


**PIH Review  
REVIEW**

**PROJECT NAME: HSIP: Tudor Rd: Baxter Rd to Patterson St Channelization  
PROJECT NUMBER: 0544023/CFHWY01073**

	<b>DATE: 11/1/24</b> <b>REVIEWER: O. LeCroy</b> <b>SECTION: HY</b> <b>PHONE: (907) 269-0532</b>	<b>Confirmation of action taken on comment by:</b>
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<b>Rating</b>		<b>Comment: This rating should be used to indicate the quality of the review set package you received.</b> <i>Unsatisfactory/design intent not clear or accurate and major errors – One cone. Low Acceptable/design intent not well represented and errors – Two cones. Acceptable/design intent developed and minor errors – Three cones. High Acceptable/ clear design intent and few errors – Four cones. Outstanding/very clear design intent and little to no errors – Five cones</i>
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1)	1	HY	We have no document drainage issues in the project area.	Thank you.	
2)	1	HY	Consider a visual surface inspection of curb inlet grates and adjacent curb and gutter throughout the project limits. If these are areas found to be damaged in a way that inhibits positive drainage from the road surface or curblines, consider replacement of these damaged drainage facilities.	Drainage work added to project: Replacement of outer curb lines based on visual inspection. Replacement of storm drain pipes and structures not replaced since original installation – drainage network on the western side of project was replaced in 1990, but pipes and structures shown were installed in 1975 and are due for replacement.	


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	<b>DATE: October 15, 2024</b> <b>REVIEWER: J. Pettijohn</b> <b>B. Laposay</b> <b>SECTION: ROW Engineering</b> <b>PHONE: (907) 269-0673</b>	<b>Confirmation of action taken on comment by:</b>
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3)	F All H All	RW	There is no scaling present within the title blocks on these sheets. Recommend adding.	Added 1"=20' scale in the F and H sheet border.	
4)	A01	RW	Please add "T" for "Township" and "R" for "Range" on the north arrow.	Added.	
5)	F04	RW	Please remove thick black line that looks similar to a ROW line that runs on the top, right and bottom of the viewport. (Make it look like H04)	Removed.	

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	<b>DATE: 10-21-2024</b> <b>REVIEWER: Ryan Kim, P.E.</b> <b>SECTION: B – MOA PM&amp;E</b> <b>PHONE: (907) 343-8159</b>	<b>Confirmation of action taken on comment by:</b>
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6)	B02	B MOA PM&E	Is the additional 8” concrete below the colored concrete for the Median Structural Section No. 6 necessary? It seems excessive.	Median Structural Section No. 6 is replaced with median structural section No. 3 (WIM removed).	
7)	F03	B MOA PM&E	Recommend adding a curb ramp on the east side of Patterson Street and connecting to the existing pathway.	Curb ramp and connection to pathway added.	
8)	F05	B MOA PM&E	Verify space for a landing is provided behind the curb ramp located on the south side of Ambler Lane.	Switched to parallel curb ramp.	
9)	F05	B MOA PM&E	For Municipal roads revise pavement limits with transverse joints to be skewed between fifteen and twenty-five degrees in accordance with M.A.S.S. Section 40.06 Article 6.5.J.	Skewed approaches added.	
10)	H01- H02	B MOA PM&E	Revise longitudinal striping thickness at the bus pullouts from 4” white to 8” white.	Revised the striping to 8” white.	
11)	H03	B MOA PM&E	Consider adding a no left turn sign (R3-2) at the median on Patterson Street.	No left turn sign added.	
12)	H03, H05	B MOA PM&E	Add “ONLY” below the right turn lane striping.	Added.	

