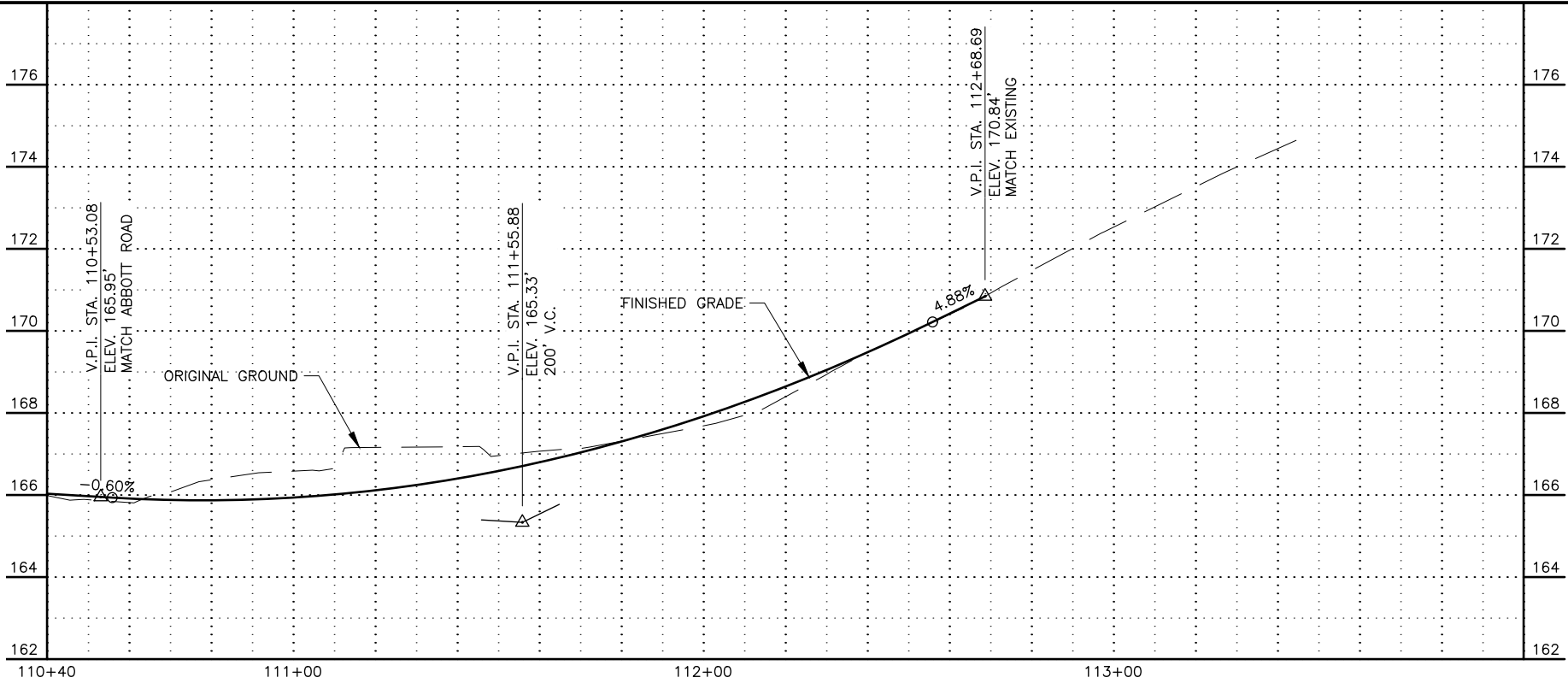
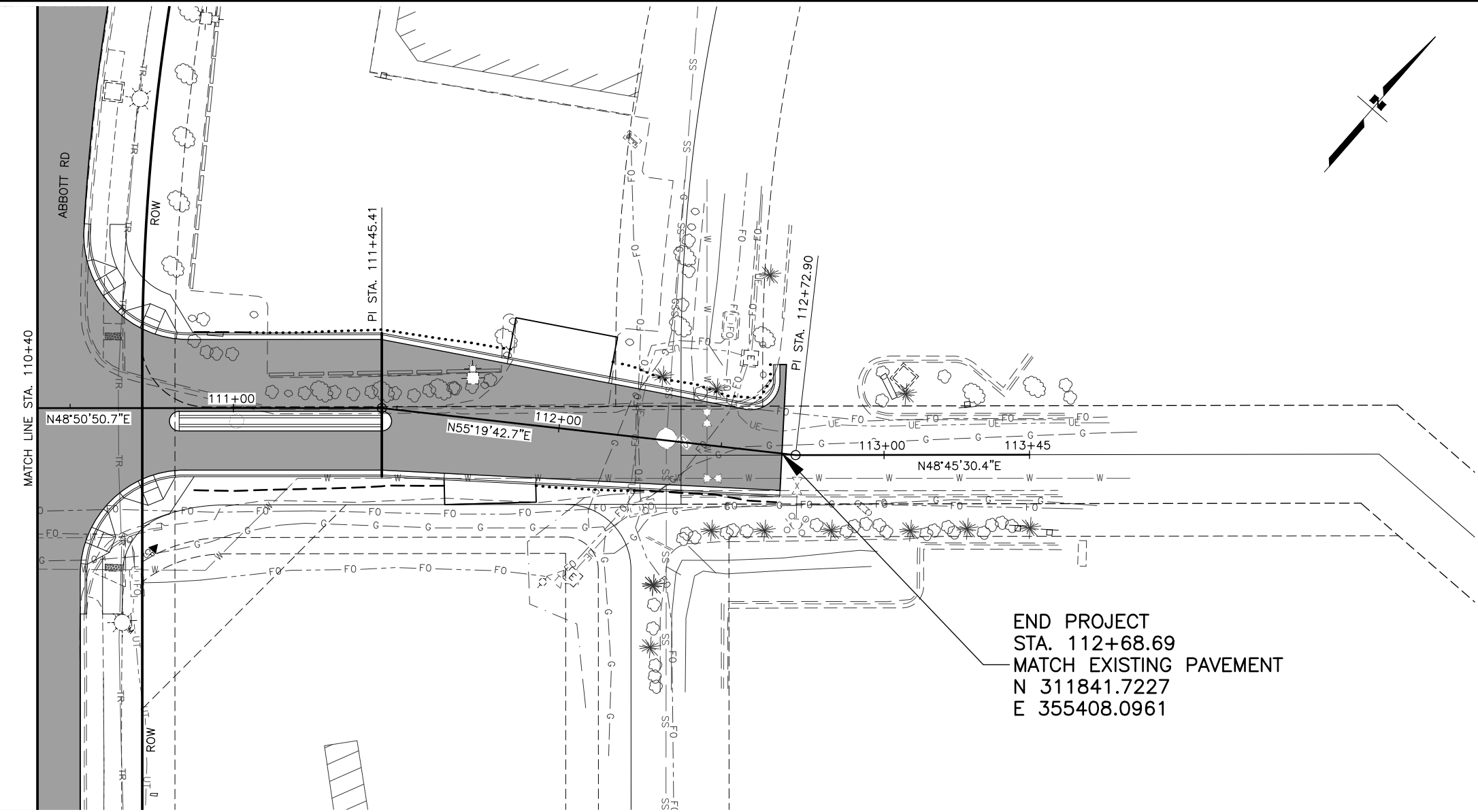
ACADEMY DR

SEWARD HWY

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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS
PLAN & PROFILE
ACADEMY DRIVE "AD"
106+00 TO 110+40



SHEET NO.	TOTAL SHEETS
F4	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
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DATE	

ACADEMY DR

ABBOTT RD

TOLOFF ST

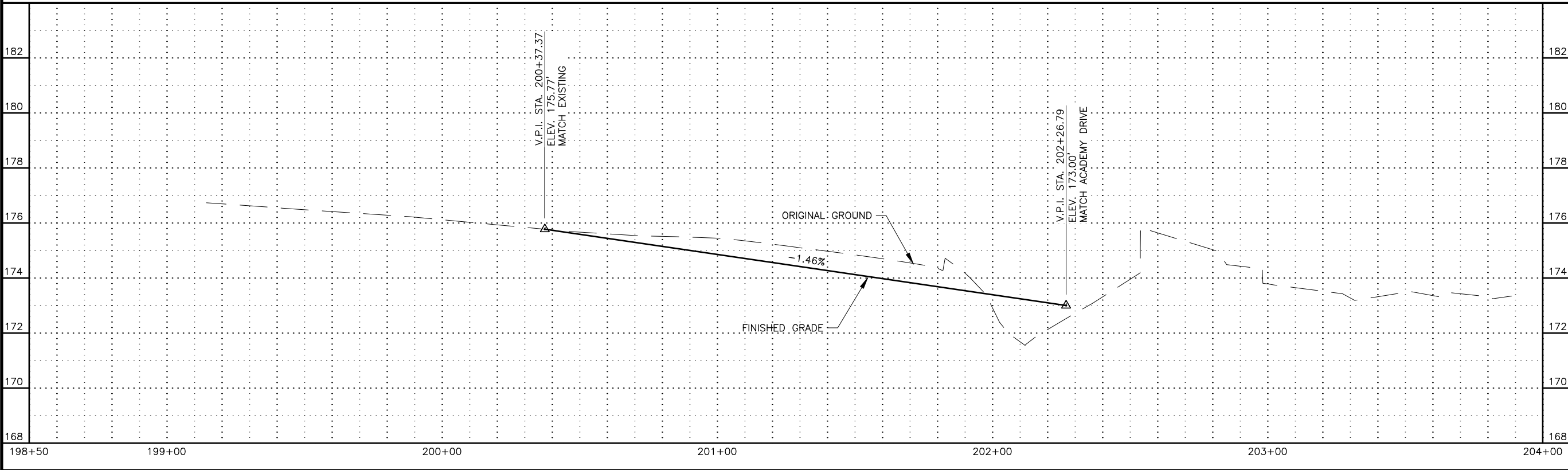
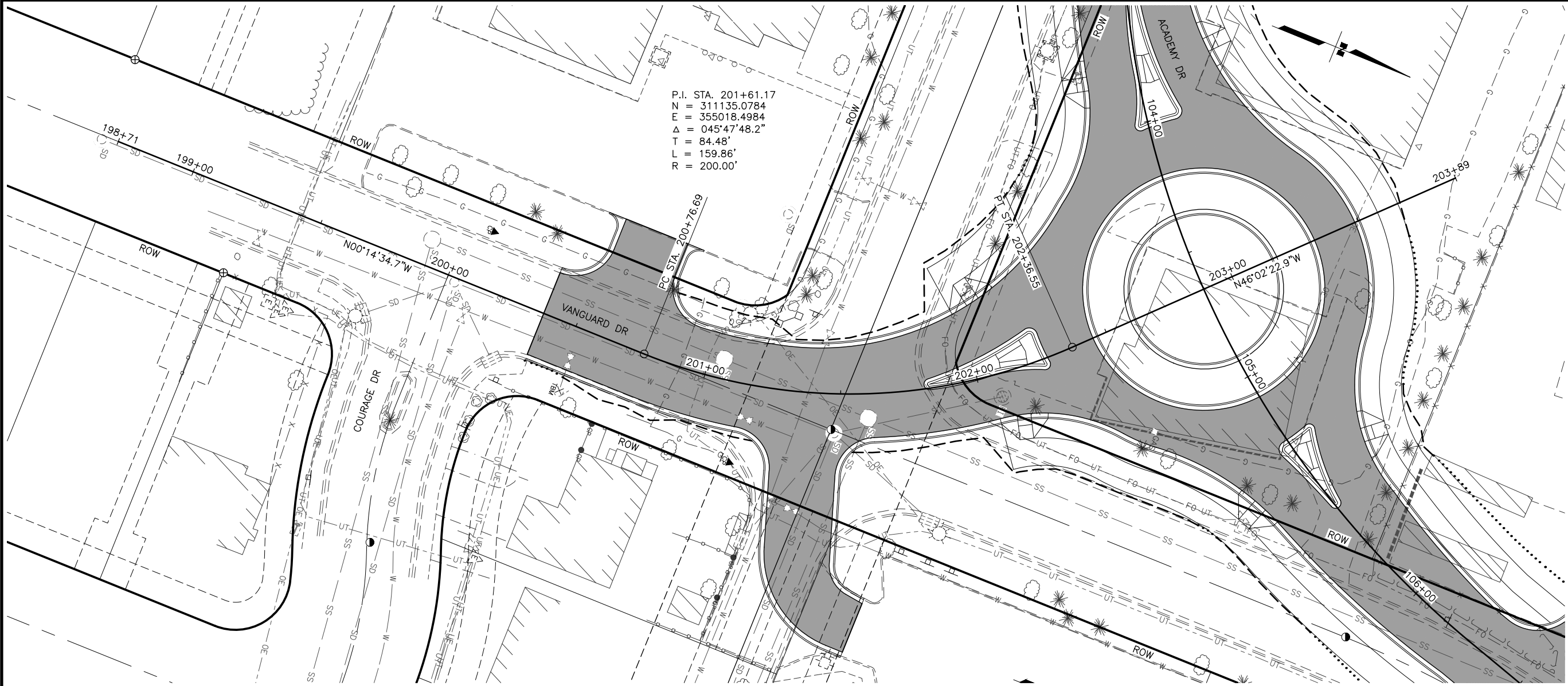
VANGUARD DR

SEWARD HWY

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS
PLAN & PROFILE
ACADEMY DRIVE "AD"
110+40 TO EOP



SHEET NO.	TOTAL SHEETS
F5	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
ABBOTT RD	
TOLOFF ST	
VANGUARD DR	
ACADEMY DR	
SEWARD HWY	
30% REVIEW SUBMITTAL	
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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
AMATS: ACADEMY DR & VANGUARD DR AREA IMPROVEMENTS	
PLAN & PROFILE VANGUARD DR "VD"	

DESIGNED BY
BRY

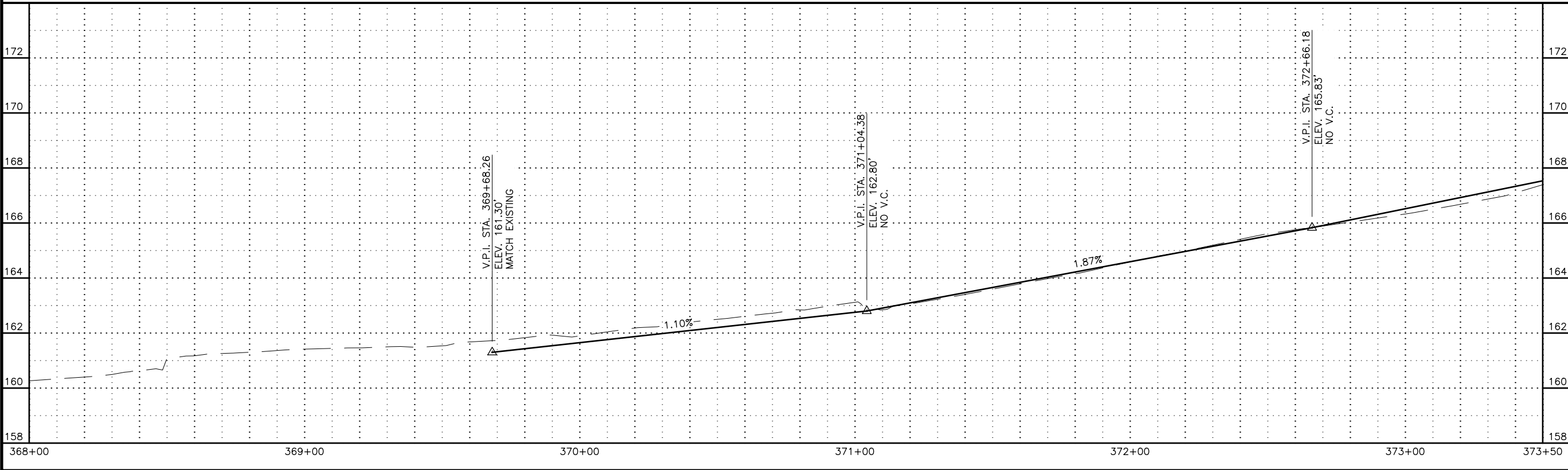
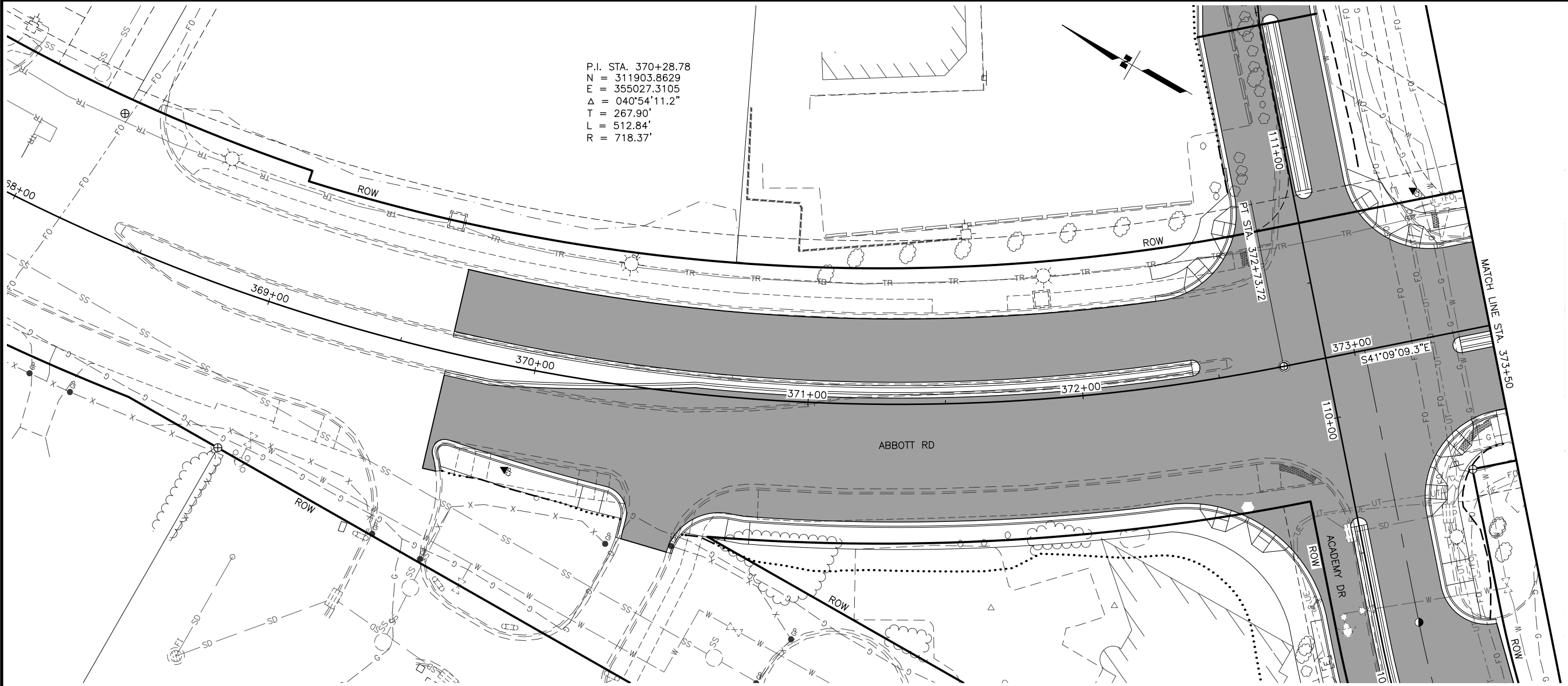
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SHEET NO.	TOTAL SHEETS
F6	F7
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001753/ CFHWY00783	
NO.	REVISION
DATE	
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DATE	
NO.	REVISION
DATE	

ABBOTT RD

TOLOFF ST

VANGUARD DR

ACADEMY DR

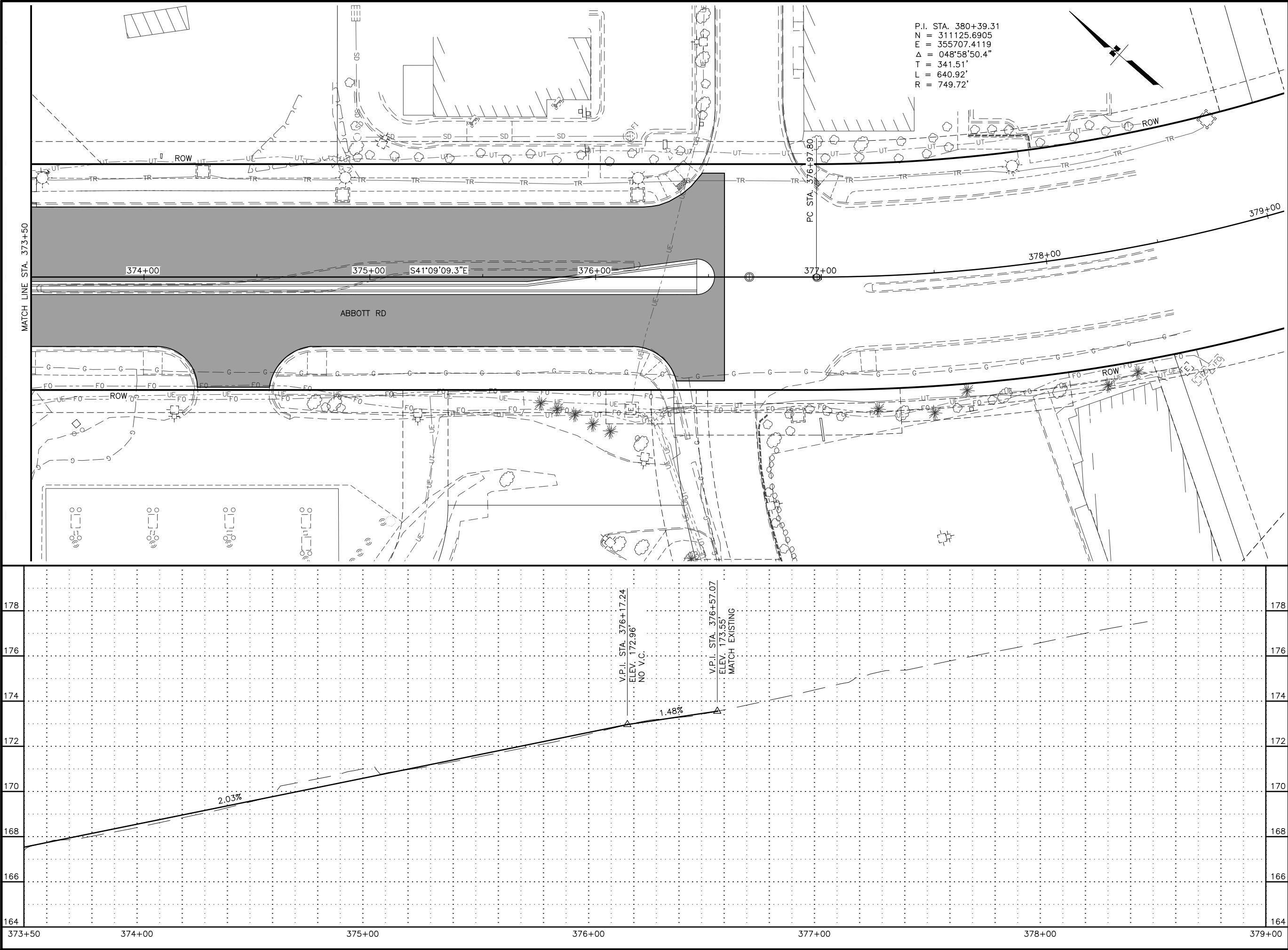
SEWARD HWY

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

AMATS: ACADEMY DR &
VANGUARD DR
AREA IMPROVEMENTS
PLAN & PROFILE
ABBOTT RD "AR"
368+00 TO 373+50



SHEET NO.	F7	TOTAL SHEETS	F7
STATE	ALASKA	YEAR	2025
PROJECT DESIGNATION			
0001753/ CFHWY00783			
NO.	REVISION		
DATE			
NO.	REVISION		
DATE			
NO.	REVISION		
DATE			
30% REVIEW SUBMITTAL			
HDL ENGINEERING CONSULTANTS, LLC 3335 ARCTIC BLVD, STE 100 ANCHORAGE, AK 99503 (907) 564-2120 AECLE61			
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
AMATS: ACADEMY DR & VANGUARD DR AREA IMPROVEMENTS PLAN & PROFILE ABBOTT RD "AR" 373+50 TO 379+00			

