



FACT SHEET

HSIP: Bogard Rd at Engstrom Rd/Green Forest Dr Intersection Improvements

Project No: CFHWY00453

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to add a single lane roundabout at the intersection of Bogard Road with Engstrom Road and Green Forest Drive. This project will include realignment of Green Forest Drive, drainage improvements, installation of roadside hardware, lighting, and relocation of utilities. The project will be developed and funded through the Highway Safety Improvement Program (HSIP). The HSIP specifically targets reducing fatalities and severe injury crashes on Alaska's roadways.

Schedule

Design work is underway. Right-of-way appraisals and acquisitions and utility relocations are anticipated to begin in 2022, with the construction advertising in 2024.

Public Involvement

A virtual Open House was held 5/25/2021 showing the 30% design. The Plans In Hand (75%) Review was held 7/20/2022 and presented to the public via an Open House 10/13/2022. Watch a presentation, review meeting materials, learn more about the project, and submit comments at: http://dot.alaska.gov/creg/bogard/public_involvement.shtml

Cost

The project is estimated to cost about \$10.7 million including design, right-of-way acquisition, utility relocation and construction.

For more information contact:

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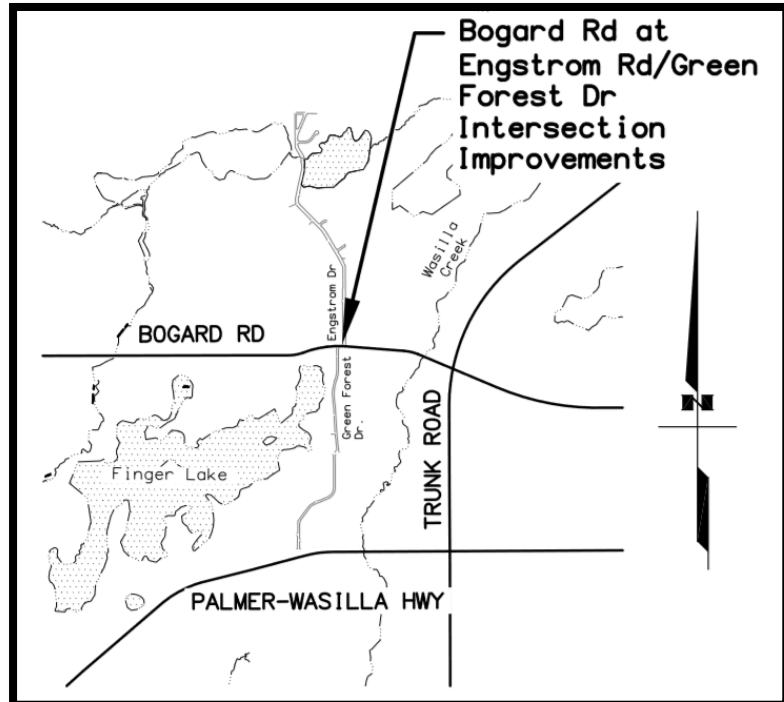
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FREQUENTLY ASKED QUESTIONS

- 1. Why is this project taking so long?**

Nominating a project, obtaining approval, completing an environmental document, establishing the maintenance agreement with the Mat-Su Borough, and programming it into budget all have taken more time than anticipated. Right of Way (ROW) acquisitions and utility relocations will be another project task that will take time because they require coordination with third parties outside of DOT&PF's control.
- 2. Can an interim improvement be done?**

The Department's maintenance section, in coordination with our Traffic and Safety section, installed intersection warning signs and speed advisory signs summer 2021 using maintenance funds.
- 3. Why a roundabout? Why not a signal?**

Roundabouts are safer than signals, which contributed to the successful nomination of funds for this project through the Highway Safety Improvement Program (HSIP)—they have fewer conflict points and speeds are lower so when a crash does happen, it is less severe. Plus, roundabouts will improve the operational capacity of the intersection.
- 4. Why not lower the speed limit?**

Speed limits are set after a thorough engineering analysis that includes studying the current speed trends. Drivers tend to drive the speed they feel comfortable driving. With a few exceptions (school zones, work zones), it doesn't do any good to only put up new speed limit signs—most drivers will continue to drive the same speed they drove before the new signs went up. This can create a new safety concern of high speed differentials between some drivers going at the lower posted speed and some going at the higher/comfortable speed. In addition, creating a speed zone for a short segment is also problematic because many drivers will ignore the lower speed limit and it is hard to enforce for just a short stretch.
- 5. Why not make the roundabout two lanes?**

