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1	Section	Comment	Commentor	Response
2	A02	residential...does this exclude mtn access, pioneer, frontage streets that are not labeled "residential"?	Peggy Horton - Platting Technician @ MSB	
3	A03.1	Recommend updating titles of columns to match common definitions – “Width of Traveled Way” and “Roadway”.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
4	A03.1 - Table A-1	Table could be improved with addition of another column to the right titled AADT. Residential Street = <200, Residential Subcollector Street = >200 but < 500, Residential Collector Street = >500 but < 3000.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
5	A03.1 - Table A-1	Table could be improved with addition of another row to include a Backage Street. This type of street is an option when Frontage Streets cannot work for one reason or another. Definition of a Backage Street is a Street where there is at least one lot between it and an Arterial or above regional traffic street, usually found parallel to roads classified as on the National Highway System. It may be designed using residential subcollector or commercial standards depending on prevailing land use and as anticipated traffic volumes dictate.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
6	A03.1 - Table A-1 2	Table A-1 ROW column. Add 60*. *60' is the minimum acceptable ROW. ROW shall include all infrastructure improvements as shown in Fig. I-1 and the area needed to maintenance the backslopes. Note 6 Scratch "developer's engineering" just Engineer . Not certain why traffic width is necessary. Suggest change column to Design Speed requirements .	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
7	A03.1 Table A-1	add footnotes 8 to Residential Collector Street - Trafficway Width. 8. see A06.5(i) for wider width requirements (page 12)	Peggy Horton - Platting Technician @ MSB	
8	A03.1 Table A-1	add footnotes 9 to Street Classification - ROW Width 9. See A14.2 for wider ROW width requirements	Peggy Horton - Platting Technician @ MSB	
9	A03.1 Table A-1	"2:1 Back slopes may be reduced to 1.5:1" - never works	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
10	A03.1 Table A-1	add "and approved by the MSB engineer"	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
11	A03.2	Street Classifications. Make sure you're not using a road classification that PGDHS may be in conflict with. All residential streets by defined are local roads in PGDSH. Make the statement that: "PGDSH classifies all subdivision street as local roads and MSB supplements these definitions for the design of new residential streets based on design speed, length, number of lots, subdivision configuration and ADT, etc." Eliminate the term local road in the road descriptions.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
12	A03.2 (c)	Change last sentence of this section to read: "Direct access to residential collector streets from residences is not permitted.	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
13	A03.2(b)	b) Recommend further defining/clarifying street levels – consider adding “...and can lead to carrying all the neighborhood traffic within 1/4 mile or less.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
14	A03.2(d)(1)	d) (1) Consider clarifying intent of Frontage Street. It should be used adjacent to arterials to maximize safety and capacity of the arterial by preventing direct residential conflict on the arterial.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	

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15	A03.2(d)(2)	Eliminate: Divided Street . By definition A12, they are prohibited. They increase maintenance cost. This is a DPW approval only.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
16	A03.2(d)(3)	d) (3) Recommend adding "Backage" streets as an option to Frontage streets when proximity to the main road is a problem for intersection control or space is unavailable (see Intersections Chapter for spacing).	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
17	A03.2©	c) Consider clarifying expectations of neighbors: "This can be from > 1/4 mile away. Collected traffic would be desirably less than 1 mile from adjacent neighborhoods, but can be greater if nearby Minor Collectors or Arterials are not in place."	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
18	A03.3	Recommend clarifying existing conditions are not the sole point with developers. Consider how surveying leads to practical access points of concern, as well as planning as outlined in a later chapter: "Classifications are not only based on existing development, but future potential with future development. Streets on Section Lines and on 1/2 and 1 mile spacing are potential candidates for Collectors or Arterials as part of the OSHP and LRTP, and as approved by DOT&PF statutory authority over major arterial traffic control to state highways."	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
19	A04.3	Shoulders - A <u>minimum</u> two-foot wide gravel shoulder on each side...	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
20	A04.3	paved streets - is this optional?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
21	A04.4	25 miles - posted 20?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
22	A04.4(a)	Is this different from the 2:1 or 3:1 foreslope or backslop requirements?	Peggy Horton - Platting Technician @ MSB	
23	A04.4(d)	Curt Holler had issues with vertical curves: 100 feet	Peggy Horton - Platting Technician @ MSB	
24	A04.4(e)	e) Recommend SSD at 155 – exactly per AASHTO (2011) GB and DOT&PF Preconstruction Manual HPM, not less.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
25	A04.4(e)	Does this need a definition? I don't know what this means...	Peggy Horton - Platting Technician @ MSB	
26	A04.4(g) - Figure A-1	Where will future sidewalks/paths go in this typical? How will walking routes to school ever begin in the Mat-Su? Anchorage regrets not having this space preplanned and is now codifying adding them in and having to retrofit for capacity and safety. Anchorage uses these routes to plan busing and walking to schools, for local use, and for major events. Dependency on arterial pathways to date is higher conflict and not enough for long term growth of active transportation alternatives and lower conflict routes. Consider at this stage of Mat-Su growth, a minimum of a note or bubble diagram that shows ditches can be filled in and cross-drained/storm drained, as needed to add a surface walking feature. Bikes can share the road at these lower classes.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	

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27	A04.4(g) - Figure A-1	Residential Street Diagram drivable surface diameter of 60 feet	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
28	A04.5	A04.5 Refer to and reference "latest edition of the International Fire Code". Apparatus access requirements.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
29	A04.6	The MSB may wish to consider adding language stating that multiple flag lots (>2) should terminate in a T-Turnaround prior to entering a DOT&PF Principal Arterial. The Department will permit only one driveway access at such locations and a T-Turnaround may be a useful technique for safely managing the consolidation of access.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
30	A05	The MSB may want to reconsider the implications of not allowing through access on these streets. These type of streets are where the MSB School District would likely run their busses and through access would facilitate efficient routing for improved child safety. Otherwise the School District may be forced to limit bus routes to higher functional class streets with deleterious effects on operating times and children safety. This proposed restriction could perpetuate land use subdivisions similar to that seen on both sides of the Palmer/Wasilla Highway. The Palmer/Wasilla Highway suffers significant degradation in travel times due to MSB school buses stopping in the travel lane to pick-up and/or discharge children. If the subdivisions were connected in a thoughtful and systematic way these school buses could load/off-load children on a smaller scale street.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
31	A05	The MSB may want to reconsider the implications of the proposed cross-section. Two foot gravel shoulders would likely result in pedestrians and bicyclists using the paved street sections for travel purposes. This could produce safety conflicts, especially during the winter months.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
32	A05	The MSB may want to consider another option to address the issue of inadvertent through traffic within residential subdivisions. Such an option would entail the Borough updating its Official Streets and Highways Plan and re-connecting the linkage with Title 43.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
33	A05.1(b)	b) Concur. If gathering within 1/4 mile, between dense signals/roundabouts and collectors, that is 35 acres, at 1 acre lots and 10 trips per day per household = 350, so 500 is a decent number.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
34	A05.2	Other items to add to the list for Residential Subcollectors could include: "...maximizing daily walking routes and supporting interactivity between neighbors, as well as promoting active transportation options on appropriate streets, to allow bicycling and school walking routes for the long term."	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
35	A05.2(4)	4) Recommend adding "school buses" to the recurring list of vehicles	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
36	A05.3	Shoulders - A minimum two-foot wide gravel shoulder on each side...	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiqetck@gmail.com; 982-9716 wk cell	