DRAFT PROJECT DESIGN CRITERIA

Page 1 of 3

Project Name: AMATS: Academy Drive & Vanguard Drive Area Improvements

State Project No.: CFHWY00783

Federal Project No.: 0001753

Functional Classification: Minor Arterial

Terrain: Level

Construction ADT 1,916
(2028): (projected)

Mid-Design ADT 14,659
(2038): (projected)

Design ADT 13,956
(2048): (projected)

DHV (%): 7.2%

Trucks (%): 3.2%

Directional Split (%/%) : 59/41 (projected)

Pavement Design Year: 20 yrs

Pavement Design ESAL: TBD

Design Turning Vehicle: City Bus

Project Type: New Construction/Reconstruction

NHS: ☐ Non-NHS: ☒

FHWA 10 CONTROLLING DESIGN CRITERIA		SOURCE	STANDARD	AS PROPOSED	EXCEPTION ¹
Design Speed ¹		DCM Table 1-3	45 mph	30 mph ³	No
Lane Width	Travel	DCM Table 1-3	11 ft	11 ft	No
	Auxiliary	GB Sec 9.7.1	>10 ft	10 ft	No
Shoulder Width	Outside	DCM Table 1-3	N/A	4 ft	No
	Inside	N/A	N/A	N/A	No
	Auxiliary	N/A	N/A	N/A	No
Horizontal Curve Radius, min		DCM Table 1-9 (standard) GB Table 3-13 (proposed)	800 ft	>333 ft ³ (No Super)	No
Superelevation Rate, e, max		DCM pg. 1-51	6% max	6% max	No
Stopping Sight Distance (SDD), min		DCM Figure 1-20	200 ft	>250 ft	No
Grade	Min. ²	DCM pg. 1-45	0.5%	>0.5%	No
	Max.	DCM pg. 1-45	6%	<6%	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 ¹		GB Sec 6.2.3, Table 6-6	HL 93	HL 93	No

¹ 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.

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

³ Design Waiver to be submitted.

OTHER DESIGN CRITERIA		SOURCE	STANDARD	AS DESIGNED	WAIVER
Superelevation Transition, Δ		GB Sec 3.3.8, pg. 3-61	0.66%	N/A (no super proposed)	No
Bridge Clear-Roadway Width		GB Sec 6.2.3, Table 6-6	Approach roadway (width)	Approach roadway (width)	No
Vertical Curvature (min)	K (crest)	DCM Figure 1-16	19	>19	No
	K (sag)	DCM Figure 1-17	37	>37	No
Lateral Offset to Obstruction		GB Sec 7.3.4.2, pg. 7-50	1.5 ft 3 ft (@ int)	1.5 ft 3 ft (@ int)	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)		16-18 ft	18 ft	No
	Slope (cut)		4:1	4:1	No
	Width (cut)		14-16 ft	16ft	No
Bicycle Lane Width		N/A	N/A	N/A	No
Sidewalk/Pathway Width		DCM Figure 1-8	5'/8'	8'/10'	No
Intersection Sight Distance, Passenger Car	Left Turn (GB Case B1)	GB Table 9-7	335 ft	390 ft	No
	Right Turn (GB Case B2)	GB Table 9-9	290 ft	335 ft	No
	Crossing (GB Case B3)	GB Table 9-11	290 ft	335 ft	No
Passing Sight Distance		N/A	N/A	N/A	No
Degree of Access Control		N/A	N/A		No
Median	Treatment	DCM pg. 1-59	Asphalt		No
	Width		>4' >3 @ int.	>4' >3 @ int.	No
Illumination		DCM Chapter 5	Continuous		No
Curb Type		DCM pg. 1-56	Barrier Curb and Gutter		No

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 C

PUBLIC INVOLVEMENT DOCUMENTATION



Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

Project Overview

The purpose and need of this project is to provide an improved travel corridor between Brayton Drive and Abbott Road. The east/west flow of traffic between Abbott Road and Brayton Drive is currently interrupted by a stop sign with a 90-degree turn at the intersection of Academy Drive and Vanguard Drive. The 90-degree intersection configuration may be replaced with one that allows more free-flow traffic conditions in the east-west direction. The project would improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

Academy Drive and Vanguard Drive are roadways that are managed by the Municipality of Anchorage (MOA). However, as a federally funded project, the project is being completed cooperatively with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The MOA's Context Sensitive Solutions (CSS) approach will be utilized to improve motorized and active transportation needs in the project area.



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- [DOT&PF Projects](#)



Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

Project Schedule

Project Start	June 2023
Environmental Document Complete	2024
75% Design	Spring 2026
95% Design	Winter 2026
Construction	2027

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Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

Upcoming Meetings

2025 Anchorage Transportation Fair

When: Tuesday, April 15th, 3:00 PM to 7:00 PM

Where: Alaska Airlines Center, Auxiliary Gym

3550 Providence Drive, Anchorage

Find more info on the [Anchorage Transportation Fair Website](#)

[Join the email list](#) to be notified of future meetings and other project news.

Past Meetings

Open House #2

When: Wednesday, March 19, 2025, 4:30 pm to 6:30 pm

Where: Taku Elementary School

701 E. 72nd Ave

Anchorage, AK 99518

[Project Scroll – T Intersection](#)

[Project Scroll – Roundabout](#)

[Presentation Boards](#)

2024 Anchorage Transportation Fair

When: Thursday, March 28, 2024, 3:00 PM to 7:00 PM

Where: Alaska Airlines Center, Auxiliary Gym

3550 Providence Drive, Anchorage

Open House #1

When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm

Where: Hanshew Middle School

10121 Lake Otis Parkway

Anchorage, AK 99507

Materials presented:

[Project Scroll](#)

[Presentation Boards](#)

[Meeting Summary](#)

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Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

Documents

[Fact Sheet: Academy Drive & Vanguard Drive Area Improvements](#) (February 2025)

Project documents will be posted here as they are available.

EMAIL NEWS

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Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

Contact the Project Team

Alaska Department of Transportation and Public Facilities

Julia Hanson, P.E., Project Manager

E: julia.hanson@alaska.gov

P: (907)269-0753

Devki Rearden, Contract Administrator

E: devki.rearden@alaska.gov

P: (907)269-0547

Bob Effinger, Environmental Analyst

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P: (907)269-0531

Municipality of Anchorage

Charles Bang, P.E., Project Manager

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P: (907)343-8175

Jennifer Noffke, Project Administrator

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HDL Engineering Consultants, LLC

Stephanie Mormilo, P.E., Project Manager

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P: (907)564-2134

Huddle AK LLC

Holly Spoth-Torres, PLA, Public Involvement Coordinator

E: holly@huddleak.com

P: (907)223-0136

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Alaska Department of Transportation and Public Facilities
CENTRAL REGION

[DOT&PF](#) > [Central Region](#) > [Projects](#) > Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753

AMATS: Academy Dr & Vanguard Dr Area Improvements

The project team wants to hear from you!

There are multiple ways to submit your comments:

Reach out to Holly Spoth-Torres, the public involvement specialist:

Send an email to: holly@huddleak.com

Give Holly a call: 907-223-0136

Attend an [Open House](#)

EMAIL NEWS

Don't miss out on the latest news – stay up to date by opting-in.

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- [DOT&PF Projects](#)

Monday, March 18, 2024 at 16:05:02 Alaska Daylight Time

Subject: Please Join us at the Anchorage Transportation Fair
Date: Monday, March 18, 2024 at 3:59:42 PM Alaska Daylight Time
From: Huddle AK <holly@huddleak.com>
To: Mandy Powers <mandy@huddleAK.com>



Anchorage Transportation Fair

Please join the Alaska Department of Transportation & Public Facilities at the 2024 Anchorage Transportation Fair to learn about the Academy Dr & Vanguard Dr Area Improvements Project!

When: Thursday, March 28, 2023, 3:00 pm to 7:00 pm

Drop by any time!

Where: Alaska Airlines Center

Auxiliary Gym

3550 Providence Drive

Anchorage, AK 99508

[\[map\]](#)

You can learn about the project, ask questions, and meet the project team. We look forward to seeing you there!

[Visit the Project Website](#)

PROJECT BACKGROUND

The purpose and need of this project is to provide an improved travel corridor between Brayton Drive and Abbott Road. The east/west flow of traffic between Abbott Road and Brayton Drive is currently interrupted by a stop sign with a 90-degree turn at the intersection of Academy Drive and Vanguard Drive. The 90-degree intersection configuration may be replaced with one that allows more free-flow traffic conditions in the east-west direction. The project would improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

Academy Drive and Vanguard Drive are roadways that are managed by the Municipality of Anchorage (MOA). However, as a federally funded project, the project is being completed cooperatively with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The MOA's Context Sensitive Solutions (CSS) approach will be utilized to improve motorized and active transportation needs in the project area.

PROJECT AREA MAP



[Visit the Project Website](#)



If you have any questions, please contact:

Julia Hanson, P.E.

Project Manager

DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Russ Oswald, P.E.

Project Manager

E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

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Our mailing address is:

Huddle AK

605 W. 2nd Ave

Anchorage, AK 99501

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Academy Drive & Vanguard Drive Area Improvements

Fact Sheet

Project # CFHWY00783 / Federal # 0001753



Project Background

The Academy Drive & Vanguard Drive Area Improvements project will improve and realign Academy Drive and Vanguard Drive to better accommodate traffic increases that are anticipated to occur after the Seward Highway: O'Malley to Dimond Reconstruction project.

Improvements may include:

- roadway realignment(s)
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.



Schedule

June 2023

Project Start

2024

Environmental Document
Complete

2025

75% Design

2026

95% Design

2027

Construction

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 event should call or text Holly Spoth-Torres at 907-223-0136 or call Alaska Relay at 711. Requests should be made at least 2 days before the accommodation is needed.

Contact

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

Julia Hanson, PE, DOT&PF
Project Manager

E: julia.hanson@alaska.gov
P: 907-269-0753

Holly Spoth-Torres, Huddle AK
Public Involvement Lead

E: holly@huddleak.com
P: 907-223-0136

Stephanie Mormilo, PE, HDL Engineering
Project Manager

E: smormilo@hdlalaska.com
P: 907-564-2134

Mailing List



Scan the code with your phone to be added to the mailing list. You will be notified by email when there are project updates.





Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Introduction & Proposed Improvements

This reconstruction project will improve and realign Academy Drive and Vanguard Drive to improve east/west travel connectivity between Brayton Drive and Abbott Road, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

The project may include the following improvements:

- roadway realignment(s),
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.



Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Schedule & Project Area Map

June 2023

Project Start

2024

Environmental Document
Complete

2025

75% Design

2026

95% Design

2027

Construction



Stay informed: Scan the
code to join the project
email list.



Source: Esri, Maxar, Earthstar Geographics, and the

From: [Stephanie Mormilo](#)
To: [Julia Hanson](#); [Devki Rearden](#); [Russ Oswald](#); [Jennifer Noffke](#); [Holly Spoth-Torres](#)
Cc: [Effinger, Bob A \(DOT\)](#); [Averian A. Larsen](#)
Subject: Academy/Vanguard - Transportation Fair Comments
Date: Friday, April 5, 2024 11:12:13 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Academy&Vanguard_Transportation.Fair.Signin_2024.03.28.pdf](#)

Hi, team.

Let this email serve as documentation of Academy Dr & Vanguard Dr Area Improvements project's participation in the Anchorage Transportation Fair on Thursday, March 28, 2024.

No written comments were submitted.

Four people added their name to the sign-in sheet to be included on future project emails (see appended).

The primary question received was on the timing of the project as the Seward Highway – O'Malley to Dimond project was on the adjacent table.

Additional inquiries included:

- Does the Municipality still own the property on the northwest corner of Academy and Vanguard?
 - I told them that, yes, it is still under Municipal ownership.
- AK Pave Co. owners (9044 Hartzell Rd) stated that are concerned about their access. They bring heavy trucks off of Abbott, south onto Vanguard and into their driveway that is off of Hartzell Rd and that the previous design impacted that driveway, but that they were given a second access from the south side of their property.
 - I let them know that we are aware of the driveway/access locations as we identified them as potential conflicts in our project walk-thru and that we will keep this in mind when we begin working on the design.
- There were several questions about the potential of a signal at the Abbott Road intersection. Most folks seemed in support of it, even with existing conditions as it is difficult to take a left-turn during many hours of the day.
 - I let them know that we are currently working on the traffic analysis and that a signal is warranted with the projected traffic numbers, but the final decision has not been made yet.
- One individual stated that they hope the highway underpass does not happen as they only support it as a non-motorized connection.

Please let me know if you have any questions.

Thank you,
Stephanie

STEPHANIE MORMILO, PE

Senior Civil Engineer



o: 907.564.2120 | d: 907.564.2134

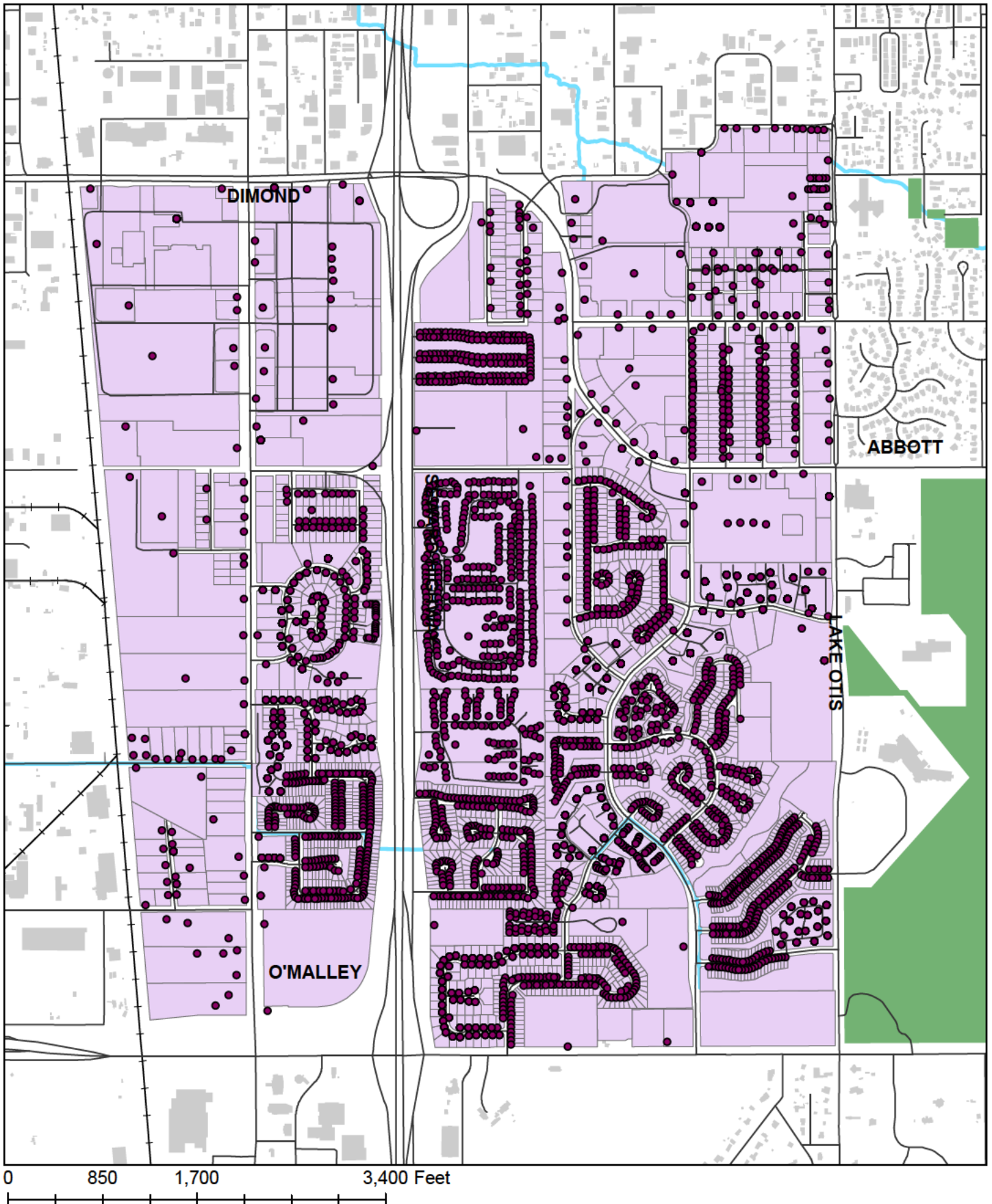
www.HDLalaska.com



Academy Drive and Vanguard Drive Improvements
1963 Parcels
4503 Owner/Occupant Addresses
Source, MOA GIS & Property Tax Database

Legend

- Mailing Area Addresses
- Streets
- Mailing Area Parcels



Academy Drive & Vanguard Drive: Open House #1 Summary

Date: December 7, 2023

Attendees: 14 (Sign-in Sheets Attached)

Reporter: Mandy Powers, Huddle AK

Location: Hanshew Middle School, 10121 Lake Otis Parkway, Anchorage, AK 99507

Project: Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / **Federal #** 0001753

Subject: Open House #1 Summary

Summary

The first public meeting for the Academy Drive & Vanguard Drive Area Improvements project was held on Thursday, December 7, 2023, from 5:30 pm to 7:30 pm at Hanshew 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 of the project teams members.

The presentation boards included:

- Welcome Board with 'How to Participate' Instructions
- Proposed Improvements & Schedule
- Project Area Map
- Project History & Background

Summary of Comments and Input Received Verbally from Meeting Participants

- Pedestrian infrastructure:
 - Interest in improved pedestrian accommodations in the project area.
- Bicycle infrastructure:
 - Interest in bike paths in the project area.
- Connections
 - Interest in connections that will relieve traffic congestion.
- Traffic infrastructure:
 - Support for roundabouts.
- Participants seemed generally favorable of the project.
- Participants seemed excited at ideas to reduce speeds and build pedestrian facilities.
- Some expressed concerns about cut-through traffic in the Patriot Park neighborhood.
- There were side conversations about the O'Malley to Dimond project that included support for the Scooter Ave. interchange and concerns about the diverging diamond at O'Malley.
- Some expressed concerns about the potential increase in overall traffic volumes.
- Multiple residents asked if a signal will be constructed at the Abbott Road intersection.
- Multiple residents inquired about future improvements on Vanguard Drive (all the way to Independence Drive).
- Two (2) written comments were received and they can be found in the appendix.
- Attendees had the opportunity to write comments on post-it notes on the roll plot. Photos of those notes are included in the appendix.

Open House Advertising

Mailing: A postcard invitation to the open house was sent via the USPS on November 14, 2023.

Web: The project website (<https://academyvanguard.com/>) was updated with the open house information, including the date, time, and location on November 13, 2023.

Email: An e-newsletter announcing the public meeting was sent to the project email list on November 16, 2023, and a reminder e-newsletter was sent on December 6, 2023.

Newspaper: A public notice for the meeting was placed in the Anchorage Daily News and it ran on November 16, 2023, and November 19, 2023.

Open House Follow-Up

An e-newsletter was sent out to the project email list on December 11, 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. Roll Plot Comments
4. Attendance List
5. Public Meeting Advertisements (Emails, Mailer, Newspaper)



Public Meeting Sign-in Sheet

Meeting: Academy Dr & Vanguard Dr Area Improvements

Date: December 7, 2023

Location: Hanshaw Middle School, 10121 Lake Otis Parkway, Anchorage

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly – Thanks!

Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:			
GARE NELSON		☒	Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:			
HAREN HA		☐	Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:			
Elie Wright		☒	Female	☒	Male	☐
			White	☐	Hispanic	☐
			AK Native	☒	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:			
Jane Campbell		☐	Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐



Public Meeting Sign-in Sheet

Meeting: Academy Dr & Vanguard Dr Area Improvements

Date: December 7, 2023

Location: Hanshew Middle School, 10121 Lake Otis Parkway, Anchorage

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly – Thanks!