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13)	H05	B MOA PM&E	Add keep right sign (R4-7) at the beginning of the median.	Keep right sign added.	
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	<b>DATE: 11/1/2024</b> <b>REVIEWER: K. McCarthy</b> <b>SECTION: UTILITIES</b> <b>PHONE: (907) 269-0629</b>	<b>Confirmation of action taken on comment by:</b>
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14)	1	U	How were the valve box points collected. There seems to be a substantial amount of horizontal error in the existing locations within the plan set. Were they surveyed? Hand measured from a known point? Pulled from previous as-builts?	Valve box locations have been updated with survey data.	
15)	F02	U	Past AWWU agreements and record drawings indicate there is a valve box for an existing 6” gate valve that’s in line with their existing 36” DI water main. The valve should be located ~860ft west of the centerline of the AWWU reservoir driveway (~Sta 293+00). Utilities will reach out to AWWU to see if this valve box was accidentally paved over during a past project. Since the proposed project will be installing a new median over top of the facility in question we will find out if it needs to be brought to finished grade if it exists. If it is determined that the facility exists we will need the 627.0010.000 – Adjustment of Valve Box summary table updated to reflect the inclusion in the bid quantities.	Valve was not picked up by survey and is not visible on goggle maps/ Ivision at the location described.  Adjustment for the valves pay item included in project if AWWU records indicate valve box exists, or if valve box is encountered during construction.	
16)	F02	U	There are three valve boxes located within the pavement limits at AWWU’s reservoir driveway. Currently there are only two shown and their horizontal locations as shown in the F sheets are questionable. Add the third valve box and verify that the station offset called out in the 627.0010.000 – Adjustment of Valve Box summary table reflects the accurate locations of each.	Three valves are updated with the survey data. 627.0010.000 updated.	

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17)	F05	U	Missing existing storm drain manhole near inlet shown at ~"P" Sta. 11+40 LT. This falls within the proposed pavement limits and will require the addition of a Manhole Adjust summary table and bid item.	Manhole is now picked up by survey. Summary table and bid item revised.	
18)	F05	U	Missing monument near ~"P" Sta. 13+00. Falls within the proposed pavement limits and will need to be accounted for.	Monument is picked up by survey at the described location.	
19)	F05	U	Missing control point/benchmark near "P" Sta. 13+50 RT. Falls within the proposed pavement limit and will require adjustment.	Monument is picked up by survey at the described location.	
20)	1	U	Please include all Utility companies and/or Utility companies' contractors as a subcontractor in the ESCP.	No utility work is anticipated with this project.	

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	<b>DATE: 11/01/2024</b> <b>REVIEWER: Jason Lamoreaux</b> <b>SECTION: Construction</b> <b>PHONE: (907) 269-0664</b>	<b>Confirmation of action taken on comment by:</b>
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21)	E 03	C	Remove references to Funny River Road CL on plan views.	Detail removed.	
22)	D 01	C	Guardrail Summary – Combine the two sections of guardrail into one entry. No need to split due to page break. If it is one section of guardrail, it should only be one entry in the table.	Guardrail summary table revised.	
23)	F 02	C	Also on F03 – Show end terminals on plan view so it is clear where the end terminals end.	End terminals revised.	
24)	1	C	Why are we installing guardrail in that one section? Guardrail in itself is a hazard, so we only install it where it is protecting from a bigger hazard. It is also a maintenance concern both for plowing and repair/replacement over time.	The project nomination calls for a guardrail to improve the safety of this section that has recorded run off roads. Guardrail analysis was conducted exploring 3 possible options with the option shown in the plans (guardrail at the face of curb) being selected as the preferred design.	
25)	C 01	C	Is Type IIA asphalt and unmodified oil correct for top lift on Tudor Road? We are typically using Type VH for these types of roads.	The project is updated with type VH.	
26)	B 01	C	Median Structural Section No. 3 – Thickness of layers should be representative. 6” Base Course is shown much thicker than 6” Colored Concrete.	Median structural section No. 3 revised.	
27)	B 01	C	Multiple Tudor Road typical sections cover the same station range. The 2 <sup>nd</sup> detail should skip over the areas covered by the other details to avoid confusion as to which detail applies.	Station ranges revised.	