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1	Section	Comment	Commentor	Response
37	A05.3	paved streets - is this optional?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
38	A05.4	Consider further clarifying other uses besides moving lanes in purpose: "Shared road use with nonmotorized uses are encouraged. Space is reserved for future sidewalks or pathways, lighting and utilities, drainage.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
39	A05.5	30 miles - posted 25?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
40	A05.5(g) - Figure A-4	typical sections: I am hoping for 3:1 max foreslopes for X feet horizontal (make consistent with DOT Preconstruction Manual); and additional road material guidance, alternative typical sections, when is fabric permitted. Is there a provision for alternative typical sections "as permissible by MSB Public Works"	Max Schillinger; All Points North; max@allpointsnorth.us; 746-4158	
41	A05.5(g) - Figure A-4	Residential is paved on...	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
42	A05.5(g) -Figure A-4	Consider showing, and requiring in the list – a retrofittable space on one side or the other for sidewalks, pathways, continuous lighting, minimum utility services	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
43	A05.5€	e) SSD 200 – concur – same as AASHTO 2011.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
44	A05.6	Cul-de-Sac turnarounds - Comment: I believe there should be a state maximum number of lots or residential units permitted under the configuration. I believe 20 lots or 20 residential units on one cul-de-sac is enough. If they want to exceed this number, it should require a higher level of road construction. And I believe 1000' (nearly ¼ mile) is plenty long for a cul-de-sac; longer is going to create a restrictive roadway because of traffic.	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
45	A06	The MSB may want to consider the two-foot gravel shoulder on the cross-section. These streets are anticipated to have up to 3,000 AADT and such volumes of traffic are very likely to result in significant safety conflicts with pedestrians and bicyclists.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
46	A06	The MSB may want to consider integrating dedicated space for other transportation users along these streets. This level of street is a reasonable place to incorporate facilities for small All-Terrain Vehicles (ATVs) which are a highly used means of transportation in the Borough. This level of street is also a reasonable place to incorporate facilities for bicyclists as they move between residential subdivisions and the main regional trails typically found along the arterial road network.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	

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47	A06	These streets are intended to reflect the same functional role as a Minor Collector in the overall transportation road network. As such, these streets serve an important role for network connectivity and street continuity. The statement that these streets are to be laid out to discourage through traffic between roads of higher classification should be considered for deletion. Minor Collectors serve to move local residential traffic from homes to the Major Collectors where trips are then funneled to the main arterial network. The current language would prohibit this with significant negative impacts to the efficient functionality of the Borough and State regional transportation networks.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
48	A06.1	Concur – 3000+ is the level to trigger a signal or roundabout on an arterials This is a good level to reclass a roadway beyond Residential.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
49	A06.1(a)	a) Does this mean limits “direct residential access” instead of frontage? Lots may front the Collector – but not access it directly.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
50	A06.1(a)	remove "should be designed to" replace with "shall"	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
51	A06.1(a) - Table A-2	Concur – at 2000 plus ADT we start approaching collector levels and potential signal/roundabout warrants.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
52	A06.1(a) - Table A-2	Table A-2 is confusing... "length of lot frontage" (where is this measured?); "centerline length" (of what?)	Peggy Horton - Platting Technician @ MSB	
53	A06.1(a) (make last line of paragraph 2)	add "New subdivisions should be designed so that lots have access from internal rights-of-way if fronting on collector road.	Peggy Horton - Platting Technician @ MSB	
54	A06.1(a) second paragraph	How to ensure compliance with residential lots?	Peggy Horton - Platting Technician @ MSB	
55	A06.1(a) second paragraph - last line	"space shall be provided on these lots for turnaround - this is unenforcable currently.	Peggy Horton - Platting Technician @ MSB	
56	A06.2	two access intersections to streets...(commercial subd requires collector road, do they need 2 accesses? What if there is no adjoining ROW to get that 2nd access?)	Peggy Horton - Platting Technician @ MSB	
57	A06.3	Shoulders - A minimum two-foot wide gravel shoulder on each side...	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
58	A06.3	paved streets - is this optional?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
59	A06.4	Consider again – further clarifying other uses besides moving lanes in purpose: “Shared road use with nonmotorized uses are encouraged. Space is reserved for future sidewalks or pathways, lighting and utilities, drainage.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
60	A06.5	35 miles ?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
61	A06.5(g)	Is there a different criteria for a through or controlled approach?	Peggy Horton - Platting Technician @ MSB	

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1	Section	Comment	Commentor	Response
62	A06.5(h) - Figure A-6	Consider again – showing, and requiring in the list – a retrofittable space on one side or the other for sidewalks, pathways, continuous lighting, minimum utility services	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
63	A06.5(i) - Figure A-6	Residential is paved on...	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
64	A08.2(c)	Controlled approach - (needs definition)	Peggy Horton - Platting Technician @ MSB	
65	A08.2(d)	criteria is met (at corners?) or turning...	Peggy Horton - Platting Technician @ MSB	
66	A08.2€	road way definition already includes shoulders	Peggy Horton - Platting Technician @ MSB	
67	A09.1	Make a statement that "Pioneer Roads do not meet the minimum requirements to receive publically funded maintenance."	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
68	A09.3	Comment: I believe there should be a condition to the effect that 'Pioneer roads shall meet all engineering design criteria of the Uniform Fire Code (UFC) with regard to access to ensure meeting Public Safety response needs.'	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
69	A10.1	Same request as comment on A03.2 Besides frontage – allow "or Backage... where intersection spacing and or space doesn't allow frontage"	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
70	A10.1	"alternative"...this appears to prohibit lots from being created with the only access is from a collector or higher road...	Peggy Horton - Platting Technician @ MSB	
71	A10.2	Recommend changing to minimum 330 feet centerline to centerline – more consistent with land surveying. 300 ft will work but is arguable between road edges of pavement. 330' center spacing is more likely to work out into idealized ½ mile and 1 mile major access points and long term signal progression.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
72	A10.2	remove "shall be" so it reads ...higher classification streets determined by DPW and...	Peggy Horton - Platting Technician @ MSB	
73	A10.3	30 feet works when traversable/recoverable. It could reduce higher class clear zones to less than 30 feet – Consider a 40 feet separation, leading to the ability for 10 on the frontage at 3:1 and 30' clear zone on the higher class road.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
74	A11.1	Residential and Residential Subcollector...see 43.20.060(D) Stubstreets to be Collector	Peggy Horton - Platting Technician @ MSB	
75	A11.2	LRTP or (?) Official Streets	Peggy Horton - Platting Technician @ MSB	
76	A11.3	200 feet long (measured from edge of intersecting ROW per Jamie 3/1/18) and provides sole (add)	Peggy Horton - Platting Technician @ MSB	
77	A11.3	easement may be required...(construction of driveable surface 85' to match A05.6)?	Peggy Horton - Platting Technician @ MSB	
78	A11.4	add adjoining "residential or subcollector"	Peggy Horton - Platting Technician @ MSB	
79	A12	Delete in its entirety	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
80	A12	Label this A12.1 and if this is true, why have single lane allowances in Table A.1?	Peggy Horton - Platting Technician @ MSB	