Name/Email/Phone (b)(6)		Check the box below to be added to the email list. ☒	Please check all that apply:	
		Female ☒	Male ☐	
		White ☒	Hispanic ☐	
		AK Native ☐	Asian ☐	
		N. American ☐	Pac. Islander ☐	
		Black ☐	Other ☐	
Name/Email/Phone Arthur Boroff		Check the box below to be added to the email list. ☐	Please check all that apply:	
		Female ☐	Male ☐	
		White ☐	Hispanic ☐	
		AK Native ☐	Asian ☐	
		N. American ☐	Pac. Islander ☐	
		Black ☐	Other ☐	
Name/Email/Phone Kim Whitaker		Check the box below to be added to the email list. ☐	Please check all that apply:	
		Female ☐	Male ☐	
		White ☐	Hispanic ☐	
		AK Native ☐	Asian ☐	
		N. American ☐	Pac. Islander ☐	
		Black ☐	Other ☐	
Name/Email/Phone Rep Julie Coulombe		Check the box below to be added to the email list. ☒	Please check all that apply:	
		Female ☐	Male ☐	
		White ☐	Hispanic ☐	
		AK Native ☐	Asian ☐	
		N. American ☐	Pac. Islander ☐	
		Black ☐	Other ☐	

Name/Email/Phone

Fred Gregory

Name/Email/Phone

John Weddell

Name/Email/Phone

Brad Coy

Name/Email/Phone

Laure Rlex

Name/Email/Phone

Robert & Panida Grande

Check the box
below to be
added to the
email list.



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N. American	☐	Pac. Islander	☐
Black	☐	Other	☐

Please check all that apply:

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Black	☐	Other	☐

Please check all that apply:

Female	☒	Male	☒
White	☒	Hispanic	☐
AK Native	☐	Asian	☒
N. American	☐	Pac. Islander	☐
Black	☐	Other	☐

Welcome!

Academy Drive & Vanguard Drive Area Improvements Open House #1

Thursday, December 7, 2023
5:30 pm - 7:30 pm

Project # CFHWY00783
Federal # 0001753



Introduction

This reconstruction project will improve and realign Academy Drive and Vanguard Drive to better accommodate traffic increases that are anticipated to occur after the Seward Highway: O'Malley to Dimond Reconstruction project extends Academy Drive to the west under the Seward Highway connecting to Scooter Avenue.

How to Participate in this Open House:



Sign-in and receive
a Fact Sheet.



Visit the stations to ask
questions and talk with the
project team.



View updates on the
project website.

<https://academyvanguard.com/>



Stay informed: Scan the
code to join the project
email list.



Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Proposed Improvements & Schedule

The project may include the following improvements:

- roadway realignment(s),
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.

June 2023

Project Start

2024

Environmental Document
Complete

2025

75% Design

2026

95% Design

2027

Construction



<https://academyvanguard.com/>



Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Project Area Map





Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Project History & Background

Previous Municipal Project - Bond Funded

- Developed five alternative routes
- Selected preferred alternative and moved to 95% Design

Project was added to 2019-2022 Transportation Improvement Plan (TIP) in July 2021

- This project is now federally funded and led by DOT&PF, in collaboration with the Municipality of Anchorage (MOA)
- Project must develop an environmental document following National Environmental Policy Act (NEPA) process
- Project will use the selected route from previous MOA analysis, but will reevaluate the traffic analysis, roadway alignment, typical section, and other project improvements

Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753



Comment Form

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

Name BONNIE ALLEN	Date 12/7/2023

☒ Check here to sign up for email project updates.

COMMENTS

YES!! BETTER CONNECTIONS BRAYTON TO ABBOTT
YES!! ROUNDABOUTS & TRAFFIC CIRCLES WORK!
YES! BICYCLE & PEDESTRIAN ACCOMMODATIONS!

PLEASE EMAIL ME ABOUT
O'MALLEY TO DIMOND PROJECT
THANK YOU!

Please submit this comment form to any member of the project team or send to:
Julia Hanson, DOT&PF, PO Box 196900, Anchorage, AK 99519
Email: julia.hanson@alaska.gov

<https://academyvanguard.com/>

Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753



Comment Form

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

Name <u>Fred Gregory</u>	Date <u>12-7-23</u>
-----------------------------	------------------------

☒ Check here to sign up for email project updates.

COMMENTS

I would like to see both Academy and Scooter
projects move forward. I live in Independence Park
and both projects would be very helpful for vehicle,
foot and bicycle traffic. We need more east-west
access to relieve traffic on Dimond and O'Malley

More walking + bicycle paths are very important.

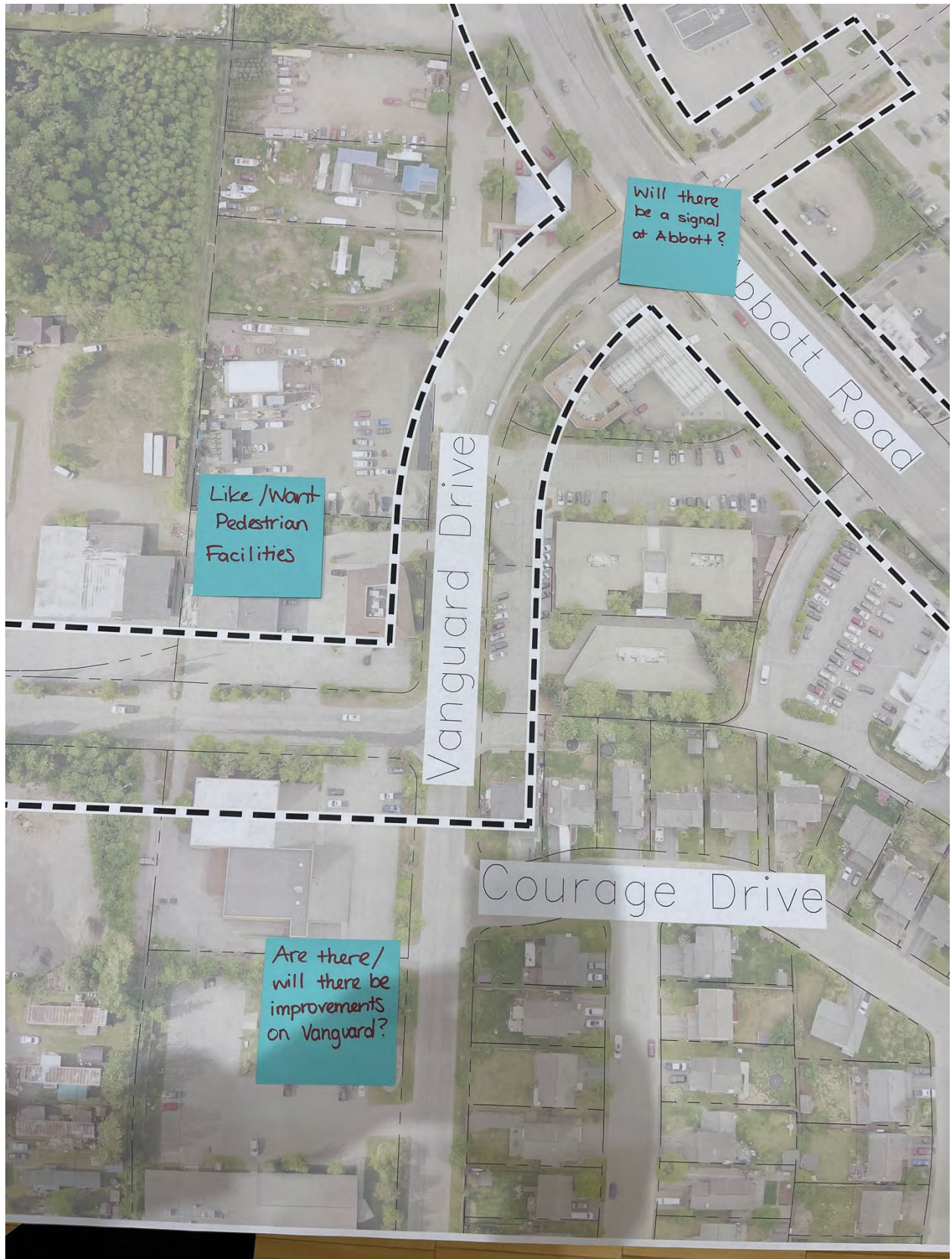
Please submit this comment form to any member of the project team or send to:

Julia Hanson, DOT&PF, PO Box 196900, Anchorage, AK 99519

Email: julia.hanson@alaska.gov

<https://academyvanguard.com/>

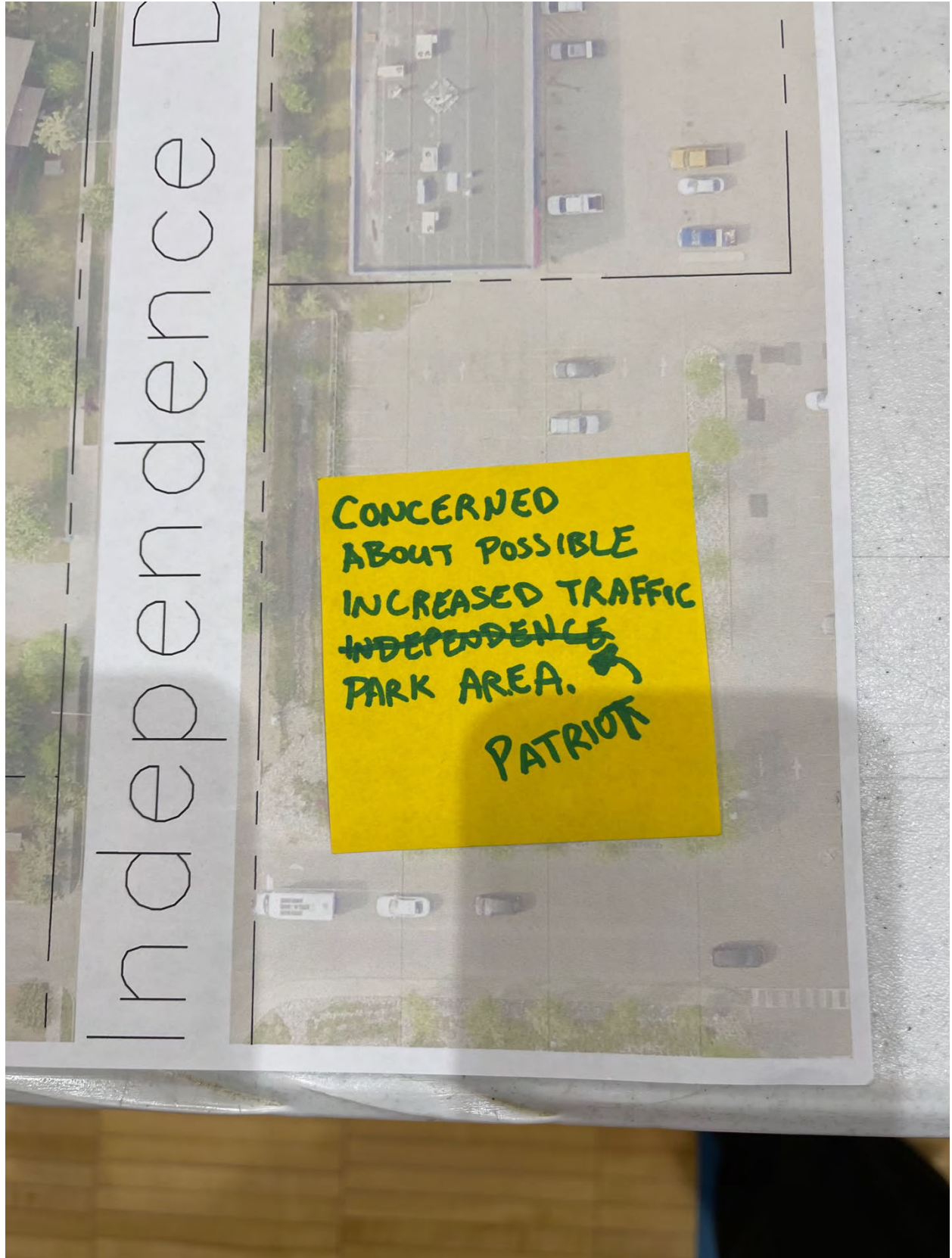
Open House #1 – December 7, 2023
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Open House #1 – December 7, 2023
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Open House #1 – December 7, 2023
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot





Mandy Powers <mandypowers3@gmail.com>

Please Join us for Open House #1

1 message

Huddle AK <holly@huddleak.com>

Thu, Nov 16, 2023 at 8:59 PM

Reply-To: Huddle AK <holly@huddleak.com>

To: mandypowers3@gmail.com



Join us for Open House #1

Please join the Alaska Department of Transportation and Public Facilities at our first Open House to learn about the Academy Dr & Vanguard Dr Area Improvements Project!

When: Thursday, December 7, 2023, 5:30 to 7:30 pm**Where: Hanshew Middle School**[10121 Lake Otis Parkway](#)

Anchorage, AK 99507

You can learn about the project, ask questions, and meet the project team. We look forward to seeing you there!

[Visit the Project Website](#)

PROJECT BACKGROUND

This reconstruction project will improve and realign Academy Drive and Vanguard Drive to better accommodate traffic increases that are anticipated to occur after the Seward Highway: O'Malley to Dimond Reconstruction project extends Academy Drive to the west under the Seward Highway connecting to Scooter Avenue. The project may include roadway realignment(s), intersection improvements, drainage improvements, right-of-way acquisitions, utility relocations, pedestrian improvements, accessibility improvements, and roadside hardware.

Academy Drive and Vanguard Drive are Municipality of Anchorage (MOA) managed roadways. However, as a federally funded project, the project is being completed cooperatively with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The MOA's Context Sensitive Solutions (CSS) approach will be utilized to improve motorized and active transportation needs in the project area.

PROJECT AREA MAP



[Visit the Project Website](#)



If you have any questions, please contact:

Julia Hanson, P.E.

Project Manager

DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Russ Oswald, P.E.

Project Manager

E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

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

Our mailing address is:

Wednesday, December 6, 2023 at 12:31:26 Alaska Standard Time

Subject: REMINDER: Open House #1 Tomorrow!

Date: Wednesday, December 6, 2023 at 11:59:39 AM Alaska Standard Time

From: Huddle AK <holly@huddleak.com>

To: Mandy Powers <mandy@huddleAK.com>



Open House #1 is Tomorrow!

Please join the Alaska Department of Transportation & Public Facilities at our first Open House to learn about the Academy Dr & Vanguard Dr Area Improvements Project!

When: Thursday, December 7, 2023, 5:30 to 7:30 pm

Where: Hanshew Middle School

10121 Lake Otis Parkway

Anchorage, AK 99507

You can learn about the project, ask questions, and meet the project team. We look forward to seeing you there!

[Visit the Project Website](#)

PROJECT BACKGROUND

This reconstruction project will improve and realign Academy Drive and Vanguard Drive to better accommodate traffic increases that are anticipated to occur after the Seward Highway: O'Malley to Dimond Reconstruction project extends Academy Drive to the west under the Seward Highway connecting to Scooter Avenue. The project may include roadway realignment(s), intersection improvements, drainage improvements, right-of-way acquisitions, utility relocations, pedestrian improvements, accessibility improvements, and roadside hardware.

Academy Drive and Vanguard Drive are Municipality of Anchorage (MOA) managed roadways. However, as a federally funded project, the project is being completed cooperatively with the MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). The MOA's Context Sensitive Solutions (CSS) approach will be utilized to improve motorized and active transportation needs in the project area.

PROJECT AREA MAP



[Visit the Project Website](#)



If you have any questions, please contact:

Julia Hanson, P.E.

Project Manager

DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Russ Oswald, P.E.

Project Manager

E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.



Copyright © 2023 Huddle AK, All rights reserved.

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

Our mailing address is:

Huddle AK

605 W. 2nd Ave

Anchorage, AK 99501

Subject: Thanks for attending Open House #1
Date: Thursday, December 21, 2023 at 4:44:21 PM Alaska Standard Time
From: Huddle AK <holly@huddleak.com>
To: Mandy Powers <mandy@huddleAK.com>



Thank you!

Thank you for joining the Alaska Department of Transportation & Public Facilities at Open House #1 on Thursday, December 7th to learn more about the Academy Drive and Vanguard Drive Area Improvements project. If you weren't able to make it to the meeting, we have added the presentation boards, the project scroll, and the meeting summary to the project website. You can find them on the [Meetings section](#) of the website.

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](#)



Academy Dr & Vanguard Dr Area Improvements

YOU'RE INVITED: PUBLIC OPEN HOUSE #1

Join the Alaska Department of Transportation and Public Facilities (DOT&PF) at this public open house to learn more about the reconstruction project to improve and realign Academy Drive and Vanguard Drive.

WHEN:

Thursday, December 7, 2023
5:30-7:30 pm

WHERE:

Hanshaw Middle School
10121 Lake Otis Parkway
Anchorage, AK 99507



Project Background

DOT&PF is improving and realigning Academy Drive and Vanguard Drive to better accommodate traffic increases that are anticipated to occur after other road projects in the area are completed.

The project may include:

- roadway realignment(s)
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- and roadside hardware.

It is the policy of 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 event should call or text Holly Spoth-Torres at 907-223-0136 or call Alaska Relay at 711. Requests should be made at least 2 days before the accommodation is needed.

Sign up for email updates
and submit comments at:

<https://academyvanguard.com/>



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

Academy Dr & Vanguard Dr

Area Improvements

Attend Public Open House #1 on:

December 7, 2023

5:30 - 7:30 pm

Hanshaw Middle School

10121 Lake Otis Parkway

Anchorage, AK 99507



ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 105854 Huddle AK
605 W. 2nd Ave., Anchorage, AK 99501

Order #: W0041787

Cost: \$219.2

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa 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 afore-said 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

11/16/2023, 11/19/2023

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.

Lisi Misa

Signed _____

Subscribed and sworn to before me
this 20th day of November 2023.

Jada L. Nowling

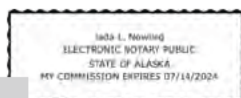
Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

NOTICE OF PUBLIC MEETING. Academy Drive & Vanguard Drive Area Improvements Public Open House #1: December 7, 2023 from 5:30-7:30 pm at Hanshew Middle School, 10121 Lake Otis Pkwy, Anchorage, AK 99507. Join DOT&PF and the project team to learn more about the reconstruction project to improve and realign Academy Drive and Vanguard Drive. For more information or to submit comments, go to: academyvanguard.com. 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. To file a complaint, go to: dot.alaska.gov/cvrlrts/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 Holly Spoth-Torres at 907-223-0136 or holly@huddleak.com. For individuals requiring TTY communications, please contact Alaska Relay by dialing 711 or 800-770-8255. Requests should be made at least 7 days before the accommodation is needed.

Pub: Nov. 16, 19/2023



Abbott Loop Community Council

Cass Frost

From: Holly Spoth-Torres
Sent: Thursday, January 18, 2024 3:38 PM
To: Cass Frost
Subject: FW: RE: Agenda Notice Request for your November 16th Meeting

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Friday, November 10, 2023 1:41 PM
To: 'Kathleen Easley BSN, RN, NCSN' <katmandu26@hotmail.com>; Lizzie Newell <lizzenewellscifi@gmail.com>
Subject: RE: RE: Agenda Notice Request for your November 16th Meeting

Thank you! Just so you know, we won't have anyone in attendance, we mostly want to make sure you announce the public meeting.

You can share the project website that is now live and has all of the public meeting info and a project fact sheet.

<https://academyvanguard.com/>

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Kathleen Easley BSN, RN, NCSN <katmandu26@hotmail.com>
Sent: Friday, November 10, 2023 1:29 PM
To: Lizzie Newell <lizzenewellscifi@gmail.com>; Holly Spoth-Torres <Holly@huddleAK.com>
Subject: Re: RE: Agenda Notice Request for your November 16th Meeting

Holly- we have you on our agenda for the November 16th Abbott Loop Community council meeting. We meet at Trailside Elementary 6:30-8:30pm.

The agenda will be posted on our website shortly.

Here <https://www.communitycouncils.org/servlet/content/2.html> under Newsletter/Agenda section on the right side of the page.

We are also having a potluck if you are interested in bringing anything you are welcome to, but do not have to. <https://signup.com/client/invitation2/secure/61390046090/false#/invitation>



2024 ALCC Meeting/Potluck

SignUp.com makes it easy to coordinate school events & classroom activities, fundraisers, snack schedules, potlucks & more!

signup.com

Thank you! See you there!

Kathleen
ALCC Secretary

From: Lizzie Newell <lizzienewellscifi@gmail.com>
Sent: Friday, October 27, 2023 7:23 PM
To: Kathleen Easley <katmandu26@hotmail.com>
Subject: Fwd: RE: Agenda Notice Request for your November 13th Meeting

Let's get this on the next meeting agenda. Thanks.
--Lizzie

--

Forwarded via [Mailstrom!](#)

RE: Agenda Notice Request for your November 13th Meeting

Tue, Oct 24, 2023 at 1:36pm

From: Holly Spoth-Torres (Holly@huddleAK.com)
To: lizzienewellscifi@gmail.com (lizzienewellscifi@gmail.com)

Wait! I think your meeting is November 16th. (the website has the date listed differently in two places)

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Tuesday, October 24, 2023 1:34 PM
To: lizzienewellscifi@gmail.com
Subject: Agenda Notice Request for your November 13th Meeting

Hi Lizzie,

I'm writing today on behalf of Alaska Department of Transportation and Public Facilities. I am working on a road project in your council area called Academy Dr & Vanguard Dr Area Improvements.

We are holding a public meeting in December and are wondering if you would list the meeting on your agenda as a notice. We don't need time on the agenda – just advertising the public meeting on your agenda would be helpful.

We are still in the process of creating all the project materials (fact sheet, website, public meeting notice) and will forward those around the first week of November when they are ready.

What do you think? Can you list the meeting on your agenda to help get the word out?

Academy Dr & Vanguard Dr Area Improvements Open House #1

When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm

Where: Hanshew Middle School [\[map\]](#)

10121 Lake Otis Parkway

Anchorage, AK 99507

Thank you!