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28)	B 02	C	Second typical section stop at station 303+92, but the first detail doesn't pick up until station 304+92. Are these supposed to match together?	Typical sections revised.	
29)	B 02	C	Is it necessary to have 8" of concrete under the patterned concrete in the median?	Median Structural Section No. 6 is replaced with median structural section No. 3	
30)	F 01	C	All Curb and Gutter – We will need reference points (station/offset) for all corners/changes in the curb and gutter alignment and curve radii.	Curb and gutter reference points added	
31)	H 03	C	Diagonal hashmarks by bike lane – What is the spacing between the diagonal lines?	12 feet from center to center. Number included in H sheets.	
32)	H 01	C	Start of eastbound lane striping shown as 8" by lineweight for first 50 feet or so, but should be 4" as labeled. Bus turnouts and turn pockets are typically 8" white, but I see most labeled as 4" white. Provide station callouts for symbols.	Revised.	
33)	H 04	C	Striping in median should all be yellow. Existing double yellow appears to be have 4" separation, but plans are calling for 1' apart?	Revised.	
34)	H 05	C	Median striping should be yellow. Spacing between double yellow is typically 4", but plans are calling for 1'? Callout also calling for 18" diagonal at 45 degrees, but no gore striping is depicted on drawing. Need station callout for symbols.	Revised.	
35)	03	C	There will need to be a project specific set of specials for the 643 section to account for traffic restrictions specific to this project. Consider holidays, special events, and allowable traffic restrictions for WIM slab construction since that will require 24/7 lane closures.	643 updated to include project specific language. Design team will coordinate with construction on finalizing the TMP and TTCP details along with 643 specification language.	
36)	1	C	Provide details for curb ramps showing dimensions or match points for matching existing pathways.	Layout reference point/match point labels added to plan sheets.	

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37)	All	HYD	See paper plan set markups for minor drafting comments and additional information.	Plan set markups received and observed.	
38)	A02	HYD	List project abbreviations as needed.	No specific project abbreviations.	
39)	A02/ D01/ E0X	HYD	If including curb ramp summary table with preliminary dimensions coinciding with the curb ramp inspection form, will want to also include relevant A02 notes and associated E detail sheet showing locations of relevant dimensions. Also recommend reducing the precision of dimensions in the D table to 0.1 place to communicate more approximate nature – they’re a good starting place but may change slightly in field as needed to meet slope requirements.	Precision of D table dimensions reduced. Dimensions revised.	
40)	B01	HYD	Make sure project typical section stations align. Currently multiple are overlapping and you cannot tell where one typical section ends, and another begins. Remove overlapping stationing.	Project typical section stations revised.	
41)	B02/ F02-3	HYD	Recommend coordinating directly with Traffic Data staff to develop the WIM replacement typical, details, and specifications, along with a cost estimate – contact listed on website is Justin Zarr, manager of that group is Scott Vockerth.	WIM removed, ATR items revised.	

