MEMORANDUM

STATE of ALASKA

Department of Transportation & Public Facilities
Central Region, Highway Design

To: Distribution (see below)

Date: August 15, 2013

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State: 53455

From: Kevin Jackson, P.E.
Project Manager
Highway Design

Subject: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Final DSR Transmittal

Attached for your records is the Final Design Study Report for the subject project.

DISTRIBUTION:

DOT/PF – Central Region
Central Files
Kevin Jackson, P.E. Highway Design (5)
Scott Thomas, P.E., Traffic, Safety and Utilities (2)

FHWA
Al Fletcher, Central Region Area Engineer

HSIP: Minnesota Drive Moose Vehicle Crash Mitigation

Project No: HHE-042-1(092) / 53455

DESIGN STUDY REPORT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

Kinney Engineering, LLC
750 W. Dimond Boulevard, Suite 203
Anchorage, Alaska 99515

August 2013

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DESIGN STUDY REPORT

FOR

HSIP: MINNESOTA DRIVE MOOSE-VEHICLE CRASH MITIGATION

Project No: HHE-042-1(092) / 53455

Prepared By:

Art Johnson, P.E. — 8-9-13 Date
Consultant Project Manager
Kinney Engineering, LLC

Concur:

Kevin Jackson, P.E. — 8/12/13 Date
Project Manager

Concur:

James E. Amundsen, P.E. — 8/14/13 Date
Highway Design Group Chief

Approved By:

Kenneth M. Morton, P.E. — 8/14/2013 Date
Regional Preconstruction Engineer

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NOTICE TO USERS

This Report reflects the thinking and design decisions at the time of publication. Changes frequently occur during the design process, so persons who may rely on information contained in the document should check with the Alaska Department of Transportation and Public Facilities (DOT&PF) for the most current design. Contact the DOT&PF Project Manager, Kevin Jackson, P.E., at (907) 269-0641 for this information.

PLANNING CONSISTENCY

The DOT&PF has prepared this document in accordance with currently acceptable design standards and Federal Regulations, and with the input offered by the local government and public. The DOT&PF's Planning Section has reviewed and approved this document as being consistent with the present community planning.

CERTIFICATION

The DOT&PF has considered the project's social and economic effects upon the community, its impacts on the environment and its consistency with planning goals and objectives as approved by the local community. All records are on file in the Central Region Division of Design and Construction, Highway Design, 4111 Aviation Avenue, Anchorage, Alaska, 99519-6900.

8/14/13
Kenneth M. Morton, P.E. Date
Preconstruction Engineer

8/13/13
Jennifer Witt Date
Chief, Planning & Administrative Services

DESIGN STUDY REPORT ELEMENTS

The DOT&PF'S Preconstruction Manual, Section 450.5.2 requires that each of the following topics be addressed in a Design Study Report (DSR). Elaborated items are further developed in the text of this document. Items not elaborated have been considered and found to be not relevant to the design of this project and are not discussed further.

Topics Required in Pre-Construction Manual Section 450.5.2	Elaborated	Not Elaborated
Description of project location and existing facilities, and purpose and need	√	
Design standards to be used, including Project Design Criteria	√	
Description of design alternatives, their environmental effects, and consistency with the urban plan adopted by the community	√	
Discussion of preferred alternative	√	
Typical sections, including shoulder treatment		√
General horizontal and vertical alignment, including location of bridges and other structures		√
Erosion and sediment control		√
Drainage		√
Soil conditions	√	
Access control features		√
Traffic analysis as needed to substantiate need for project features		√
Safety improvements	√	
Right-of-way requirements	√	
Pedestrian and bicycle facilities, including provisions for accessibility by persons with disabilities	√	
Utility relocation and coordination	√	
Pavement design		√
Updated cost estimate for all phases (PE, ROW, Utilities & Construction)	√	
Environmental commitments and Coastal Zone Consistency Determination	√	
Preliminary bridge layout		√
Identification and justification of exceptions to standards	√	
Maintenance considerations	√	

ABBREVIATIONS

AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	Alaska Communications Systems, Inc.
ADA	Americans with Disabilities Act
ADFG	Alaska Department of Fish & Game
ADT	average daily traffic
AKFPD	Alaska Highway Flexible Pavement Design
ARRC	Alaska Railroad Corporation
ASDS	Alaska Sign Design Specifications
ATB	Asphalt Treated Base Course
ATM	Alaska Traffic Manual
AWWU	Anchorage Water & Waste Water Utility
BMP	Best Management Practice
CDCE	DOT&PF Candidate Description and Cost Estimate
CDS	Coordinated Data System
CEA	Chugach Electric Association
CGP	Construction General Permit
CMF	crash modification factor
DOT&PF	Alaska Department of Transportation and Public Facilities
DOT SL	DOT&PF Anchorage Street Lights
DSR	Design Study Report
ENSTAR	ENSTAR Natural Gas Company
ESCP	Erosion and Sediment Control Plan
FHWA	Federal Highway Administration
GB	A Policy on Geometric Design of Highways and Streets (Green Book)
GCI	General Communications Inc.
HSIP	Highway Safety Improvement Program
LRTP	Anchorage Long Range Transportation Plan
M&O	DOT&PF Maintenance and Operations
MOA	Municipality of Anchorage
MOA SM	MOA Signal & Street Maintenance
MP	Milepost
mph	miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
MVM	million vehicle miles
NCHRP	National Cooperative Highway Research Program
NHS	National Highway System
OSHP	MOA Official Streets and Highways Plan
PCE	Programmatic Categorical Exclusion
PCM	DOT&PF Highway Preconstruction Manual
PTR	permanent traffic recorder
ROW	Right-of-way
SWPPP	Storm Water Pollution Prevention Plan
UCR	Utility Conflict Report
WCI	Alaska Fiber Star
WVC	wildlife-vehicle collision

1. PROJECT DESCRIPTION

Federally funded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Highway Safety Improvement Program (HSIP) is used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including the National Highway System (NHS) and State-owned public roads. The HSIP requires states to have a safety data system to perform problem identification and countermeasure analyses on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.

1.1 PROJECT LOCATION

This Alaska Department of Transportation and Public Facilities (DOT&PF) Central Region HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation project is located along Minnesota Drive and O'Malley Road between the Old Seward Highway and International Airport Road in Anchorage. This report hereinafter refers to the roadway by its CDS route name of Minnesota Drive, CDS route number 134300, milepoint 0.20 to milepoint 4.76 (approximately 4.56 miles). The project location and vicinity map are shown below.

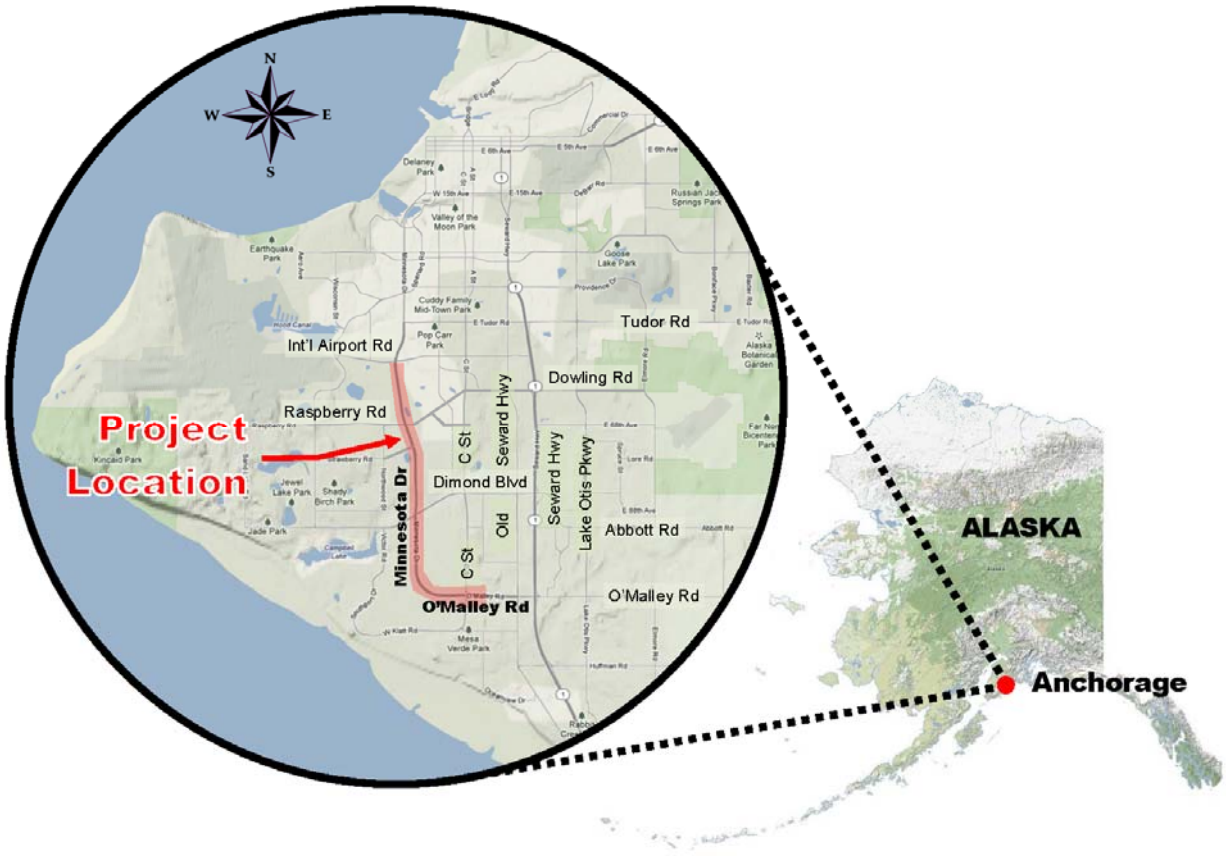


Figure 1 - Project Location and Vicinity Map

1.2 EXISTING FACILITIES

Minnesota Drive is a 4-6 lane urban principal arterial in Anchorage and is part of the NHS. Annual average daily traffic (ADT) volume counts on Minnesota Drive south of international Airport Road average between 47,000 and 51,000 during the 2004-2008 nomination study period. Updated AADT's for the study area for the 2000-2011 analysis time period are presented in Table 1 below:

Begin Route -Mpt	Name / Description	Segment Length (mi)	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	12 Year Average (2000-2011)
0.00	Old Seward Highway to C Street	0.76	21,286	21,450	22,920	29,615	26,469	25,600	24,780	25,078	24,155	24,809	24,532	25,345	24,609
0.76	C Street to 1400th Avenue	0.97	20,030	20,190	26,605	25,857	25,310	24,480	23,700	23,173	21,479	21,159	22,209	23,136	23,108
1.73	100th Avenue to Dimond Blvd.	0.57	18,880	25,237	26,960	28,569	22,019	21,290	21,962	23,773	22,946	23,112	23,990	24,920	23,522
2.30	Dimond Blvd to SB - Strawberry Ramp	1.00	32,720	39,182	38,622	40,773	39,928	38,603	37,402	37,313	35,977	33,782	35,726	36,145	37,275
3.30	SB - Strawberry Ramp to Raspberry Road	0.53	28,700	28,320	37,818	38,140	37,450	39,788	39,310	38,870	36,464	35,948	38,480	38,250	36,299
3.83	Raspberry Road to International Airport Rd.	0.91	43,215	47,649	49,896	51,981	51,218	49,889	49,278	49,089	47,058	45,110	47,157	47,063	48,322
TOTAL LENGTH		4.74													

Table 1 - 2000 -2011 Minnesota Drive Annual Average Daily Traffic Volumes by DOT&PF Traffic Volume Link

2000-2011 AADTs by traffic volume links are depicted in Figure 2.

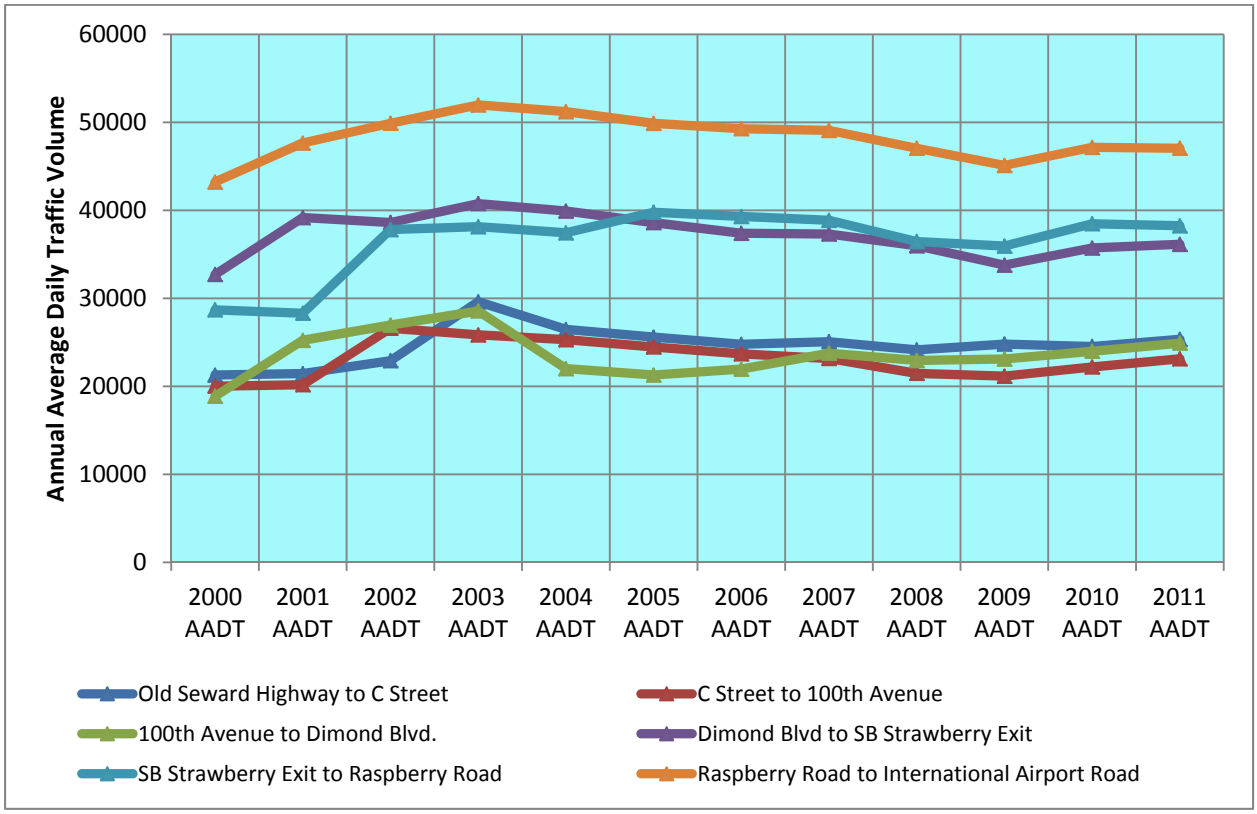


Figure 2 - Minnesota Drive: Old Seward Highway to International Airport Road 2000-2011 Annual Average Daily Traffic by Traffic Volume Link

This segment of Minnesota Drive opened to traffic in 1983 as a 4-lane divided highway with a depressed center divisional median. At-grade intersections at International Airport Road, Raspberry Road, Dimond Boulevard, 100th Avenue, and C Street were replaced by grade-separated interchanges from 1989-2008. The project area has been continuously illuminated for the entire length since 1989 and was last resurfaced in 2009. Except for isolated sections of wood and steel chain link fence, there is no continuous fencing along the project corridor.

1.3 PLANNING BACKGROUND

Functional Road Classification

The DOT&PF functionally classifies Minnesota Drive as an Urban Other Principal Arterial. As such, Minnesota Drive's basic function is to provide high mobility intra-area travel between mid-town and south Anchorage so that traffic can move quickly and safely. Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. The regulation of access to a roadway is referred to as "access control". It is achieved through the regulation of public access rights to and from properties abutting the roadway facilities. Roadways that provide frequent and direct property access are more compatible with the function of local and collector roadways. Figure 3 on the following page presents the relationship of functionally classified highway systems in serving traffic mobility and land access.

Similarly, the MOA Official Streets and Highways Plan (OSHP) functionally classify Minnesota Drive as a freeway (Street Class V). The OSHP defines freeways as "limited access, high-speed roadways with grade-separated interchanges. Their only function is to carry traffic. Because access is controlled and parking and at grade intersections are not allowed, they are highly efficient transporters of goods and people."

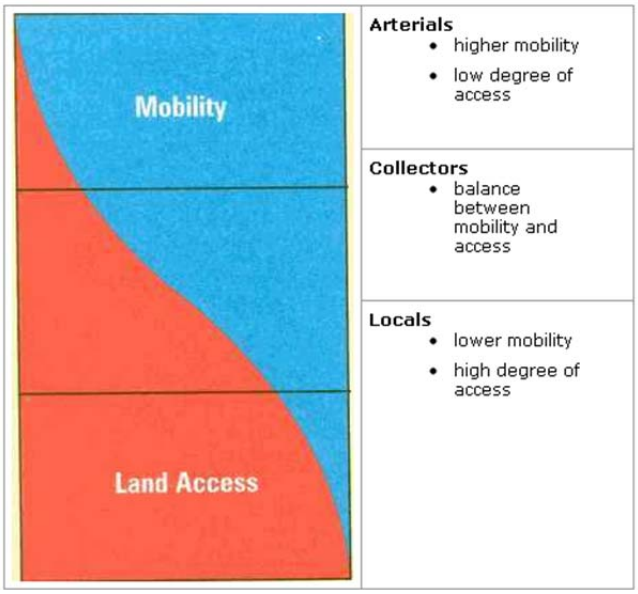


Figure 3 - Relationship of functionally Classified Systems in Serving Traffic Mobility and Land Access (Source: Source: Safety Effectiveness of Highway Design Features, Volume I, Access Control, FHWA, 1992)

AMATS 2035 Metropolitan Transportation Plan

The 2035 Metropolitan Transportation Plan (MTP) briefly discusses short-term and long-term projects located within Anchorage, including Minnesota Drive. Table 2 - Recommended Minnesota Drive Project Area Improvements (Source: 2035 MTP)

presents recommended road improvements located within the Minnesota Drive project corridor.

Project No.	Facility Name	Project Purpose and Description
Short-Term Projects (2011-2023)		
102	Dowling Road Extension-Ph. II	Adds a new facility—extend Dowling Rd. from C Street to Minnesota Dr. Purpose: Capacity, freight, circulation.
103	100th Avenue Extension—Minnesota Dr. to C St.	Add new facility—extend 100th Ave. between Minnesota Dr. and C St. Purpose: Circulation, access, and freight.
Long-Term Projects (2024-2035)		
211	Seward Hwy/O'Malley Rd Interchange	Add a freeway style interchange at Seward Hwy and O'Malley Rd/Minnesota Dr. that provides unimpeded flow between Seward Hwy and Minnesota Dr. Purpose: Capacity, safety, and freight.

Table 2 - Recommended Minnesota Drive Project Area Improvements (Source: 2035 MTP)

The Dowling Road Extension and the 100th Avenue Extension projects are funded and under development by the DOT&PF and the MOA, respectively. Since those projects are in the design phase, improvements proposed by this project should be coordinated to eliminate potential conflicts and avoidable alterations.