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136





November 16th, 2023

AGENDA- ALCC General Membership Meeting POTLUCK and MEETING

******HYBRID MEETING******

- **IN PERSON:** Trail Side Elementary, 5151 Abbott Rd
- **VIA ZOOM:** Meeting ID: 844 8192 6062 Passcode: ALCC
<https://us02web.zoom.us/j/84481926062?pwd=R2dvRXIpMXEyREJ4ZDFsNFY0L0NlZz09>

- An **ALCC Member** is anyone who resides in or has a business in the ALCC district.
- Our meetings/setting is informal and respectful participation is encouraged.
- Meetings are open to the public and everyone is invited and welcome!

Zoom Meeting etiquette:

- The hybrid meetings are newer to our council, so have patience with us and the technology.
- You must list your name. If you are a member of Abbott Loop Community Council- type ALCC after your name. If you are a guest- type guest and/or your affiliation after your name.
- Please do not use the chat for private or side conversations. Chat can be used to add relevant info such as links or contact info. Or to gently help us “fine tune” our meeting by indicating sound problems, etc.
- To ask a question or make a comment use the raise hand function.
- Prior to speaking each speaker should state their name and if they are a member (Abbott Loop address/area) or guest.

If you would like to receive email notifications from the Federation of Community Councils about ALCC meetings, visit www.communitycouncils.org and click “Sign-Up” (upper right-hand corner of page). This will get you registered for emails and reminders before meetings.

Call to Order

- Round of Introductions
- Changes or additions to agenda
- Approval of minutes from October 19th, 2023: Kathleen Easley
- Treasurer’s report: Heather Schrage

Legislative Reports: Q & A

- Senator District F: James Kaufman
- Representative District 11: Julie Coulombe
- Representative District 12: Calvin Schrage

Community Reports and Q & A:

- APD- can request an officer and they will attend if duties permit, not requested for November.
- [Assembly member\(s\)](#)
- [School Board member\(s\)](#)
- [Mayor’s Office Report](#)
- [JBER Community Engagement](#)

Candidate Introductions

Reports

FCC Representative: Lizzie Newell

HALO Report: Lizzie Newell

Roads & Projects Committee: Mary Miner

•

Parks & Rec Committee: Mark Miner

•

Planning & Zoning Committee: Mary Miner

•

Cannabis & Alcohol Committee: Yolanda Meza

•

Membership & Events: Lizzie Newell

•

Abbott Loop Community Patrol: Patty Higgins <http://www.accpatrols.org/>

•

Old Business

- Capital Projects meeting on 11/6- Lizzie

New Business

- DOWL- Morgan McCammon- information about resurface planning of Dowling Road between Lake Otis Parkway and Elmore Road.
- Holly Spoth-Torres-Huddle AK- Academy Dr & Vanguard Dr Area Improvements
- December meeting decision

Announcements/Comments

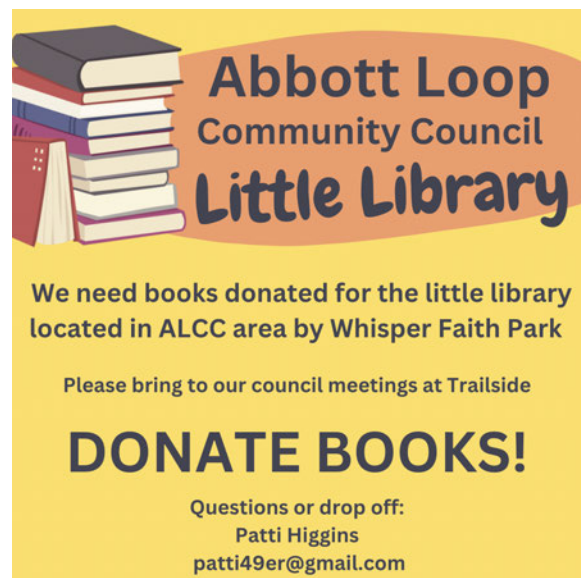
- Please bring a book or two! Request is for books to fill our Little Library at Whisper Faith Park. Patti Higgins is the POC and will deliver to the library if members bring to meetings.

Upcoming Meeting Dates

ALCC monthly meetings are usually the last Thursday of the month but can be subject to changes based on holidays and the ASD school schedule.

- December 14th (TBA)
- January 25th
- February 15th
- March 28th

Adjourn



- [Abbott Loop Community Council Home Page](#)
- ALCC Bylaws <https://www.communitycouncils.org/download/19507.pdf>
- [Abbott Loop Community Facebook](#) search @abbottloopcc
- [Whisper Faith Kovach Playground & Fenced Dog Park Facebook Group](#)
- Abbott Loop South and Abbott Loop North on Next Door www.nextdoor.com
- [Anchorage Assembly](#), Email the Anchorage Assembly wwwasmc@anchorageak.gov,
- Anchorage Assembly Newsletter Sign Up [HERE](#)
- Anchorage Assembly 101 playlist for those wanting to learn all about Assembly procedures, how to participate, etc. [HERE](#)
- [Anchorage Mayor's office](#), or [Email the Mayor](#)
- [Alaska State Legislature Home Page](#)
 - Email District F Senator James Kaufman at Senator.James.Kaufman@akleg.gov
 - Email District 11 Representative Julie Coulombe at Representative.Julie.Coulombe@akleg.gov
 - Email District 12 Representative Calvin Schrage at Representative.Calvin.Schrage@akleg.gov
- [Information about Accessory Dwelling Unit Project](#)
- Information about the Academy Dr/Vanguard Dr. Project <http://www.academyandvanguard.com/>
- Information for the [Dowling/Seward Highway project 2022/2023](#)
- State of Alaska DOT Seward Highway project O'Malley to Dimond can be found here: <http://www.sewardhighway.info/>
- Information for the Seward Highway & 36th Avenue Interchange Project <http://www.36thinterchange.com/>
- Anchorage Bowl Land Use Plan Link [HERE](#)
- APD safety message emails or text alerts: Rave Mobile Safety, [Sign up here](#) or Text the word "Anchorage" to the number 67283.
- JBER Community Engagement Jber.pa@us.af.mil 907-551-8996

The Abbott Loop Community Council generally meets the last Thursday of the month from 6:30pm to 8:30pm at Trailside Elementary.

June and July gatherings are generally held outside at one of the ALCC parks.

If you have agenda items, please send your requests to both: Bruce Roberts brucearoberts@hotmail.com 907-952-9969 & Kathleen Easley katmandu26@hotmail.com 907-748-6076.

Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina)

I live and work on Dena'ina land. (English) ~ Translation by Joel Isaak and Sondra Shaginoff-Stuart

ABBOTT LOOP COMMUNITY COUNCIL 2023-2024

OFFICERS		BOARD OF DIRECTORS		
PRESIDENT	Lizzie Newell	Pat O'Hara	Emily Sullivan	Charles Joy
VICE-PRESIDENT	Susan Soule	Mark Miner	Yolanda Meza	Patti Higgins
SECRETARY	Kathleen Easley	Kari Nore	Marilyn Russell	Jon Roder
TREASURER	Heather Schrage			

STANDING COMMITTEES SPECIAL COMMITTEES

Parks & Rec	Roads & Projects	Planning & Zoning	Cannabis & Alcohol	Membership & Events	Community Patrol	By-Laws Committee
Mark Miner Chair	Mary Miner Chair	Mary Miner Chair	Yolanda Meza Chair	Lizzie Newell Chair	Patti Higgins Lead	Kari Nore Chair
Sheila Cernich	Dan Boland	Akis Gialopsis		Kari Nore	Patti Higgins	Susan Soule
Patti Higgins	Mike Moeglein	Dan Boland		Sheila Cernich	Pat Higgins	Patti Higgins
Susan Soule	Bruce Roberts			Patti Higgins	Thomas Greenman	
					Phil Parks	

Bayshore/Klatt Community Council

Cass Frost

From: Holly Spoth-Torres
Sent: Thursday, January 18, 2024 3:40 PM
To: Cass Frost
Subject: FW: Agenda Notice Request for your November 16th Meeting

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Friday, November 10, 2023 1:43 PM
To: Bruce Schulte <b_schulte@yahoo.com>
Subject: RE: Agenda Notice Request for your November 16th Meeting

Here is the website that you can share! There is a fact sheet on the “documents” tab and the meeting info can be found on the “meetings” tab.

<https://academyvanguard.com/>

Academy Dr & Vanguard Dr Area Improvements

Open House #1

When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm

Where: Hanshew Middle School [\[map\]](#)

10121 Lake Otis Parkway

Anchorage, AK 99507

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Thursday, November 2, 2023 9:13 AM
To: Bruce Schulte <b_schulte@yahoo.com>
Subject: RE: Agenda Notice Request for your November 16th Meeting

I will have something – DOT is currently reviewing and I will share when I can. 😊

Thank you!

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Bruce Schulte <b_schulte@yahoo.com>
Sent: Thursday, November 2, 2023 8:58 AM
To: Holly Spoth-Torres <Holly@huddleAK.com>
Subject: Re: Agenda Notice Request for your November 16th Meeting

Sure - I'd be happy to put out the word.

Do you have any sort of Notice that we could distribute along with our November meeting agenda ?

Bruce

Sent from my iPhone

On Nov 2, 2023, at 8:03 AM, Holly Spoth-Torres <Holly@huddleak.com> wrote:

Just following up on this request. Please let me know if you can alert your council about this upcoming meeting.

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136
<image001.png>

From: Holly Spoth-Torres
Sent: Tuesday, October 24, 2023 1:36 PM
To: b_schulte@yahoo.com
Subject: Agenda Notice Request for your November 16th Meeting

Hi Bruce,

I'm writing today on behalf of Alaska Department of Transportation and Public Facilities. I am working on a road project in your council area called Academy Dr & Vanguard Dr Area Improvements.

We are holding a public meeting in December and are wondering if you would list the meeting on your agenda as a notice. We don't need time on the agenda – just advertising the public meeting on your agenda would be helpful.

We are still in the process of creating all the project materials (fact sheet, website, public meeting notice) and will forward those around the first week of November when they are ready.

What do you think? Can you list the meeting on your agenda to help get the word out?

Academy Dr & Vanguard Dr Area Improvements

Open House #1

When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm

Where: Hanshew Middle School [[map](#)]

10121 Lake Otis Parkway

Anchorage, AK 99507

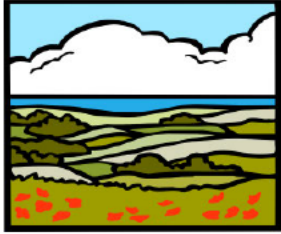
Thank you!

Holly Spoth-Torres

Principal, Huddle AK

Call or Text: 907-223-0136

<image001.png>



**Bayshore/Klatt
Community
Council**

**Agenda for Monthly Meeting
Thursday Nov. 16, 2023 @
7:00 PM**

President
Bruce Schulte

Vice-President

Secretary / Treasurer
Ryan Thibault

Please note: This will be a hybrid - in-person / Zoom meeting.

In-person will be at:

Bayshore Clubhouse
3131 Amber Bay Loop
Anchorage, AK 99515

Contact E-Mail: BavKlattCC@hotmail.com

Executive Board actions since last meeting:
None

I. CONSENT AGENDA (7:00) – All subsequent times are approximate

- A. Call to Order
- B. Review / Approval of minutes from previous meeting
- C. Legislator reports:
- D. Assembly reports: (7:20)
- E. JBER Update (Joy Boston) (7:40)
- F. Anchorage Police Department
- G. Fire Station 15 local report
- H. Anchorage School Board Update (TBD)
- I. FCC Reports (Bob and Marie Laule)
- J. Bayshore Klatt Patrol

II. OLD BUSINESS (8:00)

III. NEW BUSINESS (8:15)

A. Nominations for CC Board members (elections to be held at December meeting)

IV. OTHER NOTICES OF COMMUNITY INTEREST

❖ DOT/PF Road Project Oopen House

Academy Dr & Vanguard Dr Area Improvements

When: Thursday, December 7, 2023, 5:30 pm to 7:30pm

Where: Hanshew Middle School [[map](#)]

10121 Lake Otis Parkway

Anchorage, AK 99507

❖ The Bayshore Klatt Community Patrol is looking for volunteers. <http://www.accpatrols.org/>

V. ADJOURNMENT

Next scheduled meeting Thursday Dec 14 2023.

* * * * *

Cass Frost

From: Holly Spoth-Torres
Sent: Thursday, January 18, 2024 3:39 PM
To: Cass Frost
Subject: FW: Agenda Notice Request for your November 9th Meeting

From: Holly Spoth-Torres
Sent: Friday, November 10, 2023 1:43 PM
To: bernibradley@gmail.com
Subject: RE: Agenda Notice Request for your November 9th Meeting

Here is the website link to share: <https://academyvanguard.com/>

Academy Dr & Vanguard Dr Area Improvements
Open House #1
When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm
Where: Hanshew Middle School [\[map\]](#)
10121 Lake Otis Parkway
Anchorage, AK 99507

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Thursday, November 2, 2023 8:03 AM
To: bernibradley@gmail.com
Subject: RE: Agenda Notice Request for your November 9th Meeting

Just following up on this request. Please let me know if you can alert your council about this upcoming meeting.

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Holly Spoth-Torres
Sent: Tuesday, October 24, 2023 1:39 PM
To: bernibradley@gmail.com
Subject: Agenda Notice Request for your November 9th Meeting

Hi Bernie,

I'm writing today on behalf of Alaska Department of Transportation and Public Facilities. I am working on a road project in your council area called Academy Dr & Vanguard Dr Area Improvements.

We are holding a public meeting in December and are wondering if you would list the meeting on your agenda as a notice. We don't need time on the agenda – just advertising the public meeting on your agenda would be helpful.

We are still in the process of creating all the project materials (fact sheet, website, public meeting notice) and will forward those around the first week of November when they are ready.

What do you think? Can you list the meeting on your agenda to help get the word out?

Academy Dr & Vanguard Dr Area Improvements

Open House #1

When: Thursday, December 7, 2023, 5:30 pm to 7:30 pm

Where: Hanshew Middle School [\[map\]](#)

10121 Lake Otis Parkway

Anchorage, AK 99507

Thank you!

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



PLANNING AND ZONING COMMISSION
Assembly Chambers
Z.J. Loussac Library
3600 Denali Street
Anchorage, Alaska

MINUTES OF
May 20, 2024
6:30 PM

A. ROLL CALL

Present Andre Spinelli (Chair), Jared Gardner, Radhika Krishna (Vice Chair),
Jim Winchester, Scott Pulice, Jeff Raun, Brandy Eber, Daniel George,
Greg Strike

Excused
Staff Elizabeth Appleby, Ryan Yelle, Paul Hatcher, Francis McLaughlin, Allison
Bolgiano (Assistant Municipal Attorney), Craig Lyon (Planning Director)

B. MINUTES

1. Monday, April 8, 2024

2. Monday, April 15, 2024

COMMISSIONER PULICE moved to approve the minutes. COMMISSIONER EBER
seconded.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Winchester
NAY: None

PASSED

C. SPECIAL ORDER OF BUSINESS / EXECUTIVE SESSIONS

1. Disclosures

COMMISSIONER GEORGE disclosed that he recently accepted an offer to serve a
one-year term as vice chair of the Federation of Community Councils, beginning July 2024.

CHAIR SPINELLI determined that a conflict did not exist and directed Commissioner
George to participate.

COMMISSIONER RAUN disclosed in Case 2024-0006 that he was absent from the March 18, 2024, meeting but has listened to the audio of when it was initially heard and can participate. Also, with regard to Case 2024-0006, his spouse sits on the executive committee for the Rogers Park Community Council. That community council did submit a resolution with respect to this case, but he was not involved in that resolution.

CHAIR SPINELLI determined that a conflict did not exist and directed Commissioner Raun to participate.

COMMISSIONER EBER disclosed that she was absent from the April 8, 2024, meeting and will abstain from voting on Resolutions 2024-009 through 2024-011.

CHAIR SPINELLI determined that a conflict did not exist and directed Commissioner Eber to participate.

VICE CHAIR KRISHNA disclosed in Case 2024-0041 that the representative for the Alaska Railroad sits on the board of the organization she works for and has contributed financially in the past. She does not have any financial or other interest in this matter.

CHAIR SPINELLI determined that a conflict did not exist and directed Vice Chair Krishna to participate.

COMMISSIONER GARDNER was absent from the April 8, 2024, meeting and will abstain from voting on Resolutions 2024-009 through 2024-011.

COMMISSIONER WINCHESTER disclosed that he was absent from the April 8, 2024, meeting and will abstain from voting on Resolutions 2024-009 through 2024-011.

2. Informational Item: Case 2024-0050: Context Sensitive Solutions (CSS) Transportation Project Review (Concept Report) for the Academy Drive and Vanguard Drive Area Improvements project. (EA)

3. Informational Item: Update to Case 2021-0031: CSS Design Study Report for Lois Drive and West 32nd Avenue Upgrades and Pathway. (EA)

MS. APPLEBY provided brief summaries for Informational Cases 2024-0050 and 2021-0031.

D. CONSENT AGENDA

1. Resolutions for Approval

- a. Resolution: 2024-009 Related Case: 2024-0022**
Purpose: APPROVAL (EA)
Modification to a previously approved Development Master Plan (Glacier City Center).

- b. **Resolution: 2024-010 Related Case: 2023-0080**
Purpose: APPROVAL (PH)
Conditional Use for a 115-unit Residential Planned Unit Development with a variance from AMC 21.07.110G.2.c.v., *Design, Building Separation* (Case 2023-0080).
- c. **Resolution: 2024-011 Related Case: S12738**
Purpose: APPROVAL (KL)
Subdivide one tract into one hundred fifteen lots and twelve tracts with variances from AMC 21.08.040A.1., *Dedication, Streets* and AMC 21.08.050G., *Curbs and Gutters*.
- d. **Resolution: 2024-012 Related Case: 2023-0128**
Purpose: APPROVAL (PH)
Major Site Plan Review for a multifamily development per the Special Limitations of AO 85-198.

- 2. Introduction for Public Hearings**
- 3. Site / Landscape Plan Approval**
- 4. Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
- 5. Other**

COMMISSIONER PULICE moved to approve the consent agenda. VICE CHAIR KRISHNA seconded.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Winchester
 NAY: None

PASSED

Commissioners Eber, Winchester, and Gardner abstained from voting on Resolutions 2024-009 through 2024-011.

COMMISSIONER PULICE moved to reorder the agenda to hear Item E.1., Case 2024-0006, after Item G.5., Case 2024-0067, and to combine these two cases, and to combine Cases 2024-0002 and 2024-0003. VICE CHAIR KRISHNA seconded.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Winchester
NAY: None

PASSED

E. UNFINISHED BUSINESS AND ACTIONS OF PUBLIC HEARINGS

Case 2024-0006 was reordered to be heard after Case 2024-0067.

F. REGULAR AGENDA - None

- 1. Resolutions for Approval**
- 2. Introduction for Public Hearings**
- 3. Site / Landscape Plan Approval**
- 4. Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
- 5. Other**

G. PUBLIC HEARINGS

CHAIR SPINELLI noted for the record that the combination of cases allows the time allotted for testimony to be doubled.

- 2. CASE: 2024-0003 (EA)**
PETITIONER: Nuvision Credit Union
REQUEST: Conditional Use for a Financial Institution within the I-2 (Heavy Industrial) District.
- 1. CASE: 2024-0002 (PH)**
PETITIONER: Nuvision Credit Union
REQUEST: Variance from AMC 21.05.050F.2.b.ii. to allow a Financial Institution to exceed maximum gross floor area allowed in the I-2 (Heavy Industrial) District.

MS. APPLEBY and MR. HATCHER presented the staff reports and recommendations on behalf of the Municipality's Planning Department.

CHAIR SPINELLI noted for the record that Commissioner Strike arrived at 6:50 p.m.

KAYLI THOMPSON with Scope Permitting and Engineering represented the petitioner.

CHAIR SPINELLI opened the hearing to public testimony.

There was no public testimony. There was no rebuttal testimony.

CHAIR SPINELLI closed the public hearing.

COMMISSIONER GARDNER moved in Case 2024-0003 to approve a conditional use for a financial institution within the I-2 (Heavy Industrial) District, subject to the conditions shown on pages 7 and 8 of the staff report. COMMISSIONER GEORGE seconded.

COMMISSIONER GARDNER intends to support the motion, noting the following findings of fact:

1. This meets the criteria for the reasons set forth in the staff report.
2. This area has been designated for a targeted area rezone to B-3, which would permit the financial institution.
3. It seems like a no-brainer for a business in the area that is looking to expand to a nearby available property.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Strike, Winchester

NAY: None

PASSED

COMMISSIONER GARDNER moved in Case 2024-0002 to approve a variance from AMC 21.05.050F.2.b.ii. to allow a financial institution to exceed the maximum gross floor area allowed in the I-2 (Heavy Industrial) District, subject to the conditions shown on page 6 of the staff report. COMMISSIONER EBER seconded.

COMMISSIONER GARDNER intends to support the motion, noting the following findings of fact:

1. This clearly meets the applicable approval criteria for the reasons set forth in the staff report.
2. This is a small amount over the maximum size, and that amount is on the second floor and setback from the main body.
3. It will house mechanical equipment that would otherwise be visually obtrusive.
4. There were no written comments received, nor was there any public testimony heard this evening.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Strike, Winchester

NAY: None

PASSED

- 3. CASE: 2024-0041 (PH)**
PETITIONER: Alaska Railroad
REQUEST: Conditional Use for a one hundred fifteen-foot Monopine Telecommunications Tower.

PAUL HATCHER presented the staff report and recommendation on behalf of the Municipality's Planning Department. He noted that Condition 2 has been met and requested to have it stricken from the recommendations.

MICHAEL POWERS with Atlas Tower 1 represented the petitioner. JOHN EASTON with GCI assisted with responding to questions.

CHAIR SPINELLI opened the hearing to public testimony.

There was no public testimony. There was no rebuttal testimony.

CHAIR SPINELLI closed the public hearing.

COMMISSIONER PULICE moved in Case 2024-0041 to approve a conditional use for a one hundred fifteen-foot Monopine Telecommunications Tower, subject to Conditions 1 and 3 and striking Condition 2 shown on page 13 of the staff report. COMMISSIONER EBER seconded.