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42)	C01	HYD	<p>Consider adding the following items:</p> <ul style="list-style-type: none"> <li>- Removal of sidewalk – 202.0003.0000</li> <li>- Adjust Existing Manhole – 604.0004.0000</li> <li>- Delineator, Flexible - 615.0005.0000</li> <li>- Topsoil and seeding (620 and 618 items)</li> <li>- Approach – 639.2000.0000</li> <li>- Adjust Junction Box – 660.2004.0000</li> <li>- Junction Box, Type 2 – 660.2005.0002</li> <li>- MMA Pavement Markings, Symbols and Arrow(s) Inlaid – 670.2007.0000</li> <li>- MMA Pavement Markings, Transverse and Gore Inlaid – 670.2008.0000 (if adding this item, read the method of measurement carefully and ensure that the quantity reflects this. Several projects have gone out with this items quantity not being accurate with the method of measurements listed in the specs).</li> </ul> <p>If you don't want the extra MMA items, consider making the striping lump sum. If not lump sum, include all of the MMA items.</p> <p>Item 608.0003.0000 Asphalt Sidewalk list a quantity of 40 SY in the planset and 130 SY in the Engineers Estimate. Correct the incorrect value.</p> <p>This section of roadway sees over 20,000 vehicles a day. Should project use a higher grade of HMA instead of Type II? Potentially Type VH. Coordinate with materials group on pavement recs.</p> <p>Format the pay unit and total quantity for item 669.2013.0000 to match the other Lump Sum items.</p>	<p>Items added to the C sheets</p> <p>Removed 670.2012.0000 (pay unit L.F.) Added MMA item 670.2002.0000 (lump sum)</p> <p>Revised.</p> <p>HMA type VH revised.</p> <p>Reformatted.</p>	
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43)	D Sheets	HYD	<p>Clean up the tables in the D sheets. There are unnecessary rows in the several of the tables.</p> <p>Include Pavement Planing/Removal of Pavement/Removal of Sidewalk/Median Delineator/Junction Box tables.</p>	Tables will be cleaned up. Some tables and rows are currently being used as place holders.	
44)	D01	HYD	Is the guardrail a single run? The stationing makes it appear as one. If so, list on single line (first column F2-F3).	Guardrail table revised.	
45)	D02	HYD	Asphalt Sidewalk table should have a total quantity of 36. Also consider using concrete sidewalk where possible.	Sidewalk table revised,	
46)	D03	HYD	Include completed curb and gutter summary.	Curb and gutter summary table added.	
47)	D04	HYD	<p>Make sure to include all Junction Boxes that require adjustment in the Adjust Junction Box table. There are a few throughout the project that will require adjustment that are not listed in this table.</p> <p>Add Junction Box table and turn one of the junction boxes that are scheduled for adjustment into a new junction box. This will give construction flexibility in the field in case one or more of the old junction boxes are falling apart.</p>	<p>Junction Boxes are updated with the survey data</p> <p>660.2005.0002 table added to the D sheets.</p>	
48)	E02	HYD	Will any of the medians in this project require a flexible delineator? If so, add the item to the C sheets and create a corresponding table in the D sheets.	Flexible delineators included.	

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49)	E03	HYD	<p>All centerlines have Funny River Road listed. Update for this project.</p> <p>Consider applicability of the approach info shown on this detail – more geared towards a rural application with a slight grade raise.</p> <p>Assuming the digout transition is for the WIM slab, modify to graphically match relevant structural sections and depths.</p>	<p>Revised.</p> <p>Detail removed.</p> <p>Detail removed.</p>	
50)	F01	HYD	<p>There are several Junction Boxes that will most likely need to be adjusted. Add these to the Junction Box adjustment table on D04.</p> <p>Extend the project start station slightly into the Tudor/Baxter intersection. When the eastern curb ramps are replaced the Contractor will cut into the surrounding asphalt, damaging it. Instead of patching, replace this entire section of asphalt when repaving Tudor road.</p> <p>Include Kingston Drive as an approach that is scheduled for replacement. The pavement around the curb ramps will need to be replaced when the contractor replaces the ramps, similar to Baxter Drive.</p> <p>If extending pavement on Kingston Drive, manhole might be impacted. If so then schedule for adjustment and inspect to ensure that it does not require reconstruction.</p>	<p>Juntion Boxes updated with the survey data.</p> <p>Project start station extended.</p> <p>Kingston Drive has been taken into consideration.</p> <p>Adjust Manhole pay items added.</p>	