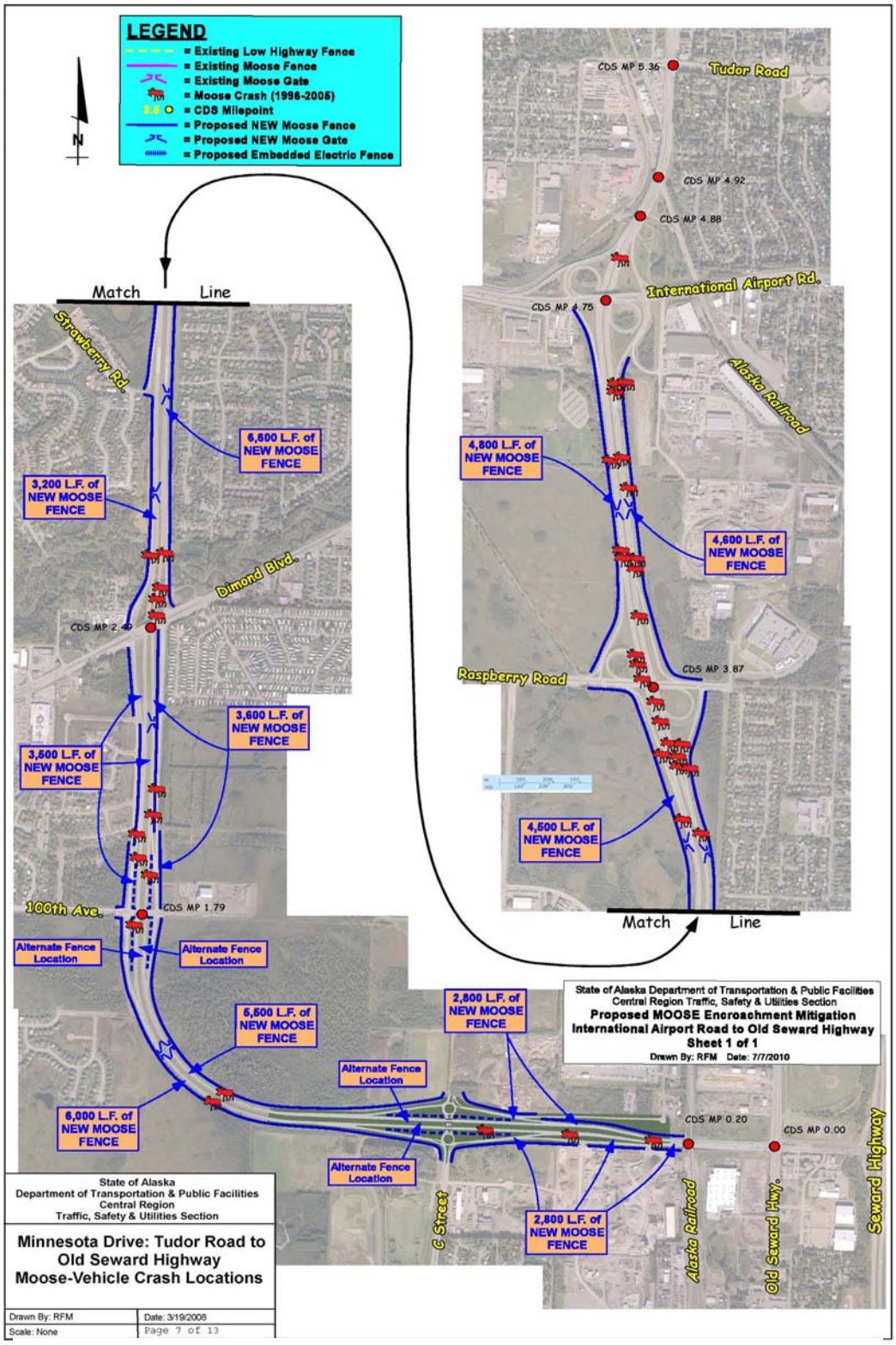


Figure 4 - Minnesota Drive Project Area, International Airport Road to the O'Malley Road Railroad Overpass (Source: 2011 CDCE)

1.4 PURPOSE and NEED

Moose-vehicle collisions cause loss of moose, property damage, but more importantly, cause human injury and death. Moose-vehicle crashes are on the rise within the Minnesota Drive project corridor despite the presence of continuous roadway lighting. This trend is not unusual as FHWA's 2008 "*Wildlife-Vehicle Collision Study: Report to Congress*", states that "wildlife-vehicle collisions (WVCs) are a growing problem and represent an increasing percentage of the accidents on our roads."

The Alaska DOT&PF Traffic and Safety personnel annually identify high accident rate locations on Alaska roads, evaluate feasible corrective measures, prioritize, and nominate projects to obtain federal HSIP funding for the most cost-effective and beneficial projects. The DOT&PF's *"FFY2011 Highway Safety Improvement Program Candidate Description and Cost Estimate"* (CDCE) is the initiating nomination document for this project and is included in Appendix A. The following are key points from that document.

- There were a total of 40 moose/vehicle crashes in the 4.56 miles of 4-6 lane segment of Minnesota Drive, averaging 8 crashes per year during the 2004-2008 nomination study period.
- One crash resulted in an incapacitating injury to the occupant, 5 resulted in a non-incapacitating or minor injury to the vehicle occupants, and 34 were property damage only crashes.
- The majority of moose-vehicle crashes (60%) are occurring between the 11 hour period of 7:00 PM and 6:00 AM despite the presence of continuous highway lighting.

Despite the number of nighttime crashes, nearly 68% occurred under dry pavement conditions - indicating that drivers were not able to react to the presence of a moose. Based on the crash rate, scope of work, estimated cost, and ranking to other nominated highway safety projects, this project was approved by FHWA, included in the State's HSIP funding plan, and advanced to the project development phase for design and construction.

An update to the crash data and crash trends covering the 2000-2011 time period is presented in the Traffic Analysis Section.

In order to reduce moose-vehicle crashes on Minnesota Drive between the Old Seward Highway and International Airport Road, the CDCE recommends:

- *Installing 9 miles (approximately 47,900 linear feet) of 9-foot high, woven wire mesh (WWM) moose fencing. (A total of 4.5 miles on either side of Minnesota Drive between the ARRC overpass at MP 0.20 and International Airport Road at MP 4.75)*
- *Installing moose gates along Minnesota Drive to allow moose trapped between the freeway and the fence to escape.*

The proposed improvements are shown in Figure 4 on page 5.

2. DESIGN STANDARDS and PROJECT DESIGN CRITERIA

This project was evaluated in accordance with the following design standards:

Agency	Standard
Alaska Department of Transportation and Public Facilities (DOT&PF)	• Highway Preconstruction Manual, January 30, 2012 (PCM)
	• Standard Specifications for Highway Construction, 2004
American Association of State Highway and Transportation Officials (AASHTO)	• A Policy on Geometric Design of Highways and Streets, 2001 (GB)
	• Roadside Design Guide, 2002

Table 3 - Design Standards

As this project proposes no horizontal or vertical alignment modifications to the existing roadway, a Project Design Criteria Summary is not provided.

3. DESIGN ALTERNATIVES

There are many WVC mitigation countermeasures that state/local agencies can deploy to reduce the risk of encountering wildlife on the road. Some of these techniques have been proven effective in reducing the number of moose-vehicle collisions in Alaska. WVC mitigation measures that have been implemented in the United States and Canada include:

1. Vegetation Removal. Clearing vegetation within the road rights-of-way (ROW) to improve visibility of animals to motorists and to reduce the attractiveness of roadside forage to animals is one of the most commonly applied countermeasures in Alaska to reduce moose-vehicle collisions. Vegetation removal requires long-term maintenance commitment as removal of vegetation may result in fresh growth of attractive forage that draws grazing animals to the ROW, potentially counteracting the potential safety gains.

2. Wildlife Warning Signs. Roadway wildlife warning signs are one of the most commonly applied inexpensive WVC mitigation measure. The signs alert the drivers to the potential presence of wildlife on or near the road and urge them to be more alert, to reduce the speed of their vehicle, or a combination of both. The effectiveness of warning signs depends on driver response. Studies have shown that 60% of drivers do not even notice traditional wildlife warning signs.

Figure 5 - Typical moose warning and informational signs used in Alaska.

3. Roadside Animal Detection Systems (RADS). Animal detection systems can detect large animals such as moose as they approach the road. When a large animal is detected, signs are activated which warn drivers that large animals may be present on or near the road. One half of the system detects the animals as they approach the road, and the second half of the system alerts the drivers after detection has occurred. There are two main types of animal detection systems.

    a. Area-cover systems - These systems detect an animal within a certain area and range of a sensor, through passive infrared technology or alterations in an electromagnetic field. With infra-red technology, the area is typically cone-shaped — narrow close to the sensor and wider as the distance from the sensor increases. Infra-red systems detect animals based on body heat and motion. The electromagnetic system detects animals based on alterations in the electromagnetic field caused by the animal's entry into the field.

    b. Break-the-beam systems - These systems detect an animal when the animal's body blocks or reduces an active infrared, radio frequency, laser or radar signal that is transmitted by one sensor and received by another sensor.

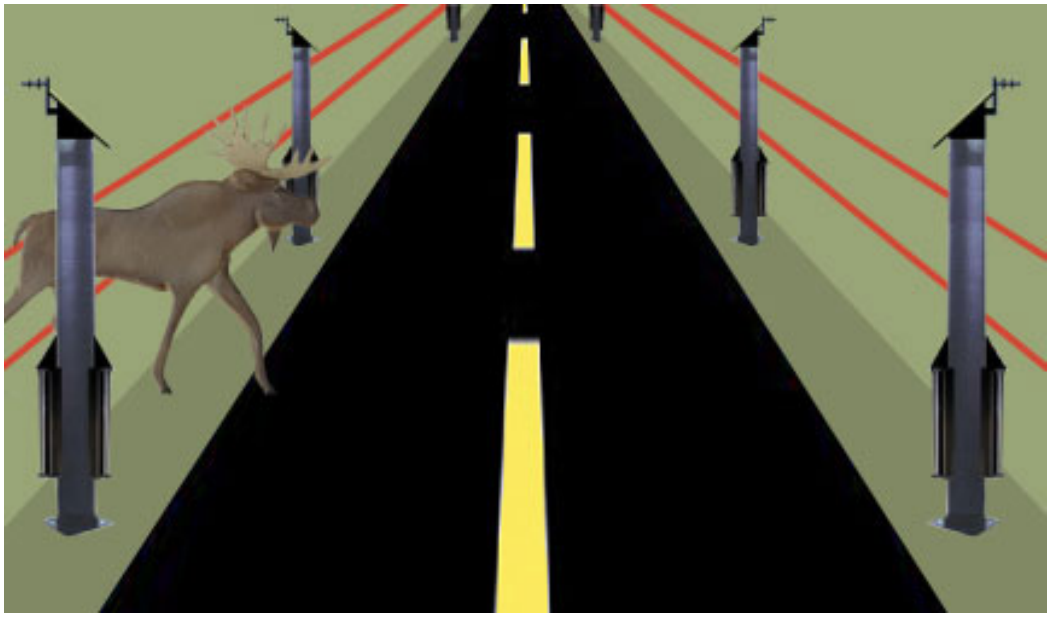


Figure 6 - Schematic of a RADS using active infrared-red point-to-point intelligent dual beam sensor. (Source: Safeguards Technology, LLC)

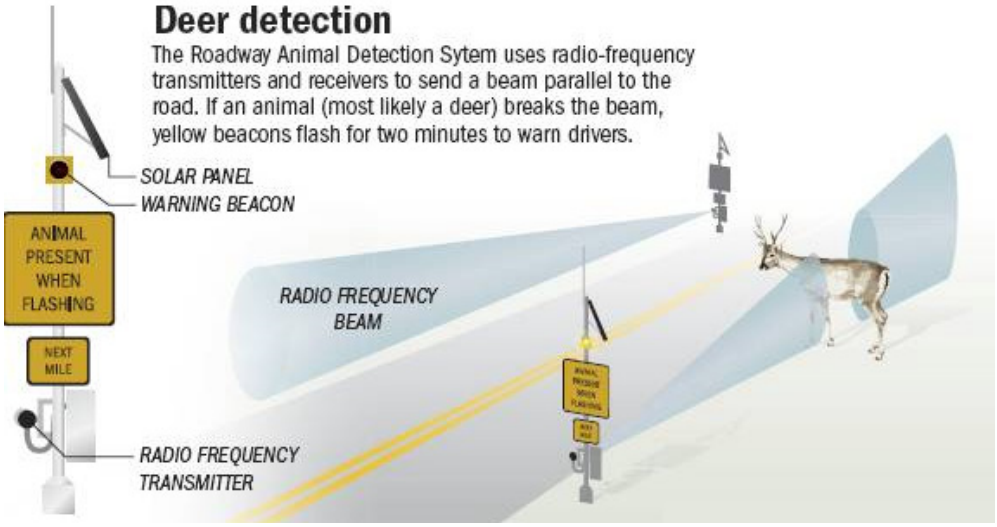


Figure 7 - Typical RADS using radio frequency (Source: CayugaDeer.org)

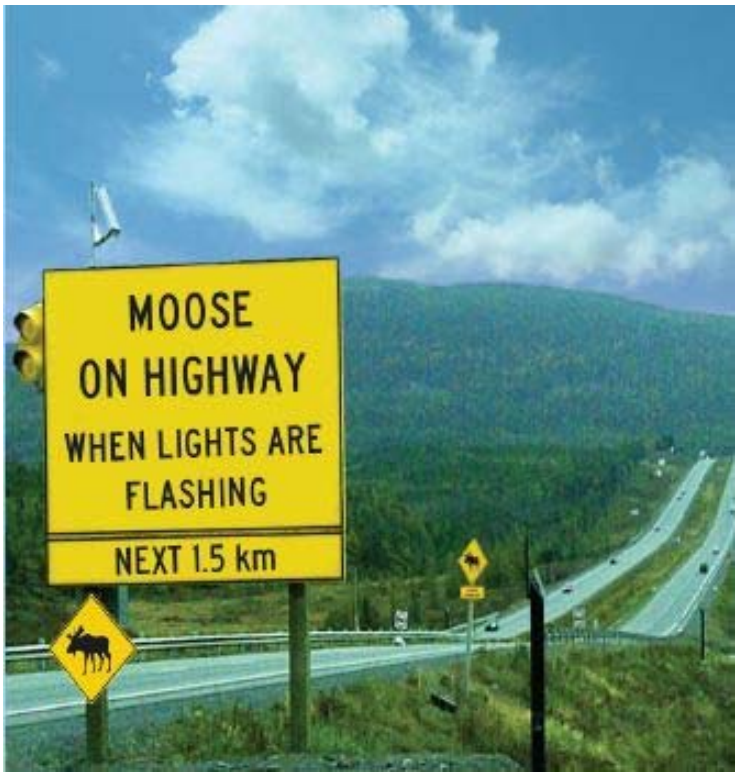


Figure 8 - Typical RADS driver alert system is comprised of warning signs and flashing beacons. (Source: Safeguards Technology, LLC)

Conclusions from "*The Comparison of Animal Detection Systems in a Test-Bed: A Quantitative Comparison of System Reliability and Experiences with Operation and Maintenance"* study conducted by the Western Transportation Institute and Montana State University states that the reliability of animal detection systems is influenced by a range of environmental conditions, such as high winds, temperatures or humidity, and operation during day and night periods. Animal detection systems may be vulnerable to "false negatives", which occur if an animal approaches but the system fails to detect it,

and "false positives", which occur if the system reports the presence of an animal, but no animal is present. Finally, the study noted that animal detection systems may have to be improved before the systems can be deployed on a large scale. Due to the unreliability of this new technology, this system was dropped from further consideration.

4. Roadside Animal Warning Systems. These systems detect vehicles and then attempt to alert the animals through a range of audio and visual signals from stations placed in the right-of-way. Because of DOT&PF's negative experiences with adding rumble strips to roadways near residential areas and the fact there are residential neighborhoods located in close proximity to Minnesota Drive, this technique was eliminated from further consideration.

5. Reflectors. Reflectors are prisms mounted on posts along the sides of the road. As vehicle head lights strike the reflectors, beams of light are reflected at 90 degree angles to the road. This reflected light catches the animal's eye and distracts the animal from crossing the road. Reflectors require constant maintenance to ensure proper cleaning and alignment. Streiter-Lite reports that their reflector system is 78% to 90% effective in reducing deer vehicle accidents, while many other studies show that reflectors are ineffective. Since design requirements for reflector installations are not fully vetted and there is conflicting research results on effectiveness, this method was dropped from further consideration.

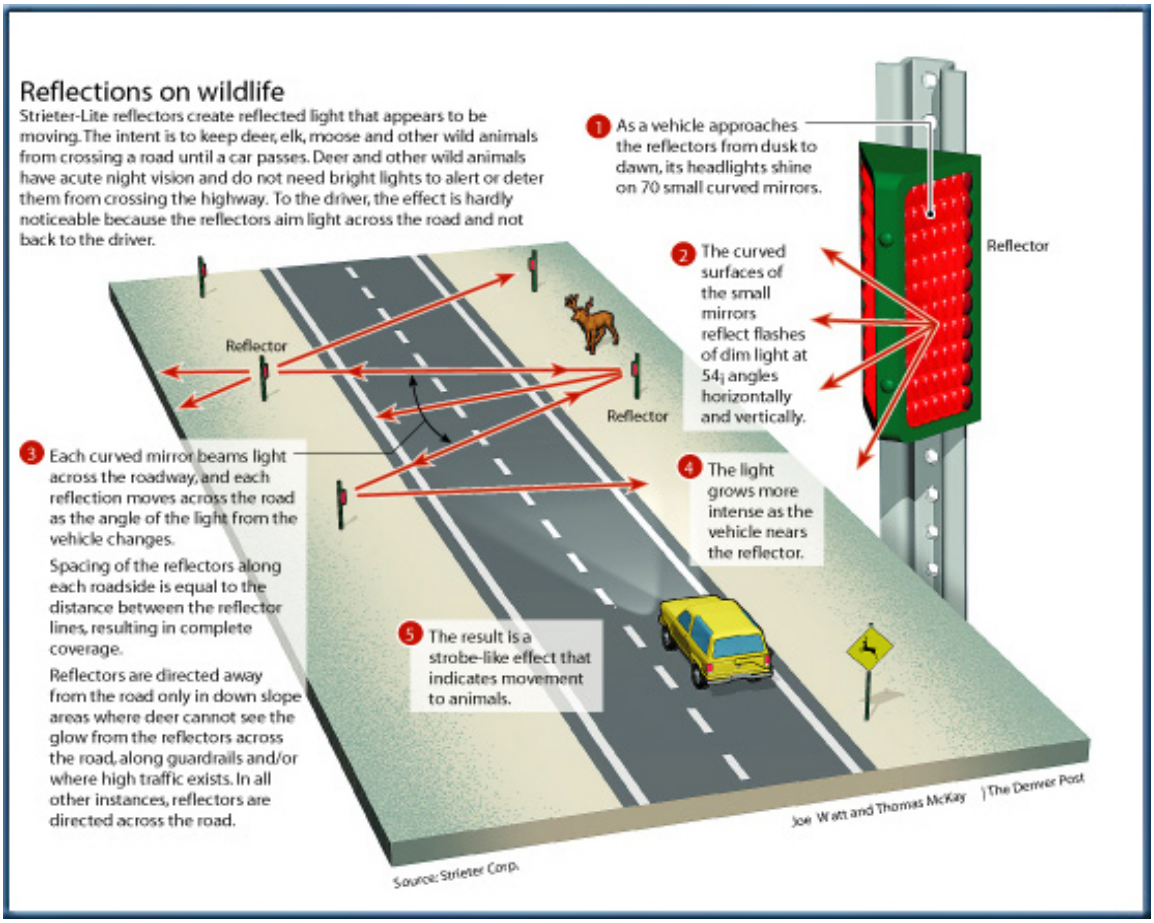


Figure 9 - Typical roadside wildlife reflector system (Source: STRIETER-LITE)

6. Overpasses and Underpasses. This is one of the most effective methods to facilitate wildlife movement across roads, and can reduce the WVC rate. One drawback is that

grade-separated structures are very expensive to build and require detailed engineering and environmental documentation. However, in today's environment of resource constraints, public agencies strive to focus resources on the most cost-effective investments. Within the road safety field, this means giving preference to strategies that deliver the greatest injury and fatality reduction for the least cost. In order for overpasses or underpasses to work effectively, fencing is required to restrict movements and guide wildlife to the over/underpass location(s). Additionally, since openings in the fencing must exist at the interchanges, if expensive over/under crossings were installed they would have limited effectiveness. As such, this improvement was eliminated from further consideration as there are other effective and less costly countermeasures.