COMMISSIONER PULICE intends to support the motion, noting the following findings of fact:

1. This meets the conditional use standards with the Planning Department's recommendations as proposed.
2. There were no public or agency objections.
3. The applicant verified that they would comply with the recommendations.

COMMISSIONER GEORGE intends to support the motion, noting the following findings of fact:

1. The Portage Valley Community Council, which was notated as being the area of reference, is an inactive community council. He did not believe they were conducting meetings.
2. There was a notation in the staff report that 33 notices were sent out.
3. No public testimony was heard.

COMMISSIONER STRIKE intends to support the motion, noting that the provided supplementary information is tied to this recommendation and its approval.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Strike, Winchester

NAY: None

PASSED

4. **CASE: 2024-0049 (FM)**
PETITIONER: 39 South, LLC
REQUEST: Conditional Use to allow a Dwelling, multiple-family (4-8 dwelling units per acre) in the gR-1 (Alyeska Highway Mixed Residential) District.

FRANCIS MCLAUGHLIN presented the staff report and recommendations on behalf of the Municipality's Planning Department.

MARCO ZACCARO with Z Architects represented the petitioner.

CHAIR SPINELLI opened the hearing to public testimony.

PATRICK DOUGHERTY
ROBERT FINCH, M.D.

MR. ZACCARO provided rebuttal testimony.

CHAIR SPINELLI closed the public hearing.

COMMISSIONER PULICE moved in Case 2024-0049 to approve a conditional use for seven dwelling units per acre in the GR-1 District, subject to the conditions shown on page 5 of the staff report with the addition of Condition 3 to provide a dumpster. COMMISSIONER STRIKE seconded.

COMMISSIONER PULICE intends to support the motion, noting that it does meet the conditional approvals as stated by staff and includes the additional dumpster.

CHAIR SPINELLI does not intend to support the motion because he does not think having a dumpster is required by code. It was a private agreement between the developer and the owners and is contained within the Homeowners Association. By making it a condition of approval, we have inserted the city into a private matter. He would prefer not to have the dumpster condition tied to the approval.

COMMISSIONER PULICE **withdrew** his motion. COMMISSIONER STRIKE seconded.

COMMISSIONER RAUN moved in Case 2024-0049 to approve a conditional use for 5.6 dwelling units per acre in the GR-1 District, subject to the conditions shown on page 5 of the staff report. COMMISSIONER GARDNER seconded.

COMMISSIONER RAUN intends to support the motion, noting the following findings of fact:

1. He agreed with staff's findings that the standards have been met and the two recommendations as stated.

VICE CHAIR KRISHNA intends to support the motion, noting the following findings of fact:

1. With regard to the Letter of Non-Objection from the Girdwood Board of Supervisors Land Use Committee and their request contained within that the commission consider adding a restriction on short-term rentals, she did not believe this Body has the authority or guidance to necessarily do that in a way that would be effective or enforceable. Almost every residential case in Girdwood that has come before this commission has included a request like this, but she thought we needed some legislation that would allow the commission to do something like this or provide us with some tools for Girdwood. If that is the desire of the community.

COMMISSIONER GARDNER intends to support the motion, noting the following findings of fact.

1. Public testimony was heard this evening, and written comments were received expressing concerns about parking. The plans do call for 16 parking spaces, which is not required and is beyond what would have even been required in the prior version of the code, so he did not see the commission in a position to do anything more with respect to parking than what is currently provided.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Strike, Winchester
NAY: None

PASSED

The commission recessed for five minutes.

Cases 2024-0067 and 2024-0006 were combined. Only those members of the public who had not previously testified in Case 2024-0006 would be allowed to speak in that case this evening. Public testimony in Case 2024-0067 is open to all.

5. **CASE: 2024-0067 (TD)**
PETITIONER: Anchorage Assembly Members Brawley, Volland, and Zaletel sponsored Assembly Ordinance 2024-44.
REQUEST: Recommendation to the Anchorage Assembly implementation of the proposed *Housing Opportunities in the Municipality for Everyone (H.O.M.E.) Initiative* currently under consideration in Case 2024-0006.

RYAN YELLE provided a brief summary of Cases 2024-0067 and 2024-0006 on behalf of the Municipality's Long-Range Planning Division.

The commission discussed staff carrying forward the Special Limitations as a condition, adding a condition that the Code be written and tested prior to implementation, and clarification on the time-out element if Case 2024-0006 were to be postponed.

ASSEMBLY MEMBERS ZALETEL, BRAWLEY, and VOLLAND provided a presentation in Case 2024-0067.

The commission discussed Amendment Policy 14 regarding permitting commercial uses by-right without any requirement for residential, public outreach, how this ordinance would affect neighborhood plans, and the Lois Drive expansion.

CHAIR SPINELLI opened the hearing to public testimony. The following individuals testified:

CATHY GLEASON, Turnagain Community Council President, spoke on her own behalf in Case 2024-0006 and on behalf of the community council in Case 2024-0067.

MARK JUNE, Hillside Area Landowners Association.

DIANNE HOLMES testified specifically to 2024-0067, as she had previously testified in Case 2024-0006.

EMILY WEISER testified specifically to 2024-0067, as she had previously testified in Case 2024-0006.

GRAHAM DOWNEY
ERIN BALDWIN DAY
CLAIRE STEPHENS

Telephonically:

NANCY PEASE, Rabbit Creek Community Council, spoke on her own behalf in Case 2024-0006 and on behalf of the community council in Case 2024-0067.

ASSEMBLY MEMBERS ZALETEL, BRAWLEY, and VOLLAND provided rebuttal testimony, adding that this action is set to come back before the Assembly on June 25, 2024. The sponsors recommended the following findings of fact be included in the proposed resolution:

1. The intent of the HOME Initiative is to implement the Land Use Plan, meet housing needs for the community, simplify the existing zoning code, provide the flexibility to integrate residential and non-residential uses, and encourage reinvestment and revitalization.
2. The HOME Initiative serves to simplify standards, allow more types of housing, and streamline the process for a mixed-use zoning district consistent with the goals and policies of both the *Anchorage 2040 Land Use Plan* and the *Anchorage Bowl Comprehensive Plan*.
3. Amendments to the zoning code may be accomplished in two ways: “by amending the zoning map or by amending the text of the zoning ordinance. A map amendment, or rezoning, changes the boundaries or use designation of a particular district on the map; a text amendment modifies the regulations that apply to all land in the district.” (David L. Callies et al. *Land Use Cases and Materials* 161 (8th Edition 2021); see also § 5:6. Amendments generally, *Land Use Planning and Development Regulation Law* § 5:6 (3rd Edition).
4. The HOME Initiative does not constitute a rezoning, as it does not seek to amend the official zoning map to alter the boundaries or uses of a particular district, but instead constitutes a text amendment to Title 21 within the plain meaning of Section 21.03.21, as it modifies and expands the property rights of landowners throughout the district.

The commission clarified the definition of a rezone as it is stated in the Code, legal advice regarding amendments making changes to a particular zoning district that do not necessarily make it a rezone, and what future recourse would be taken should the outcome not be the preferred outcome.

MR. YELLE clarified the following:

1. With regard to the ordinance that was sent to the Assembly, the Planning Department did not advocate for waiving the Planning and Zoning Commission. The Assembly Council had put that into the ordinance.
2. In response to the areawide rezoning, an easy way to explain why staff would consider this a rezone is, for example, the consolidation of the residential districts on the Hillside. Currently, the zones consist of the R-6, R-7, R-8, R-9, and R-10. It is all one big border on the Hillside. This would be erasing all of those zoning boundaries within it to be just one zoning district. All of those parcels would be reclassified as large-lot residential. The same thing would happen in a similar fashion to the single-family zoning districts, where they would now be combined with two-family zoning districts. This is a simple way to explain the rezoning question: why could this be an areawide rezone?

ALLISON BOLGIANO, Assistant Municipal Attorney, wrote the rezoning in the Comprehensive Plan amendment and the Comprehensive Plan consistency opinions that are part of the materials included in Case 2024-0006, and addressed the difference between what a zone is versus dimensional standards in the text as follows:

1. She likes to think of a zone as a suite, a whole group of rules about permitted uses, dimensional and design standards.
2. Having zoning districts, we can all agree, creates some convenience because you get a heading and rules.
3. With a rezoning, if something is going from an R-2M to a different residential zone, you are swapping out that whole set of rules, and that would be a rezoning. You could accomplish, in some ways, the same end by going into the text of our zoning code and changing the permitted uses and some of the standards for dwelling units in all 15 residential zones. That would achieve, largely, the same end of allowing duplexes everywhere and allowing triplexes in more residential zones, but with the HOME Initiative, the Assembly has chosen what she interprets as a plain reading of our Code to be a rezoning because, as Mr. Yelle explained, we are erasing and reclassifying zones and zoning districts on the official Land Use Map, and that precisely fits the definition of a rezoning under AMC 21.15.040.
4. She agreed and sympathized with the Assembly sponsors that our Code does not do a good job of contemplating a rezone sponsored by the Assembly. Currently, our code prescribes a set of procedures for a rezoning, and the legal way to do a rezoning is to follow those procedures until the Assembly uses its legislative powers to change those procedures or follow the procedures that are already set.
5. There is the practical aspect that without a new official zoning map, which official zoning maps are what rezoning is all about, we will not have the tool by which to apply the new dimensional standards and new uses. The rules and regulations standards essentially would not apply anywhere, and we would not have a tool to classify and determine what uses are allowed and what a building should look like on a property in the municipality.

ASSEMBLY MEMBER ZALETEL clarified that they do not speak for the entire Assembly but are only three members of the Assembly that are sponsoring this ordinance. The Assembly has not weighed in on this.

CHAIR SPINELLI referred to R-10 lots becoming large-lot residential and asked Ms. Bolgiano for clarification that when applying for a building permit, the Municipality of Anchorage would not be able to tell him that this table applies to his lot?

MS. BOLGIANO explained that if the official zoning map is not updated to reflect the changes the Assembly sponsors are proposing in the HOME Initiative, then it is correct that the municipality will not have a tool to know what you can do on your lot.

In response to Chair Spinelli's question that a new zoning map would accompany this, ASSEMBLY MEMBER ZALETEL replied that they are mapped and are currently called Land Use Designations. It would not be an onerous task to simply remap based on what is already in existence in the *2040 Land Use Plan*.

CHAIR SPINELLI felt that this area needs something and had the following additional questions regarding large lots:

1. The R-7 currently allows half-acre lots. The minimum lot size is now one acre, which is a little bit of an issue.
2. The R-10 district consists of steep slope mountain sides, and currently allows for 10-foot front yard setbacks. He is working on a house right now, wondering why anyone would ever want to do that until he realized it might be 80 feet in the air before you are 25 feet back on the lot.
3. He asked if the sponsors had any ideas on tweaking some of what is in this table that could be problematic for the R-10 large-lot residential areas.

ASSEMBLY MEMBER BRAWLEY reiterated that one way to not solve the content of the question being raised, but to give more time is to delay the implementation of the large-lot residential changes. That was something the sponsors have also contemplated, and in the original AO-2023-87(S), it does split off some of these new zones from others. In terms of content, one option is to increase the minimum setback and address things through variances, but that would be in conflict with our general idea of being more flexible. Another thought is if there should be two large-lot zones. For example, one preserves half an acre, and the rest are one acre. There is a valid argument there. It is less of a valid argument why we still have four-acre minimum lots in our Code. All the Hillside zoning districts R-6 through R-10 appear to be from the 1908s, so it did not appear that they were substantially updated in the *Hillside District Plan* during the Title 21 Rewrite. In 2003, Clarion Associates recommended district consolidation in its initial analysis at that time in the Old Title 21. She did not know if they identified R-7 specifically, but they did recommend considering the consolidation of some of those zones. There are different ways to handle both the policy itself and the timeline by which those decisions get worked out.

CHAIR SPINELLI expressed that he did not like prolonging this process. If the commission is going to move forward with something, he would prefer to do it right rather than get it done. He added the following comments:

1. With regard to R-10, just saying lots with steep slopes that inhibit the ability to be able to get the front yard setback waived.
2. With regard to R-7 (small lots) and R-9 (large lots), not many of those exist. He did not know if we needed to make a huge deal out of something that barely exists.
3. Seeing the Code written before it is implemented is a lesson learned from the Site Access Plan. The commission passed it, but it was difficult to take 50 different paragraphs from random sections and understand how they worked in the Code.
4. A lot of the public had expressed skepticism and fear, so it would be appropriate to get something passed, get it written by Planning staff into Title 21, and let everyone take a second look at it and test it. We could alleviate a lot of the public's concern if we were to take that approach, which would allow time to make the small tweaks needed to deal with large lots.

ASSEMBLY MEMBER VOLLAND pointed out that in the revised S version draft included in the packet, it notes that slope and bedrock considerations are more expansive. We bring them out of R-10 and apply them to all the large-lot residential consolidated zones. When meeting with the Geotechnical Advisory Commission, certain natural hazards or potential unspecified economic hazards were justification for keeping some single-family zoning. Slope considerations exist not only in what is currently mapped as R-10 but also exist elsewhere, and so do fire hazards, wildfires, and seismic considerations that make development difficult. Should any of those potential geological or natural considerations be

attached to any specific single zone or just be mapped, and the conditions exist where they exist. Because of slope and bedrock in R-10, we have to have even more constrained or expanded dimensional standards; then why not in R-8? If you have special seismic regulations in R-7, why would those not be elsewhere in the municipality where those potential hazards exist? A future project would be to decouple that from zoning and have those hazards mapped. It could be noted elsewhere in Title 21 or even brought into Title 23's building code. As far as going back to the drawing board and having the Planning Department lead this process, he said candidly that he did not trust them to do that.

CHAIR SPINELLI noted that, at some point, the Code is going to have to be written, and there is an entity within the municipality that enforces it. He did not think someone would want to be at the zoning counter arguing with him about what the Code says.

ASSEMBLY MEMBER ZALETEL asked for clarification that Chair Spinelli is asking to see what the Code looks like. In order to get to that point, they would need to make the policy choice first, and that is where they are at. There are a lot of tools at their disposal to get to where he wants to be, which is a recommendation from this Body that there is concurrence on the policy considerations, and before it would be implemented and live, the commission would want to see x, y, z, and a full code write out to the public for an x amount of time for purposes of digesting and time for asking implementation questions. That would be around its effective date. We have seen other complex areas of Code at the state level be rewritten that way where they agreed it was a policy matter, and before it will go into effect, a laundry list of things would need to be taken care of in order to get to a full-blown code. The Assembly, likewise, can agree to pass a policy change and identify the work to be done up against an implementation date deadline that will keep the work moving expediently.

CHAIR SPINELLI was fortunate to be around during old Title 21 and has seen how the new Title 21 addresses so many of these issues that are wrapped up in the zoning. Like the R-10, we have steep slope sections in the Code now, and there are several other instances where it is like some of the old Code came to the new Code, even though we had things to replace it. For example, the site condominium ordinances in the old Code still linger out there, even though the new Code has a whole new set of rules to address that, but we ended up with old Code layers and new Code layers, which is part of the problem. He generally supports anything that tries to simplify and solve.

ASSEMBLY MEMBER VOLLAND explained that when he said he did not trust the Planning Department to initiate the type of process Chair Spinelli just mentioned, the sponsors had requested the Planning Department help them identify those needed amendments to the *Comprehensive Plan* and the *20240 Land Use Plan* that would be consistent with the HOME Initiative and waited for them to bring something forward, and they never did. He felt that all along this process, when we said we wanted to partner with them in this, we had not received any work product. He feels as if the sponsors have kind of busted their butts to get something drafted to put pen to paper and to get this commission the revised (S) version draft that you have. We did hear feedback from the public that we were going to consolidate zones; then what? What are those dimensional standards going to be, and what are those permitted commercial uses going to be in the higher density zones? We attempted to answer those questions, and that is what we presented to the public.

VICE CHAIR KRISHNA felt that this discussion is somewhat straying into work session question and answer territory. It is late, and she asked if the Body was ready to move into amendments or schedule a work session to figure out our amendments.

CHAIR SPINELLI expressed that his plan was to exhaust all questions of the petitioner and then close the public hearing.

COMMISSIONER PULICE directed his comment to Assembly Member Volland, noting that he felt a lot of the previous Title 21 issues are not a resource issue. It took 10 years to get where we are now because the Planning Department does not have the time to spend writing everything like the sponsors want. When this first came before us, he was wishing he could just spend a week reviewing this, apply all this information, and tell the sponsors how they should do this, but he never found the time. He did not think that the Planning staff is ever going to find the time to because it is a struggle. Eventually, no matter what we do tonight or if we approve this tonight, there is still going to be a zoning map amendment at some point in the future. There is going to be a Comprehensive Plan amendment, a cleanup in Title 21, and even the district plans will have to clean stuff up. Again, if we approve all this right now, he still felt it will drag out for a couple of years because of resources. Do the sponsors have any ideas for that? Can we fund something to have someone do that?

ASSEMBLY MEMBER VOLLAND noted that they have worked with a consultant that was hired by one of the co-sponsors to do a lot of this work. We brought the work product forward, and whether that was capacity issues at the Planning Department or a lack of political role, he did not know. We are in a space right now where that *2040 Land Use Plan* was completed in 2017, and most of those action implementation items had three- to five-year timelines, and they have not been accomplished. The HOME Initiative is partially a response to that inaction. The fact that those things have not been brought forward. His argument is that as long as we are following the intent of the plan to create the types and diversity of housing that are envisioned in the plan, then we are on the right track. Sooner or later, it is going to take decisive action and, frankly, Assembly members that are willing to face the political fire to bring something forward.

ASSEMBLY MEMBER ZALETEL noted that the Assembly added a planner position to the budget last November and did that knowing they were bringing this work forward. The money is still there. She understood there are workforce challenges in this municipality, but there are lots of challenges in this municipality. It is a lot of work to make a change like this. It is a lot to sit down with it, grasp it, and spend time with it. The Planning Department is very busy. Three Assembly members, our counsel, and our legislative services staff are very busy. This is one competing priority among many. The big takeaway is that we have committee resources for this both in our branch and through the additional planning position, and if we were working against a policy recommendation that we have a deadline for implementation, she thinks the resources would be there to get it done. Whether that is a reallocation of that Planning Department's staff member into a consultant role, we have some internal housing policy resources within the Assembly branch. We have made, as an Assembly and through appropriations throughout the municipality, housing a top priority. There are resources to be brought to bear if we know the will to use them is there.

COMMISSIONER GEORGE expressed that he was impressed with all the work involved in this and that it would take more than three people. He asked who the hired consultant is assisting with this.

ASSEMBLY MEMBER ZALETEL said she wanted to be clear that it is a consultant but is her personal aide. The Assembly members have a stipend or a budget to be used for policy priorities. Jonathan Lang is her Assembly aide.

ASSEMBLY MEMBER BRAWLEY added that the sponsors have received informal advice from some peers. She is also a practicing planner, not a zoning expert, but is extremely familiar with comprehensive plans and the general principles of zoning. They have also consulted with professionals that use the code on a daily basis.

CHAIR SPINELLI closed the public hearing.

VICE CHAIR KRISHNA moved to recommend approval to the Anchorage Assembly of Case 2024-0067 (Comprehensive Plan Amendment to the Anchorage 2020 and the Anchorage 2040 Land use Plan to allow for implementation of the Home Initiative), subject to the Planning Department's Recommendations 1, 2, and 3 shown on pages 18 and 19 of the staff report. COMMISSIONER GARDNER seconded.

COMMISSIONER RAUN asked for clarification that the Planning Department's recommendation is to postpone the action.

CHAIR SPINELLI believed the Planning Department's initial recommendation was to postpone, but Recommendation 1 is to provide a more collaborative, completed comprehensive plan amendment consistent with a 10-year targeted plan review. He would welcome any amendments to the motion.

VICE CHAIR KRISHNA withdrew her motion. COMMISSIONER GARDNER seconded.

COMMISSIONER GARDNER moved in Case 2024-0067 to approve the amendment to the Comprehensive Plan to allow implementation of the HOME Initiative. VICE CHAIR KRISHNA seconded.

COMMISSIONER GARDNER noted the following:

1. As a general matter, in response to some of the items the sponsors were looking for, he did support the general policy goals and intent of the motion.
2. He also thought it was important to not get totally bogged down in the details at this stage, in that you can always find ways (as we see in a lot of these cases where it is controversial) to do something that requires more review and more detail.
3. There is a strong and significant need for some sort of change to make it easier to provide housing in this community.
4. It is also significant, and some testimony was heard, that this is not intended to add additional restrictions on anyone's rights or open up the ability, as a general matter, to provide more housing more easily.
5. One of his concerns is the open-ended nature of commercial use in some of the proposed districts. He finds it compelling that the Planning Department's discussion on this point, particularly with respect to manufactured home communities, we have seen that some of those are lost. He did understand that the sponsors' general thought was that simplifying development would lead to more overall development, even if you do not necessarily have some parcel that is developed to include residential, and overall you might end up with more, but you lose a couple of those

communities, which are relatively dense, and it takes a lot to account for that lost housing. He has a lot of concern with that piece of it, and to the extent that we are adding specific areas that we would like to see resolved or addressed in the future, would be one for him.

COMMISSIONER PULICE agreed with Commissioner Gardner's concern about allowing commercial development to move into residential areas easier. Allowing a couple of duplexes and triplexes seems like a good move, but the commercial portion bothers him.

CHAIR SPINELLI intends to support the motion, noting the following:

1. He agreed with a lot of what Commissioner Gardner stated, but he also clarified that this is on the Comprehensive Plan amendment, and after we discuss that amendment, we can talk about the HOME Initiative and the changes to Title 21.

VICE CHAIR KRISHNA intends to support the motion, noting the following findings of fact:

1. The commission did receive a lot of testimony this evening, but testimony was not received on specific changes to wording in this ordinance or specific objections to content in the Comprehensive Plan amendment.
2. Knowing that we could spend an endless amount of time editing and amending our Comprehensive Plan and revisiting those policy recommendations is not why we are here tonight. More narrowly, we are looking at an amendment that allows for the implementation of the HOME Initiative and taking the sponsors and staff's understanding that this would allow for that. She did not have much of an objection to the specific language. The public can weigh in at a later stage if they have more specific recommendations.