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81	A13	Consider an opener paragraph – “Additional intersections should be avoided within the functional area of a major intersection that has turning bays and approach tapers. Exceptions require DPW approval based upon constraints and no other feasible alternatives.” DOT&PF does not approve intersections and driveways in the functional area unless constrained with a reason to waiver – there is no mention of that in this manual. See AASHTO 2011, page 9-2 .	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
82	A13.1	Concur with need for corner sight distance – this is a top safety concern at DOT&PF and one of the simpler safety tools to plan up front.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
83	A13.1	b) Change 4.25 to 3.5 min. 2.5 is desirable.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
84	A13.1(a) - Figure A-9	UPDATE: Current standards are changed – We use 3.5 to 3.5 now AASHTO 2011 page 9-31. Bumpers are 2.5 and more comfortable/desirable = headlights. See Minimum Figure in ATM. We use 10' behind edge of pavement or behind pathway – recommended.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
85	A13.1(a) - Table A-3	UPDATE: Sd MIN is less – DOT&PF uses SSD as minimum, not these numbers as a min. AASHTO 2011 Tbl 9-6 SSD – though less than desired – it is enough to prevent one car from hitting another if they pull out. Desirable is for a RT. Sd Desir – may be more practical to use AASHTO 2011, Table 9-8	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
86	A13.1(a) - Table A-3	Design Speed or Posted Speed Limit (whichever is greater)...which one? Design is >	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
87	A13.1(c)	change the word "with" with require	Peggy Horton - Platting Technician @ MSB	
88	A13.1(d)	add "and approved by DPW"	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
89	A13.2	DOT&PF has allowed larger radii – 50 ft on an exception basis using turning templates for a waiver – rare but sometimes needed at heavy truck haul-in-out sites.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
90	A13.2	Corner radii...constructed and platted?	Peggy Horton - Platting Technician @ MSB	
91	A13.2	Platted radii are not necessary for ROW width of 100' or more.	Peggy Horton - Platting Technician @ MSB	
92	A13.3	(3) Recommend 660 ft cl to cl – more in line with surveying outcomes.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
93	A13.3	Request addition of item 4) For major arterials, this can be 1/4 to 1/2 mile as designated by DOT&PF in Access Development Planning (ADP) under AS 19.10.050 and 17 AAC 10.020.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
94	A13.3(b)	add "and DPW approves." to end of sentence	Peggy Horton - Platting Technician @ MSB	
95	A13.3(b)	add "and approved by DPW"	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
96	A13.4	Skew – AASHTO 2011 allows 60 degrees – pg 9-27	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
97	A13.4	Do you need a tangent of 100 feet at all intersections?	Peggy Horton - Platting Technician @ MSB	

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98	A13.4	70°...this could be interpreted as not needing a tangent of 100' at all intersections.	Peggy Horton - Platting Technician @ MSB	
99	A14.1	Minimum ROW shall be provided as follows information is already in Table A-1	Peggy Horton - Platting Technician @ MSB	
100	A14.2	ROW – Request item c) 100 x 150 for approaches to arterials and intersections designated as future signals or roundabouts.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
101	A14.2(a)	a) Change the last part of paragraph to, "DPW will recommend the subdivision design meet the requirements for a higher classified street."	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
102	A14.2(b)	add "and Table A-1" after A14.1	Peggy Horton - Platting Technician @ MSB	
103	A15	Consider an opener paragraph– “Driveways should be avoided and will not normally be approved within the functional area of a major intersection that has turning bays and approach tapers. Exceptions require DPW approval based upon constraints and no other feasible alternatives.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
104	A15.1	Recommend adding plan for the engineering inspection such as post clearing, compaction of lifts, topping material, utilities installation if applicable. Not sure if it is still a problem, but used to have a heck of a time getting the engineers to verify anything other than that the contractor had demobilized because "inspections not in my contract, so I cant verify any details of construction".	Roy Robertson; roy.mf.robertson@gmail.com	
105	A15.1	Recommend that for roads with backslopes a driveway of some kind be roughed in to the edge of the right-of-way at the time of road construction or deeper burial of utilities. Deeper burial might be tricky because MSB permitting does not have control over the depth of burial in the utility easements.	Roy Robertson; roy.mf.robertson@gmail.com;	
106	A15.1	Frequently properties have backslopes where utilities are installed and results in it not being possible to install driveways meeting borough requirements without either expensive relocation of the utilities or owners leaving inadequate burial depth of utilities. There are complaints that developers can't predict where homeowner will want access, but most property buyers would probably use whatever was available rather than spending whatever it costs to lower a gas/electric/phone line. The cost to a developer is minimal if they have equipment on site constructing a road already and places to dispose of soil onsite before they sell the properties.	Roy Robertson; roy.mf.robertson@gmail.com;	
107	A15.1	The non-compliant driveways constructed because of the cost of relocating the utilities result in drainage issues, problems with maintenance, glaciation on the roads, increased staff time trying to enforce driveway requirements, staff time spent on owners complaining when the road grader damages their non-compliant driveway because it doesn't have negative slope away from the roadway. Trying to enforce after the fact can result in garages that aren't useable because it cant meet grade.	Roy Robertson; roy.mf.robertson@gmail.com;	

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108	A15.1	Recommend requiring screened material for the top 6 inches. Significant staff time and increased maintenance costs due to developers/contractors grading and hand picking the visible large rocks, in an effort to save costs which are passed on to road maintenance because boulders were located just below surface. It is easy to verify volumes from load tickets. Some contractors process local material with a screen or grizzly so they don't have to haul.	Roy Robertson; roy.mf.robertson@gmail.com;	
109	A15.1	Also recommend defining gravel per some standard method like AASHTO. A lot of time was spent arguing with contractors that clean sand was not gravel because of some contractors that thought that as long as it was less than 3" it was acceptable.	Roy Robertson; roy.mf.robertson@gmail.com;	
110	A15.1	Road plan and profile frequently not submitted and plans are "modified" during construction, bypassing the option for public comment, platting board review. This results in 10% grades being present during request for approval of the roads. Recommend that it go back before the platting board for review because it also results in needing additional right-of-way or slope easements that may not have been provided for in the platting process (see Machentanz Ridge)	Roy Robertson; roy.mf.robertson@gmail.com;	
111	A15.1(b)	b) DOT&PF uses 14' min, with 20' R. DOT&PF allows up to 34 feet commercial widths – at estimated 50 vph, and 20 ft R.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
112	A15.1(b)	add minimum after 10 feet	Peggy Horton - Platting Technician @ MSB	
113	A15.1(d)	d) Driveways onto State Roads require permits as well – at http://dot.alaska.gov/permits/index.shtml	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
114	A15.2	listed 4 or fewer dwelling units if that number could change to 3 or fewer it would relieve lots of confusion for us. Because 4 units brings in the IBC and IFC the access could be very different than single family driveway requirements.	Donald Cuthbert; donald.cuthbert@matsugov.us; 861-8030	
115	A15.2(a)	Driveways - Strike: '4 or fewer dwelling units.' Insert: '2 or fewer dwelling units'; Comment: Four multiplex dwelling units can produce as many as 16 vehicles (or more) that would be entering the roadway from one uncontrolled (literal) intersection. The current 'newly-in-fashion' detached fourplexes (four single-family-units on one lot) are producing as many as 8 or more vehicles in residential use alone – without visitors or commercial services – from one uncontrolled intersection.	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
116	A15.2(e)	within 50 feet - this means we will be controlling what is "on property" when now we only control what is in the ROW	Peggy Horton - Platting Technician @ MSB	
117	A15-1(a)	Driveways - Insert: Adjacent driveways (aprons) shall be separated by a minimum distance of 100 feet or should be joined to have a common apron. Comment: I believe there should be as few places as possible for vehicles to enter out onto a roadway when it can be controlled. This will aid in reducing side-encroaching traffic; reduce snow plowing issues of all sorts; reduce maintenance expenses, and; increase safety.	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	