7. Reduce Vehicle Speed by Reducing the Posted Speed Limit. For areas with high WVC frequency, reducing vehicle speed is occasionally suggested as a mitigation strategy.

   Spot speed studies conducted from 1996 and 2007 on Minnesota Drive between the Old Seward Highway and International Airport Road when the posted speed limit was 55 mph produced 85th percentile speeds of 62-67 mph with an average of 70-80% exceeding the posted speed limit. Results of the speed studies taken in May-June of 2007 are shown below.

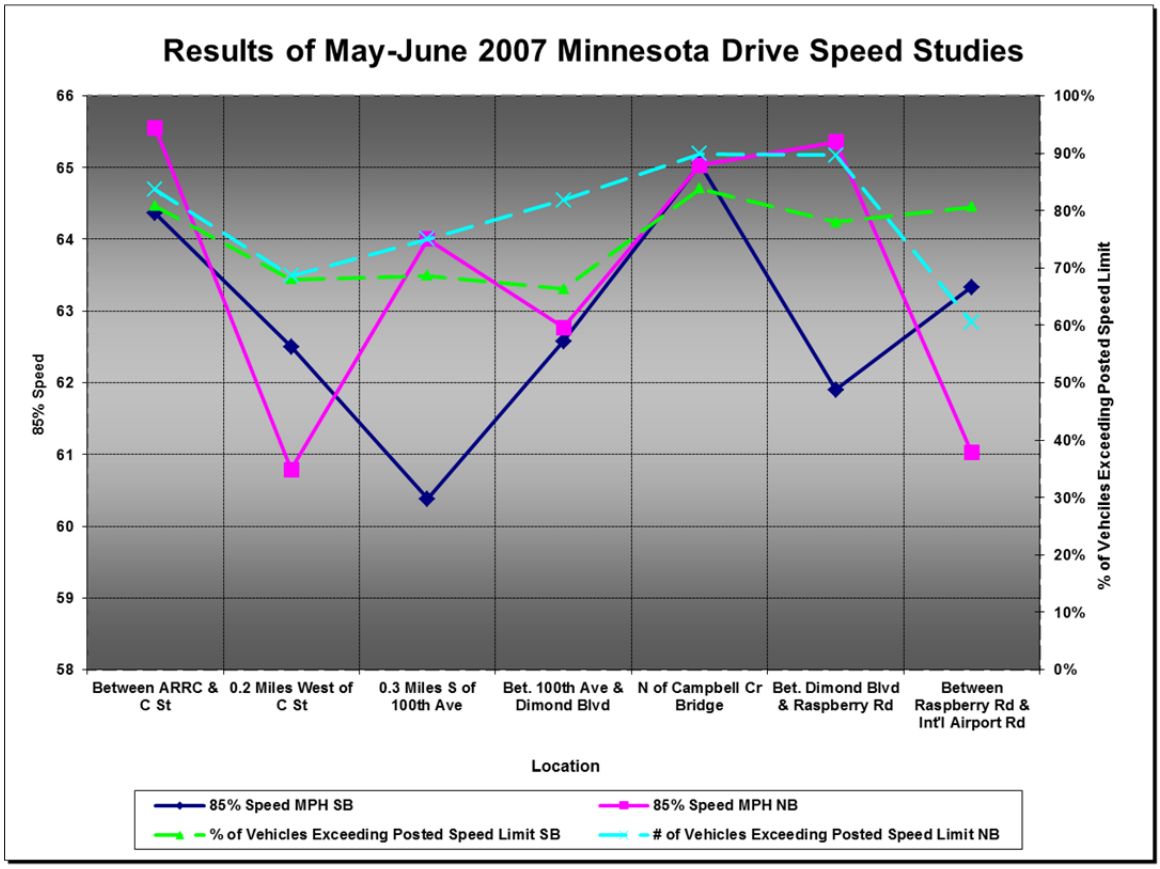


Figure 10 - Results of May-June 2007 Spot Speed Studies taken on Minnesota Drive between Old Seward Highway and International Airport Road

With these results in mind, the posted speed limit was raised from 55 mph to 60 mph on October 1, 2009 with the concurrence of the Anchorage Police Department, which provides speed enforcement on Minnesota Drive.

Figure 11 below shows the speed distributions on Minnesota Drive before and after the October 1, 2009 speed limit increase. The speed data was collected by the DOT&PF

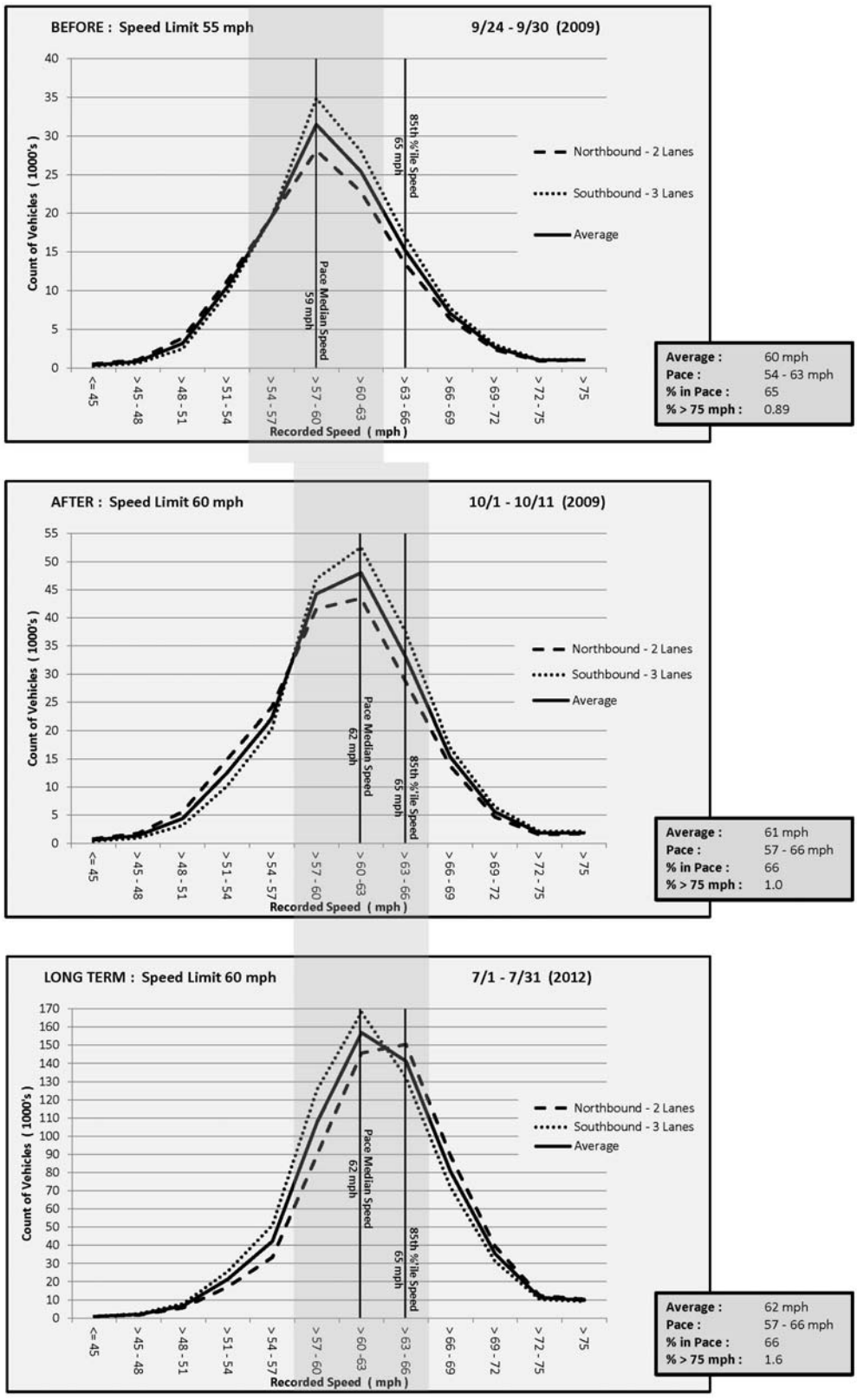


Figure 11 - Minnesota Drive Speed Distributions Before and After October 1, 2009 Speed Limit Increase (Source: DOT&PF)

from a permanent traffic recorder measuring continuously across all travel lanes of Minnesota Drive between Raspberry Road and Dimond Boulevard. These counts were sorted automatically into "bins" of 3 mile per hour ranges. The shaded graph areas on Figure 11 indicate the "pace", which is the 10 mile per hour range in which the greatest numbers of motorists travel. In comparing the speed data before and after the speed limit was raised from 55 mph to 60 mph show that the 85th percentile speeds stayed relatively the same, and the pace (or grouping) of most drivers narrowed. Vehicle speeds did not increase by 10 mph as some folks had theorized.

Given the 85 percentile vehicle speeds on Minnesota Drive, the roadway's functional classification, and it's interrelated design and access control features to improve mobility, it is unlikely that drivers would comply with a lower speed limit without a significant increase in enforcement by the Anchorage Police Department to obtain compliance.

8. Lighting. Overhead lighting of extended sections of highway may not be practical, but it can be very helpful within urban and suburban areas, where significant numbers of WVCs occur. Studies have shown a reduction of collisions by 70% when lighting was added. Since there is already continuous lighting along the project corridor, this redundant improvement was dropped from consideration.

9. Fencing. Fencing is one of the most commonly applied counter measures to separate wildlife from motorists. When erected and properly maintained, the 9 to 10-foot high fencing can significantly reduce WVCs when both sides of the road are fenced. This improvement is expected to reduce moose–vehicle crashes by up to 80%.

10. No-Action. Under the No-Action Alternative, existing conditions would continue. With increasing traffic volumes, anecdotally, we would expect that moose-vehicle collisions would increase as well. Doing nothing will not reduce moose-vehicle crashes.

4. SELECTED (PREFERRED) ALTERNATIVE

Nearly identical to the recommended CDCE alternative, the preferred alternative was selected to best address the project's purpose and need. For this project, the preferred improvements to mitigate/reduce moose-vehicle crashes (MVC) are:

- Install a 9-foot high woven wire fence on both sides of Minnesota Drive
- Install moose gates at logical locations to remove moose stranded between the roadway and moose fence
- Remove existing roadside vegetation to improve visibility and discourage moose from browsing near the roadway by clearing vegetation from edge of roadway up to a distance of 20 feet beyond the moose fence
- Install moose warning signs in areas where the fence must be discontinued for side streets and on/off ramps to alert drivers that moose may be encountered at the fence line breaks.

5. TYPICAL SECTION

The existing Minnesota Drive typical section includes multiple 12-foot wide lanes, separated by a depressed grassy median, and 10-foot wide outside shoulders (8-foot wide shoulders for on and off-ramps), and the foreslopes vary from 3:1 to 6:1. The proposed moose fence will not alter the roadway section and will be placed outside of the roadside clear-zone area.

6. EROSION and SEDIMENT CONTROL

The Construction Activity area for this project is estimated to be less than one acre. Therefore, a Storm Water Pollution Prevention Plan (SWPPP) will not be required.

7. DRAINAGE

This project will not alter normal surface water, runoff, or drainage patterns.

8. SOIL and HYDROLOGIC CONDITIONS

Since this project does not alter the existing roadway cross-section, no geotechnical and hydrologic exploration or studies were conducted for this project. The following existing soils and hydrologic reports were reviewed:

- Centerline Soils Investigation, August 1979, Minnesota Drive - Phase I (International Airport Road to Dimond Boulevard), Project No. F-031-2(45)
- Centerline Soils Investigation, August 1983, Minnesota Drive - Phase II (Dimond Boulevard to Old Seward Highway), Project No. F-031-2(46)
- Geotechnical Report, January 1993, Minnesota Drive – Raspberry Road to Tudor Road, Project No. NH-042-1(85)/59605
- Hydrologic Conditions In The Klatt Bog Area, Anchorage, Alaska; 1986; Water-Resources Investigations Report 85-4330; United States Department of the Interior Geological Survey (USGS)
- Hydrologic Conditions In The Connors Bog Area, Anchorage, Alaska; 1986; Water-Resources Investigations Report 86-4044; USGS

The topography of the project area south of the railroad crossing at the International Airport Road grade separated interchange is relatively flat, poorly drained terrain that is largely undeveloped. Extensive peat bogs have developed in many low-lying areas as a result of the accumulation of vegetative matter in the numerous lakes and ponds typical of such glaciated terrains. Two large bogs are located within the project area. Connors Bog is a 700-acre wetland that lies along Minnesota Drive between Dimond Boulevard and International Airport Road. Klatt Bog is a 2.3 square-mile wetland located in an area bounded by Klatt Road, Dimond Boulevard, and the Old Seward Highway.

For Connors Bog area, the peat is typically 4 to 12 feet thick. Underlying the peat is a layer that is primarily sand but also contains gravel and silt. The thickness of the sand near Minnesota Drive is 11 feet.

The peat layer in Klatt Bog is generally more than 5 feet thick. The maximum peat depth that was found was 23 feet, located southwest of the O'Malley Road / Minnesota Drive curve. Sand and gravel is present at the surface near the wetland. A layer of sand underlies the peat and is generally 20 feet or less in thickness.

A review of the 1986 USGS Hydrologic Conditions reports for Connors and Klatt Bogs indicate that the ground water near Minnesota Drive is typically between 1 to 6 feet below the land surface, has a pH range of 6.4 to 6.5 and an alkalinity between 119 to 281 parts per million. Plotting this information on a "Baylis Curve" shows that the ground water is highly corrosive and will decrease the service life of any steel placed in contact with the soil and ground water unless suitably protected with a thick coat of zinc galvanizing.

9. TRAFFIC ANALYSIS

To fully understand the magnitude of MVC within the project corridor, Kinney Engineering expanded the DOT&PF's CDCE analysis period from 2004-2008 to 2000-2010. Crash data for years 2011-2012 is not yet available. Crash results from the expanded study period are summarized in Table 4 below.

Year	Incapacitating Injury	Non-Incapacitating or Possible Injury	Property Damage Only	Grand Total
2000		1	10	11
2001		1	10	11
2002		4	6	10
2003			6	6
2004	1		8	9
2005		4	7	11
2006			10	10
2007		1	6	7
2008			6	6
2009			7	7
2010			18	18
Grand Total	**1**	**11**	**94**	**106**

Table 4 - 2000-2010 Moose-Vehicle Crashes on Minnesota Drive: O'Malley Road to International Airport Road by Crash Severity

As shown in Table 4, a total of 106 MVC have occurred within the study segment, averaging approximately 10 per year during the 11-year study period. A spike in these crashes occurred in 2010.

To determine where MVC are concentrated, MVC by roadway segment are given in Table 5 on pages 15 and 16.

Name / Description	Segment Length (miles)	Moose Crashes				TOTAL Crashes			
		# of Crashes	Crashes per Year	Crashes per Mile per Year	Segment Crash Rate	# of Crashes	Crashes per Year	Crashes per Mile per Year	Segment Crash Rate
Old Seward Highway to C Street	0.76	10	0.91	1.20	0.13	66	6.00	7.89	0.88
C Street to 100th Avenue	0.97	13	1.18	1.22	0.14	68	6.18	6.37	0.76
100th Avenue to Dimond Blvd.	0.57	14	1.27	2.23	0.26	63	5.73	10.05	1.17
Dimond Blvd to SB Strawberry Exit	1.00	14	1.27	1.27	0.09	144	13.09	13.09	0.96

Name / Description	Segment Length (miles)	Moose Crashes				TOTAL Crashes			
		# of Crashes	Crashes per Year	Crashes per Mile per Year	Segment Crash Rate	# of Crashes	Crashes per Year	Crashes per Mile per Year	Segment Crash Rate
SB Strawberry Exit to Raspberry Road	0.53	26	2.36	4.46	0.34	93	8.45	15.95	1.20
Raspberry Road to International Airport Road	0.91	29	2.64	2.90	0.16	218	19.82	21.78	1.23
TOTALS	**4.74**	**106**	**9.64**	**2.03**	**0.17**	**652**	**59.27**	**12.50**	**1.05**

Table 5 - 2000-2010 Minnesota Drive Moose-Vehicle Crashes and All Crashes by Roadway Segment

As a whole, Minnesota Drive between the Old Seward Highway and International Airport Road has experienced 106 MVC or approximately 2 crashes per mile per year from 2000 to 2010. MVC represent 16% of all crashes occurring in the study area.

The highest concentration of MVC occurred on the 0.53 mile segment of Minnesota Drive between the southbound Strawberry Road Exit and Raspberry Road where an average of 4.5 MVC per mile per year was recorded. Nearly 25% of all MVC occurred here and 28% of all crashes within this segment were moose related.

MVC were further evaluated to document the ambient light for MVC within the study area at the time of the crash. These results are depicted in Table 6.

Roadway Segment	DARK - LIGHTED ROADWAY	DARK - ROADWAY NOT LIGHTED	DAYLIGHT	NOT REPORTED	TWILIGHT	Grand Total
Old Seward Highway to C Street	50.00%	10.00%	30.00%	0.00%	10.00%	100.00%
C Street to 100th Avenue Overpass	46.15%	0.00%	46.15%	0.00%	7.69%	100.00%
100th Avenue Overpass to Dimond Boulevard Underpass	57.14%	7.14%	35.71%	0.00%	0.00%	100.00%
Dimond Boulevard Underpass to Minnesota/Strawberry Ramp	64.29%	7.14%	21.43%	7.14%	0.00%	100.00%
Minnesota/Strawberry Ramp to Raspberry Road Overpass	76.92%	0.00%	19.23%	0.00%	3.85%	100.00%
Raspberry Road Overpass to International Airport Road Interchange	82.76%	3.45%	10.34%	3.45%	0.00%	100.00%
Grand Total	**67.92%**	**3.77%**	**23.58%**	**1.89%**	**2.83%**	**100.00%**

Table 6 - 2000-2010 Minnesota Drive Moose/Vehicle Crashes by Ambient Light Conditions

The previous table demonstrates that the majority of MVC occur during dark-lighted roadway ambient light conditions indicating that despite the presence of continuous roadway lighting; nearly 72% of MVC occur at night.

To determine the effect of pavement conditions, MVC were evaluated by road surface condition as summarized in Table 8.