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51)	F03	HYD	<p>Look into the asphalt pathway ramps on the approaches at STA: 305+50 LT and 307+75 LT. These might require replacing with ADA concrete curb ramps if they see enough traffic; specifically, the ramps at the approach at STA 305+50 LT because there is enough traffic to warrant a stop sign.</p> <p>There is a manhole on the Patterson approach that is not shown in the plans which will require adjusting. Add item Adjust Existing Manhole – 604.0004.0000 to the C sheets and create adjustment table in the D sheets. Also inspect manhole to ensure that it does not require reconstruction.</p>  <p>Look into the median cut-through and determine whether or not it needs detectible warning tiles. If warning tiles are required, then add the item to the C sheets and create a table in the D sheets.</p>	<p>No curb ramps added, median will prevent left turns into and out of approach.</p> <p>Manhole is picked up by survey.</p> <p>Detectible warning tiles added to the median cut-through.</p>	
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			<p>At STA: ~311+00 LT there appears to be a water valve or a monument in the roadway. Examine and if it is a water valve then add it to the adjust valve box schedule and update the C and D sheets.</p> 	<p>Object is a monument. Adjust monument item added.</p>	
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52)	F05	HYD	<p>There is a second manhole on the Patterson approach that is not shown in the plans and will require adjusting. Add item Adjust Existing Manhole – 604.0004.0000 to the C sheets and create adjustment table in the D sheets. Also inspect manhole to ensure that it does not require reconstruction.</p>  <p>Extend the pavement to include the areas around the curb ramps that you are replacing. Same reasoning for the comment on sheet F01.</p> <p>Consider changing the Southeast curb ramp on Ambler to a parallel curb ramp. It might fit better in such a tight area.</p>	<p>Manhole is picked up by survey</p> <p>Paving limits extended.</p> <p>Manhole items added to the C and D sheets</p> <p>Pavement area has covered the ramps</p> <p>Curb ramp at Amber has been changed to parallel ramp.</p>	
53)	F (all)	HYD	<p>General comment on curb ramps and adjacent asphalt pathway – consider using concrete sidewalk item instead of asphalt pathway to connect new curb ramps to existing pathway if area is small. If new concrete can be used to butt directly up to old asphalt the cost increase is likely minimal for these minor areas, and it may result in a more cohesive/less segmented final product that having small sections of new asphalt between the concrete and old asphalt.</p>	<p>Have updated with concrete sidewalk items instead of asphalt pathway.</p>	

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REVIEW**

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PROJECT NUMBER: 0544023/CFHWY01073**

	<b>DATE: 10/30/2024</b> <b>REVIEWER: Miles Leguineche</b> <b>/ Ryan Hammel</b> <b>SECTION: HYD</b> <b>PHONE: (907) 269-0583</b>	<b>Confirmation of action taken on comment by:</b>
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54)	H05	HYD	<p>Is the approach at Ambler getting paved? The current F sheets show it as not being paved whereas this sheet shows it getting paved. If it is getting paved, include a stop bar on this sheet.</p>	Approach is paved. Stop bar added.	
55)	H06	HYD	<p>Make the legend on the salvage sign table bigger. Currently it is too small to read.</p> <p>Is the sign summary complete? Looking through Google Earth there are plenty of other signs along the project that would warrant replacement, depending on age and condition. Understanding that another project came through the area ~10 years ago and GE may not be fully up to date, recommend using other platforms/doing a site visit to identify all damaged signs in need of replacement and include them in project.</p> <p>Additionally, coordinate with the Traffic and Safety/HSIP engineer and consider performing retro-reflectivity analysis as needed within scope of project.</p>	<p>Revised</p> <p>Limited sign replacement is included in the project as needed in accordance with HSIP scope.</p> <p>Will continue to coordinate with traffic and safety as necessary.</p>	

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PROJECT NUMBER: 0544023/CFHWY01073**