COMMISSIONER GEORGE expressed that he has a lot of thoughts on the Comprehensive Plan and its process, its importance, and the HOME Initiative itself, noting the following:

1. His fellow commissioners have raised valid points.
2. Something does need to be established, at least procedurally, because we are an independent Body.
3. He referred to page 6 of the 2020 Comprehensive Plan, which talks about how it was developed through a process that was integrated with extensive public comment and involvement and an analysis of population, economic, and land use trends. The process began with community vision and led to the creation of goals and objectives. It took several years, as the sponsors noted during their presentation.
4. It started between 1996 and 1997 with over 2,000 Anchorage residents. Helped define the community values and create a new community vision as described in Chapter 3.
5. There were a series of reports on current trends, issues, and challenges prepared.
6. There were inventories of commercial and industrial land.
7. There were inventories of existing residential land and open space.
8. There were fiscal impact analyses and transportation models.
9. In 1998, a diverse citizen task force of 250 citizens took part in seven groups to help draft the goals for *Anchorage 2020*.

10. The results of their efforts were presented in community meetings.
11. Following their work, the results were presented to the Planning and Zoning Commission via the Planning Department and were eventually unanimously approved.
12. Why does he bring this information up? Because that is the public process. And that is what is missing here.
13. Before us is a rather unique experience, with the sponsors being members of the Assembly. It is a little weird for him to have elected members of a higher Body before this commission. He has been told that this has never been allowed before, and three of them are sponsors of a piece of their own legislation.
14. The sponsors are telling us that the Planning Department is not being responsive to them.
15. We have multiple legal opinions from our own municipal staff. Then we have the sponsors providing us with an attorney drafted document asking us to make a finding of fact contrary to our own legal opinion.
16. We are an independent Body.
17. Perhaps there is a reason why that precedent was what it was.

CHAIR SPINELLI pointed out that we have made a few amendments to the Comprehensive Plan in the last few months and none of that information was read into the record. The Assembly members are here as a courtesy because the way codes are written in town is through the Anchorage Assembly and they do not need to be here, but he thought they were urged to attend for the public process. The fact that they are the sponsors and they have the power to pass this with or without this hearing, is partially why he is in favor of moving it forward and giving it to them with the recommendations this commission feels are appropriate, whatever those may be.

COMMISSIONER GEORGE appreciated the comment, noting that Chair Spinelli's wisdom as a builder and someone who has survived Title 21 is not lost on him. He spent five years working for another builder through the Title 21 process and lived through that trauma second-hand. Regardless of what another Body may or may not do, this Body has its own duty, which is to ensure that we act according to our charge. We can pass it, we can pass it with recommendations for amendments, or we can hold it. The Assembly may do whatever they wish, and they may pass it ultimately. What they might or might not do should not factor into our decision. He came tonight undecided, and what made his decision a little easier was that he had yet to see where public opposition and our concerns had been addressed with changes. Even Chair Spinelli had questions as a builder. Is this ready for prime time? He wished that he could support the motion, but, at this point, he cannot.

CHAIR SPINELLI noted that he did not think this was ready for prime time; he just thought it was ready to move forward.

COMMISSIONER EBER has a lot of the same thoughts that Commissioner George has and noted the following:

1. She appreciated that the sponsors have come before us with what they are bringing forward. It is a good step.
2. She does have a lot of issues with the legislation that Commissioner George mentioned.
3. A lot of the community councils do not agree with it, and that speaks to a high accord to her.

4. The Right-of-Way Department commented that there are a lot of issues that need to be addressed.
5. The public wants more participation, so the sponsors should listen to what the public wants.
6. As a Body, we should listen to what the public wants and give them more time to discuss this further.
7. This is an election year, and some of the sponsors have said that they want this to pass because it is an election year. She wholeheartedly disagreed with that.

COMMISSIONER RAUN commented that a lot has been said tonight by the sponsors, who are on the quick and ready to respond with what it is they want us to hear. He noted the following:

1. Heard from members of the public that are passionate from both sides.
2. He thoroughly appreciated the work that staff has done on this. It is not often that we receive legal advice as well.
3. We all understand the weight of what it is that we are doing. Given that weight, he did not have enough information before him to move forward with approving the motion.
4. There are a litany of items about which he could speak and raise questions about public process and input. The responses that we heard back were that we did what was required for the 21-day notice. To him, that does not pass muster for the weight of the changes that we are being asked to push forward.
5. As a commissioner and a member of this community, he is strongly supportive of taking appropriate measures to increase housing in ways that make sense for the people that need it and for our community as a whole. It could be that this HOME Initiative is the way that we get there; he just did not think it was ready in its current form to do so.

VICE CHAIR KRISHNA moved to postpone Case 2024-0067 to the meeting of June 3, 2024, for the purpose of the commission providing findings that might allow for staff and the sponsors to answer questions that have been raised. COMMISSIONER STRIKE seconded.

MR. YELLE asked for clarification on the postponement in order to create the draft findings of fact to be discussed. Would those be determined in a work session that is to occur between now and June 3, 2024? If the commission were to postpone, be very clear as to the reasons why, their intended outcome, and what type of product they would like to see at the next meeting because June 3 is two weeks from now.

COMMISSIONER STRIKE asked for clarification that the motion to postpone would include adoption of the Department's Recommendations 1 through 3, shown on pages 18 and 19 of the staff report.

VICE CHAIR KRISHNA replied that we did not actually discuss any of the content of the Comprehensive Plan amendment; we did not get to talk about any specific clauses, amendments, or wording in this. She imagined that the commissioners would have specific sections that they would like to potentially edit or strike.

COMMISSIONER STRIKE asked for further clarification that the motion to postpone should follow the wording shown on pages 18 and 19 addressing the Department's recommendations for postponement and addressing recommendations 1 through 3.

VICE CHAIR KRISHNA explained that was not her intention. Her reading of the Department's recommendations on pages 18 and 19 is that it would take far longer than two weeks to accomplish.

COMMISSIONER STRIKE referred to Commissioner George's comments that we are an independent Body and if it takes the time to do it right, then we take the time. If the motion to postpone is not going to adopt the Department's three recommendations, then he will **withdraw** his second.

COMMISSIONER EBER asked if the commission would like to be able to view, edit, and address specific parts of this and then potentially give their recommendation.

VICE CHAIR KRISHNA noted that with Commissioner Strike's comment, we would need to postpone this to 2026 if we were to adopt the Department's recommendations. That is not her intention.

COMMISSIONER GARDNER seconded.

CHAIR SPINELLI does not intend to support the motion to postpone because he knows that if we move this forward tonight, this process starts over again with new public hearings at the Assembly. This Body has passed items before for cases that he was involved with, and he did not agree with what this Body passed. He went before the Assembly and lobbied to change those items. He believed the ability to do that allowed for the public process to play out. The Assembly members are elected officials. We are a volunteer Body and he felt ready to push this to the next step. He did not wish to bring it back.

Motion to postpone to June 3, 2024.

AYE: Krishna, Pulice

NAY: Eber, Gardner, George, Raun, Spinelli, Strike, Winchester

FAILED

COMMISSIONER RAUN moved to postpone action on the Public Hearing Draft Comprehensive Plan Amendments in AO 2023-44 to allow the Assembly to revise the public hearing draft ordinance and bring the revised public hearing draft back before the PZC for a public hearing, including taking the following actions of Recommendations 1 through 3 shown on pages 18 and 19 of the staff report. COMMISSIONER STRIKE seconded.

COMMISSIONER STRIKE intends to support the motion, noting that this is effectively what was previously put forward without approval because it now takes into consideration the recommendations that staff had initially presented.

VICE CHAIR KRISHNA asked that if we do postpone this to a date uncertain, will the Assembly's public hearing on June 25, 2024, still move forward and will they still vote on this if they so choose.

ASSEMBLY MEMBER ZALETEL replied that, yes, the Planning and Zoning Commission's action will be forwarded to the Assembly, whether it be to postpone or to forward any recommendations. It is already scheduled for a public hearing at the end of June.

VICE CHAIR KRISHNA does not intend to support the motion because she believes we have an opportunity to weigh in and provide recommendations that this Body can make, and she would choose to do that rather than waive that right by taking this off our plate.

MR. YELLE clarified that if the commission postpones action tonight, there will be no resolution to forward to the Assembly. It would simply be a memorandum informing them of the postponement, not any type of product he could forward to the Assembly for their consideration. It would not really be a recommendation because there is no decision.

Motion to postpone to a date uncertain.

AYE: Eber, George, Pulice, Raun, Strike

NAY: Gardner, Krishna, Spinelli, Winchester

PASSED

MR. YELLE suggested the commission reconsider the motion to add a date certain for the Comprehensive Plan amendment in order for staff and the sponsors to have a clear expectation as to when to bring back the information that needs to be provided.

COMMISSIONER RAUN moved to reconsider the motion to postpone. COMMISSIONER STRIKE seconded.

Motion to reconsider.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Winchester

NAY: Strike

PASSED

ASSEMBLY MEMBER ZALETEL noted that with the public hearing schedule before the Assembly at the end of June, she would suggest June 10. The Planning Department and the sponsors can get together and effectuate the will of the postponement and find a meeting of the minds, or they cannot, and we can report that back on June 10.

COMMISSIONER GARDNER moved to amend to postpone to June 10, 2024, to receive a response that includes the specific items requested in the main motion.

COMMISSIONER PULICE asked what the result would be of this postponement. The Comprehensive Plan, the rezone process, and improving Title 21 cannot be written in the next three weeks. His understanding is that if we approve this as written, it basically tells the Planning Department that they have to redo the Comprehensive Plan and carry out a rezoning process and the Title 21 text amendment, which is what everyone is asking us to do. He was confused by the postponement.

CHAIR SPINELLI expressed that he had thoughts about writing a list of recommendations but did not have a process that would allow him to bring it to the commission. That is why he is not in favor of postponing, but would rather approve this, let the Assembly hold their public hearing, and follow the process as they see fit. He did not know what would happen in the next two weeks.

COMMISSIONER WINCHESTER seconded.

COMMISSIONER GARDNER initially did not see a whole lot of benefit to postponing. What he would be interested in, if we are going to postpone it, is that June 10 would still give the commission an opportunity to get additional feedback and provide specific findings that could be contemplated and considered at the Assembly's meeting later in June. He could see value in having an opportunity because there were some pending items in the staff report that were flagged as still needing to be included. He would be interested in seeing what the Assembly and the Department's discussions involved and what efforts have been made to resolve that. We could then look at those perspectives and provide a recommendation one way or the other.

CHAIR SPINELLI commented that Commissioner Gardner may have swayed his support.

COMMISSIONER GEORGE noted that in order to make progress, we have to do something. He asked for clarification that if we are moving to approve at some point, how do we adopt the Department's recommendations without postponing to a date not certain.

CHAIR SPINELLI pointed out that the original motion included the Department's recommendations, then it was questioned and became a motion to approve the Comprehensive Plan amendment. Now a motion to postpone is on the floor to a date certain. The idea was to allow us to recommend some findings and move something prior to the Assembly's public hearing on June 25.

MR. YELLE noted that the recommendations would take much longer than two weeks. If there is an expectation that these conditions are going to be accomplished in two weeks, that will not happen. The commission could make a decision or issue recommendations based on staff's recommendations with the understanding that those will be accomplished at a later date by either the sponsors of the ordinance or by the Assembly as a whole.

CHAIR SPINELLI stated that his interpretation of staff's recommendations is that this is a six-year process, so slow your roll. He is willing to move forward without following staff's recommendations.

ASSEMBLY MEMBER ZALETEL informed the commission that one of the reasons she talked to Mr. Yelle about a date certain is that it puts us back in a room together to see whether there are points that we can agree on. We may narrow down the points we disagree on. If it is that we have a greater meeting of the minds around the Comprehensive Plan amendment language, maybe the process is still a point of contention, but you will then know that. We have not had that opportunity in this process to sit back down and have this conversation since the staff report came out on the Comprehensive Plan or the Land Use Plan amendments. The idea there was to possibly refine where we land with the meeting of the minds, which might help the commission make clear recommendations. There likely will not be a full resolution, particularly around process, but as to the actual amendments, there could likely be movement.

MS. BOLGIANO referred to the code and the commission's advisory role to provide comments and recommendations to the sponsors; her sense is that whether it is done tonight, June 3 or 10, the most useful procedure for this Body to do is to provide those comments and recommendations to the sponsors.

COMMISSIONER STRIKE clarified that what we have voted on thus far, without a date certain, is the staff's recommendations. This Body is voting on how we will address these and send this message to the Assembly. The Assembly will see that it passed five to four, providing them with the concerns that were raised and identifying that there is still work that needs to be done. But again, it is a recommendation to the Assembly, which will make the ultimate decision. Once it leaves this Body, we are done.

Motion to amend to postpone to June 10, 2024.

AYE: Eber, Gardner, Krishna, Pulice, Raun, Spinelli, Strike
NAY: George, Winchester

PASSED

COMMISSIONER GARDNER noted that he would be interested in having an opportunity for the sponsors to discuss the Planning Department's comments on the proposed amendment. These can be relatively targeted amendments to enable the implementation of the HOME Initiative. He would be curious to see what comes from that and those views regarding any points of disagreement that remain, so that we can evaluate and provide specific recommendations when this comes back on June 10.

VICE CHAIR KRISHNA would like to see a distinction made between the Comprehensive Plan amendments that are specifically needed for the HOME Initiative ordinance and the others that are added for different reasons, so that we can better parse at the June 10 meeting which ones are changeable and which ones are more of a general vision amendment. In general, she would like to see language provided to them and written out for any amendments that staff or the sponsors would like to suggest because it is hard for us to draft substantial amendments during the meeting.

COMMISSIONER RAUN would like to see input from staff and confirmation that staff and the sponsors have worked together in discussing and coming up with implementation steps or other tools necessary to address Recommendations 1 through 3. If what we hear on June 10 still has conflicts, then how might those recommendations be used to reduce future conflict if not all of the issues can be resolved by that date.

CHAIR SPINELLI would like to see the sponsors and staff meet and mend some of this lack of trust. Staff needs to put some effort into that relationship.

Main motion, as amended to postpone to June 10, 2024.

AYE: Eber, Gardner, Krishna, Pulice, Raun, Spinelli, Strike
NAY: George, Winchester

PASSED

1. **CASE: 2024-0006 (TD)**
PETITIONER: Anchorage Assembly, ordinance sponsored by Members Brawley, Volland, and Zaletel.
REQUEST: Recommendations regarding the Public Hearing Draft Housing Opportunities in the Municipality for Everyone (H.O.M.E.)

Initiative, Assembly Ordinance 2023-087(S) by amending and repealing portions of the Anchorage Municipal Code Chapters 21.04, 21.05, 21.06 and 21.07 to realign the Residential Zoning Districts throughout the Anchorage Bowl with the stated goals and intents of the Comprehensive Plan and Anchorage 2040 Land Use Plan, and providing for staggered effective dates for changes to groups of Residential Zoning Districts.

COMMISSIONER RAUN moved to postpone Case 2024-0006 to June 10, 2024. VICE CHAIR KRISHNA seconded.

COMMISSIONER RAUN intends to support the motion. It brings in line the opportunity for staff and the sponsors to work the text amendments, HOME Initiative, and Comprehensive Plan amendments all at the same time. This case was postponed absent the Comprehensive Plan amendments that we have now heard for the first time.

VICE CHAIR KRISHNA intends to support the motion. The following is what she would like to see on June 10 or before:

1. The list of potential amendments that one of the sponsors had, preferably written out allowing the commissioners to easily read them and introduce them at that meeting.
2. There were some other amendments being contemplated that we might also want to get in writing.

COMMISSIONER GARDNER is interested in seeing what options there may be to addressing the concern he had raised earlier about the by-right commercial use without any requirement for residential and what that looks like in ways to address that concern.

VICE CHAIR KRISHNA added that she has a specific request to understand the amount of land in the municipality that is currently allowed under R-3A and R-4A and how much this would increase that. In support of Commissioner Gardner's comment, she would also like the Department to recommend an amendment for us to consider that would address the Department's concerns.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Winchester
NAY: Strike

PASSED

H. APPEARANCE REQUEST - None

I. REPORTS - None

1. **Chair**
2. **Secretary**

3. Committee

J. TITLE 21 DISCUSSION - None

K. COMMISSIONERS' COMMENTS - None

L. ADJOURNMENT

COMMISSIONER PULICE moved to adjourn. COMMISSIONER STRIKE seconded.

AYE: Eber, Gardner, George, Krishna, Pulice, Raun, Spinelli, Strike, Winchester

NAY: None

PASSED

The meeting adjourned at 11:11 p.m.

Academy Drive & Vanguard Drive Area Improvements

Fact Sheet

Project # CFHWY00783 / Federal # 0001753



Project Background

The Academy Drive & Vanguard Drive Area Improvements project will provide an improved travel corridor between Brayton Drive and Abbott Road. The project would improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

Improvements may include:

- roadway realignment(s)
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.



Contact

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

Julia Hanson, PE, DOT&PF
Project Manager
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P: 907-269-0753

Holly Spoth-Torres, Huddle AK
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Stephanie Mormilo, PE, HDL Engineering
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Schedule

June 2023	Project Start
2024	Environmental Document Complete
2025	75% Design
2026	95% Design
2027	Construction

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 event should call or text Holly Spoth-Torres at 907-223-0136 or call Alaska Relay at 711. Requests should be made at least 2 days before the accommodation is needed.

Mailing List



Scan the code with your phone to be added to the mailing list. You will be notified by email when there are project updates.



Academy Drive & Vanguard Drive: Open House #2 Summary

Date: March 19, 2025

Attendees: 13 (Sign-in Sheets Attached)

Reporter: Lucy Wittlinger, Huddle AK

Location: Taku Elementary School, 701 E. 72nd Ave, Anchorage, AK 99518

Project: Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / **Federal #** 0001753

Subject: Open House #2 Summary

Summary

The second public meeting for the Academy Drive & Vanguard Drive Area Improvements project was held on Wednesday, March 19, 2025, from 4:30 pm to 6:30 pm at Taku Elementary School in Anchorage. Attendees viewed presentation boards set up around the multi-purpose room, two project area roll plots displayed on tables, and had the opportunity to provide comments and ask questions of the project team members.

The presentation boards included:

- Welcome Board with 'How to Participate' Instructions
- Proposed Improvements & Schedule
- Typical Road Sections, including summer/winter

The project area scroll plots showed conceptual layouts for the intersection improvements at Abbott Road and at Academy Drive/Vanguard Drive.

Summary of Comments and Input Received Verbally from Meeting Participants

- Preferred Concept:
 - Most participants were supportive of and preferred the roundabout concept for the intersection of Academy Drive/Vanguard Drive
- Non-Motorized infrastructure:
 - All attendees supported the multiple non-motorized facilities – especially if they connect to the other side of the highway
 - Attendees noted that there are a lot of pedestrians using this corridor and currently have a difficult time navigating the area because they do not know where to walk with the lack of pedestrian facilities.
- Traffic Signal:
 - Most were supportive of the potential signal at the intersection with Abbott Road
 - Some noted concerns of vehicles not yielding or paying attention to pedestrians at the Independence Drive intersection and have similar concerns at this location due to the high number of turning vehicles
 - Most were supportive of the standard intersection configuration compared to the channelized right as long as an auxiliary turn lane is provided
- Residents noted that the new car wash on Abbott Road has increased icing in the area
- The existing roads are in poor condition.

- Participants seemed generally favorable to the project.
- Participants seemed excited at ideas to reduce speeds and build pedestrian facilities.
- There were side conversations about the Seward Highway: O'Malley to Dimond project that included support for the Scooter Avenue interchange and concerns about the diverging diamond at O'Malley.
- Some expressed concerns about the potential increase in overall traffic volumes.

Participant Questions

- What will happen with the existing areas of ROW and acquired parcels that remain outside of the new improvements?
 - There were general concerns that unmanaged parcels and areas regularly have unhoused population settlements and/or become dumping areas for trash, etc.
- Is it possible to provide security fencing along the roadway?
- When will the highway project be constructed?
- Is it possible to extend a sidewalk down the east side of Vanguard Drive to the intersection of Courage Drive where there is an existing sidewalk?
- Can landscaping be added between the roadway and the non-motorized facilities (similar to Independence Drive)?
- Is there anything that can be done to improve the existing pavement conditions prior to the construction of the project?

Written Comments

- Two (2) written comments were received, and they can be found in the appendix.
- Attendees had the opportunity to write comments on post-it notes on the roll plot. Photos of those notes are included in the appendix.

Additional Coordination

- The owners of AK Pave were in attendance and noted concerns with their access, site circulation, and management of vacant properties.
- The project team was informed that there is a proposed water main connection from Academy Drive to the private water system serving the Southwood Manor Mobile Home Park. It is likely that this will occur prior to the construction of this project, but the project team will keep track of these improvements to minimize conflicts.
- Representatives from the Cook Inlet Soccer Club attended to see if this project has any further impacts on the church parcel on the northeast corner of Brayton Drive / Academy Drive where they currently have many fields operating. Contact information for DOT ROW to coordinate with the Seward Highway project was provided.
- The property owner at the corner of Vanguard Drive and Courage Drive has concerns with the adjacent commercial property and the use of an easement located on the owners property. The property owner recently had their property surveyed to determine their property limits and noted it appears a portion of the access and a storm drain structure may be on their property. The property owner is okay with ROW acquisition, if necessary, to provide appropriate driveway access to the commercial property, but would like to regain access (move fence) to the unused portion of their property within the easement.

Open House Advertising

Mailing: A postcard invitation to the open house was sent via the USPS on February 26, 2025.

Web: The project website (<https://academyvanguard.com/>) was updated with the open house information, including the date, time, and location on February 26, 2025.

Email: An e-newsletter announcing the public meeting was sent to the project email list on February 26, 2025, and a reminder e-newsletter was sent on March 17, 2025.

Newspaper: A public notice for the meeting was placed in the Anchorage Daily News and it ran on February 26, 2025.