Roadway Segment	Dry	Ice, Snow. Slush	Water, Wet	Other or Unknown
Old Seward Highway to C Street	50.00%	20.00%	20.00%	10.00%
C Street to 100th Avenue Overpass	76.92%	7.69%	15.38%	0.00%
100th Avenue Overpass to Dimond Boulevard Underpass	71.43%	7.14%	21.43%	0.00%
Dimond Boulevard Underpass to Minnesota/Strawberry Ramp	35.71%	35.71%	28.57%	0.00%
Minnesota/Strawberry Ramp to Raspberry Road Overpass	46.15%	15.38%	34.62%	3.85%
Raspberry Road Overpass to International Airport Road Interchange	62.07%	13.79%	20.69%	3.45%
TOTALS	**56.60%**	**16.04%**	**24.53%**	**2.83%**

Table 7 - 2000-2010 Minnesota Drive Moose-Vehicle Crashes by Road Surface Condition

Despite the number of nighttime crashes, over 56% occurred under dry pavement conditions with another 24.5% occurring under wet pavement conditions. Snow or ice roadway surface conditions accounted for only 16% indicating that drivers were not able to react to the presence of a moose, even though the roadway may not have been slick at the time of the crash.

Historic crashes (before 2000) have also risen since this portion of Minnesota Drive was opened to traffic in 1983. The following graph depicts the trend in both moose-vehicle crashes and average daily traffic volumes.

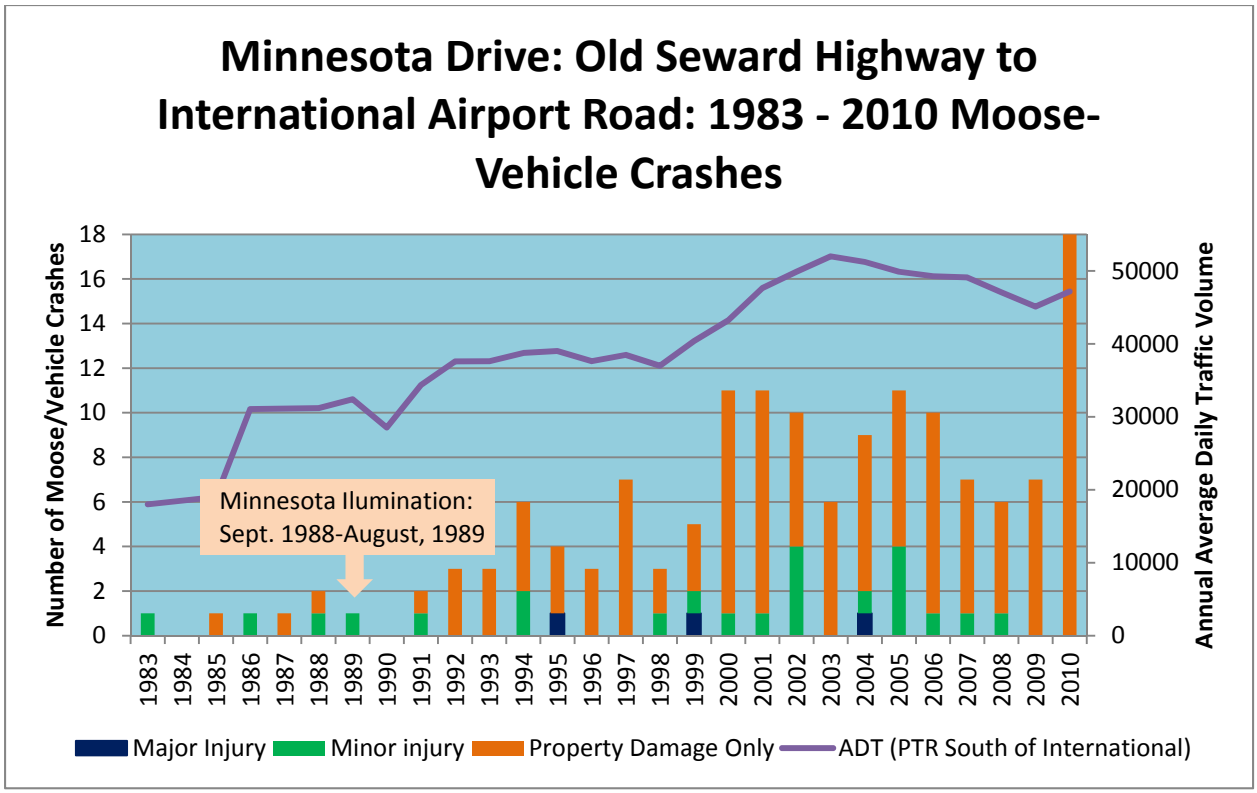


Figure 12 - 1983 – 2010 Moose-Vehicle Crashes on Minnesota Drive by Severity with Minnesota Drive PTR AADT Data

The original CDCE for this project cited that MVC were generally on the rise despite the presence of highway lighting. As shown on the previous graph, the updated crash data on this segment of Minnesota Drive shows a continuation of this trend with a substantial MVC spike in 2010.

As shown above, MVC persist on this segment of Minnesota Drive with the trend suggesting that these types of crashes are increasing as traffic volumes increase. Given the high concentration of MVC on Minnesota Drive, the number of nighttime MVC despite the presence of continuous highway lighting, and the number of these types of crashes occurring under dry or wet roadway surface conditions, the installation of moose fencing, as recommended in the HSIP CDCE, is the next logical step and will best address the project's purpose and need.

10. RIGHT-OF-WAY REQUIREMENTS

All construction activities are planned to occur within the highway Rights-of-Way (ROW). No ROW acquisition or Temporary Construction Easements (TCE) are needed to construct the proposed improvements.

11. PEDESTRIAN and BICYCLE FACILITIES

Within the project limits, Minnesota Drive is a controlled access facility. As such, DOT&PF has prohibited pedestrians and bicyclists from using the roadway shoulders as there are alternate routes available. No changes in pedestrian and/or bicycle facilities are planned as part of this project.

12. UTILITY RELOCATION and COORDINATION

There are several utilities located within the project corridor, both crossing and paralleling the Minnesota Drive and O'Malley Road corridors. These utilities include:

- Alaska Communications Systems, Inc. (ACS): telephone and fiber optics
- Alaska Railroad Corporation (ARRC)
- Anchorage Water & Waste Water Utility (AWWU)
- Chugach Electric Association, Inc. (CEA): electric power
- ENSTAR Natural Gas Company (ENSTAR): natural gas
- General Communications Inc. (GCI): cable television
- Municipality of Anchorage Signal & Street Maintenance (MOA)
- State of Alaska, DOT&PF Anchorage Street Lights (DOT SL)

The proposed moose fence will be placed to avoid conflicts with existing utility facilities. Further discussion on utility impacts, relocation, and coordination are located in the Utility Conflict Report (UCR) for this project.

13. PRELIMINARY WORK ZONE TRAFFIC CONTROL

In accordance with Chapter 14 of the PCM, a Transportation Management Plan (TMP) must be prepared for this project. The TMP must contain a Traffic Control Plan (TCP) and may contain a Transportation Operations Plan (TOP) and a Public Information Plan, as appropriate. These plans are not standalone documents, but component parts that are being included in the design process and will be integrated in the construction phase.

The Contractor selected to construct the project will be required to develop and obtain approval for their own TCP that will accommodate the specific means and methods they plan to use. The TCP will be required to adhere to the Alaska Traffic Manual. Project specifications will limit the hours during which lane reductions or closures will be permitted. Details will be provided in the TCP depicting when positive protection devices are warranted by roadside conditions.

A TOP is not anticipated for this project.

The Public Information Plan will be accomplished by DOT&PF's Construction Section through the Alaska Navigator system. In addition, the Contractor's "worksite traffic supervisor" and DOT&PF's 511 system will be used to notify the public and relevant agencies (emergency responders, Alaska Trucking Association, etc.) of road closures or other construction activities that will impact traffic.

14. COST ESTIMATE

The estimated project costs are summarized in the table below.

Phase 2: Design	$	601,000
Phase 3: Right-of-Way	$	0
Phase 4: Construction (includes BB, CE, & ICAP)	$	4,084,000
Phase 7: Utilities	$	0
Total Project Cost	**$**	**4,685,000**

Table 8 - Cost Estimate for HSIP: Minnesota Dr. Moose Vehicle Crash Mitigation project

15. ENVIRONMENTAL COMMITMENTS

The completed Categorical Exclusion document for this project is included in Appendix B.

16. EXCEPTIONS TO STANDARDS

No design exceptions are required.

17. MAINTENANCE CONSIDERATIONS

The State of Alaska owns and maintains the Minnesota Drive roadway corridor. The proposed moose fence located along Minnesota Drive will be maintained by DOT&PF Maintenance and Operations Division (M&O). To reduce M&O's future maintenance efforts, commercial grade 9 gauge PVC coated galvanized steel wire mesh will be specified. Compared to smaller 10 or 11 gauge wire, 9 gauge wire is more durable and has a life span of about 20-25 years. Because of the corrosive soils that are prevalent in the Connors and Klatt Bogs area, the posts will be powder coated over a zinc coating of at least 4 mils to extend the post service life from about 15 years to 35 years. Unless errant vehicles damage the fence, this fence will minimally increase the DOT&PF's maintenance efforts.

18. PUBLIC INVOLVEMENT

The following table summarizes the public outreach activities that have been undertaken from April 2013 through July 2013. Appendix C contains the approved Public Involvement Plan (PIP) and other additional information.

SUMMARY OF PUBLIC OUTREACH ACTIVITIES	
DATE	**ACTIVITY**
7/25/12	Notice of Intent to Begin Engineering and Environmental Studies
4/22/13	www.minnesotadrivemoose.com website launched
4/27/13	Post cards introducing project and inviting public to attend Open House Meeting sent to 1,149 addresses
4/29/13	Open House Meeting notice published on State of Alaska Online Public Notice
4/30/13	Open House advertised in Anchorage Daily News
5/1/13	Email notices sent regarding Open House Meeting
5/2/13	Presentation and Q&A at Bayshore/Klatt Community Council
5/6/13	Presentation and Q&A at Sand Lake Community Council
5/6/13	Open House advertised in Anchorage Daily News
5/7/13	Federation of Community Councils sent email notice of Open House Meeting
5/9/13	Presentation and Q&A at Taku/Campbell Community Council
5/13/13	Open House Meeting at Spenard Rec Center, 4 pm to 7 pm
6/13/13	Website updated (comment/responses and notice of intent to clear ROW) (email notice sent announcing website update)
7/9/13	Website updated (comment/responses updated, preliminary plans posted, announce change in clearing limits to be 20 feet beyond the fence not entire ROW) (email notice sent announcing website update)
7/11/13	Kevin Jackson invited to a meeting with Representative Costello and her concerned constituents

Table 9 - Summary of Public Outreach Activities

APPENDIX A

FFY2011 HSIP Candidate Description and Cost Estimate

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Central Region Traffic & Safety Section

FFY2011 Highway Safety Improvement Program
Candidate Description and Cost Estimate

Candidate Name:
11CR4: Minnesota Drive Moose-Vehicle Crash Mitigation: Old Seward Highway to International Airport Road

Candidate Location:
This candidate is located on Minnesota Drive between the Old Seward Highway and International Airport Road in Anchorage. The CDS Route Number is 134300, milepoint 0.20 to milepoint 4.76. (Approximately 4.56 miles)

Location Description:
Minnesota Drive is a 4-6 lane urban principal arterial in Anchorage and is part of the National Highway System (NHS). Average daily traffic (ADT) volumes taken on Minnesota Drive south of international Airport Road show an ADT of between 47,000 and 51,000 during the 2004-2008 study period.

This segment was opened to traffic in 1983 as a 4 lane divided highway with a depressed median. At grade intersections at International Airport Road, Raspberry Road and C Street were replaced by interchanges from 1989-2008. The project area has been lighted for the entire length of the segment since 1989 and this segment was resurfaced in 2009. There is presently no fencing along this corridor except for isolated sections of noise fence.

Central Region Moose-Vehicle Collisions Priority List
The segment of Minnesota Drive between the ARRC bridge (MP 0.30) and a point south of Tudor Road (MP 5.1) is ranked the #4 corridor in the state at the 95 percentile threshold on the 2007 Central Region Moose-Vehicle Mitigation Priority List using data from 2001-2005. The top 5 ranking corridors from this priority listing are:

Rank	Road	From	To	Segment Length (Miles)	Moose-Vehicle crashes per Year (2001-2005 Crash Data)
1	Sterling Hwy	MP 88.1, St Theresa Dr	Kleeb Lp, Spd Lmt 35	5.3	18.6
2	Kenai Spur Rd	Swallow Dr, Soldotna	MP 8, 0.2 mi S of Swires Rd Kenai	4.1	14.0
3	Parks Hwy	0.2 mi S of ARRC Overpass #1922	Silver Fox Inn	3.5	9.6
4	Minnesota Dr	0.15 mi N of Campbell Crk	0.1 mi S of Int'l Airport Overpass	1.8	4.8
5	Glenn Hwy	0.1 mi S of Scalehouse NB Exit	0.1 mi S of Eagle River SB #1341	1.7	4.4

Although there are 3 segments of highway that are ranked higher than the candidate Minnesota drive project, these segments are not on controlled access highway corridors, making them poor candidates for fencing or long-term animal crossing structures due to the numerous side street and driveway approaches that exist in these areas. However, all segments are being considered for wildlife mitigation as part of future reconstruction projects.

Existing Crash Patterns and Proposed Mitigation:

There were 40 animal-vehicle crashes in the 4.56 miles of 4-6 lane segment of Minnesota Drive, averaging 8 crashes per year during the 2004-2008 study period. One crash resulted in

an incapacitating injury to the occupant, 5 resulted in a non-incapacitating or minor injury to the vehicle occupants, and 34 were property damage only crashes. Some relevant crash characteristics for these crashes are shown on the following tables:

2004-2008 Crashes by Highway Segment

By Segment	Segment Length	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total	Crashes per Mile	Crashes per mile per year
Dimond to Raspberry	1.38 Mi.		3	18	21	15.2	3.04
Raspberry to International	0.88 Mi.	1	1	6	8	9.1	1.82
C Street to 100th	1.02 Mi.			3	3	2.94	0.59
ARRC to C Street	0.58 Mi.			3	3	5.17	1.03
100th to Dimond	0.70 Mi.		1	4	5	7.14	1.43
Grand Total	**4.56 Mi.**	**1**	**5**	**34**	**40**	**8.77**	**1.75**

The 1.38 mile segment of Minnesota Drive between Dimond Boulevard and Raspberry Road recorded nearly 52% of total moose-vehicle crashes within the study segment or 15.2 crashes per mile during the 2004-2008 study period. The second highest segment was the 0.88 mile segment between Raspberry Road and International Airport Road recording another 20% or 9.1 crashes per mile during the 2004-2008 time period.

2004-2008 Crashes by Time Period

Time Period	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
7:00 PM-Midnight		2	16	18
Midnight-6:00 AM	1		5	6
6:00 AM-9:00 AM		1	4	5
4:00 PM-7:00 PM		1	3	4
9:00 AM-11:30 AM			4	4
1:30 PM-4:00 PM		1	1	2
11:30 AM-1:30 PM			1	1
Grand Total	**1**	**5**	**34**	**40**

The majority of moose-vehicle crashes (60%) are occurring between the 11 hour period of 7:00 PM and 6:00 AM despite the presence of continuous highway lighting.

2004-2008 Crashes by Highway Lighting

Highway Lighting	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
DARK - LIGHTED ROADWAY	1	3	23	27
DARK - ROADWAY NOT LIGHTED		1	2	3
DAYLIGHT		1	9	10
Grand Total	**1**	**5**	**34**	**40**

As would be expected from the time periods when the majority of moose-vehicle crashes occur, the light conditions present at the time of the crash were dark with roadway lighting or unlighted for 75% of these crashes.

2004-2008 Crashes by Roadway Surface Condition

Roadway Surface Condition	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
DRY	1	4	22	27
ICE			1	1
OTHER			1	1
SLUSH			1	1
SNOW		1	1	2
WATER			3	3
WET			5	5
Grand Total	**1**	**5**	**34**	**40**

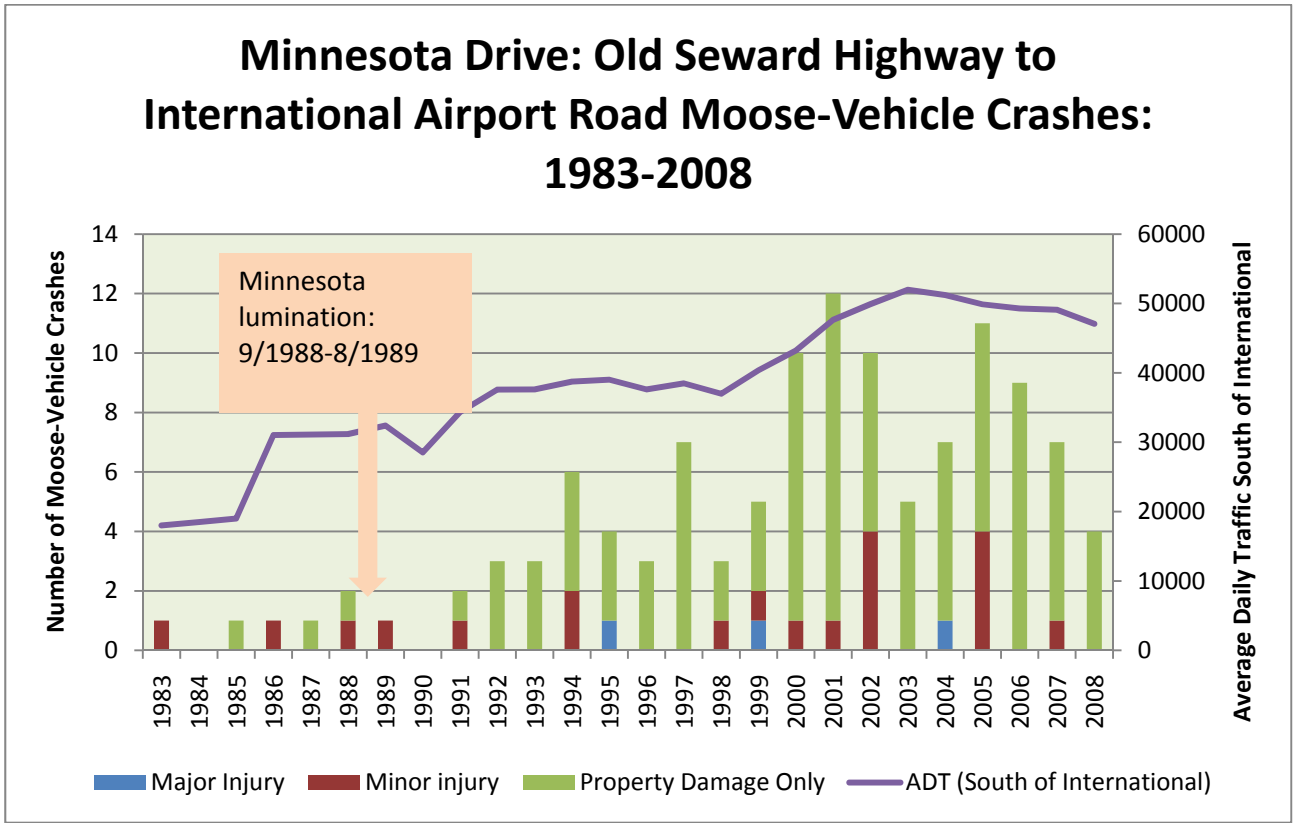
Despite the number of nighttime crashes, nearly 68% occurred under dry pavement conditions indicating that drivers were not able to react to the presence of a moose, even though the roadway was dry.