	<b>DATE: 10/28/24</b> <b>REVIEWER: Travis Test</b> <b>SECTION: Surveys</b> <b>PHONE: (907) 269-0538</b>	<b>Confirmation of action taken on comment by:</b>
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Rating		<b>Comment: This rating should be used to indicate the quality of the review set package you received.</b> <i>Unsatisfactory/design intent not clear or accurate and major errors – One cone. Low Acceptable/design intent not well represented and errors – Two cones. Acceptable/design intent developed and minor errors – Three cones. High Acceptable/ clear design intent and few errors – Four cones. Outstanding/very clear design intent and little to no errors – Five cones</i>
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Item No.	Sheet / Page No.	Section	Comment	Response	Meeting Note
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56)	C 01	SC	Please add pay item 642.0011.0000 – Adjust Existing Monument Case. Quantity 2. We will provide station and offsets for a table in the D sheets once monuments are confirmed.	Pay item 642.0011.0000 added to the Estimate of Quantities and add D sheet tables	
57)	E 03	SC	Funny River Road centerline is called out twice on this sheet.	Revised	
58)	F 02	SC	Remove GPS Control Point symbol	Removed.	
59)	F 03 & F 05	SC	Add Primary Centerline Monument symbols when table from sheet C 01 comment is provided.	Primary Centerline Monument symbols added.	

**PIH Review  
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PROJECT NUMBER: 0544023/CFHWY01073**


	<b>DATE: 10/31/24</b> <b>REVIEWER: A. Brodie</b> <b>D. Eguires-Lee</b> <b>SECTION: Materials</b> <b>PHONE: (907) 269-6200</b>	<b>Confirmation of action taken on comment by:</b>
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60)	General	M	What is the existing mainline structural section?	<p>The design of the mainline structural section was taken from project 51927-HSIP Tudor Road Laurel St to Boniface Pkwy Channelization</p>	
61)	B01	M	Why are we replacing the entire pavement structural section in the turn pockets?	The primary reason for replacing the entire structural section is to match grade while draining away from the new median. Could potentially revise limits of full depth replacement based on existing crown location; further coordination to occur.	
62)	B02	M	Typical at the top of page is usually covered by a Transition Detail in E sheets	Detail removed.	
63)	B02	M	Why are we replacing the entire WIM concrete structural section? Does the WIM need the median?	The WIM is being removed and replaced with an Automated Traffic Recorder station – see K sheets for reference.	
64)	B02	M	Pavement Structural Section NO. 5 recommend matching D-1 to existing thickness and anything thicker than existing (2”-6”) be Type A	Structural section removed.	
65)	B02	M	Structural Section No. 6 – is 14” of concrete required for the WIM? Otherwise replace with Structural Section No. 3	Existing WIM being removed.	

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<p><b>DATE: 10/31/24</b>  <b>REVIEWER: A. Brodie</b>  <b>D. Eguires-Lee</b>  <b>SECTION: Materials</b>  <b>PHONE: (907) 269-6200</b></p>	<p><b>Confirmation of action taken on comment by:</b></p>
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66)	B02	M	The second typical section shows concrete curb sitting on bed of concrete not D-1	Existing WIM being removed; typical section revised.	
67)	C 01	M	306.0002 Asphalt Binder grade not listed	Asphalt binder grade now listed (PG 52-28).	
68)	C 01	M	401.0004.5228 binder listed as 52-28 we typically us 64-40 in Anchorage	Binder updated to 64-40.	
69)	C 01	M	HMA listed as Type II but the AADT meets criteria for Type V	Project is updated to use Type VH.	
70)	E 03	M	Details reference “Funny River Road” not Tudor Rd	Detail removed.	
71)	E 03	M	Details reference “digout structural section” and there is not a structural section labeled digout	Detail removed.	
72)	E 03	M	Digout Transition Detail references a “reclaim structural section”	Detail removed.	
73)	F 03	M	<p>Approach at ~Station 305+50 is the only residential access for a dead end street, blocking the left turn here would cause them to U turn at Patterson</p> 	<p>This intersection will be right-in right-out after construction of the project. The U-turn and right turn movement is one option. Facility users will need to use alternative routes.</p>	

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74)	Spec	M	669-301.9B needs to reference 501 and 550	WIM installation has been removed from project; 669 specifications to be finalized prior to certification.	
75)	Spec	M	669-301.8B - For supply and operation of the Profilograph/profiler. We don't generally provide equipment for the contractor's use. If the engineer requests us to run the section we provide this, but ideally it will be limited to the straight edge test because it will be more easily verifiable than running the profiler across it.	WIM installation has been removed from project; 669 specifications to be finalized prior to certification.	