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1	Section	Comment	Commentor	Response
118	A16.1	Important added cost of guide signs to sidestreet owner – “If the trip generation exceeds 3000 vpd, may also require installation of signs out on the main highway as advance guidance to the main collector to the area.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
119	A16.1	Are the size of signs in this? Street name signs too?	Peggy Horton - Platting Technician @ MSB	
120	A16.1(b) - Figure A-10	See S-05.01 DOT&PF Std Drwg http://www.dot.state.ak.us/stwddes/dcsprecon/stddwgspages/signs_eng.shtml	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
121	A16.1(b) - Figure A-11	See MUTCD as shown or refer to CR-T-1.10 for STOP sign/STOP bar placement and make a MSB version with excerpts.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
122	A16.1(b) - Figure A-12	See S-30.03 http://www.dot.state.ak.us/stwddes/dcsprecon/stddwgspages/signs_eng.shtml	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
123	A17	Important to note this is the ADT “for the proposed development land use – and will also include existing ADT, any added ADT in progress, and future forecasted ADT in 10 years if over 250 vph from the development.” Consistent with State TIA requirements for any large access to a State Road and what will be required of that access.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
124	Acronyms	Add Public Works Director (DPW) and responsibility(s)	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
125	Acronyms	Request adding ADP (Access Development Plan) to acronyms. Defined as – “State DOT&PF plans for determining major intersections along arterial routes in accordance with AS 19.10.050”. For same reasons as opening page ‘I’, would be helpful if Subdivision Manual were to include consideration of access to arterials as commented herein.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
126	Acronyms	ADF&G : Alaska Department of Fish & Game	Peggy Horton - Platting Technician @ MSB	
127	Acronyms	Alaska Department of Transportation & Public Facilities	Peggy Horton - Platting Technician @ MSB	
128	Acronyms	OSHP instead of OS&HP; fix indentation	Peggy Horton - Platting Technician @ MSB	
129	Acronyms	add ITE: Institute of Transportation Engineers	Peggy Horton - Platting Technician @ MSB	
130	Acronyms	add HMA	Peggy Horton - Platting Technician @ MSB	
131	Acronyms	add USDA	Peggy Horton - Platting Technician @ MSB	
132	Acronyms	add NOA: Notice of Platting Authority Action	Peggy Horton - Platting Technician @ MSB	
133	Acronyms	add SWPPP: Storm Water Pollution Prevention Plan	Peggy Horton - Platting Technician @ MSB	
134	Acronyms	add USACE: United States Army Corp of Engineers	Peggy Horton - Platting Technician @ MSB	
135	Acronyms	add DNR: Department of Natural Resources	Peggy Horton - Platting Technician @ MSB	
136	Acronyms	add TV: Television	Peggy Horton - Platting Technician @ MSB	
137	Acronyms	Add ITE (Institute of Transportation Engineers) to Acronym List;		
138	B01	Recommend adding: (ATM) Alaska Traffic Manual – latest version – adopted by Statute – required for all levels of government per AS 28.01.010(d)	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
139	B01(d)	ADOT&PF instead of AKDOT&PF	Peggy Horton - Platting Technician @ MSB	

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1	Section	Comment	Commentor	Response
140	B02	"Arterial" and "Major Collectors" too? May want a column also stating there will be additional space for nonmotorized use on these functional levels, and drainage, utilities, slopes.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
141	B03	Concur with LRTP and OSHP consistency checks – this is the purpose of these plans – to guide and serve overall cumulative development, both public and private. Nonconformance to these plans goes against the opening statement of purpose and outcome intended in this document.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
142	B03	maximum of 100 feet (Have you run this by the attorney? If 100' is not supported for the impact the subdivision has on the road system.	Peggy Horton - Platting Technician @ MSB	
143	B03	add easements as needed if necessary. Before Additional	Peggy Horton - Platting Technician @ MSB	
144	C01	Concur with allowing phased construction – with ROW planning the most critical initial element, followed by road work commensurate with traffic levels on about 10 year cycles.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
145	C01	Does this section allow for pioneer road starts on each class of road?	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
146	C01.1	Change the subject to a plural to agree with <u>their</u>	Dan Elliott - Transportation Advisory Board	
147	C01.1	Slit trenches - does this need a definition?	Peggy Horton - Platting Technician @ MSB	
148	C01.1(b)(3)	contains less than 10% of what?	Peggy Horton - Platting Technician @ MSB	
149	C01.1(b)(3)	add a "," after 10% and weight	Peggy Horton - Platting Technician @ MSB	
150	C01.1(g)	Does "trackwalked" need a definition?	Peggy Horton - Platting Technician @ MSB	
151	C01.4	Pioneer Road Construction Requirements: Insert: "...at least 12 inches of road embankment on each side as defined..." Comment: this would make this direction consistent with the wording in A04.3, A05.3 and A06.3.	Daniel J. Tucker; RSA #9 Road Services Board Primary Member; antiquetck@gmail.com; 982-9716 wk cell	
152	C01.4	determined necessary by DPW or engineer?	Peggy Horton - Platting Technician @ MSB	
153	C01.6	add with preliminary plat submittal after developer or their engineer	Peggy Horton - Platting Technician @ MSB	
154	C02	add "a" before subdivision	Peggy Horton - Platting Technician @ MSB	
155	C02	See 43.20.100(F)(1)(a) for access to a subd that will not have winter maintenance	Peggy Horton - Platting Technician @ MSB	
156	Cover Page	Suggests the new title be " <i>Guidelines for the Design and Construction of Residential Streets</i> " formerly the Subdivision Construction Manual.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
157	D	No significant amount of water should sheet flow onto a DOT&PF road. Water should enter DOT&PF right of way contained in a ditch, storm drain system, channel, or similar.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
158	D01	Shall be provided by an engineer	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
159	D01(b)	For the entire property? Or just w/i 100' of road construction? Or?	Peggy Horton - Platting Technician @ MSB	