2004-2008 Crashes by MONTH

Month	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
October		1	7	8
August	1	1	5	7
September			7	7
November		1	4	5
December			3	3
July			3	3
June			2	2
February		1	1	2
January		1		1
March			1	1
May			1	1
Grand Total	**1**	**5**	**34**	**40**

As shown above, nearly 68% of these crashes occurred during the August-November time period as the season, daylight conditions and road conditions are changing into wintertime conditions. The months where the most crashes occur on the Minnesota Drive corridor are contrary to typical statewide trends as most moose/vehicle crashes in this area are in the fall during migration and the rutting period. Statewide crashes involving moose tend to peak in the darkest midwinter months where moose/vehicle crashes on Minnesota Drive in August through October.

Historic crashes have also risen since this portion of Minnesota Drive was opened to traffic in 1983. The following graph depicts the trend in both moose-vehicle crashes and average daily traffic volumes.



As shown on the previous graph, moose-vehicle crashes are generally on the rise on this segment of Minnesota Drive despite the presence of highway lighting. Because moose-vehicle crashes persist on this segment of Minnesota Drive, these crashes and their crash circumstances are considered subject to mitigation through the installation of moose fencing.

Proposed Mitigation

Based on the crash data discussed above, an HSIP candidate is being nominated for moose-vehicle collision mitigation on Minnesota Drive between the Old Seward Highway and International Airport Road to:

- Install approximately 9 miles (47,900 linear feet) of 9 foot high, woven wire mesh (WWM) moose fencing. (A total of 4.5 miles on either side of Minnesota Drive between the ARRC overpass at MP 0.20 and International Airport Road at MP 4.75)
- Install Moose gates at selected locations along Minnesota Drive to allow moose inside the fence to escape.

Benefit/Cost Ratio:

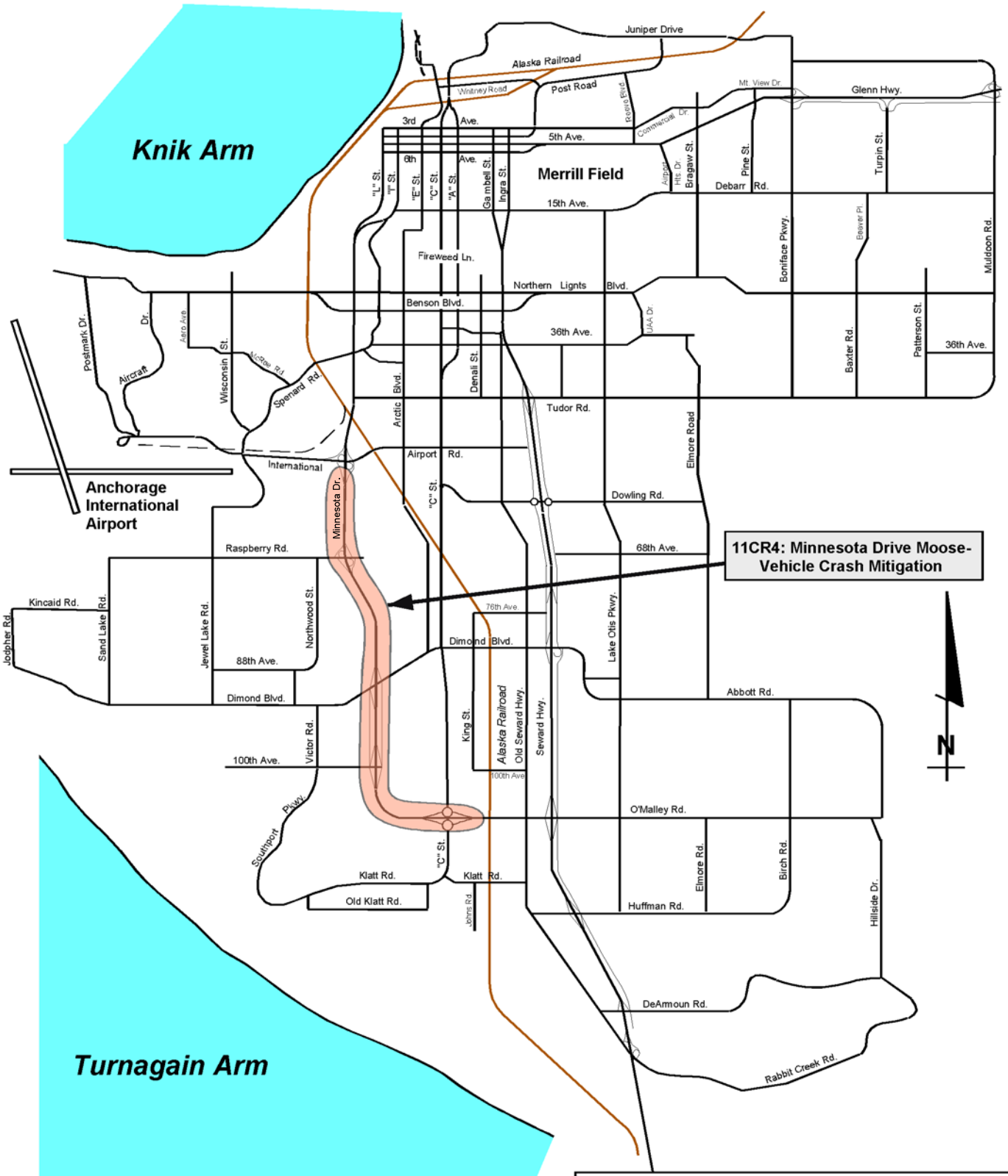
This candidate has a benefit/cost ratio of **0.6:1** based on 2004-2008 crashes.

Cost Estimate:

PHASE	AMOUNT	Earliest Start Date
Preliminary Engineering (Phase 2):	$500,000	FFY 11
Right of Way Engineering (Phase 2): (ROW determination)	$100,000	FFY 11
Utilities (Phase 7):	$79,000	FFY 12
Construction (Phase 4):	$3,222,000	FFY 12
Contingencies (10%, All phases)	$390,000	N/A
TOTAL:	**$4,291,000**	

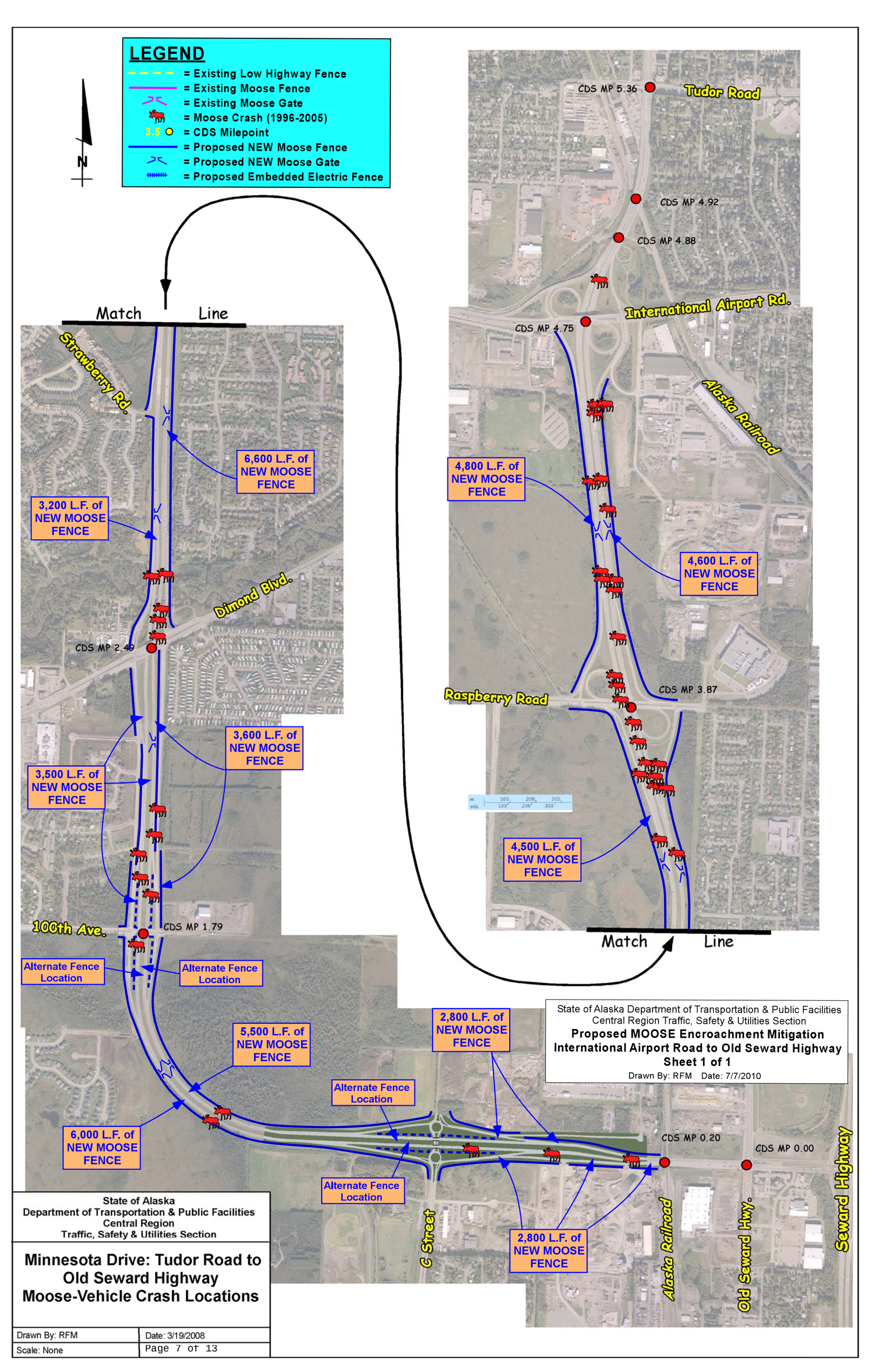
(Note: All phases include ICAP in the amounts shown. Contract Administration is also included in the Construction amount.)

Attachments:



State of Alaska Department of Transportation & Public Facilities Central Region Traffic, Safety & Utilities Section
New Highway Safety Improvement Program Candidate Projects, FFY2011 11CR4: Minnesota Drive Moose-Vehicle Crash Mitigation Vicinity Map

Drawn By: RFM	Date: 07/7/2010
Scale: None	Page 6 of 13



State of Alaska Department of Transportation & Public Facilities
Central Region Traffic, Safety & Utilities Section
Proposed MOOSE Encroachment Mitigation
International Airport Road to Old Seward Highway
Sheet 1 of 1
Drawn By: RFM Date: 7/7/2010

State of Alaska
Department of Transportation & Public Facilities
Central Region
Traffic, Safety & Utilities Section

Minnesota Drive: Tudor Road to Old Seward Highway Moose-Vehicle Crash Locations

Drawn By: RFM	Date: 3/19/2008
Scale: None	Page 7 of 13

Alaska DOT/PF
Highway Safety Improvement Program

Project Ranking Worksheet

Red fields are input fields.
Black fields are fixed, computed, or derived.

HSIP Project Name:	11CR4: Minnesota Drive Moose-Vehicle Crash Mitigation: Old Seward Highway to International Airport Road				
Analysis Period:	1/1/04 to 12/31/08	Form Completed by:	RFM	Date:	7/7/10

Miscellaneous Data

Rate of Return:	3%
No of years of accident analysis	5

Accident Cost Data

Accident Severity	Accident Cost
Property Damage Only:	$15,400
Minor Injury:	$154,000
Major Injury:	$771,000
Fatality:	$1,542,000

Predicted Change in Accidents due to Improvement(s)

Imprv Type Num	Improvement	Type of Accident Susceptible to Reduction or Increase due to Improvement	Reduction Factor (+ or -)	No of Acc.s Susceptible to Reduction or Increase			
				PDO	Min	Maj	Fat
N/A	Install WWM Fencing	Reduce Moose & Animal Accidents*	-80%	34	5	1	
		Total Accidents Susceptible to Reduction or Increase:		34	5	1	
		Predicted Change in Accidents:		-27	-4.0	-0.8	
		Predicted Change in Accident Cost ($1,000):		-419	-616	-617	

Benefit/Cost of Improvements (Safety and M&O Benefits Only)

Improvement	Total Proj Cost (K)	Ann M/O Cost (K)	Life of Impvt (yrs)	Predicted Change in Accidents				Predicted Change in Accident Cost	Annualized Safety and M&O Benefits	Annualized Constr. and M&O Costs	Benefit Cost (Safety and M&O Benefits only)
				PDO	Min	Maj	Fat				
	4291	48	10	-27.2	-4.0	-0.8		-$1,651,680	$330,336	$550,536	0.6:1
Subtotals:				-27.2	-4.0	-0.8					
Totals/Averages:	4291	48	10.0	-32				-$1,651,680	$330,336	$550,536	0.6:1

Benefit Cost Formula (Safety and M&O Benefits Only)

$$\text{B/C Ratio} = \frac{\text{(Estimated Annual Reduction in Accident Cost)+(Decrease in Ann Maintenance Cost, 0 if increase)}}{\text{(Annualized Construction cost)+(Increase in Ann Maintenance cost, 0 if decrease)}}$$

* Moose fence reduction factor from FHWA-SA-07-015 "Desktop Reference for Crash Reduction Factors" (Install animal fencing, 70-90% reduction, all crashes) and prevoius experience with MOOSE fencing on the Glenn Highway between Muldoon and Hiland Interchange. (70% reduction) Used 80% Reduction.

FFY2011 Highway Safety Inprovement Program
Construction Cost Estimates

11CR4

Minnesota Drive Moose-Vehicle Crash Mitigation: Old Seward Highway to International Airport Road

8/4/2010 12:06

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
REMOVALS					
Selected Hand Clearing	11.00	Acre	$9,000.00	$99,000	Fenceline clearing
Remove Existing Curb	0	LF	$12.00	$0	
Unclassified Excavation	0	CY	$20.00	$0	
Remove Inlet	0	EA	$1,300.00	$0	
Remove Culvert Pipe	0	LF	$25.00	$0	
Obliterate Roadway	0	SY	$10.00	$0	
Remove Existing Guardrail	0	LF	$8.00	$0	
Remove Existing Pavement	0	SY	$7.00	$0	
Remove Sidewalk	0	SY	$25.00	$0	
INSTALLATIONS					
Borrow, Type A (2 tons/CY)	0	TON	$30.00	$0	
Crushed Aggregate Base (2 tons/CY)	0	TON	$40.00	$0	
Asphalt Concrete, Type II (115 lbs/SY Inch)	0	TON	$150.00	$0	
Pavement Planing	0	SY	$10.00	$0	
Moose Fence	48000	LF	$40.00	$1,920,000	TOTAL new fence. Adjusted tio reflect additional prep., ground contours, and hardware connection requirements.
Single Entrance Moose Gate	10	Each	$10,000.00	$100,000	10 locations
ElectroMat/Electrobraid	0	LF	$500.00	$0	
Patterned Concrete	0	SY	$100.00	$0	
Curb & Gutter	0	LF	$25.00	$0	
Curb Ramp	0	EA	$1,600.00	$0	
Moose Bridge	0	SF	$275.00	$0	0
Guardrail	0	LF	$55.00	$0	
CRT	0	EA	$3,600.00	$0	
SRT/ET2000	0	EA	$6,000.00	$0	
Culvert End Section	0	EA	$850.00	$0	
Bollard	0	EA	$1,500.00	$0	
Crash Cushion Installed	0	EA	$75,000.00	$0	
Adjust Manhole/Inlet	0	EA	$2,000.00	$0	
Adjust Valve Box	0	EA	$750.00	$0	
Topsoil/Seeding	0	SY	$10.00	$0	
Trees	0	EA	$600.00	$0	
Culvert, 24"	0	LF	$110.00	$0	
Inlet	0	EA	$5,000.00	$0	
TRAFFIC CONTROL					
Relocated Signal Pole, Foundation	0	EA	$7,500.00	$0	
Relocated Electroliers	0	EA	$4,500.00	$0	
Relamp Electroliers	0	EA	$2,400.00	$0	
Flashing Beacon System	0	LS	$50,000.00	$0	
New Electrolier	0	EA	$7,500.00	$0	
New Load Center	0	EA	$10,000.00	$0	
Relocated Controller/Foundations	0	EA	$7,500.00	$0	
New Controller/Foundation	0	EA	$50,000.00	$0	
Relocate Traffic Structure Support	0	EA	$50,000.00	$0	
New Junction Boxes	0	EA	$1,200.00	$0	
Loop Detectors	0	EA	$1,500.00	$0	
New Traffic Signal Wiring	0	EA	$12,000.00	$0	
New Signal Pole, Heads, Signs	0	EA	$25,000.00	$0	
Opticom Preemption	0	EA	$10,000.00	$0	
Boring	0	LF	$350.00	$0	
New Ped pole & Gear	0	EA	$7,500.00	$0	
New Conduit w/wiring	0	LF	$40.00	$0	
Remove Pole & Foundation	0	EA	$3,500.00	$0	
Delineators	0	EA	$80.00	$0	
Signing	0	EA	$800.00	$0	
Remove markings (100 Ft length)	0	STA	$400.00	$0	
Relocate Sign	0	EA	$600.00	$0	
Milling for Markings	0	LF	$2.00	$0	
Striping	0	LF	$2.50	$0	
Preformed Symbols	0	EA	$1,000.00	$0	
OTHER					
Erosion/Pollution Control		LS	All Req'd	$21,190	1% of pay items
Field Office	1	LS	$7,500.00	$7,500	
Traffic Maintenance		LS	All Req'd	$105,950	5% of pay items
Construction Surveying		LS	All Req'd	$127,140	6% of pay items
Mobilization/Demobilization		LS	All Req'd	$275,470	13% of pay items
CONSTRUCTION CONTRACT COST			Subtotal	$2,656,250	
UTILITIES					
Utility Preliminary Design	0	LS	All Req'd	$75,000	Utility Locates
Gas Line Relocate	0	LS	$5,000.00	$0	
Underground Telephone Relocate	0	LS	$5,000.00	$0	
Underground Electric Relocate	0	LF	$10.00	$0	
Hydrant Relocate	0	EA	$15,000.00	$0	
Sewerline Relocate	0	LF	$150.00	$0	
Overhead Electric Relocate	0	LS	$150,000.00	$0	
			Utilities Subtotal	$75,000	

COST ESTIMATE SUMMARY				COST	WITH 5.5% ICAP
Preliminary Design		LS	All Req'd	$474,000	$500,000
Right-of-Way Determination	0	SF	$25.00	$95,000	$100,000
Utilities		LS	All Req'd	$75,000	$79,000
Construction		LS		$2,656,000	$2,802,000
Contract Administration		LS	@ 15%	$398,000	$420,000
Contingencies		%	10.00%	$370,000	$390,000

Location:

Minnesota Drive Moose-Vehicle Crash Mitigation: Old Seward Highway to International Airport Road

Total: **$4,291,000** Est. Design/Construction Costs

Minnesota Drive: Old Seward Highway to International Airport Road Moose-Vehicle Crash Summaries