**PIH Review  
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	<b>DATE: 10/27/2024</b> <b>REVIEWER: Jeremy Thompson</b> <b>SECTION: M&amp;O</b> <b>PHONE: (907) 269-0767</b>	<b>Confirmation of action taken on comment by:</b>
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Item No.	Sheet No. / Page No.	Section	Comment	Response	Meeting Note
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76)	B01	M&O	Typical Section “Tudor Road Sta 288+00 to Sta 315+10 & Others - Why are the lanes not even width? 13’ on right side, 12/14 on the left.	Road lane widths were designed to match existing lane widths on Tudor Road adjacent to the project as well as to accommodate bus pullouts and add the new median.	
77)	B02	M&O	Guardrail Detail - Concern of placement of guardrail. Might interfere with snow removal operations. It might be better offset from the road edge more. Allowing snow from the road to be stored until hauled away.	Guardrail analysis was conducted exploring 3 possible options with the option shown in the design being the most preferable. Offsetting the guardrail requires a minimum of 15 feet requirement and was considered in two of the explored options.	
78)	E03	M&O	Is the guardrail installation/maintenance going to conflict with the WIM?	Existing WIM slab to be removed and replaced with an automated traffic recorder station.	
79)	H01	M&O	This bus pullout is located along a steep bank.. Snow storage at and snow removal at this bus stop is difficult because of the bank. Can we cut some of the bank out to make room for snow storage? Also a longer bus stop lane could make it easier to maneuver trucks in to clear the snow.	The budget for an HSIP project is restrictive of how much additional scope can be added that is not intended for crash reduction; along with increasing project cost flattening these slopes and/or adjusting the location of outer curb lines would also potentially result in utility impacts. Therefore, slope flattening and extension of the bus stop are not being included with this project.	
80)	H03	M&O	Splinter island on PATTERSON is going to conflict with efficient snow removal operations and would be a target of being it by plow blades. Recommend it does not come so far forward into Tudor Road.	Splinter island is designed to restrict left turns out of Patterson onto Tudor. The island is currently about 8.5 feet away from the closest travel lane on Tudor Road.  The curb line on the east side of the intersection has been adjusted to match the location of the splitter island while providing a ramp transition to the existing bike lane.	

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81)	H01	M&O	<p>From BOP to about the Kaladi Brother driveway, West side of road – We have no room for snow storage due to the topography of the bank. This is always a tough spot to do snow hual, as it is awkward pulling snow off the bank. If we can do anything to get a flat shoulder for snow storage it would be very helpful to M&amp;O.</p>	<p>The budget for an HSIP project is restrictive of how much additional scope can be added that is not intended for crash reduction; along with increasing project cost flattening these slopes would also potentially result in utility impacts. Therefore, slope flattening is not being included with this project.</p>	
82)		M&O	<p>General comment – Some outside curbs in this project area compromised. Recommend evaluating for replacement especially in areas where inside curb work is being done.</p>	<p>Outside curbs replacement added to project based on visual condition assessment, along with replacement of older drainage facilities.</p>	
83)		M&O	<p>General comment – Clearing with the project would be beneficial to M&amp;O, especially in the steeper section of the project limit where we do not have brush cutting equipment that can transverse steep slopes.</p>	<p>Clearing added to project in areas with steeper side slopes – see summary tables for locations.</p>	