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160	D01(c) (1)	Engineer	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
161	D01(d)	What impact does this have for platting staff? "only at this submittal"	Peggy Horton - Platting Technician @ MSB	
162	D02	Ditches that convey water to a ditch in DOT&PF right of way must satisfy the minimum hydraulic capacity required by the DOT&PF standards. This is currently a discharge with a 10 year return interval. Specifying a ditch slope, depth, and cross section could be inadequate and hence could allow water to flow out of the ditch onto the DOT&PF road. This is unacceptable.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
163	D02	Do you want to address the need for flared end sections on culverts in certain circumstances?	Peggy Horton - Platting Technician @ MSB	
164	D02	Do you want to address the concern about removing an existing cul-de-sac when the extension of the road is still under warranty?	Peggy Horton - Platting Technician @ MSB	
165	D02	"Normal distch depth shall be 30 inches"...as measured from?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
166	D02(c)	trafficway does not include shoulder, per definition	Peggy Horton - Platting Technician @ MSB	
167	D03	a) Is this all fish or "anadromous" fish?	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
168	D03	Fix indentations	Peggy Horton - Platting Technician @ MSB	
169	D03(b)	remove "before"	Peggy Horton - Platting Technician @ MSB	
170	D03(b)	add "prepared by an engineer"	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
171	D03.1(b)	do you mean and/or or and/under?	Peggy Horton - Platting Technician @ MSB	
172	D03.1(c)	replace the / so it reads...Substrate material witin and under the crossing...	Peggy Horton - Platting Technician @ MSB	
173	D03.1(e)	within/over?	Peggy Horton - Platting Technician @ MSB	
174	D03.1(g)	Be consistent...100-year or one hundred-year	Peggy Horton - Platting Technician @ MSB	
175	D03.1(h)	Q100...does this need a definition?	Peggy Horton - Platting Technician @ MSB	
176	D03.1(i)	Under section i) Design Standards paragraph (6) states: Culvert slope shall be within 25% of the natural stream slope of the selected reference reach. This statement may be ambiguous. USFWS recommends adding the following sentence to clarify: "For example, if a reference reach is 1.0% slope, the minimum design slope of the stream simulation culvert would be .75% and the maximum design slope would be 1.25%."	Heather Hanson Fish Passage Engineer; US Fish and Wildlife; heather_hanson@fws.gov; 271-1630; 891-3765 Cell	
177	D03.1(i)	percentage consistency	Peggy Horton - Platting Technician @ MSB	
178	D03.1(i)(10)	D100 - is this type of material defined somewhere?	Peggy Horton - Platting Technician @ MSB	
179	D03.1(i)(13)	place a comma after passage	Peggy Horton - Platting Technician @ MSB	
180	D03.1(i)(2)	If there is no MSB Bridge Criteria Manual, we would recommend removing paragraph D03.1 i) (2) to ensure that culverts that are 20 feet or greater in width are still required to follow the fish passage design criteria in the Subdivision Construction Manual.	Heather Hanson Fish Passage Engineer; US Fish and Wildlife; heather_hanson@fws.gov; 271-1630; 891-3765 Cell	

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1	Section	Comment	Commentor	Response
181	D03.1(i)(2)	reword in MSB public property and subdivision streets to read "in subdivision streets and MSB properties" to make it less confusing. Someone may take this to mean within MSB created subdivision streets.	Peggy Horton - Platting Technician @ MSB	
182	D03.1(i)(2)	Bridge Criteria Manual (?)	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
183	D03.1(i)13	"Culvert outlet aprons and inlet protection shall be used as necessary to reduce the risk of scour and perching. If needed, culvert outlet aprons should extend approximately three (3) channel widths downstream from the culvert outlet, and shall be modeled to ensure fish passage if fish are present." Outlet and inlet aprons made of metal are bad for fish passage as the tend to increase velocities and decrease flow depth. USFWS recommends changing this paragraph to the following: "Culvert outlet and inlet protection shall be used as necessary to reduce the risk of scour and perching. If needed, culvert outlet aprons should extend approximately three (3) channel widths downstream from the culvert outlet, and shall be modeled to ensure fish passage if fish are present. Outlet and inlet protection shall be constructed with rock sized to withstand the shear stresses of a fifty-year flood. Metal aprons are not allowed at the inlet and outlet."	Heather Hanson Fish Passage Engineer; US Fish and Wildlife; heather_hanson@fws.gov; 271-1630; 891-3765 Cell	
184	D03.2	ADF&G instead of ADFG	Peggy Horton - Platting Technician @ MSB	
185	D03.2	Minimum cover? Thaw Pipes? Insulation? Bedding?	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
186	Definitions	Request further expectations of ADT definition – consider adding: “This is typically an annual average for most roads, or a seasonal average for highly seasonal roads.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
187	Definitions	“Roadway” – in Statute only vehicle lanes, not shoulder. Recommend similar, and add Highway as definition of entire ROW. Common terminology is critical between laws, agencies, and all levels of government when managing infrastructure and events. AS 28.90.990 (14) "highway" means the entire width between the boundary lines of every way that is publicly maintained when a part of it is open to the public for purposes of vehicular travel, including but not limited to every street and the Alaska state marine highway system but not vehicular ways or areas; (24) "roadway" means that portion of a highway designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder, even though the sidewalk, berm, or shoulder is used by persons riding bicycles or other human powered vehicles; and in the event that a highway includes two or more separate roadways, the term refers to each roadway separately but not to all such roadways collectively;	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
188	Definitions	“Street” Same definition as Roadway above.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	