Open House Follow-Up

An e-newsletter was sent out to the project email list on March 25, 2025, 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. Roll Plot Comments
4. Attendance List
5. Public Meeting Advertisements (Emails, Mailer, Newspaper)



Public Meeting Sign-in Sheet

Meeting: Academy Dr & Vanguard Dr Area Improvements

Date: March 19, 2025

Location: Taku Elementary School

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly – Thanks!

Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Scott Hickox		☒	Female ☐	Male ☒
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☒
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:	
Robert T + Pamela Grandle		☒	Female ☒	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☒
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:	
QUINT BAGCAL		☒	Female ☐	Male ☒
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☒
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone		Check the box below to be added to the email list.	Please check all that apply:	
		☐	Female ☐	Male ☐
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐

Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Jason LEONARDIS (Cook Inlet soccer club)		☒	Female ☐	Male ☒
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Lizzie Newell		☒	Female ☐	Male ☐
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Andrew Gaa		☒	Female ☐	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
MAIT EWITT		☒	Female ☐	Male ☐
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
BONNIE ALLEN		☐	Female ☒	Male ☐
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐

Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Ori Miller		☒	Female ☐	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
JAMES WITA		☒	Female ☐	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Fred Gregory		☒	Female ☐	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
Ken Whitmore		☒	Female ☐	Male ☒
			White ☒	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:	
		☐	Female ☐	Male ☐
			White ☐	Hispanic ☐
			AK Native ☐	Asian ☐
			N. American ☐	Pac. Islander ☐
			Black ☐	Other ☐

Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
Eugene Harnett			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
		☒				
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
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Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
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Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
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Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
		☐				
Name/Email/Phone	Mailing Address	Check the box below to be added to the email list.	Please check all that apply:			
			Female ☐		Male ☐	
			White ☐		Hispanic ☐	
			AK Native ☐		Asian ☐	
			N. American ☐		Pac. Islander ☐	
			Black ☐		Other ☐	
		☐				

Academy Drive & Vanguard Drive Area Improvements

Fact Sheet

Project # CFHWY00783 / Federal # 0001753



Project Background

The Academy Drive & Vanguard Drive Area Improvements project will provide an improved travel corridor between Brayton Drive and Abbott Road. The project would improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

Improvements may include:

- roadway realignment(s)
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.



Contact

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

Julia Hanson, PE, DOT&PF
Project Manager
E: julia.hanson@alaska.gov
P: 907-269-0753

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

Stephanie Mormilo, PE, HDL Engineering
Project Manager
E: smormilo@hdlalaska.com
P: 907-564-2134

Schedule

June 2023 Project Start

2024 Environmental Document Complete

Spring 2026 75% Design

Winter 2026 95% Design

2027 Construction

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

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Mailing List



Scan the code with your phone to be added to the mailing list. You will be notified by email when there are project updates.



Welcome!

Academy Drive & Vanguard Drive Area Improvements

Open House #2

Wednesday, March 19, 2025
4:30 pm - 6:30 pm

Project # CFHWY00783
Federal # 0001753



Introduction

This reconstruction project will provide an improved travel corridor between Brayton Drive and Abbott Road. The project aims to improve east/west traffic connectivity, provide more efficient traffic flow and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west beneath the Seward Highway.

How to Participate in this Open House:



Sign-in and receive
a Fact Sheet.



Visit the stations to ask
questions and talk with the
project team.



View updates on the
project website.

<https://academyvanguard.com/>



Stay informed: Scan the
code to join the project
email list.



Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Proposed Improvements & Schedule

The project may include the following improvements:

- roadway realignment(s),
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- accessibility improvements,
- and roadside hardware.

June 2023

Project Start

2024

Environmental Document
Complete

Spring 2026

75% Design

Winter 2026

95% Design

2027

Construction

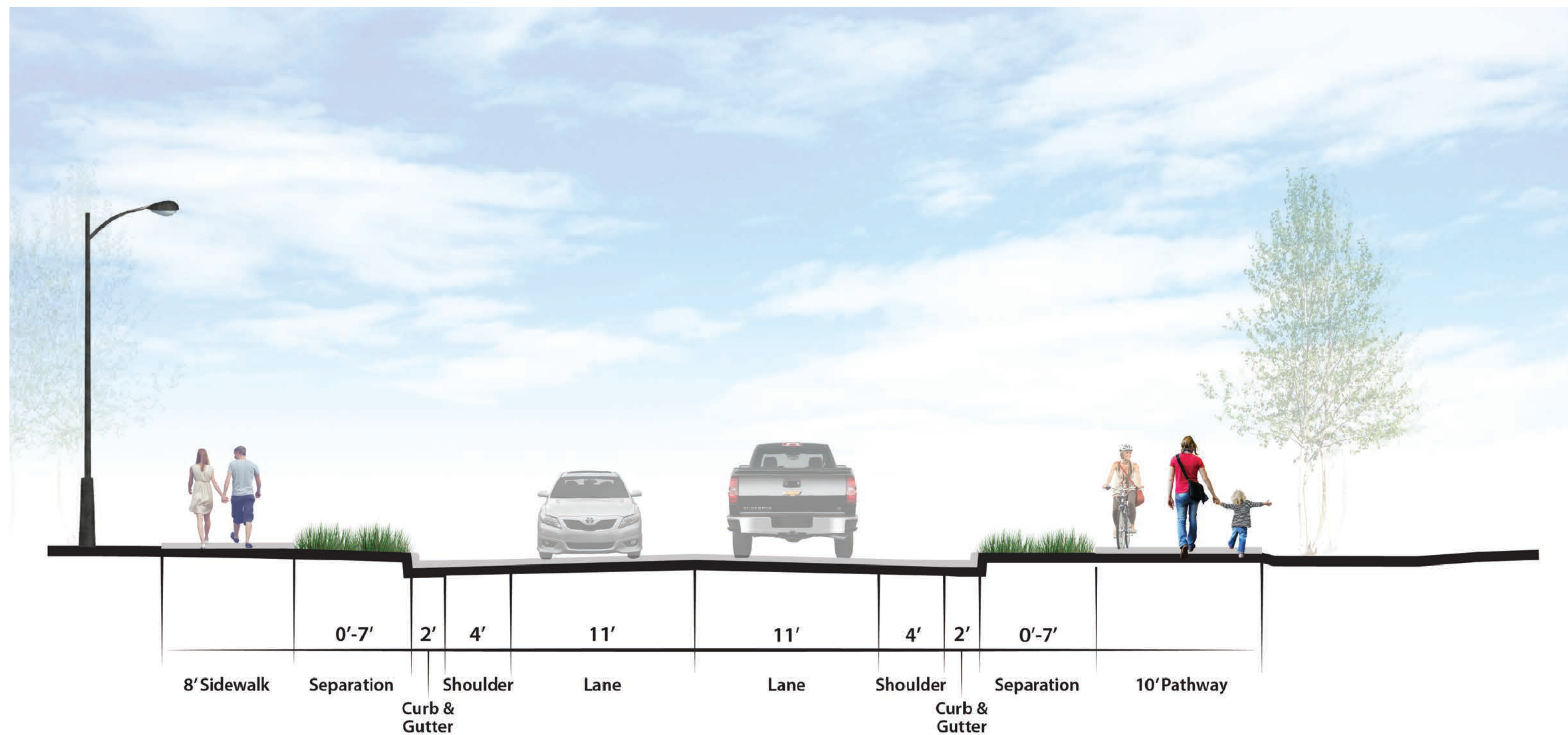




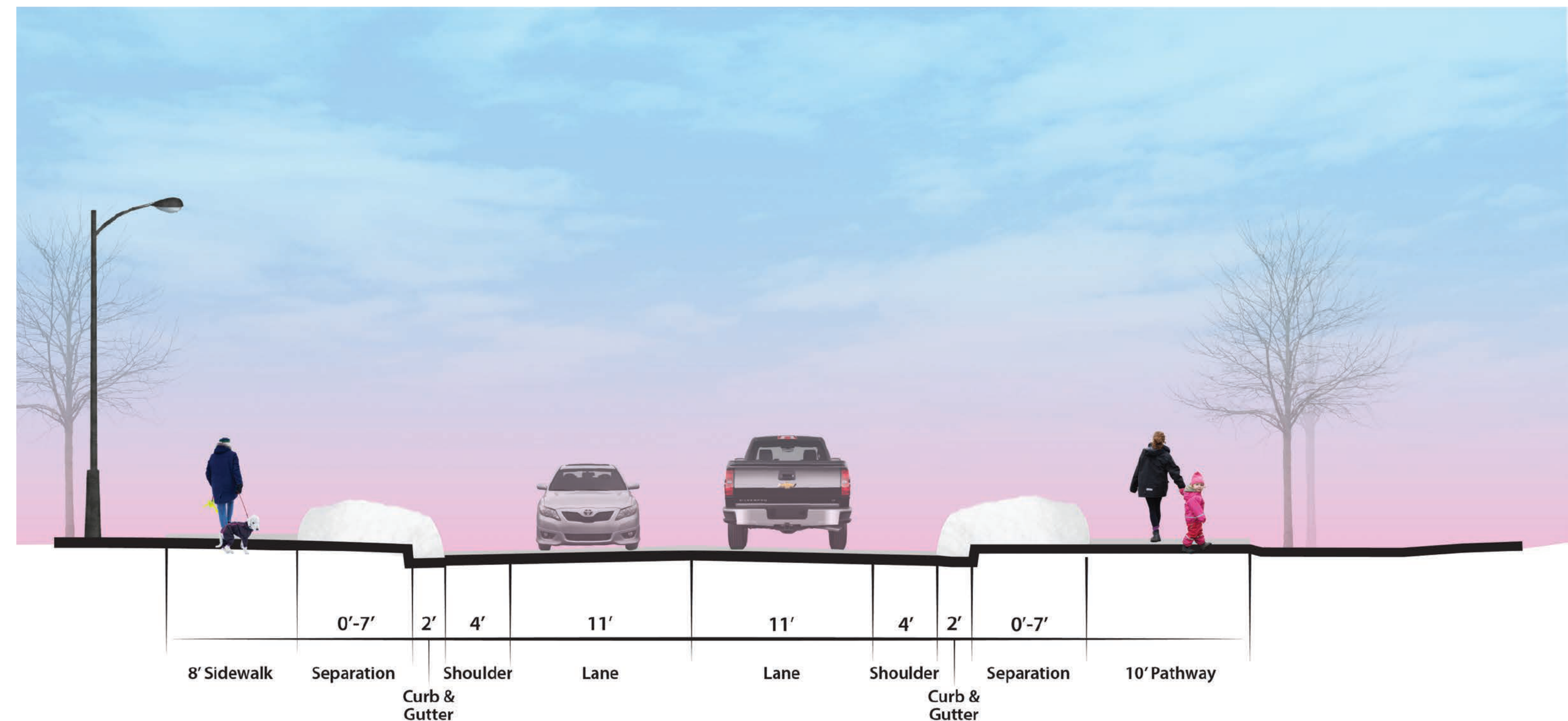
Academy Drive & Vanguard Drive Area Improvements

PROJECT # CFHWY00783 / Federal # 001753

Typical Sections



Academy Drive and Vanguard Drive
Typical Section



Academy Drive and Vanguard Drive
Winter with Temporary Snow Storage

Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753



Comment Form

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

Name BONNIE ALLEN	Date 3/19/25

☐ Check here to sign up for email project updates. (I'm already signed up)

COMMENTS

I like the roundabout - roundabouts move traffic and prevent fatalities. I like the signal @ ABBOT.
Thank you for the presentation & information and opportunity to provide input. ☺
- Yay for pedestrian & bicycle accommodations separated from vehicles.

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

Julia Hanson, DOT&PF, PO Box 196900, Anchorage, AK 99519

Email: julia.hanson@alaska.gov

<https://academyvanguard.com/>

Academy Drive & Vanguard Drive Area Improvements

Project # CFHWY00783 / Federal # 0001753



Comment Form

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

Name <i>Fred Gregory</i>	Date <i>3-19-25</i>

☒ Check here to sign up for email project updates.

COMMENTS

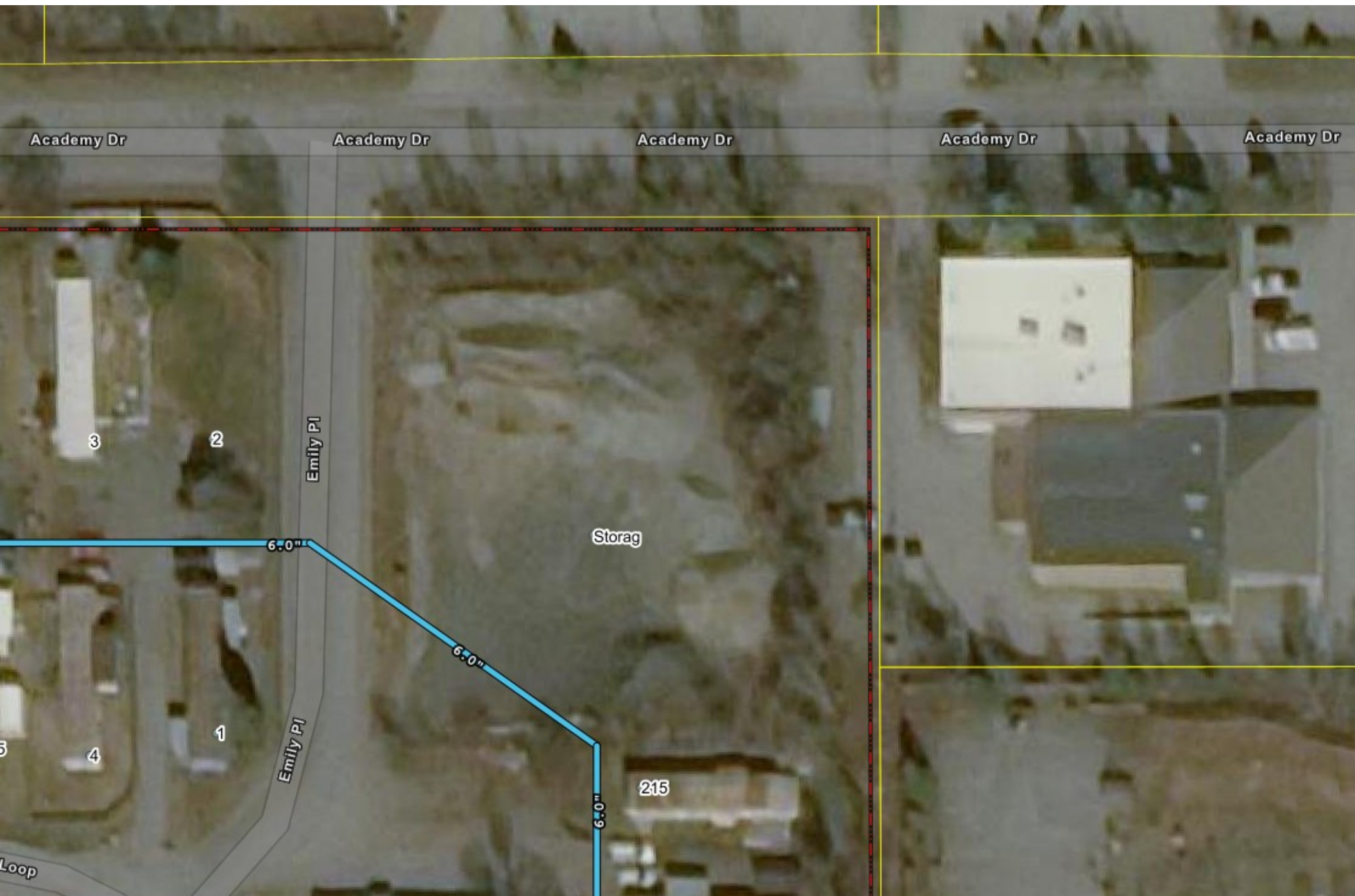
I would like to see this project happen.

The round about design is much preferred.

Ultimately I want to be able to get from Vanguard to Old Seward by Car, Bicycle or on Foot. We need more east/west access in the area.

Please submit this comment form to any member of the project team or send to:
Julia Hanson, DOT&PF, PO Box 196900, Anchorage, AK 99519
Email: julia.hanson@alaska.gov

<https://academyvanguard.com/>



Academy Dr

Academy Dr

Academy Dr

Academy Dr

Academy Dr

Emily Pl

Emily Pl

Storag

215

6.0"

6.0"

6.0"

3

2

1

4

5

Loop

Open House #2 – March 19, 2025
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Open House #2 – March 19, 2025
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Open House #2 – March 19, 2025
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Open House #2 – March 19, 2025
Academy Drive & Vanguard Drive Area Improvements
Comments via Post-It on Roll Plot



Subject: Please Join us for Open House #2
Date: Wednesday, February 26, 2025 at 4:12:25 PM Alaska Standard Time
From: Huddle AK <holly@huddleak.com>
To: Mandy Spoth <mandy@huddleAK.com>



Join us for Open House #2

Please join the Alaska Department of Transportation & Public Facilities at this Open House to learn about the Academy Dr & Vanguard Dr Area Improvements Project!

When: Wednesday, March 19, 4:30 to 6:30 pm

Where: Taku Elementary School

701 E 72nd Ave

Anchorage, AK 99518

You can learn about the project, ask questions, and meet the project team. We look forward to seeing you there!

[Visit the Project Website](#)

PROJECT BACKGROUND

The Academy Drive and Vanguard Drive Area Improvements project will provide an improved travel corridor between Brayton Drive and Abbott Road. The project aims to improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west under the Seward Highway connecting to Scooter Avenue. The project may include roadway realignment(s), intersection improvements, drainage improvements, right-of-way acquisitions, utility relocations, pedestrian improvements, accessibility improvements, and roadside hardware.

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PROJECT AREA MAP



[Visit the Project Website](#)



If you have any questions, please contact:

Julia Hanson, P.E.
Project Manager
DOT&PF

E: julia.hanson@alaska.gov

P: 907-269-0753

Russ Oswald, P.E.

Project Manager

E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

Project Manager

HDL Engineering Consultants, LLC

E: smormilo@hdlalaska.com

P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@huddleak.com

P: 907-223-0136

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF. The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.



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Monday, March 17, 2025 5:14:38 PM

From: [Huddle AK](#)
To: [Lucy Wittlinger](#)
Subject: Please Join us for Open House #2
Date: Monday, March 17, 2025 5:14:38 PM



REMINDER Join us for Open House #2

Please join the Alaska Department of Transportation & Public Facilities at this Open House to learn about the Academy Dr & Vanguard Dr Area Improvements Project!

When: Wednesday, March 19, 4:30 to 6:30 pm

Where: Taku Elementary School

701 E 72nd Ave

Anchorage, AK 99518

You can learn about the project, ask questions, and meet the project team. We look forward to seeing you there!

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PROJECT BACKGROUND

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PROJECT AREA MAP



[Visit the Project Website](#)



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Project Manager

DOT&PF

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P: 907-269-0753

Russ Oswald, P.E.

Project Manager

E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

Project Manager

HDL Engineering Consultants, LLC

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P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@hudd leak.com

P: 907-223-0136

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Anchorage, AK 99501

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You can [update your preferences](#) or [unsubscribe from this list](#).



From: [Huddle AK](#)
To: [Lucy Wittlinger](#)
Subject: Thank you for Attending Open House #2
Date: Wednesday, March 26, 2025 1:07:02 PM



THANK YOU!

Thank you for joining the Alaska Department of Transportation & Public Facilities at Open House #2 on Wednesday, March 19th to learn more about the Academy Drive and Vanguard Drive Area Improvements project. If you weren't able to make it to the meeting, we have added the presentation boards, the project scrolls, and the meeting summary to the project website. You can find them on the [Meetings section](#) of the website.

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 Academy Drive and Vanguard Drive Area Improvements project will

provide an improved travel corridor between Brayton Drive and Abbott Road. The project aims to improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Drive to the west under the Seward Highway connecting to Scooter Avenue. The project may include roadway realignment(s), intersection improvements, drainage improvements, right-of-way acquisitions, utility relocations, pedestrian improvements, accessibility improvements, and roadside hardware.

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PROJECT AREA MAP



Visit the Project Website



If you have any questions, please contact:

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Project Manager

DOT&PF

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P: 907-269-0753

Russ Oswald, P.E.

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E: russell.oswald@anchorageak.gov

P: 907-343-8196

Stephanie Mormilo, PE

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P: 907-564-2134

Holly Spoth-Torres

Public Involvement Lead

Huddle AK

E: holly@huddleak.com

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mailchimp**



Academy Dr & Vanguard Dr Area Improvements

YOU'RE INVITED: Public Open House #2

Join the Alaska Department of Transportation and Public Facilities (DOT&PF) at this public open house to learn more about the reconstruction project to improve and realign Academy Drive and Vanguard Drive.

WHEN:

Wednesday, March 19, 2025

4:30-6:30 pm

WHERE:

Taku Elementary School

701 E 72nd Ave

Anchorage, AK 99518



It is the policy of 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 event should call or text Holly Spoth-Torres at 907-223-0136 or call Alaska Relay at 711. Requests should be made at least 2 days before the accommodation is needed.

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Project Background

This project will provide an improved travel corridor between Brayton Dr. and Abbott Rd. The project aims to improve east/west traffic connectivity, provide more efficient traffic flow, and better accommodate potential traffic volume increases which may be generated by a future extension of Academy Dr. to the west under the Seward Highway connecting to Scooter Ave.

The project may include:

- roadway realignment(s),
- intersection improvements,
- drainage improvements,
- right-of-way acquisitions,
- utility relocations,
- pedestrian improvements,
- and roadside hardware.