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	<b>DATE: 11/12/24</b> <b>REVIEWER: Anna Bosin</b> <b>SECTION: Traffic Safety</b> <b>PHONE: (907) 269-0639</b>	<b>Confirmation of action taken on comment by:</b>
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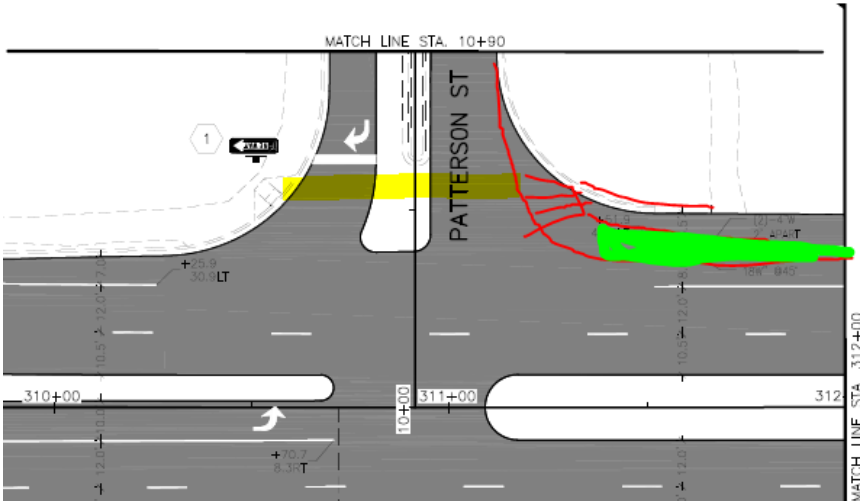
Item No.	Sheet / Page No.	Section	Comment	Response	Meeting Note
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84)	A01	TS	Consider including Patterson Road in table of design designations on cover page. Also, AADT continues to trend down for both Patterson and Tudor so design year aadt is likely not logical increase.	Design designations did not include Patterson, but turning movements are collected and used in traffic analysis.	
85)	F01	TS	Consider tightening the radii of the side street corners for Baxter and Kingston. Confirm the bull nose is outside the crosswalk stop bar at Baxter	Existing radii maintained - bull nose location at Baxer due to presence of J box in the median, since adjusting horizontal location of J-box could require relocation of signal conduit.	
86)	F05	TS	Consider marking a crosswalk to the bus stop on Patterson street with associated unsignalized crossing signage. Understand this may cause shifting of ramps to align with crosswalk and transit stops.	No crosswalk currently included in plans.	

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87)	F05	TS	<p>The existing flush pathway is a de facto right turn lane. Consider a curbed side path for the portion east of Patterson Street to at least capture the paved pathway that ends at the shoulder. This would allow for a radius return/access ramp and separated buffer space for that east corner and slow entering traffic onto Patterson Street. It would reduce the amount of pavement overall if it is a separated buffered pathway. See my chicken scratch below:</p> 	<p>Location of curb line on eastern side of intersection adjusted to match offset of splitter island, with a directional ramp currently shown to provide access to the flush pathway/bike lane. Details of the ramp design to come following additional coordination with T&amp;S.</p>	
88)	F05	TS	<p>Consider extending the curb and gutter to Scenic View intersection to make the pathway a raised and separated pathway instead of flush buffered pathway. This would assist with the goal of traffic calming by separating users. It would also help M&amp;O by providing a snow storage location in the curbed buffered pathway section that currently they don't have in this area. It would save the additional MMA striping for the flush buffered pathway as well. I understand this would require extending the project limits to Scenic View to connect to their sidewalk that ends near the intersection.</p>	<p>Unfortunately, this work is outside the current project limits and the current scope of this project.</p>	

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89)	H06	TS	<b>If the municipality is supportive</b> of reducing the posted speed limit to 30MPH on Patterson, consider changing the speed limit signs in this project with their coordination for the entire corridor. Could be a bigger discussion to have but would like the project to consider this work to capitalize on the project being there to cover the associated work.	Adjusting the speed limits on Patterson Street would require traffic analysis and coordination with the MOA beyond what this project could independently achieve.	
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