2004-2008 Crashes

Time Period	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
7:00 PM-Midnight		2	16	18
Midnight-6:00 AM	1		5	6
6:00 AM-9:00 AM		1	4	5
4:00 PM-7:00 PM		1	3	4
9:00 AM-11:30 AM			4	4
1:30 PM-4:00 PM		1	1	2
11:30 AM-1:30 PM			1	1
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Highway Lighting	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
DARK - LIGHTED ROA	1	3	23	27
DARK - ROADWAY NOT LIGHTED		1	2	3
DAYLIGHT		1	9	10
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Roadway Surface Condition	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
DRY	1	4	22	27
ICE			1	1
OTHER			1	1
SLUSH			1	1
SNOW		1	1	2
WATER			3	3
WET			5	5
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Vehicle Action	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
AVOIDING OBJECTS IN ROAD			4	4
SKIDDING	1	1	1	3
SLOWING			4	4
STRAIGHT AHEAD		4	23	27
UNKNOWN			2	2
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Vehicle #1 Direction	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
EAST			4	4
NORTH		4	17	21
SOUTH	1	1	12	14
WEST			1	1
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Month	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
October		1	7	8
August	1	1	5	7
September			7	7
November		1	4	5
December			3	3
July			3	3
June			2	2
February		1	1	2
January		1		1
March			1	1
May			1	1
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

By Segment & Light Conditions	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
100th to Dimond				
DARK - LIGHTED ROADWAY			2	2
DARK - ROADWAY NOT LIGHTED		1		1
DAYLIGHT			2	2
C Street to 100th				
DARK - LIGHTED ROADWAY			2	2
DAYLIGHT			1	1
Dimond to Raspberry				
DARK - LIGHTED ROADWAY		2	12	14
DARK - ROADWAY NOT LIGHTED			1	1
DAYLIGHT		1	5	6
Raspberry to International				
DARK - LIGHTED ROADWAY	1	1	6	8
ARRC Overcrossing to C Street				
DARK - LIGHTED ROADWAY			1	1
DARK - ROADWAY NOT LIGHTED			1	1
DAYLIGHT			1	1

2004-2008 Crashes

Crash Year	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
2004	1		6	7
2005		4	7	11
2006			9	9
2007		1	6	7
2008			6	6
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

Roadway Character	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
CURVE/LVL			10	10
STRAIGHT/GRD			4	4
STRAIGHT/HLCRST			2	2
STRAIGHT/LVL	1	5	15	21
UNKNOWN			3	3
Grand Total	**1**	**5**	**34**	**40**

2004-2008 Crashes

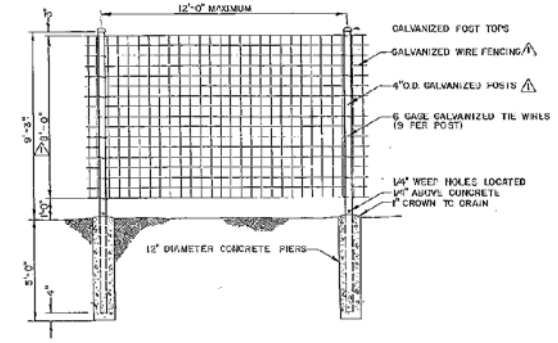
Crash Data Source	INCAPACITATING INJURY	NON-INCAPACITATING or POSSIBLE INJURY	PROPERTY DAMAGE ONLY	Grand Total
DATA IS ONLY FROM AN INDIVIDUAL PARTICIPANT			3	3
DATA IS ONLY FROM POLICE	1	5	31	37
Grand Total	**1**	**5**	**34**	**40**

Expanded Accident Data Extract for Date Range 01/01/2004 to 12/31/2008
CDS Number: 134300
From Milepoint: 0.00 To Milepoint: 5.00

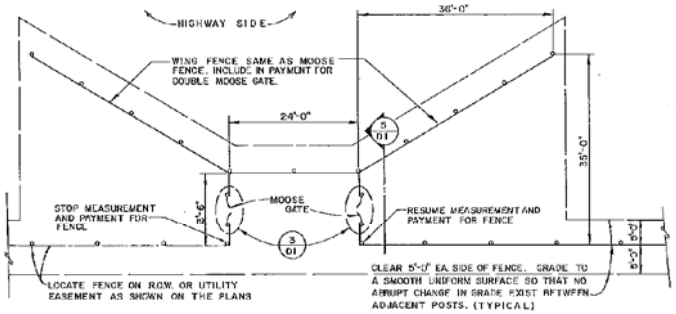
Route Description: Minnesota Drive

AccNum	DataSource	Acc Mipt	Acc Date	Month	YEAR	AccDay	Acc Time	Time Period	Segment	Street	CrossStreet	InterDist	RefUnits	InterDir	RdJunct	Num Veh	AccSeverity	Tot Inj	Maj Inj	Min Inj	Tot Fatal
200609550	DATA IS ONLY FROM AN INDIVIDUAL PARTICIPANT	0.26	20060922	September	2006	FRIDAY	2200	7:00 PM-Midnight	C Street to 100th	MINNESOTA DR W/B	C STREET	0	MILES	EAST	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200807006	DATA IS ONLY FROM POLICE	0.447	20080818	August	2008	MONDAY	1558	1:30 PM-4:00 PM	C Street to 100th	MINNESOTA_DR	C STREET	600	FEET	WEST	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200512708	DATA IS ONLY FROM POLICE	0.67	20051105	November	2005	SATURDAY	334	Midnight-6:00 AM	C Street to 100th	MINNESOTA DR E/B	C STREET	500	FEET	WEST	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200512810	DATA IS ONLY FROM POLICE	1.26	20051004	October	2005	TUESDAY	2108	7:00 PM-Midnight	C Street to 100th	MINNESOTA DR_WB	C STREET	0.5	MILES	EAST	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200407858	DATA IS ONLY FROM POLICE	1.29	20040617	June	2004	THURSDAY	1215	11:30 AM-1:30 PM	C Street to 100th	MINNESOTA_SB	100TH	0.5	MILES	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200607334	DATA IS ONLY FROM POLICE	1.79	20060720	July	2006	THURSDAY	2359	7:00 PM-Midnight	C Street to 100th	MINNESOTA DR SB	100TH AVE OVERPASS	0	AT INT. W/	N/A	CROSSOVER	1	PROPERTY DAMAGE ONLY	0	0	0	0
200608781	DATA IS ONLY FROM POLICE	1.88	20060725	July	2006	TUESDAY	846	6:00 AM-9:00 AM	100th to Dimond	MINNESOTA DR NB	100TH AVE	500	FEET	NORTH	NOT A JUNCTION	2	PROPERTY DAMAGE ONLY	0	0	0	0
200806299	DATA IS ONLY FROM POLICE	1.88	20080729	July	2008	TUESDAY	1720	4:00 PM-7:00 PM	100th to Dimond	MINNESOTA_DR	100TH ON RAMP	100	FEET	NORTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200708227	DATA IS ONLY FROM POLICE	1.98	20070928	September	2007	FRIDAY	2207	7:00 PM-Midnight	100th to Dimond	MINNESOTA DR SB	100TH AVE	1000	FEET	NORTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200808130	DATA IS ONLY FROM POLICE	2.04	20080919	September	2008	FRIDAY	2137	7:00 PM-Midnight	100th to Dimond	MINNESOTA_DR	100TH_AVE	500	FEET	SOUTH	NOT A JUNCTION	2	PROPERTY DAMAGE ONLY	0	0	0	0
200502493	DATA IS ONLY FROM POLICE	2.12	20050214	February	2005	MONDAY	1914	7:00 PM-Midnight	100th to Dimond	PARKS HWY NB	RESOLUTE DR	0	AT INT. W/	N/A	NOT A JUNCTION	1	NON-INCAPACITATING or POSSIBLE INJURY	1	0	1	0
200406401	DATA IS ONLY FROM POLICE	2.5	20040503	May	2004	MONDAY	2343	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA BLVD__NB	DIMOND BLVD	50	FEET	NORTH	CROSSOVER	1	PROPERTY DAMAGE ONLY	0	0	0	0
200708646	DATA IS ONLY FROM POLICE	2.55	20071011	October	2007	THURSDAY	227	Midnight-6:00 AM	Dimond to Raspberry	MINNESOTA DR NB	DIMOND BLVD OVERPASS	300	FEET	NORTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200501334	DATA IS ONLY FROM POLICE	2.58	20050124	January	2005	MONDAY	1845	4:00 PM-7:00 PM	Dimond to Raspberry	MINNESOTA DR	DIMOND BLVD	500	FEET	NORTH	NOT A JUNCTION	1	NON-INCAPACITATING or POSSIBLE INJURY	1	0	1	0
200513274	DATA IS ONLY FROM AN INDIVIDUAL PARTICIPANT	2.68	20051119	November	2005	SATURDAY	1045	9:00 AM-11:30 AM	Dimond to Raspberry	MINNESOTA DR SB	BETWN RASPBERRY AND DIMOND	0	AT INT. W/	N/A	OTHER	1	PROPERTY DAMAGE ONLY	0	0	0	0
200611601	DATA IS ONLY FROM POLICE	2.68	20060929	September	2006	FRIDAY	937	9:00 AM-11:30 AM	Dimond to Raspberry	MINNESOTA DR	DIMOND-MINNESOTA NB ON-RAMP	70	FEET	NORTH	OFF RAMP	1	PROPERTY DAMAGE ONLY	0	0	0	0
200410736	DATA IS ONLY FROM POLICE	3.49	20040824	August	2004	TUESDAY	820	6:00 AM-9:00 AM	Dimond to Raspberry	MINNESOTA DR_NB	RASPBERRY_RD	0.25	MILES	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200512766	DATA IS ONLY FROM POLICE	3.55	20051001	October	2005	SATURDAY	649	6:00 AM-9:00 AM	Dimond to Raspberry	MINNESOTA DR SB	STRAWBERRY_RD	0.25	MILES	NORTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200610514	DATA IS ONLY FROM POLICE	3.67	20060902	September	2006	SATURDAY	2218	7:00 PM-Midnight	Dimond to Raspberry	NORTHBOUND MINNESOTA	RASPBERRY RD	0.25	MILES	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200706501	DATA IS ONLY FROM POLICE	3.68	20070808	August	2007	WEDNESDAY	1357	1:30 PM-4:00 PM	Dimond to Raspberry	MINNESOTA DR NB	RASPBERRY RD	1000	FEET	SOUTH	NOT A JUNCTION	1	NON-INCAPACITATING or POSSIBLE INJURY	1	0	1	0
200709295	DATA IS ONLY FROM POLICE	3.73	20071026	October	2007	FRIDAY	2054	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA DR SB	RASPBERRY RD	1000	FEET	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200411857	DATA IS ONLY FROM POLICE	3.74	20040920	September	2004	MONDAY	2352	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA (NORTH) DR	RASPBERRY OFF RAMP_EB	0	AT INT. W/	N/A	OFF RAMP	1	PROPERTY DAMAGE ONLY	0	0	0	0
200511427	DATA IS ONLY FROM POLICE	3.78	20051003	October	2005	MONDAY	2158	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA DR WB	RASPBERRY RD	500	FEET	SOUTH	OTHER	1	NON-INCAPACITATING or POSSIBLE INJURY	1	0	1	0
200606931	DATA IS ONLY FROM POLICE	3.78	20060626	June	2006	MONDAY	925	9:00 AM-11:30 AM	Dimond to Raspberry	MINNESOTA DR NB	RASPBERRY	500	FEET	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200611723	DATA IS ONLY FROM POLICE	3.83	20061003	October	2006	TUESDAY	2121	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA DR SB	RASPBERRY RD	500	FEET	SOUTH	NOT A JUNCTION	2	PROPERTY DAMAGE ONLY	0	0	0	0
200712267	DATA IS ONLY FROM POLICE	3.85	20071202	December	2007	SUNDAY	1115	9:00 AM-11:30 AM	Dimond to Raspberry	MINNESOTA DR SB	RASPBERRY WB-MINN SB RAMP	0	AT INT. W/	N/A	ON RAMP	1	PROPERTY DAMAGE ONLY	0	0	0	0
200511555	DATA IS ONLY FROM AN INDIVIDUAL PARTICIPANT	3.87	20051004	October	2005	TUESDAY	2245	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA DR SB	RASPBERRY RD	0	AT INT. W/	N/A	CROSSOVER	2	PROPERTY DAMAGE ONLY	0	0	0	0
200503603	DATA IS ONLY FROM POLICE	3.92	20050226	February	2005	SATURDAY	1906	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA SB	RASPBERRY OFF RAMP	0	N/A	N/A	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200810747	DATA IS ONLY FROM POLICE	3.958	20081117	November	2008	MONDAY	1731	4:00 PM-7:00 PM	Raspberry to International	MINNESOTA DR	RASPBERRY_RD	300	FEET	NORTH	OTHER	1	PROPERTY DAMAGE ONLY	0	0	0	0
200709618	DATA IS ONLY FROM POLICE	4.06	20071106	November	2007	TUESDAY	1736	4:00 PM-7:00 PM	Dimond to Raspberry	MINNESOTA DR NB	RASPBERRY RD	200	FEET	SOUTH	OTHER	1	PROPERTY DAMAGE ONLY	0	0	0	0
200812892	DATA IS ONLY FROM POLICE	4.1	20081216	December	2008	TUESDAY	1954	7:00 PM-Midnight	Raspberry to International	MINNESOTA DR	MINNESOTA NB-RASPBERRY EB RMP	0	AT INT. W/	N/A	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200503746	DATA IS ONLY FROM POLICE	4.12	20050310	March	2005	THURSDAY	2142	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA NB	RASPBERRY	0.25	MILES	SOUTH	OFF RAMP	1	PROPERTY DAMAGE ONLY	0	0	0	0
200512685	DATA IS ONLY FROM POLICE	4.12	20051104	November	2005	FRIDAY	713	6:00 AM-9:00 AM	Raspberry to International	MINNESOTA DR SB	RASPBERRY_RD	0.2	MILES	NORTH	NOT A JUNCTION	1	NON-INCAPACITATING or POSSIBLE INJURY	2	0	2	0
200410537	DATA IS ONLY FROM POLICE	4.14	20040819	August	2004	THURSDAY	41	Midnight-6:00 AM	Raspberry to International	MINNESOTA DR S/B	INTL AIRPORT RD	0.5	MILES	SOUTH	NOT A JUNCTION	1	INCAPACITATING INJURY	2	1	1	0
200412908	DATA IS ONLY FROM POLICE	4.29	20041014	October	2004	THURSDAY	2141	7:00 PM-Midnight	Dimond to Raspberry	MINNESOTA DR NB	RASPBERRY RD	1000	FEET	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200711882	DATA IS ONLY FROM POLICE	4.37	20070810	August	2007	FRIDAY	2342	7:00 PM-Midnight	Raspberry to International	MINNESOTA DR SB	RASPBERRY RD	0.5	MILES	NORTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200409966	DATA IS ONLY FROM POLICE	4.39	20040804	August	2004	WEDNESDAY	132	Midnight-6:00 AM	Raspberry to International	MINNESOTA DR_NB	INTERNATIONAL AIRPORT RD	0.25	MILES	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200610947	DATA IS ONLY FROM POLICE	4.53	20060917	September	2006	SUNDAY	145	Midnight-6:00 AM	Raspberry to International	MINNESOTA DR	INTL AIRPORT RD	600	FEET	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200614608	DATA IS ONLY FROM POLICE	4.55	20061214	December	2006	THURSDAY	800	6:00 AM-9:00 AM	Raspberry to International	MINNESOTA DR NB	INTL AIRPORT RD	500	FEET	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0
200807152	DATA IS ONLY FROM POLICE	4.55	20080822	August	2008	FRIDAY	105	Midnight-6:00 AM	Dimond to Raspberry	MINNESOTA DR	RASPBERRY_RD	0.5	MILES	SOUTH	NOT A JUNCTION	1	PROPERTY DAMAGE ONLY	0	0	0	0