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189	Definitions	"Trafficway" for national crash reporting (Form 12-200) statewide—used by all law enforcement – is ROW to ROW – same as Highway above. Trafficway = highway. Recommend same definition. Use Roadway for street with shoulders. Use "Vehicle Lanes" for lanes only or something like that. AASHTO uses a title "Width of Traveled Way" or "Traveled Way" in its defined widths of vehicular lanes.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
190	Definitions	add "Road Prism"	Peggy Horton - Platting Technician @ MSB	
191	Definitions	add "Road Embankment"	Peggy Horton - Platting Technician @ MSB	
192	Definitions	add "Roadside" see definition of backslope and foreslope	Peggy Horton - Platting Technician @ MSB	
193	Definitions	add "Controlled Approach"	Peggy Horton - Platting Technician @ MSB	
194	Definitions	(For new residential streets and drives, the expected ADT is determined by using the Trip Generation Rates found in Section A17.) - I think this part belongs in the body of the manual, not in the definitions.	Peggy Horton - Platting Technician @ MSB	
195	Definitions	Define Current Standard; SAG & Crest Sight Dist. For Verticle Curves		
196	E01	Change the subject to a plural to agree with <u>their</u>	Dan Elliott - Transportation Advisory Board	
197	E01	Slit trenches - does this need a definition?	Peggy Horton - Platting Technician @ MSB	
198	E01.1(b)	add "proposed" before grades	Peggy Horton - Platting Technician @ MSB	
199	E01.1(b)	add "proposed" before cuts	Peggy Horton - Platting Technician @ MSB	
200	E01.1(b)	add "proposed" before fills	Peggy Horton - Platting Technician @ MSB	
201	E01.1(b)	This has been questioned, does this mean grade before or after construction?	Peggy Horton - Platting Technician @ MSB	
202	E01.2	E 01.2: Request added clarification – "An owner of road must submit plans to DOT&PF for any construction required in State ROW, for permit. This could be MSB as the final owner. Can be developer with MSB nonobjection to permit application to DOT&PF." Per 17 AAC 10.020	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
203	E01.3	9) MSB will want to also receive and verify a copy of a "DOT&PF driveway/approach road permit, including accepted Traffic Impact Analysis and Agreements when required for very large developments as per 17 AAC 10.060."	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
204	E01.3(c)	?? Must attend	Peggy Horton - Platting Technician @ MSB	
205	E01.3(d)	place semi-colons after statements	Peggy Horton - Platting Technician @ MSB	
206	E01.3(d)(10)	add "and" after verification	Peggy Horton - Platting Technician @ MSB	
207	E01.3(g)	add ", which allows road construction to commence." after (NTP)	Peggy Horton - Platting Technician @ MSB	
208	E01.3(h)	add E01.3(h) do you want the 48-hour notification here?	Peggy Horton - Platting Technician @ MSB	
209	E01.5(a)	place semi-colons after statements	Peggy Horton - Platting Technician @ MSB	
210	E01.5(a)(7)	add "and" after (7) section	Peggy Horton - Platting Technician @ MSB	
211	E01.5(d)	add "and" after (d) section	Peggy Horton - Platting Technician @ MSB	

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1	Section	Comment	Commentor	Response
212	E01.7	Besides bonding, insurance, and experienced management, responsible and fair construction guarantees using a warranty clause has worked for DOT&PF with a similar clause on a very large private development of brand new roads – something like: “Contractor will guarantee the construction and materials utilized in the construction of the Improvements for a period of one (1) year from the date of the issuance of the Letter of Substantial Completion by DOT&PF. General Contractor will be responsible for the necessary and appropriate remedy, as determined at the sole discretion of DOT&PF, at its expense, for any failure or defect in Contractor's work due to construction deficiencies or faulty material, including damage to any property, improvements, or facilities as a result of the failure or defect noted in writing by DOT&PF prior to the issuance of the Letter of Final Acceptance. Contractor will not be responsible for any failures or defects caused by DOT&PF work in the area, or DOT&PF's ongoing maintenance or operations after issuance of the Letter of Final Acceptance or any casualty which damages such improvements. Contractor and DOT&PF will notify each other in writing upon discovery of any failure or defect covered by this guarantee.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
213	E01.7 - 2nd paragraph	??? Smow remval, maintaining a smooth road surface and crown	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
214	E01.7 - last line	place a comma after DPW	Peggy Horton - Platting Technician @ MSB	
215	G01	Change the subject to a plural to agree with <u>their</u>	Dan Elliott - Transportation Advisory Board	
216	G01	could a reference be added to include following requirements per the IBC and IFC?	Donald Cuthbert; donald.cuthbert@matsugov.us; 861-8030	
217	G01	I also support adding references to the International Building Code and the International Fire Code. Commercial and industrial development does fall within the jurisdiction of the State of Alaska and/or the State's deferred jurisdictions. Any commercial and industrial development is subject to a Fire and Life Safety Plan review, including a planned commercial and/or industrial subdivision to insure that fire road access, site development, water supply, etc. meet the State adopted IBC and IFC requirements. This means for developers within the Mat-Su Borough, either contacting the State of Alaska Division of Fire and Life Safety or the Central Mat-Su Fire Department Fire Code Office, dependent on the site location. It is critical to remind current developers and new-comers to the Borough or to the construction/development arena of these requirements. We have recently had to stop-work two projects and levy fines for failure to follow the mandated requirements.	James Steele, Fire Chief, District 1; james.steele@matsugov.us	

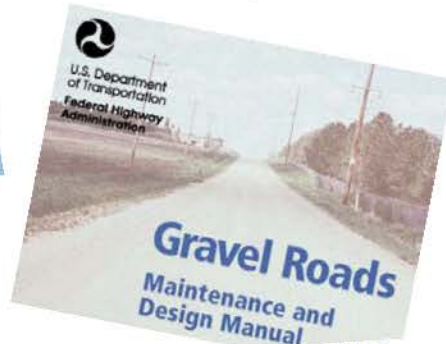
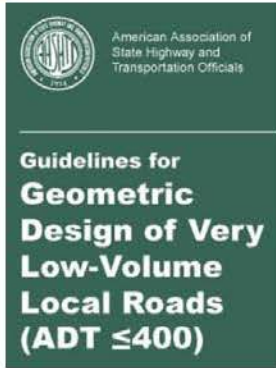
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1	Section	Comment	Commentor	Response
218	G01	Commercial and Industrial Subdivision are also subject to TIA's if very large and accessing state roads- which may also be a large impact through a Borough Road – eventually to a State Road. DOT&PF would like this section to refer to 17 AAC 10.060 when needed – with an application on the Borough’s behalf to a state road, so we don't have to ask MSB to invoke an analysis – make it known up front. If accessing a state road – a DOT&PF permit is required under: http://dot.alaska.gov/permits/index.shtml	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
219	G01	Slit trenches - does this need a definition?	Peggy Horton - Platting Technician @ MSB	
220	G01	We have not eforced this (first sentence)	Peggy Horton - Platting Technician @ MSB	
221	G01	there is no on-street parking on collector roads per A08.1e	Peggy Horton - Platting Technician @ MSB	
222	G01	place a hyphen so it reads "off-street parking"	Peggy Horton - Platting Technician @ MSB	
223	I01	Change the subject to a plural to agree with <u>their</u>	Dan Elliott - Transportation Advisory Board	
224	I01	Slit trenches - does this need a definition?	Peggy Horton - Platting Technician @ MSB	
225	I01.1(a)	What is Rural?	Peggy Horton - Platting Technician @ MSB	
226	I01.1(a)(1)(b)	reword I01.1(a)(1)(b) it is confusing	Peggy Horton - Platting Technician @ MSB	
227	I01.1(a)(1)(c)	Replace the MSB with "DPW"	Peggy Horton - Platting Technician @ MSB	
228	I01.1(a)(1)(e)	Replace the MSB with "DPW"	Peggy Horton - Platting Technician @ MSB	
229	I01.1(d)(5)	Does eye level need defining?	Peggy Horton - Platting Technician @ MSB	
230	I01.1(d)(6) - Figure I-1	Request note in terms of “ROW” in the title – this figure also applies to Section Lines and easements for Future roads.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
231	I10.1	d) State other reasons shallow utilities also won’t be allowed to interfere: with “guardrail, sign posts, and lighting circuits.”	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
232	I10.1	d) 2) Recommend no poles, pedestals on the outside of curves at < 40 feet to allow for clear zone and run off road crashes.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
233	I10.1	d) 4) For maker poles, use yellow or grey posts and white retroreflective sheeting (no other color)(no orange).	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
234	I10.1	d) 5) DOT&PF requires guy wire also be outside the clear zone.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
235	Introduction	Deleted title	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @, HDR; peter.curtis@hdrinc.com; 644-2086	