Sign up for email updates
and submit comments at:

<https://academyvanguard.com/>



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

Academy Dr & Vanguard Dr

Area Improvements

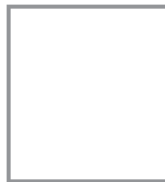
Attend Public Open House #2 on:

March 19, 2025

4:30 - 6:30 pm

Taku Elementary School

701 E 72nd Ave
Anchorage, AK 99518



Order Number:	W0050809
Order Status:	Submitted
Classification:	Legals & Public Notices
Package:	Legals ADN
Site:	legals
Base amount:	\$136.32
Service fee:	\$5.44
Total payment:	\$141.76
Payment Type:	visa
User ID:	W0012893

ACCOUNT INFORMATION
Huddle AK 605 W. 2nd Ave. Anchorage, AK 99501 907-223-0136 classads@adn.com Huddle AK

PAYMENT DETAILS
visa*****7111

TRANSACTION REPORT
Date February 13, 2025 2:46:49 PM AKST Amount: \$141.76

ADDITIONAL OPTIONS
Affidavit Charge - Digital \$5

SCHEDULE FOR AD NUMBER W00508090
February 26, 2025 Anchorage Daily News Legals

NOTICE OF PUBLIC MEETING. Academy Drive & Vanguard Drive Area Improvements Public Open House #2: March 19, 2025 from 4:30-6:30 pm at Taku Elementary School, 701 E 72nd Ave, Anchorage, AK 99518. Join DOT&PF and the project team to learn more about the reconstruction project to improve and realign Academy Drive and Vanguard Drive. For more information or to submit comments, go to: academyvanguard.com. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF. 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. To file a complaint, go to: dot.alaska.gov/cv/lrts/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 Holly Spoth-Torres at 907-223-0136 or holly@huddleak.com. For individuals requiring TTY communications, please contact Alaska Relay by dialing 711 or 800-770-8255. Requests should be made at least 7 days before the accommodation is needed.

Pub: Feb. 26, 2025

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DRAFT:

Notice of Public Open House #2 and Request for Public Comment: Academy Dr & Vanguard Dr Area Improvements

Project # CFHWY00783 / Federal # 0001753

Public Open House #2
Wednesday, March 19, 2025
4:30 - 6:30 pm
Taku Elementary School
701 E 72nd Ave
Anchorage, AK 99518

Join DOT&PF and the project team to learn more about the reconstruction project to improve and realign Academy Drive and Vanguard Drive. For more information or to submit comments, go to: academyvanguard.com.

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TAKU-CAMPBELL COMMUNITY COUNCIL

Thursday, February 13, 2025 @ 6:00PM AKDT

Hybrid Meeting

In-Person at: Guido's Pizzeria 549 W International Airport Rd, Anchorage, AK 99518

Online via Zoom

AGENDA

Call to Order

Pledge of Allegiance:

Agenda *[Passed by majority vote]*

Minutes: From the Jan 9th, 2025 *[Passed by majority vote]*

Officer Reports

- **President-** Zackary Gottshall
- **Vice President-** Sarah Alexander
- **Treasurer-** Thomas Fenoseff
- **FCC Delegate-** Kandi Hayes
- **TCCC Community Patrol-** Kris Warren

Announcements

- **FCC Board of Delegates Meeting,** Wed. February 19th 6pm - 8pm AKDT
- **FCC Leadership & Officer Summit** Sat. March 15th 9am - 4pm AKDT

Old Business

- **Community Council Boundaries-** Resolution status (attached)
- **Business Licenses-** TCCC Shared Folder Community Council Files
https://drive.google.com/drive/folders/1vrZ_ASx0fI0jgzAv3gfrKbV7IUUWaNz?usp=sharing
 1. **Alcohol license-** Gogi Korean BBQ 7780 Old Seward Hwy, Anchorage, AK 99518

New Business

- **Community Council Bylaws-** Updates submitted to FCC/MUNI for approval
- **Neighborhood Traffic Calming Program 2025 Update-** Attached
<https://www.muni.org/Departments/traffic/pages/trafficcalming.aspx>
- **Academy & Vanguard Dr Area Improvements Project-** Holly Spoth-Torres
<https://academyvanguard.com/>

Community Interests- [Limited to 5-mins/each]

Government Reports

- **Anchorage Police/Fire Departments-** [Limited to 5-mins]
- **Anchorage School Board-** [Limited to 5-mins]
- **Anchorage Assembly Reports-** [Limited to 5-mins]
- **Mayor's Office Report-** [Limited to 5-mins]
- **State Representative Report-** [Limited to 5-mins]
- **State Senate Report-** [Limited to 5-mins]

Adjournment



Meeting Summary

Academy/Vanguard Drive Area Improvements

SUBJECT: Taku/Campbell Community Council Meeting

LOCATION: Guido's Pizza

549 W. International Airport Road

DATE: Thursday, February 13, 2025, 6:00 PM

ATTENDEES: Avery Larsen (HDL), Kristine Bunnell (Boazu AK), Holly Spoth-Torres & Lucy Wittlinger (Huddle AK), approximately 19 in-person and 3 virtual attendees.

Summary

Holly presented a brief project overview. The following topics were covered during a 3-minute presentation:

- Holly shared the project fact sheet showing the specific project area along Academy and Vanguard Drive.
- Holly invited the council to attend the upcoming open house meeting on Wednesday, March 19, from 4:30 pm to 6:30 pm at Taku Elementary.
- Improvements could include roadway realignments, intersection and drainage improvements, right-of-way acquisitions, utility relocations, and pedestrian facilities.
- Holly shared that residents within a broad project area will receive a postcard mailer inviting them to the open house.
- The project team's contact information is located on the handout and comments can be made on the project website.

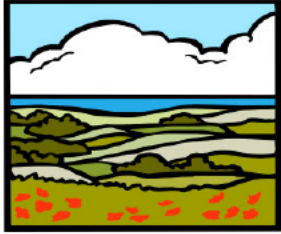
Comments/Questions from Members and Responses

- A community council member asked how the project impacts local taxes.

Holly explained, this project is using federal highway dollars. DOT&PF is managing the project taking place on a Municipal roadway.

- Will the stop sign on Academy Drive remain?

Avery with HDL explained that currently, the project is evaluating a range of alternatives that will be available for review at the upcoming public meeting. The goal is to improve the traffic flow from Brayton to Abbott. The stop sign may be replaced with an intersection configuration that allows a more free-flow traffic condition in the east-west direction.



**Bayshore/Klatt
Community
Council**

**Agenda for Monthly Meeting
Thursday Feb. 20, 2025 @
7:00 PM**

President
Bruce Schulte

Vice-President
Ryan Thibault

Secretary / Treasurer
Kate Petoskey

Please note: This will be a hybrid - in-person / Zoom meeting.

In-person will be at:

Bayshore Clubhouse
3131 Amber Bay Loop
Anchorage, AK 99515

[Via Zoom](#)

Meeting ID: 819 3030 4404

Contact E-Mail: BavKlattCC@hotmail.com

Executive Board actions since last meeting:

- Plans are proceeding to transfer CC funds to FCC.

I. CONSENT AGENDA (7:00) – All subsequent times are approximate

- A. Call to Order
- B. Review / Approval of minutes from previous meetings
- C. Legislator reports:
- D. Assembly reports:
- E. JBER Update
- F. Anchorage Police Department
- G. Fire Station 15 local report
- H. FCC Reports (Bob Laule)

II. OLD BUSINESS (7:15)

- A. CIP Projects update

III. NEW BUSINESS (8:00)

- A. Academy Drive / Vanguard Drive Improvement Project (Holly Spoth-Torres - Huddle AK)
- B. Pedestrian Safety Action Plan - DOT
- C. Presentation on MOA Tax cap – Cheryl Frasca
- D. Presentation of Bayshore HOA Resolution (Suzanne Little)
- E. Elections for CC Board members – President and Treasure

IV. OTHER NOTICES OF COMMUNITY INTEREST

- ❖ Sign-Up for future Community Council meetings: [SignUp](#)

V. ADJOURNMENT

Next scheduled meeting will be Thursday March 20 2025 – 7:00pm.

* * * * *



Meeting Summary

Academy/Vanguard Drive Area Improvements

SUBJECT: Bayshore/Klatt Community Council Meeting

LOCATION: Bayshore Clubhouse

3131 Amber Bay Loop

DATE: Thursday, February 20, 2025, 7:00 PM

ATTENDEES: Ryan Thibault (BKCC Vice President), Lucy Wittlinger (Huddle AK), approximately 13 in-person and 12 virtual attendees.

Summary

Lucy presented a brief project overview. The following topics were covered during a 3-minute presentation:

- Lucy thanked the council for their time and shared the project fact sheet showing the specific project area along Academy and Vanguard Drive.
- Lucy invited the council to attend the upcoming open house meeting on Wednesday, March 19, from 4:30 pm to 6:30 pm at Taku Elementary.
- Improvements could include roadway realignments, intersection and drainage improvements, right-of-way acquisitions, utility relocations, and pedestrian facilities.
- Lucy shared that residents within a broad project area will receive a postcard mailer inviting them to the open house.
- The project team's contact information is located on the handout and comments can be made on the project website.

Comments/Questions from Members and Responses

- A community council member asked if this project is the same as the 92nd Avenue Connector.
Lucy explained this project is a separate road project focused on area improvements along Academy and Vanguard Drive between Brayton Drive and Abbott Loop.
- The same community council member asked why DOT is building a road to nowhere.
Lucy explained the road currently exists and that this project will address road, intersection, drainage, and pedestrian improvements.

Abbott Loop Thursday, February 27, 2025



Community Council

AGENDA- ALCC Meeting

6:30-8:30 pm

****Via Zoom ONLY****

Zoom Link: <https://us06web.zoom.us/j/83446467426?pwd=TgKgoMab67g95bHnKs9EFTcLvgWoAK.1>

Meeting ID: 834 4646 7426 Passcode: ALCC

- An **ALCC Member** is anyone who resides in or has a business in the ALCC district.
- Our meetings/setting is informal and respectful participation is encouraged.
- Meetings are open to the public and everyone is invited and welcome!

Zoom Meeting etiquette:

- Please have patience with our council and the technology. If you would like to help- please let us know!
- List your name. If you are a member of Abbott Loop Community Council- type ALCC after your name. If you are a guest- type guest and/or your affiliation after your name.
- Keep yourself muted unless you are speaking. Do not use the chat for private or side conversations. Chat is for adding relevant info such as links or contact info, or to gently help us “fine tune” our meeting (indicating sound problems, etc)
- To ask a question or make a comment use the raise hand function. If we aren't seeing that- please ask to speak.
- Prior to speaking each speaker should state their name and if they are a member (Abbott Loop address/area) or guest.

If you would like to receive email notifications from the Federation of Community Councils about ALCC meetings, visit www.communitycouncils.org and click “Sign-Up” (upper right-hand corner of page).

This will get you registered for emails and reminders for meetings.

Call to Order:

- Round of Introductions
- Changes or additions to agenda
- Approval of minutes from January 30th, 2025 meeting: Kathleen Easley
- Treasurer's report: Mary Miner

Legislative Reports: Q & A- 3-5 minutes for updates. Newsletters (if received will be posted on our website).

- Senator District F: James Kaufman
- Representative District 11: Julie Coulombe
- Representative District 12: Calvin Schrage

Community Reports and Q & A- 3-5 minutes for updates

- [APD/AFD](#)- ALCC can request an officer and they will attend if duties permit.
- [Assembly member\(s\)](#)
- [School Board member\(s\)](#)
 - [Rightsizing ASD](#)
 - [Testifying at ASD School Board meetings](#)
- [Mayor's Office Report](#) -can request, not requested for February.
- [JBER Community Engagement](#)

Candidate Introductions: A quick introduction and contact information- 3 min each candidate.

Reports:

FCC Representative: Lizzie Newell

HALO Report: Lizzie Newell

Roads & Projects Committee: Mary Miner

- Dowling Road Surface Rehab – Lake Otis Parkway to Elmore Road, Project No. 22-12. Scheduled construction 2025.

Parks & Trails Committee: Mark Miner

-

Planning & Zoning Committee: Patti Higgins

- 6219 Petersburg Street- Administrative Site Plan Review for an Extended Stay Lodging facility
- Transit-Supportive Development Resolution - Jason Norris

Cannabis & Alcohol Committee: Kathleen Easley

- License Renewals:
 -

Membership & Events: Lizzie Newell

- Donations- we are always happy to have folks donate- funds our annual BBQ and other events as needed.
- Abbott Loop Community Park Pavilion is reserved for the June 26th BBQ Potluck and community gathering.

Abbott Loop Community Patrol: Patty Higgins <http://www.accpatrols.org/>

Old Business:

-

New Business:

-
-

Announcements/Comments:

Upcoming Meeting Dates:

ALCC monthly meetings are usually the last Thursday of the month but can be subject to changes based on holidays and the ASD school schedule. Tentative dates:

- March 27th
- April 24th
- May 15th or May 29th ASD last day 5/22 or Zoom only
- June 26th BBQ and Potluck Abbott Loop Community Park
- July 31st Meeting at an Abbott Loop area park TBA

Adjourn:

Resources:

- [Abbott Loop Community Council Home Page](#)
- ALCC Bylaws <https://www.communitycouncils.org/download/19507.pdf>
- [Abbott Loop Community Facebook](#) search @abbottloopcc
- [Whisper Faith Kovach Playground & Fenced Dog Park Facebook Group](#)
- Abbott Loop South and Abbott Loop North on Next Door www.nextdoor.com
- [Anchorage Assembly](#), Email the Anchorage Assembly wwwasmc@anchorageak.gov,
- Anchorage Assembly Newsletter Sign Up [HERE](#)
- [Anchorage Mayor's office](#), or [Email the Mayor](#)
- [Alaska State Legislature Home Page](#)
 - Email District F Senator James Kaufman at Senator.James.Kaufman@akleg.gov
 - Email District 11 Representative Julie Coulombe at Representative.Julie.Coulombe@akleg.gov
 - Email District
 - 12 Representative Calvin Schrage at Representative.Calvin.Schrage@akleg.gov
- Information about the Academy Dr/Vanguard Dr. Project <http://www.academyandvanguard.com/>
- Information for the [Dowling/Seward Highway project 2022/2023](#)
- State of Alaska DOT Seward Highway project O'Malley to Dimond: <http://www.sewardhighway.info/>
- [74th/75th Ave Road Reconstruction](#) and [Quinhagak Street Reconstruction Updates](#)
- Information for the Seward Highway & 36th Avenue Interchange Project <http://www.36thinterchange.com/>
- Anchorage Bowl Land Use Plan Link [HERE](#)
- APD safety message emails or text alerts: Rave Mobile Safety, [Sign up here](#) or Text the word "Anchorage" to the number 67283.
- JBER Community Engagement Jber.pa@us.af.mil 907-551-8996

The Abbott Loop Community Council generally meets the last Thursday of the month from 6:30pm to 8:30pm at Trailside Elementary.

June and July gatherings are generally held outside at one of the ALCC parks.

If you have agenda items, please send your requests to: Lizzie Newell lizzienewellscifi@gmail.com

AND Kathleen Easley katmandu26@hotmail.com or to abbottloopcommunitycouncil@gmail.com

Dena'inaq e'nen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina)

I live and work on Dena'ina land. (English) ~ Translation by Joel Isaak and Sondra Shaginoff-Stuart

ABBOTT LOOP COMMUNITY COUNCIL 2024-2025

OFFICERS		ALCC BOARD OF DIRECTORS		
PRESIDENT	Lizzie Newell	Pat O'Hara	Patti Higgins	Charles Joy
VICE-PRESIDENT	Susan Soule	Mark Miner	Marilyn Russell	Emily Sullivan
SECRETARY	Kathleen Easley	Kari Nore	Mike Dinneen	Simon Rose
TREASURER	Mary Miner			

STANDING COMMITTEES SPECIAL COMMITTEES

Parks & Trails	Roads & Projects	Planning & Zoning	Cannabis & Alcohol	Membership & Events	Community Patrol	By-Laws
Mark Miner Chair	Mary Miner Chair	Patti Higgins Chair	Kathleen Easley Chair	Lizzie Newell Chair	Patti Higgins Lead	Kari Nore Chair
Patti Higgins	Dan Boland	Lizzie Newell		Patti Higgins	Pat Higgins	Susan Soule
Lizzie Newell	Mike Moeglein	Dan Boland		Pat O'Haire	Marilyn Russell	Patti Higgins
Susan Soule	Bruce Roberts	CIP/CAPSUS				
	Lizzie Newell	Patti Higgins Lizzie Newell				



Meeting Summary

Academy/Vanguard Drive Area Improvements

SUBJECT: Abbott Loop Community Council Meeting

LOCATION: Zoom

DATE: Thursday, February 27, 2025, 6:30 PM

ATTENDEES: Lizzie (ALCC President), Lucy Wittlinger (Huddle AK), and 13 virtual attendees.

Summary

Lucy presented a brief project overview. The following topics were covered during a 3-minute presentation:

- Lucy thanked the council for their time and shared the project fact sheet showing the specific project area along Academy and Vanguard Drive.
- Lucy invited the council to attend the upcoming open house meeting on Wednesday, March 19, from 4:30 pm to 6:30 pm at Taku Elementary.
- Improvements could include roadway realignments, intersection and drainage improvements, right-of-way acquisitions, utility relocations, and pedestrian facilities.
- Lucy shared that residents within a broad project area will receive a postcard mailer inviting them to the open house.
- The project team's contact information is located on the handout, and comments can be made on the project website.

Comments/Questions from Members and Responses

No comments or questions.

From: [Holly Spoth-Torres](#)
To: [Robert Grande](#)
Cc: [Lucy Wittlinger](#)
Subject: RE: Sidewalk to Courage Dr.
Date: Friday, March 28, 2025 2:23:28 PM
Attachments: [image001.png](#)

Hi Robert,

Thanks so much for your comment and for staying involved in the project. I'll make sure this comment is forwarded to the project team.

Holly Spoth-Torres
Principal, Huddle AK
Call or Text: 907-223-0136



From: Robert Grande [REDACTED]
Sent: Friday, March 28, 2025 2:21 PM
To: Holly Spoth-Torres <Holly@huddleAK.com>
Subject: Sidewalk to Courage Dr.

Hello Holly,

Just wanted to drop a line to reiterate the Critical Importance of tying the the Academy/
Vanguard project - into the Patriot Park (Courage Dr.) Subdivision...

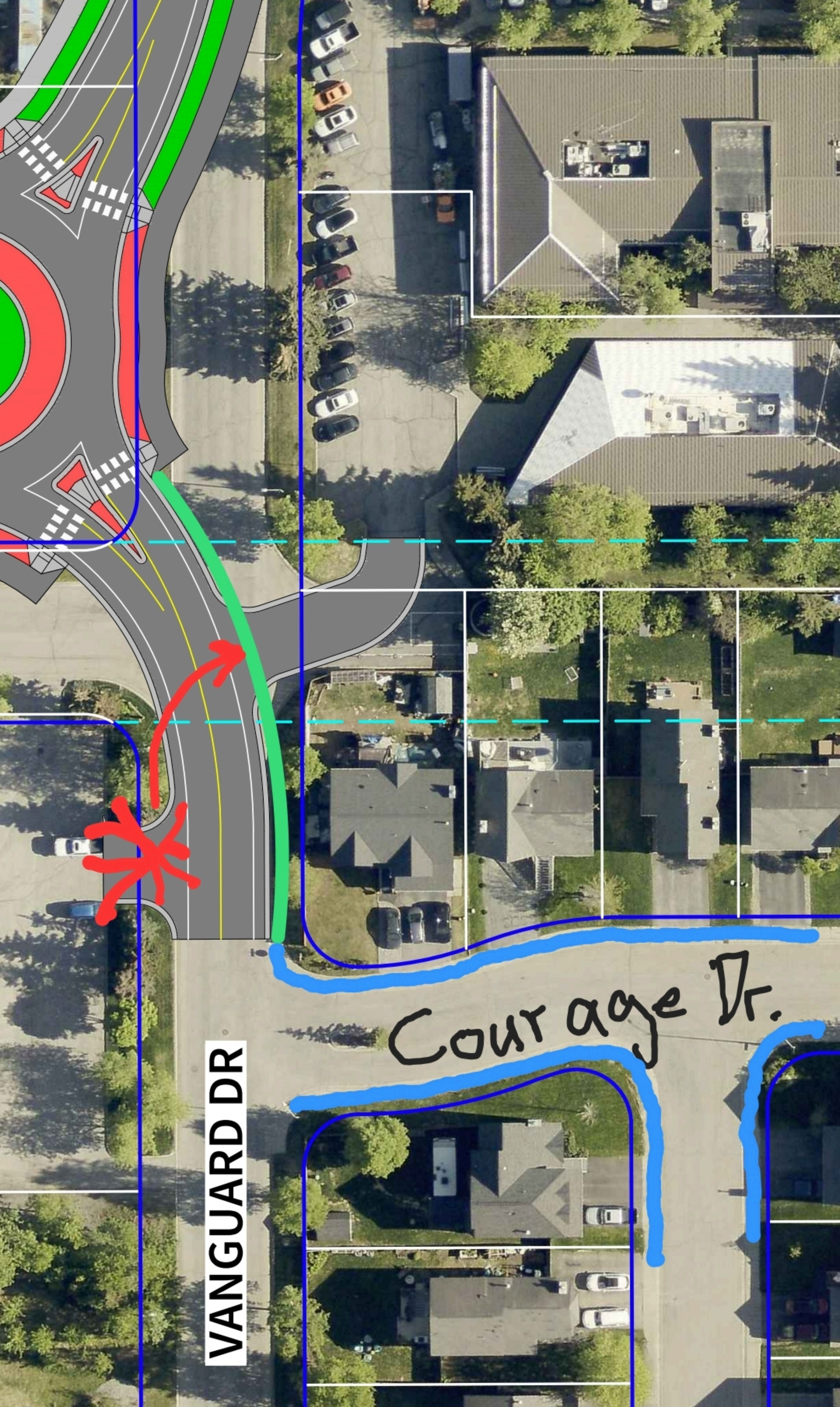
Leaving out this short connector sidewalk - would pretty much void the entire purpose
for the project...

Everyone, in the Patriot Park Subdivision, would be forced to walk in the street - in order
to access the amenities being constructed...

And, conversely, anyone utilizing the new infrastructure, would be forced to walk in the
street - in order to avail themselves of this very safe and popular route to Fred Meyer's
Shopping Center...

Thanks for the opportunity to provide input...

Sincerely,
Robert and Panida Grande
[REDACTED]



VANGUARD DR

Courage Dr.