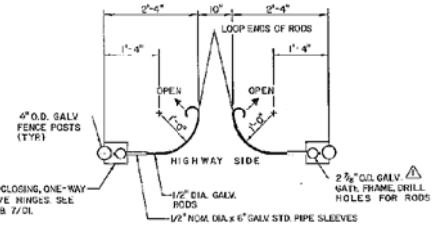
AccNum	EveType	EveLoc	Weather	RdCharacter	Surface Cond	Light	v1Total Occupants	v1Driver Inj Status	v1Driver Safe Equip1	v1Driver Safe Equip2	v1 Driver Age	v1Driver Sex	v1Driver Alc Drug Susp	v1RdCirc	v1VehCir	v1HumanCirc	v1Traffic ControlDev	v1TrvDirect	v1ActionPreaction	v1SecEvent	v1TicketCode	v1TicketCode2	v2Total Occupants	v2Driver Inj Status	v2Driver Safe Equip1	v2 Driver Age	v2 Driver Sex	v2EnvCirc	v2RdCirc	v2TrvDirect	v2Action Preaction	v2SecEvent
200609550	MOOSE	ROADWAY	RAIN	UNKNOWN	WET	DARK - ROADWAY NOT LIGHTED	3	NONE	NOT REP	UNKNOWN	48	UNKNOWN	NOT REPORTED	OTHER	MISSING	MISSING	ROAD CONST SIGNS	EAST	STRAIGHT AHEAD	MISSING												
200807006	MOOSE	ROADWAY	CLOUDY	CURVE/LVL	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	UNKNOWN	49	FEMALE	NONE	OBSTRUCTION IN ROADWAY	NONE	NO IMPROPER DRIVING	NO CONTROL	EAST	STRAIGHT AHEAD	MISSING												
200512708	MOOSE	ROADWAY	CLEAR	CURVE/LVL	SNOW	DARK - LIGHTED ROADWAY	2	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	34	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	EAST	STRAIGHT AHEAD	MISSING												
200512810	MOOSE	ROADWAY	CLEAR	CURVE/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	24	MALE	NONE	OBSTRUCTION IN ROADWAY	NONE	NO IMPROPER DRIVING	NO CONTROL	WEST	SLOWING	MISSING												
200407858	MOOSE	ROADWAY	CLOUDY	CURVE/LVL	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	49	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	EAST	STRAIGHT AHEAD	MISSING												
200607334	MOOSE	ROADWAY	CLOUDY	STRAIGHT/GRD	DRY	DARK - LIGHTED ROADWAY	1	NOT REPORTED	LAP/SHOULDER	UNKNOWN	67	MALE	NONE	OBSTRUCTION IN ROADWAY	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200608781	MOOSE	ROADWAY	CLOUDY	STRAIGHT/HLCRST	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	UNKNOWN	44	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING				2	NONE	LAP/SHOULDER	30	FEMALE	MISSING	NONE	NORTH	SLOWING	MISSING
200806299	ANIMAL	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	UNKNOWN	25	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200708227	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	2	NONE	LAP/SHOULDER	UNKNOWN	24	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200808130	ANIMAL	ROADWAY	RAIN	CURVE/LVL	WET	DARK - LIGHTED ROADWAY	3	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	18	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	AVOIDING OBJECTS IN ROAD	MISSING				1	UNKNOWN	NOT REP		UNKNOWN	MISSING	MISSING	UNKNOWN	UNKNOWN	MISSING
200502493	MOOSE	ROADWAY	SNOW	STRAIGHT/LVL	SNOW	DARK - ROADWAY NOT LIGHTED	1	POSSIBLE	LAP/SHOULDER	UNKNOWN	32	MALE	NONE	ROAD SURFACE CONDITION	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200406401	MOOSE	ROADWAY	CLEAR	STRAIGHT/GRD	DRY	DARK - LIGHTED ROADWAY	1	NOT REPORTED	LAP/SHOULDER	UNKNOWN	55	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200708646	MOOSE	ROADWAY	CLEAR	STRAIGHT/GRD	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	32	MALE	NONE	NONE	UNKNOWN	OTHER*	NO CONTROL	NORTH	UNKNOWN	MISSING	OPERATOR MUST BE PROPERLY LICENSED	LEAVING THE SCENE OF ACCIDENT PROPERTY DAMAGE ONLY										
200501334	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NON-INCAPACITATING	LAP/SHOULDER	UNKNOWN	47	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200513274	MOOSE	ROADWAY	SNOW	UNKNOWN	SLUSH	DAYLIGHT	2	NONE	NOT REP	UNKNOWN	44	MALE	NONE	NONE	MISSING	MISSING	NO CONTROL	SOUTH	SLOWING	MISSING												
200611601	MOOSE	ROADWAY	CLOUDY	STRAIGHT/GRD	WET	DAYLIGHT	2	NONE	LAP/SHOULDER	UNKNOWN	43	MALE	NONE	OBSTRUCTION IN ROADWAY	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	SLOWING	MISSING												
200410736	MOOSE	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	27	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200512766	MOOSE	ROADWAY	RAIN	CURVE/LVL	WET	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	54	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200610514	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	3	NONE	LAP/SHOULDER	UNKNOWN	32	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	AVOIDING OBJECTS IN ROAD	MISSING												
200706501	MOOSE	SHOULDER	CLEAR	STRAIGHT/LVL	DRY	DAYLIGHT	1	POSSIBLE	LAP/SHOULDER	UNKNOWN	25	FEMALE	NONE	NONE	BRAKES DEFECTIVE	NO IMPROPER DRIVING	NO CONTROL	NORTH	SKIDDING	DITCH												
200709295	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	OTHER	DARK - LIGHTED ROADWAY	3	NOT REPORTED	LAP/SHOULDER	UNKNOWN	38	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	AVOIDING OBJECTS IN ROAD	MISSING												
200411857	MOOSE	ROADWAY	RAIN	STRAIGHT/LVL	WATER	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	32	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200511427	MOOSE	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	POSSIBLE	LAP/SHOULDER	A/BAG NOT DPLYP	23	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200606931	MOOSE	ROADWAY	RAIN	CURVE/LVL	WET	DAYLIGHT	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	31	MALE	NONE	OBSTRUCTION IN ROADWAY	NONE	LOSS OF CONSCIOUSNESS	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200611723	MOOSE	ROADWAY	RAIN	STRAIGHT/HLCRST	WATER	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	71	FEMALE	NONE	ROAD SURFACE CONDITION	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MOOSE				1	NONE	LAP/SHOULDER	53	MALE	WEATHER	ROAD SURFACE CONDITION	SOUTH	STRAIGHT AHEAD	MOOSE
200712267	MOOSE	ROADWAY	CLEAR	CURVE/LVL	DRY	DAYLIGHT	1	NONE	LAP/SHOULDER	UNKNOWN	56	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200511555	MOOSE	ROADWAY	CLOUDY	UNKNOWN	DRY	DARK - LIGHTED ROADWAY	1	NONE	NOT REP	UNKNOWN	41	MALE	NONE	OBSTRUCTION IN ROADWAY	MISSING	MISSING	NO CONTROL	SOUTH	SLOWING	MISSING				1	NONE	NOT REP		FEMALE	MISSING	OBSTRUCTION IN ROADWAY	SOUTH	SLOWING	MISSING
200503603	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	2	NONE	LAP/SHOULDER	UNKNOWN	37	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200810747	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	43	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200709618	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	28	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200812892	ANIMAL	ROADWAY	CLEAR	STRAIGHT/LVL	ICE	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	22	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200503746	MOOSE	ROADWAY	RAIN	CURVE/LVL	WATER	DARK - ROADWAY NOT LIGHTED	1	UNKNOWN	UNKNOWN	UNKNOWN		UNKNOWN	NOT REPORTED	UNKNOWN	UNKNOWN	UNKNOWN	NO CONTROL	NORTH	UNKNOWN	MISSING												
200512685	MOOSE	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	2	NON-INCAPACITATING	LAP/SHOULDER	UNKNOWN	46	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	STRAIGHT AHEAD	MISSING												
200410537	MOOSE	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	2	INCAPACITATING	LAP/SHOULDER	UNKNOWN	52	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	SOUTH	SKIDDING	MISSING												
200412908	MOOSE	ROADWAY	CLOUDY	CURVE/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	30	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200711882	MOOSE	ROADWAY	CLEAR	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NOT REPORTED	UNKNOWN	UNKNOWN		UNKNOWN	NONE	NONE	NONE	DRIVER INATTENTION	NO CONTROL	SOUTH	AVOIDING OBJECTS IN ROAD	MISSING	FAILURE TO GIVE IMMEDIATE NOTICE											
200409966	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	A/BAG NOT DPLYP	48	MALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200610947	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	21	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200614608	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	56	FEMALE	NONE	NONE	NONE	NO IMPROPER DRIVING	NO CONTROL	NORTH	STRAIGHT AHEAD	MISSING												
200807152	MOOSE	ROADWAY	CLOUDY	STRAIGHT/LVL	DRY	DARK - LIGHTED ROADWAY	1	NONE	LAP/SHOULDER	UNKNOWN	32	MALE	NONE	MISSING	MISSING	NO IMPROPER DRIVING	NO CONTROL	NORTH	SKIDDING	MISSING												



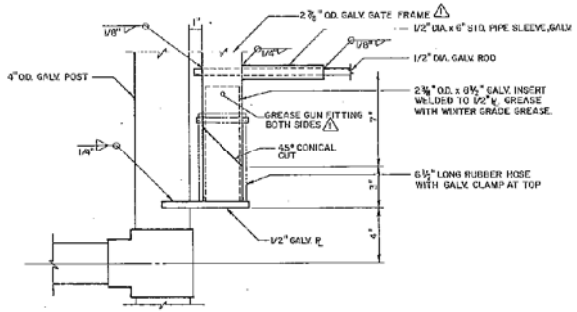
1 DI MOOSE FENCE DETAIL N.T.S.



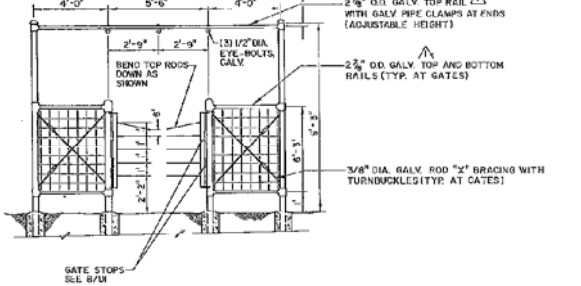
2 DI DOUBLE MOOSE GATE PLAN N.T.S.



3 DI MOOSE GATE DETAIL N.T.S.



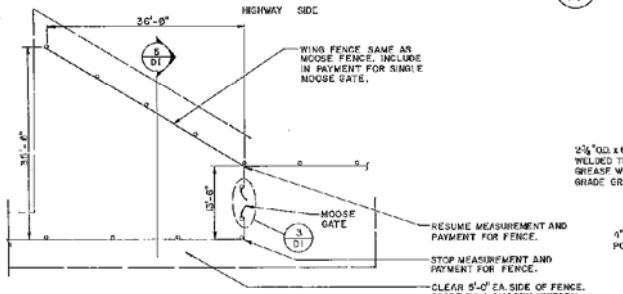
4 DI LOWER MOOSE GATE HINGE N.T.S.



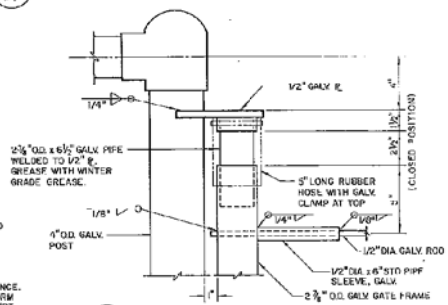
5 DI TYPICAL MOOSE GATE ELEVATION N.T.S.

GENERAL NOTES:

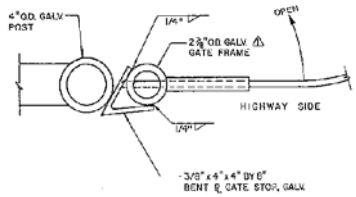
1. PULL POSTS AND BRACES SHALL BE SPACED AT 250' INTERVALS ALONG THE FENCE. SEE STANDARD DRAWING F-0101 FOR PULL POST, CORNER POST AND TERMINAL POST DETAILS.
2. FABRIC SHALL BE STRETCHED HIGHLY TO A SMOOTH UNIFORM APPEARANCE.
3. CONCRETE SHALL BE CLASS W.
4. ALL WIRE, POSTS AND HARDWARE SHALL BE GALVANIZED. WEIGHTS, SIZES AND GAGES SPECIFIED ARE MINIMUMS FOR GALVANIZING.
5. 1/2" x 8' COPPER CLAD GROUND RODS WITH #4 GROUND WIRES SHALL BE PLACED AT MINIMUM INTERVALS OF 400 FEET ALONG THE FENCE. GROUND WIRE SHALL BE ATTACHED TO FENCE FABRIC BY MEANS OF A SPLIT BOLT.
6. IN MUSKEG OR OTHER UNSTABLE AREAS, FENCE POSTS SHALL BE EMBEDDED A MINIMUM OF 3 FEET BELOW THE UNSTABLE LAYER AS DETERMINED BY THE ENGINEER.
7. MOOSE FENCE FABRIC SHALL BE ATTACHED OPPOSITE TO THE HIGHWAY SIDE OF THE POSTS. POSTS SHALL HAVE KNOBS, PUNCHED WEBS OR CORRUGATED EDGE TO HOLD THE WOVEN WIRE FENCING.
8. WING FENCES AND OTHER FENCING AT MOOSE GATES AND VEHICLE GATES ARE NOT INCLUDED IN THE LENGTHS AND QUANTITIES LISTED ON THE PLANS AND SHOULD BE CONSIDERED AS PART OF THE GATE.
9. FENCE POSTS MAY BE TYPE I OR TYPE II PER SECTION 710-2.05.
10. THE WIRE FENCING SHALL CONSIST OF AN 8FT-HIGH, 6" x 6" MESH OF WIRE NOT SMALLER THAN 9 GAGE WITH A TWISTED FRICTION TYPE JOINT AT EACH CONTACT POINT. THE FENCE MATERIAL SHALL BE GALVANIZED TO A RETENTION OF NOT LESS THAN 1.2 OUNCES PER SQUARE FOOT. IT WILL BE PERMISSIBLE TO USE TWO SECTIONS OF 4 FT. HEIGHT JOINED LONGITUDINALLY WITH A CONTINUOUS 9 GAGE GALVANIZED WIRE WOVEN NEATLY THROUGH THE MESH AND WRAPPED EVERY 6".



6 DI SINGLE MOOSE GATE PLAN N.T.S.



7 DI UPPER MOOSE GATE HINGE N.T.S.

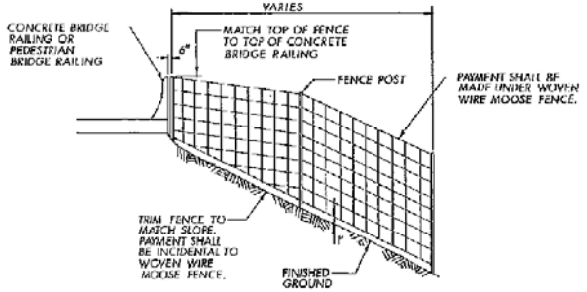


8 DI GATE STOP N.T.S.

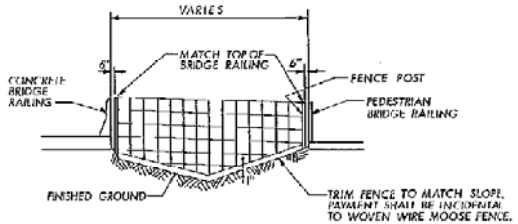
State of Alaska
Department of Transportation & Public Facilities
Central Region
Traffic, Safety & Utilities Section

Moose Fence Design Details from 1986 Glenn Highway Widening Project

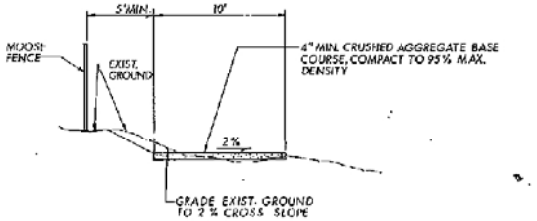
Drawn By: RFM	Date: 7/9/2010
	Page 1 of 2



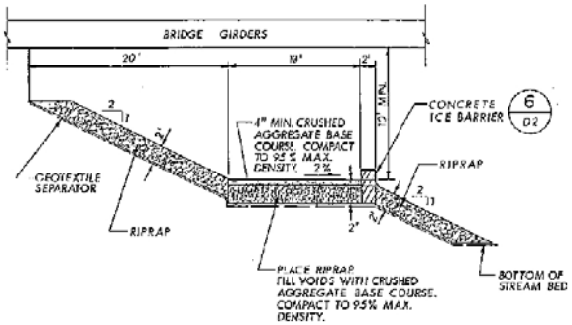
2 / D2 MOOSE FENCE TO BRIDGE CONNECTION DETAIL



3 / D2 MOOSE FENCE BRIDGE TO BRIDGE CONNECTION DETAIL



4 / D2 MOOSE PATHWAY TYPICAL SECTION



5 / D2 MOOSE PATHWAY TYPICAL SECTION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
GLENN HIGHWAY WIDENING
MULDOON ROAD TO HILAND DRIVE
MOOSE PATHWAY PLANS AND DETAILS

State of Alaska
Department of Transportation & Public Facilities
Central Region
Traffic, Safety & Utilities Section

Moose Fence Design Details from 1986 Glenn Highway Widening Project

Drawn By: RFM	Date: 7/9/2010
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APPENDIX B
Categorical Exclusion

MEMORANDUM

State of Alaska
Department of Transportation and Public Facilities
Central Region Design and Engineering Services
Preliminary Design and Environmental

To: Taylor Horne
6004 NEPA Program Manager

Date: 07/22/2013

From: Brian Elliott BE
Regional Environmental Manager

Project Name: HSIP Minnesota Dr. Moose-Vehicle Crash Mitigation

Subject: Programmatic Categorical Exclusion

Project No: 53455/HHE-042-1(092)

The Alaska DOT&PF has assumed the responsibilities of the Federal Highway Administration under Section 326 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 326). The project meets the criteria for classification as a categorical exclusion (CE) per 23 CFR 771.117(c)(8) and meets the conditions outlined in the November 6, 2012, Programmatic Categorical Approval 2.

Enclosures: PCE Documentation

cc: Matt Dietrick, Environmental Team Leader, PD&E
Kevin Jackson, P.E., Highway Design
Breanna Mahoney, Environmental Impact Analyst, PD&E

State of Alaska
Department of Transportation & Public Facilities

CATEGORICAL EXCLUSION DOCUMENTATION FORM
FOR FEDERAL HIGHWAY ADMINISTRATION PROJECTS

Project Name: HSIP Minnesota Dr. Moose-Vehicle Crash Mitigation
Project Number (state/federal):53455/HHE-042-1(092)
Date: July 22, 2013
CE Designation: 23 CFR 771.117(c)(8)
23 CFR 771.117( )( )
List of Attachments:
Appendix A: Vicinity Maps & Figures
Appendix B: Section 106 Consultaion
Appendix C: Wetland Information
Appendix D: Section 4(f) Consultation
Appendix E: Agency Coordination
Appendix F: Public Involvement

I. Project Purpose and Need

The purpose of the proposed project is to improve safety along Minnesota Drive. Moose frequently cross Minnesota Dr., causing several vehicle collisions. During the 2004-2008 study periods, there were 40 moose-vehicle collisions within the roadway. Minnesota Drive is ranked fourth on the 2007 DOT&PF Central Region Moose-Vehicle Mitigation Priority List which uses data from 2001-2005.

II. Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under Section 326 of amended Chapter 3 of title 23, United States Code (23 U.S.C. 326), and is proposing to install woven wire mesh moose fencing and clearing and grubbing along both sides of Minnesota Drive in Anchorage, Alaska. The fence would begin at the Alaska Railroad overpass, CDS mile point 0.2, and end at International Airport Road, CDS mile point 4.75. The fence would be nine feet in height and total approximately 9.25 miles in length. One way gates would be installed at multiple locations to allow moose to exit the road corridor. The proposed project is within Sections 1, 12, and 13, T. 12N., R. 4W., Section 36, T. 13N, R. 4W., and Section 18, T. 12N., R. 3W., Seward Meridian; on USGS Quad Map Anchorage A-8; Latitude 61.1427°N, Longitude 149.9081°W (Appendix A).

III. Environmental Consequences

- For each yes, summarize the activity evaluated and the magnitude of the impact.
- For any consequence category with an asterisk (*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

A. Right-of-Way Impacts	N/A	YES	NO
1. Additional right-of-way required.		☐	☒
• Permanent easements required.	☒	☐	☐
• Estimated number of parcels: N/A			

A. **Right-of-Way Impacts**	N/A	YES	NO
• Full or partial property acquisition required.	☒	☐	☐
• Estimated number of full parcels: N/A			
• Estimated number of partial parcels: N/A			
• Property transfer from state or federal agency required. *If yes, list agency in No. 4 below.*	☒	☐	☐
• Business or residential relocations required. *If yes, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study.*	☒	☐*	☐
• Number of relocations: N/A			
• Type of relocation: Residential: ☐ Business: ☐ Residential (Indicate number: N/A) Business (Indicate number: N/A)			
• Last-resort housing required.	☒	☐	☐
2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in E.O. 12898 (DOT Order 6640.23, December 1998)?		☐	☒
3. The project will involve use of ANILCA land that requires an ANILCA Title XI approval. *If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA.*		☐	☒

4. Summarize the right-of-way impacts, if any:

The proposed project would be contained within the DOT&PF right-of-way (ROW). No minority, low income, disadvantaged, or other population groups would be disproportionately affected from the proposed project.

B. **Social and Cultural Impacts**	N/A	YES	NO
1. The project will affect neighborhoods or community cohesion.		☐	☒
2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).		☐	☒
3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.		☐	☒
4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.		☐	☒
5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in 36 CFR 800.16(m)]. *If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA.*		☐	☒

6. Summarize the social and cultural impacts, if any:

The proposed project would provide a long-term benefit to the traveling public by improving safety in the project area. DOT&PF believes that it is safer for moose to cross the Minnesota Dr. corridor at the lower speed roads (arterials) than at random locations along Minnesota Dr. (freeway) where vehicles are traveling at least 60 mph. Moose fencing one-way gates would primarily be placed at interchanges. People traveling on the lower speed roads (arterials) near the interchanges are typically slowing down to get on or off Minnesota Dr., allowing more reaction time. People are also looking for conflicts with

other vehicles, and would react to a moose crossing better at interchanges than a moose running out in front of them on controlled access highway facilities.

Travel patterns would not be affected by the proposed project as it is installing fence outside the roadway but within DOT&PF ROW. Therefore, travel patterns and accessibility will remain unchanged and adverse social or cultural impacts are not expected.

C. Economic Impacts	N/A	YES	NO
1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.		☐	☒
2. The project will adversely affect established businesses or business districts.		☐	☒

3. Summarize the economic impacts, if any:

Land along the proposed project corridor is undeveloped forested areas or wetlands, park land, and residential homes located several feet from the ROW. A few businesses are also along the project corridor; this includes a few restaurants, construction businesses, and a church. Permanent adverse economic impacts are not likely because access to the above mentioned property uses would not be altered or changed. The local economy and businesses would not be impacted because the fencing would not restrict pedestrians or transportation routes and access to surrounding developed areas.

