



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

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April 24, 2018

Mr. Mike Edgington and Mr. Sam Daniels
Girdwood Valley Service Area Board of Supervisors
P.O. Box 390
Girdwood, Alaska 99587

Dear Mr. Edgington and Mr. Daniels:

Thank you for your letter of Feb. 20, 2018. As you may be aware, members of our engineering staff met with the Girdwood Land Use Committee last July to discuss the design. Our staff biked the trail, documented the outcome, and met with the committee and came to agreement on the project. Traffic and pathway volumes, and corresponding conflicts, are lower than most other pathway/road systems in Alaska. We observed families and bicyclists using the pathway with due care and operating safely. Based on community input, we were able to add-on last minute, low cost contract adjustments to fill in corners and stripe the crossings of the new pathway to address community concerns.

After the July meeting with the Land Use Committee and following suggestions from the Committee, our design and construction staff worked with our Contractor to include the additional improvements referenced above to increase the buffer area at sweeps on the trail on the Alyeska Highway. We brought in Recycled Asphalt Pavement (RAP) to make the sweeps wider, and added pavement markings for additional delineation between the pathway from the road shoulder.

Sweeps have been the standard in Alaska and the rest of the nation for decades. Sweeps help reduce vehicular and bike/pedestrian crashes when a trail intersects with a side street approaching a STOP sign "upstream" from a main road. While bikers and pedestrians (as well as drivers) are intuitively aware of the risk at the main road, they often overlook the risk when crossing side streets. Sweeps reduce the risk at these intersections and also reduce the speed and conflict zone with side street motorists.

Sweeps are the department's standard and will continue to be used throughout Alaska as they have a proven safety benefit. One option for a future project on the Alyeska Highway could be the addition of shoulder "buffers" between a sweep and a main road. This would provide additional space to separate the trail and road shoulder. However, the Alyeska pathway project is complete and the contract has been closed. A significant new project would be needed to relocate culverts at all the side streets a second time and

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reconstruct the drainage. This work would best be accomplished in the next paving cycle for this section of Highway.

Please let me know if you have any questions or concerns regarding this approach.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DKemp', is written over the word 'Sincerely,'.

Dave Kemp, P.E. PMP
Central Region Director