Our models indicate that a single lane roundabout is adequate. Single-lane roundabouts are actually safer than two lane roundabouts because they are simpler and have fewer conflict points. Also, since Bogard Road is only one lane in each direction, adding a second lane at the roundabout does not provide much additional benefit. If or when Bogard Road gets widened, then the roundabout would most likely be widened as well.
- 6. It's really difficult to turn left from Engstrom onto Bogard. How will this help that?**

Entering the roundabout will be a simple right-hand turn, where drivers only have to worry about one lane of traffic instead of two. Approaching traffic coming over the hill to the east will also be driving much slower when approaching and navigating the roundabout. Drivers leaving Engstrom will have much more time to make a decision. It will be easier to find a gap in the flow of traffic to make that turn.
- 7. What will the speed be through the roundabout?**

The roundabout is designed for vehicles to travel 20 mph through it. The design also includes changes to each leg of the intersection so that drivers will slow down as they approach the roundabout.
- 8. How will trucks be able to maneuver the roundabout?**

The roundabout is designed with a truck apron on the central island. It will have patterned concrete and a mountable curb. This curb is uncomfortable for passenger vehicles to go over, but trailers can roll over them with little difficulty. This design feature has been developed over the years. Earlier/older roundabouts weren't as truck-friendly, but engineers have learned from those and adapted our design practices to accommodate larger vehicles.
- 9. Why not add right turn lanes to all legs of the roundabout?**

We considered it, but there isn't the need for it—the benefit doesn't outweigh the added costs. During the afternoon peak, there's a large volume of vehicles travelling westbound on Bogard, and amongst them is a significant number turning north onto Engstrom. Separating these right turning northbound vehicles from the Bogard through traffic will reduce the wait times for through-traffic to enter the roundabout, and it will assist in entering decision making for traffic from Engstrom looking to enter the roundabout. The same competition between through and right turning vehicles doesn't exist at the other entries.
- 10. Why not connect E. Ashmore Ave to Green Forest Dr?**

Restricting access to E. Ashmore Ave from Bogard Road and connecting E. Ashmore Ave to Green Forest Drive were ideas considered during early project development. However, this project's scope is limited to improvements necessary to address the Bogard Road intersections with Green Forest Drive and Engstrom Road. Development of E. Ashmore Road is complicated by the presence of utilities along this section line easement.
- 11. Why realign Green Forest Dr instead of Engstrom Rd?**

DOT&PF initially considered realigning Engstrom through the MSB's existing fire station. Ultimately, the magnitude of impacts of that alternative would likely have been similar to the proposed design, including likely residential relocations and significant impacts to private businesses. Due to volumes and skew angles, realigning Green Forest Drive will serve the public better than realigning Engstrom Road.
- 12. Will the project include improvements for pedestrians and cyclists?**

This project is focused on the improvements necessary to address this intersection location specifically, and therefore doesn't include new accommodations for pedestrians and cyclists outside the intersection area. The roundabout will include marked crosswalks, pedestrian refuges within the splitter islands, and a separated pathway behind curb connecting the crosswalks. At each end of curbing, the pathway segments will be connected to the existing roadway shoulder to accommodate any cyclists and pedestrians travelling along those roadway shoulders.
- 13. What will detours and closures be during construction?**

Temporary construction impacts are not yet known. There are alternate detour routes around the intersection via Destin Drive and the Palmer-Wasilla Highway if a full closure of the intersection is necessary. If needed, closures would likely be limited to a few hours in the middle of the night with advance warning prior to any closure. However, it is likely that the entire project can be constructed without full closures.
- 14. There are other intersections like this that need improvements. Why aren't they part of this project? Will a similar project come to my neighborhood?**

This project is specifically focused on the paired intersections of Engstrom Road and Green Forest Drive with Bogard Road based on the crash history at this site. You can contact local transportation planners to nominate a new project or register your support for one under consideration.



COMMENT SHEET



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Please visit the project website to see the materials presented tonight

<https://dot.alaska.gov/creg/bogard/>

You can also post a comment on an interactive map on the website.

Leave comments with the team or email to: bogardengstrom@kinneyeng.com

COMMENTS:

If you need more space, please use the back side of the sheet.

*Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

NAME: _____

E-MAIL: _____

MAILING ADDRESS: _____

Thank you for taking the time to be involved. We appreciate input and ideas from the public!