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1	Section	Comment	Commentor	Response
236	Introduction	Introduction Narrative change: The manual are intended to accomplish several goals: 1. To provided guidelines for the design of roads and utilities within the Matanuska Susitna Borough. 2. To provide hydraulic and hydrology guidance for fish passage and bridge designs. 3. To provided constructed roads with public safety and maintenance cost addressed. Simplify the introduction, it too negative. Also, the manual is used by O&M term consultants designing upgrades to existing residential streets. Also, find the bridge manual and include in this document.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
237	Introduction	Mid par. "safe" – Recommend changing to "safer and more efficient" – We aren't able to guarantee absolute safety, but as we improve – more acceptable safety levels – balanced with moving people at various speeds and access densities. By nature of having several road classes in this Manual – some are safer than others – but none are "safe" in the absolute sense.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
238	Introduction	17 AAC 10.020 ends with a strong intent that guides DOT&PF reviews of new public and private access – may be useful herein with possible alterations around the main concept (in bold): "If alternative means are proposed by the applicant for [completing subdivision objectives?] mitigation of traffic impacts of a proposed development, the department [borough] will select the alternative that provides the greatest public benefit [long term?], at the least private cost, and that meets the appropriate [roadway network intent?]...on an impacted [borough and?] state highways.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
239	Introduction	Other recurring problems later in document worth adding to the list here. What comes to mind includes: "lack of detour routes, bus routes, walkable connections, and emergency routes. Route options and resiliency are a need towards safety and efficiency. Roads have to be designed to allow for construction, emergencies, alternatives at any given time."	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
240	Introduction	"substandard bridge" - there is no bridge section	Scott Adams, P.E., S.E. Works at JBER - Transportation Advisory Board	
241	Introduction - last line	add "utilities need to be moved outside the ROWs"	Peggy Horton - Platting Technician @ MSB	
242	References	ADOT&PF instead of AKDOT&PF	Peggy Horton - Platting Technician @ MSB	
243	throughout manual	Standardize the use of: percent, percentages, %	Peggy Horton - Platting Technician @ MSB	
244	throughout manual	Standardize the use of: degree, 35°	Peggy Horton - Platting Technician @ MSB	
245	throughout manual	Standardize the use of: Feet, 35', 35 ft.	Peggy Horton - Platting Technician @ MSB	
246	throughout manual	Standardize the use of inches, 4", 4 in.	Peggy Horton - Platting Technician @ MSB	

	A	B	C	D
1	Section	Comment	Commentor	Response
247	throughout manual	slashes can be confusing	Peggy Horton - Platting Technician @ MSB	
248		Refer to and include the Bridge Design Manual.	C. Peter Curtis, PE (AK, ME) Senior Roadway Engineer @ HDR; peter.curtis@hdrinc.com; 644-2086	
249		A very informative and helpful manual aimed at good outcomes. Many DOT&PF comments below seek to work on consistency between agencies, but not a concern with the overall intent.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
250		It is requested the Subdivision Manual include a new Section addressing proposed subdivision of lands seeking direct access to/from roads owned and maintained by the Alaska DOT&PF.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
251		The subdivision manual could be improved with the addition of a new Section describing how a typical surface transportation network functions in terms of street classification. Proposed subdivisions of land often occur on or near the main arterial streets. Given the current language in the Subdivision Manual, a developer would be inclined to channel all the trips from their subdivision directly onto the arterial network. Such a situation results in over-taxing the arterials with traffic that should be kept within the Collector and below system of streets. As DOT&PF owns most of the key arterial facilities in the Borough, the future impacts on safety, congestion, resilience and reliability of travel are likely to be significant.	Melanie Nichols, Planner III; AKDOT; melanie.nichols@alaska.gov; 269-0520	
252		I didn't see anything on pedestrian/bike paths.	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	
253		Some subdivision may hold in their conveniences a requirement for a pedestrian pathway.	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	
254		I have heard that DOT is requiring that major roads such as Bogard, Palmer-Wasilla Highway to be developed with pedestrian paths.	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	
255		You have a section for MAJOR ROAD CORRIDORS.	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	
256		My question to you is, "shouldn't you address the requirements for these pathways in this update"?	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	
257		Isn't this the time and place to have these development requirements listed?	Sam A. Hanson, AKHansons@hotmail.com; 841-6565	

	A	B	C	D
1	Section	Comment	Commentor	Response
258		I have long been concerned with the title allowing subdivision below 5 acre minimum when served only by roads which are not certified for maintenance by Public Works. These roads (typically Pioneer access) are maintained by the residents using them and the cost of this maintenance escalates dramatically when the parcels are broken up into 40,000 sq ft. lots as is currently allowed. This results in a handful residents paying increased costs to continue maintenance with up to four times the amount of traffic as the 5 acre parcels are divided into small lots. I am for consideration of this effect and a return to the 5 acre minimum for subdivisions not served by publicly maintained roads. PS. The Platt Note stating "roads are not publically maintained" does nothing to address the fact that someone has to absorb the cost of maintaining the roads with the increased traffic	Stephen Edwards; lana@mtaonline.net; 373-1588	
259	See Pictures Below	See Attachments	Ken Walch; kwalch@mtaonline.net; 892-2400	

Unpaved Low Volume Roads – Test site report After 4 years... what's happening?



FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are adopted by the State of Oregon.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*. The fire code official may be guided by the Oregon Department of Land Conservation and Development's Neighborhood Street Design Guidelines, June 2001.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus

SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

Exceptions: The fire code official is authorized to modify the provisions of Section D103.1 when:

1. In accordance with OAR 918.180(1)(b), all buildings

The Call of the Wild Road Test Site Project



This is a widely accepted design concept.

Why this project? – To prove a concept and meet a need. Gravel roads designed to low traffic volume road standards provide safe and functional roads that meet user needs, provide emergency vehicle access, and can be constructed and maintained at a lower cost.

This test project was constructed at NO COST TO THE BOROUGH.
All costs were donated by the contractor and the local community.

So what's the problem?

- 102 Miles of road in the Big Lake RSA. 83 Miles are gravel.
- Most serve low density residential areas with very low traffic loading.
- Road deficiencies exist, are serious and have plagued us for decades.
- We pay a premium every year to maintain these substandard roads.
- **There is no practical cost-effective plan in place to fix the problem.**

A few of the substandard roads in RSA 21:



Want our roads fixed? Change is needed.

- > Utilize low impact design standards for residential streets.
- > Develop an integrated, coordinated & prioritized road improvement plan.

Bring these programs together under a long-range coordinated improvement plan.

Full Design Stds. A CIP Upgrade

- Contiguous Section of Street
- Designed to the Borough's min. design standards.



Major Maint. Upgrade

- Contiguous Section of Street
- Min. Design to provide function and Emergency Vehicle Access



Minor Maint. Upgrade

- Isolated (small) Section of Street to address specific problem.
- Min. Design to correct deficiencies, reduce maintenance cost.



Figure 1 - The low area where water is across the roadway is the location of the rock fill drain.

Critical needs - emergency vehicle access, and construction for the best cost/benefit ratio!

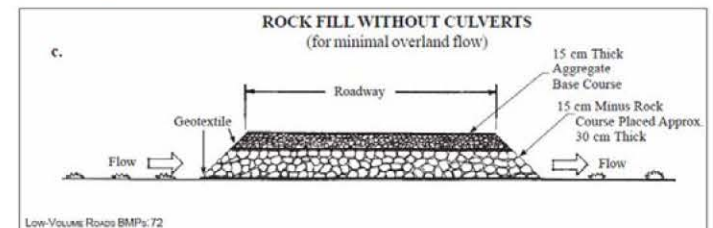
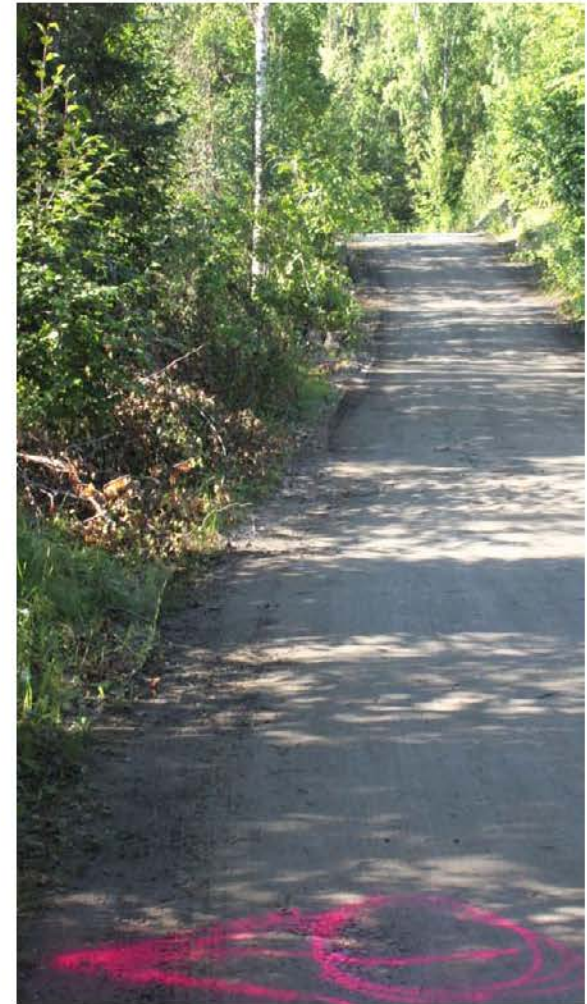


Figure 2 - This rock fill section, without culverts, shows construction requirements for the upgrade.

The Call of the Wild Road Test Site Project



The Call Road prior to construction.





The test section is based on unpaved low volume road design standards. It starts at M.P. 0.4 and goes to M.P. 0.92.

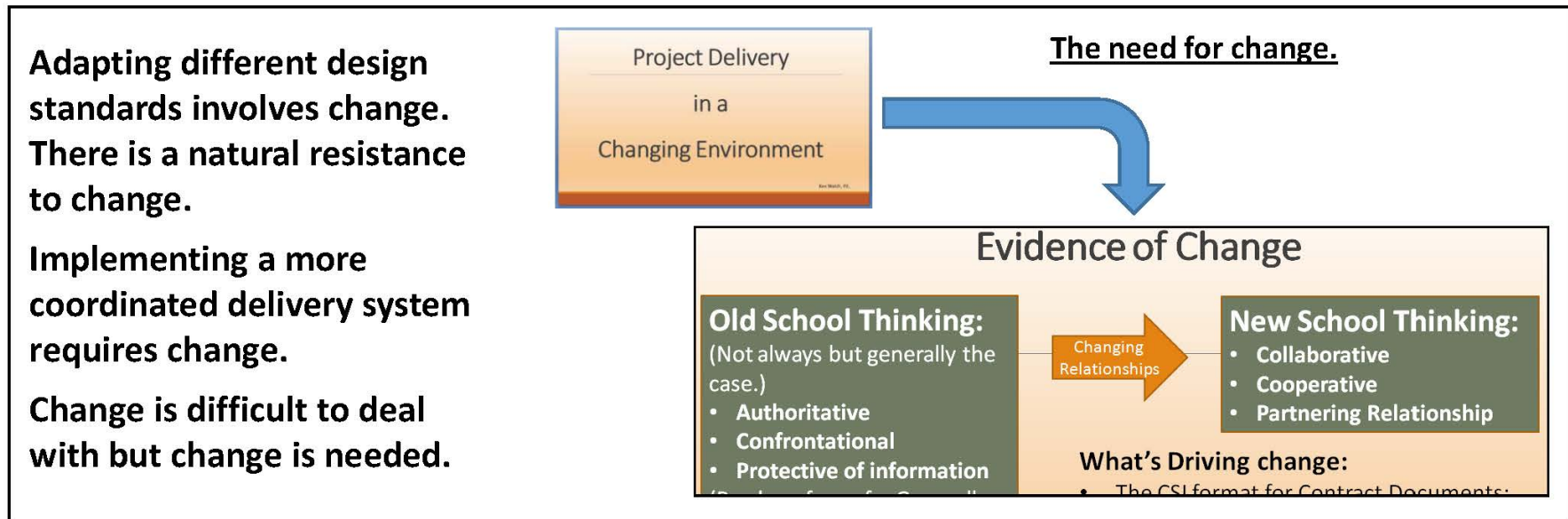
This section of road is outside the RSA maintenance area and received minimal maintenance over the past four years. This road would most likely qualify for emergency vehicle service. The road embankment was constructed from local materials, predominately silty gravels, which are common throughout the borough.

The Call Road after construction.





Why hasn't this program moved ahead?



It's difficult to ignore the contentious environment that existed when this program was first introduced. The concerns had nothing to do with the merits of the program – those groups and individuals who one would think would be most interested didn't even want to learn what this road design was all about. It seemed to be that "this is different and don't bother me with facts", or "this involves folks I don't agree with so I don't like it." Our road issues are still being dealt with in what is less than a collaborative and cooperative and partnering relationship. Other than the endorsement from a borough engineer, a Licensed Engineer, in 2013 supporting continued participation in the program there has been no MSB engineering evaluation of the work, absolutely no participation in nor interest shown by the Public Works Department to evaluate or expand on any benefits or cost savings that could be achieved by this design. The borough has not pursued any further testing of even the most basic features offered by these design concepts. Those who invested time, money and effort into the project didn't even get a "thank you" from the borough. **Our design and maintenance program for gravel roads is out of date and does not work.** So... What to do? Step 1 – Agree that change is needed. Step 2 – Decide if you want to make change. Step 3 – Get to work on a cost-effective program to improve our roads.