D. Land Use and Transportation Plans	N/A	YES	NO
1. Project is consistent with land use plan(s).	☐	☒	☐
a. Identify the land use plan(s) and date Anchorage 2020 Comprehensive Plan, February 20, 2001			
2. Project is consistent with transportation plan(s).	☐	☒	☐
a. Identify the transportation plan(s) and date. Anchorage Bowl 2025 Long-Range Transportation Plan, Revised April 2007			
3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.*		☐	☒

4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):

The proposed project is consistent with all applicable land use and transportation plans. It would not interfere with current or future land use, or induce indirect and cumulative effects. According to the Municipality of Anchorage (MOA) Composite Land Use Plan Map, land along Minnesota Drive is zoned primarily low to medium intensity residential, park and natural resource, with a small amount of industrialized zoning. Fencing would not change or bisect access to designated parks, residential, or industrialized areas. The Anchorage 2020 Comprehensive Plan specifically states that "Safety: A community where people and property are safe." is a general or departmental goal for the land use plan. Fencing would improve safety by reducing moose within the Minnesota Road corridor.

The Anchorage Long Range Transportation Plan has a goal of increasing road safety and reducing vehicular and pedestrian crashes around Anchorage. The proposed project will improve roadway safety by installing moose fencing which would decrease the amount of moose entering the Minnesota Drive driving corridor, thus decreasing the chance of moose-vehicle collisions. This would make Minnesota Drive a safer driving corridor.

E. Impacts to Historic Properties	N/A	YES	NO
1. Does the project involve a road that is included on the "List of Roads Treated as Eligible" in the Alaska Historic Roads PA? *If yes, follow the Interim Guidance for Addressing Alaska Historic Roads.*		☐	☒
2. Does the project qualify as a listed activity that has no potential to cause effects to historic properties? *If yes, attach concurrence from the FHWA Area Engineer (non-assigned projects) or Statewide NEPA Manager for 6004-assigned projects.*		☐*	☒
a. Indicate the appropriate policy directive or memo that identifies the project as an action with no potential to cause effects to historic properties: N/A			
3. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?	☐	☐	☒

4. Date Consultation/Initiation Letters sent June 18, 2012 *Attach copies to this form.*

   a. List consulting parties The State Historic Preservation Officer (SHPO), the Native Village of Eklutna, Eklutna, Inc., Cook Inlet Region, Inc.,and the Municipality of Anchorage

   b. If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* N/A

5. Date "Finding of Effect" Letters sent July 13, 2012 *Attach copies to this form*

   a. State any changes to consulting parties N/A

6. List responding consulting parties, comment date, and summarize:
   Cook Inlet Region, Inc. (July 27, 2012), Eklutna Inc. (July 13, 2012), and the Municipality of Anchorage (August 8, 2012) all resonded saying they had no comments or concerns with the proposed project. Follow up calls were made to the Native Village of Eklutna but they did not respond. SHPO (July 18, 2013) conucurred with a finding.

7. Are there any unresolved issues with consulting parties?	☐	☐	☒

   a. If yes, list N/A

8. Date SHPO concurred with "Finding of Effect" July 18, 2012 *Attach copy to this form.*

9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Agreements (PCEs) do not apply.*	☐	☐	☒

10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in Section VI.*

No adverse impacts would occur on sites of traditional, cultural, or historical significance. The Area of Potential Effect (APE) consists of an approximately 10-foot wide area within DOT&PF's right-of-way (ROW) on both sides of Minnesota Drive where fencing will be installed. Fencing will be approximately 9.25 miles in length.

A search of the Alaska Historical Resources Survey database on May 15, 2013, found no known sites of traditional, cultural, or historical significance in the APE. For this reason, DOT&PF determined that no historic properties would be affected by the proposed project.

On July 18, 2012, DOT&PF received concurrence from the State Historic Preservation Officer (SHPO) on a Finding of No Historical Properties Affected (FONHPA). See Appendix B for Section 106 documentation.

F. Wetland Impacts	N/A	YES	NO
1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). *If yes, document public and agency coordination required per E.O. 11990, Protection of Wetlands.*		☒*	☐
2. Are the wetlands delineated in accordance with the *"Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007"?*	☐	☐	☒
3. Estimated area of wetland involvement (acres): 0.0406 acre			
4. Estimated fill quantities (cubic yards): 21.5 Cubic Yards			
5. Estimated dredge quantities (cubic yards): 21.5 Cubic Yards			
6. Is a USACE authorization anticipated? *If yes, identify type*: NWP ☒ Individual ☐ General Permit ☐ Other ☐	☐	☒	☐
7. Wetlands Finding *Attach the following supporting documentation as appropriate:*			
• *Avoidance and Minimization Checklist, and Mitigation Statement*			
• *Wetlands Delineation.*			
• *Jurisdictional Determination.*			
• *Copies of public and resource agency letters received in response to the request for comments.*			
a. Are there practicable alternatives to the proposed construction in wetlands? *If yes, the project cannot be approved as proposed.*	☐	☐	☒
b. Does the project include all practicable measures to minimize harm to wetlands? *If no, the project cannot be approved as proposed.*	☐	☒	☐
c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project's impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. *If no, the project cannot be approved as proposed*.	☐	☒	☐

8. Summarize the wetlands impacts and mitigation, if any. *Include any commitments or mitigative measures in Section VI.*

On May 15, 2013, DOT&PF reviewed the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) 2008 MOA wetland maps, and the Anchorage Wetlands Management Plan. Discontinuous Freshwater Emergent and Freshwater Forested Shrub Wetlands were identified along non-developed areas of the proposed project corridor. Also, Palustrine Emergent Scrub-Shrub Evergreen Wetlands were identified adjacent to the Raspberry Road on-ramp for south bound traffic on Minnesota Drive and Palustrine Forested Broad-Leaved Deciduous Wetlands were adjacent to the median along Minnesota Drive at the C Street overpass. See Appendix C for copies of the 2008 MOA wetland maps.

According to the MOA Online Wetlands Atlas, the majority of wetlands adjacent to the proposed project or wetlands that will be filled to install fence posts are Class B and C. Class B wetlands are described as areas of higher and lower values. Class C wetlands are described as having lower values and are generally smaller sites. The two main areas with Class A wetlands, high value wetlands, are near the Raspberry Road and Minnesota Drive

intersection continuing north into Connor's Bog. The other area of Class A wetlands is around the Campbell Creek Greenbelt. Fencing near Campbell Creek and the Class A wetlands in that area would be avoided as much as possible and fencing would not be within at least 10 feet of the creek.

Impacts to wetlands would result from dredging, placement of fill to construct fence post foundations and gates, as well as grubbing directly adjacent to posts and the fence. Wetland impact will occur in various areas along Minnesota Drive. However, design information is insufficient at this time to determine exact locations of posts. Where possible, fence posts would be placed in uplands. Once sufficient design info is available a field review would be conducted to delineate any wetland areas prior to construction if necessary. Only the minimum amount of fill and grubbing necessary to construct the fence would occur in wetlands. Work in wetlands would require a U.S. Army Corps of Engineers (USACE) Section 404 permit. This would include estimated values of wetlands according to the Anchorage Debit/Credit methodology.

G. Water Body Involvement	N/A	YES	NO
1. Project affects a water body.		☐	☒
2. Project affects a navigable water body as defined by USCG, (i.e. Section 9).	☒	☐*	☐
3. Project affects Waters of the U.S. as defined by the USACE, Section 404.	☒	☐*	☐
4. Project affects Navigable Waters of the U.S. as defined by the USACE (Section 10)	☒	☐*	☐
5. Project affects fish passage across a stream frequented by salmon or other fish(i.e. Title 16.05.841)	☒	☐	☐
6. Project affects a cataloged anadromous fish stream, river or lake (i.e. Title 16.05.871).	☒	☐*	☐
7. Project affects a designated Wild and Scenic River or land adjacent to a Wild and Scenic River. *If yes, the Regional Environmental Manager should consult with the Statewide NEPA Manager (assigned CEs) or FHWA Area Engineer and FHWA Environmental Program Manager (non-assigned CEs) to determine applicability of Section 4(f).*		☐	☒
8. Proposed water body involvement: Bridge ☐ Culvert ☐ Embankment Fill ☐ Relocation ☐ Diversion ☐ Temporary ☐ Permanent ☐ Other ☐	☒		
9. Type of stream or river habitat impacted: Spawning ☐ Rearing ☐ Pool ☐ Riffle ☐ Undercut bank ☐ Other ☐	☒		

10. Amount of fill below (cubic yards): OHW N/A MHW N/A HTL N/A
11. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in Section VI.*

No adverse impacts to water bodies would occur from the proposed project because fencing would stop at least 10 feet before reaching the one water body near the proposed project, Campbell Creek. No work in or near Waters of the U.S. or fish streams would occur.

H. Fish and Wildlife	N/A	YES	NO

1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*
    a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalog, May 15, 2012

H. **Fish and Wildlife**	N/A	YES	NO
b. Anadromous fish habitat present in project area.		☒*	☐
c. Resident fish habitat present in project area		☒*	☐
d. Adverse effect on spawning habitat.	☐	☐*	☒
e. Adverse effect on rearing habitat.	☐	☐*	☒
f. Adverse effect on migration corridors.	☐	☐*	☒
g. Adverse effect on subsistence species.	☐	☐*	☒
2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*			
a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalog, National Oceanic and Atmospheric Administration's Essential Fish Habitat Mapper, May 15, 2012			
b. EFH present in project area		☒	☐
c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*	☐	☐	☒
d. Project may adversely affect EFH. *If yes, attach EFH Assessment.*	☐	☐*	☒
e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in Section VI.*	☐	☐	☒
3. Wildlife Resources:			
a. Project is in area of high wildlife/vehicle accidents.		☒	☐
b. Project would bisect migration corridors.		☐	☒
c. Project would segment habitat.		☐	☒
4. Bald and Golden Eagle Protection Act. *If yes to any below, consult with USFWS and attach documentation of consultation.*			
a. Eagle data source(s) and date(s) : see below			
b. Project visible from an eagle nesting tree?		☐*	☒
c. Project within 330 feet of an eagle nesting tree?		☐*	☒
d. Project within 660 feet of an eagle nesting tree?		☐*	☒
e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest?		☐*	☒
f. Is an eagle permit required?		☐*	☒
5. Is the project consistent with the Migratory Bird Treaty Act?		☒	☐

6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in Section VI.*

Anadromous, Resident, and Essential Fish Habitat

No adverse impacts to anadromous streams or resident fish are anticipated from the proposed project. One creek is located within the proposed project corridor and is cataloged as anadromous, and therefore, Essential Fish Habitat (EFH). The anadromous creek is Campbell Creek (stream number 247-60-10340), which supports Coho Salmon, spawning and rearing Chinook Salmon, Pink Salmon, Sockeye Salmon, and Dolly Varden. No work would take place below ordinary high water in Campbell Creek. Fencing would stop

approximately 10 feet from both sides of the creek. Neither fencing nor fence post foundations would be put in the creek, so the proposed project would not result in any adverse effects to the anadromous stream, fish species, or EFH.

Wildlife Resources

The segment of Minnesota Drive between the ARRC bridge (MP 0.30) and a point south of Tudor Road (MP 5.1) is ranked fourth in the state at the 95 percentile threshold on the 2007 DOT&PF Central Region Moose-Vehicle Mitigation Priority List using data from 2001-2005. During the 2004-2008 study periods, there were 40 moose-vehicle collisions. Moose face many urban obstacles to migration in Anchorage. Roads, fences, and houses present conflicts everywhere and have already reduced moose habitat and free movement. DOT&PF considers fencing Minnesota Drive (with gaps for moose movement at road underpasses) to be no more of an obstacle than any other faced by moose throughout Anchorage. Fencing may increase the linear distance moose travel in order to cross the road at designated underpasses and gates. The ADF&G Moose Management Report from July 2007 to June 2009 describes extensive urban obstacles for moose movement in Anchorage. Moose migration corridors or critical habitat areas are not designated other than the connection between the Chugach Mountains and Joint Base Elmendorf Richardson.

The proposed project area may be a migration corridor for moose; however, the ADF&G Moose Management Report did not specifically list areas around the proposed project such as Connor's Bog or Minnesota Dr. as a major migration corridor or an area of prime moose habitat. The project would not bisect migration corridors or segment habitat because moose will still be able to cross Minnesota Drive at specific locations that are anticipated to improve safety for drivers and animals. Moose will still be able to access the large open areas and bogs adjacent to the project.

Precautionary steps to decrease vehicle-moose collisions have been done by the DOT&PF. This includes keeping the corridor well lit and keeping the right-of-way vegetation cleared. This has aimed to lower vehicle-moose collisions, but the number is still high. Therefore, DOT&PF, in order to provide a safer driving corridor, believe additional measures such as fencing need to be done.

Bald and Golden Eagles and Migratory Birds

No adverse impacts to migratory birds or Eagles' nests are anticipated from the proposed project. Bald eagles nest near coastlines, streams, and lakes and build their nests in old-growth trees, on rocks and cliffs, and occasionally on man-made structures such as power poles. The proposed project corridor does not provide this type of habitat adjacent to where fencing would be placed. Also, a site visit on June 12, 2013, did not indicated any nests in the project area. If nests are found and active during construction within the primary and secondary protection zones, work would be prohibited in these zones during the nesting season from February 1st through October 15th or monitoring would be completed in accordance with USFWS protocol. The proposed project would require a minor amount of vegetation clearing within DOT&PF right-of-way. To minimize impacts to migratory birds, vegetation clearing will be avoided between May 1st and July 15th, in accordance with USFWS recommendations.

I. **Threatened and Endangered Species (T&E)**	N/A	YES	NO
1. Database name(s) and date(s) queried: ADF&G and USFWS Threatened and Endangered Species lists, May 15, 2013			
2. Listed threatened or endangered species present in the project area.		☐*	☒
3. Threatened or endangered species migrate through the project area.		☐*	☒
4. Designated critical habitat in the project area.		☐*	☒
5. Proposed species present in project area.		☐*	☒
6. Candidate species present in project area.		☐*	☒
7. What is the effect determination for the project? *Select one.*			
a. Project has no effect on listed or proposed T&E species or designated critical habitat.		☒	
b. Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.*		☐	
c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the FHWA Area Engineer (non-assigned projects) or Statewide NEPA Manager for 6004-assigned projects.*		☐	

8. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in Section VI.*

No adverse impacts to threatened or endangered species would occur from the proposed project because none are located in the proposed project corridor.

J. **Invasive Species**	N/A	YES	NO
1. Database name(s) and date(s) queried: Early Detection and Distribution Mapping System of invasive species, May 15, 2013			
2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with E.O. 13112 (Invasive Species)? *If yes, list measures in J.3.*		☒	☐

3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in Section VI.*

Several invasive species have been identified adjacent to Minnesota Drive throughout the proposed project corridor. Due to the nature of the proposed project, installing fencing and fence posts, construction activities would not cause a substantial amount of ground disturbance in the proposed project corridor.

The DOT&PF will comply with all federal, state, and local laws and regulations regarding invasive species during construction of the proposed project. Any erosion control materials made from straw or hay will be made from certified weed free straw or hay. If certified materials are not available, locally produced products will be used to minimize potential importation of new weed propagates from outside Alaska. All disturbed areas will be reseeded with certified weed-free seed and vegetated with native species in accordance with the Alaska Department of Natural Resources revegetation manual.

K. **Hazardous Waste**	N/A	YES	NO
1. Database name(s) and date(s) queried: ADEC Underground Storage Tanks and Contaminated Sites database, May 15, 2013			
2. There are potentially contaminated sites within or adjacent to the existing and/or proposed ROW.		☐	☒
3. There are identified contaminated sites within or adjacent to the existing and/or proposed ROW.		☐	☒
4. Extensive excavation is proposed adjacent to, or within, a known hazardous waste site, or the potential for encountering hazardous waste during construction is high. *If yes, attach the hazardous waste investigation report and approved ADEC Corrective Action Plan.*		☐*	☒
5. Summarize the hazardous waste impacts and mitigation, if any. *Include any commitments or mitigative measures in Section VI.*			

No adverse impacts to contaminated sites, spills, Underground Storage Tanks (USTs) would occur from the proposed project. The fencing will be placed along DOT&PF's designated controlled access line. This is within DOT&PF right-of-way and no contaminated sites are within DOT&PF right-of-way. The ADEC responded to our scoping letter stating that a monitoring well for the International Airport Landfill is located near the proposed moose fence, however, the Solid Waste Program did not expect the project to impact the landfill or the monitoring well.

L. **Air Quality (Conformity)**	N/A	YES	NO
1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). *If yes, indicate CO* ☒ *or PM-10* ☐ *or PM-2.5* ☐*, and complete the remainder of this section.*		☒	☐
2. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).	☐	☐	☒
a. List dates of FHWA/FTA conformity determination: N/A			
3. The project is exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). *If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.*	☐	☒	☐
4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? *If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).*	☒	☐	☐
5. A CO project-level analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116(a) for all areas or 93.116(b) for nonattainment areas. *Attach a copy of the analysis.*	☒	☐*	☐

L. Air Quality (Conformity)	N/A	YES	NO
6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. *Attach a copy of the analysis.*	☒	☐*	☐
7. A PM-10 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. *Attach a copy of the analysis.*	☒	☐*	☐

8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in Section VI.*

The proposed project is within the Anchorage carbon monoxide (CO) Maintenance Area; however, the proposed project is exempt from air quality analysis because it is a safety improvement project per 40 CRF 93.126. The proposed project would not change travel patterns or capacity and adverse impacts to long-term air quality are not expected.

M. Floodplain Impacts (23 CFR 650, Subpart A)	N/A	YES	NO
1. Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date : Federal Emergency Management Agency, Flood Insurance Rate Map Panels 0200050743D, 02000501135D, 0200050744D and 0200050741D on May 15, 2013		☒*	☐
If yes, attach documentation of public involvement conducted per E.O. 11988 and 23 CFR 650.109. Consult with the regional or Statewide Hydraulics/Hydrology expert. Attach the required location hydraulic study developed per 23 CFR 650.111. Answer questions M.1.a through d.			
If no, skip to M.2.			
a. Is there a longitudinal encroachment into the 100-year floodplain?	☐	☐*	☒
b. Is there significant encroachment as defined by 23 CFR 650.105(q)? *If yes, the project cannot be approved as proposed without a finding that the proposed action is the "Only Practicable Alternative" as defined in 23 CFR 650.113. Attach the finding for approval.*	☐	☐*	☒
c. Project encroaches into a regulatory floodway.	☐	☐*	☒
d. The proposed action would increase the base flood elevation one-foot or greater.	☐	☐*	☒
2. Project conforms to local flood hazard requirements.	☐	☒	☐
3. Project is consistent with E.O. 11988 (Floodplain Protection). *If no, the project cannot be approved as proposed.*		☒	☐

4. Summarize floodplain impacts and mitigation, if any. *Include any commitments or mitigative measures in Section VI.*

No adverse impact to flood plains or regulatory floodways would occur from the proposed project. A majority of the proposed project is located in the 500 year flood zone (Zone X). A small portion of the proposed project, located near Campbell Creek, is within the 100 year floodplain (Zone AE). Fencing will stop approximately 10 feet or more from the banks of Campbell Creek. Fencing is woven wire mesh and would be able to pass water if necessary,

thus it is not likely to increase the base flood elevation if flooding occurs. An MOA Flood Hazard Permit will be obtained, if necessary.

N. Noise Impacts (23 CFR 772)	N/A	YES	NO
1. Does the project involve any of the following? *If yes, complete N.1.a.*		☐	☒

If no, a noise analysis is not required. Skip to section O.

- Construction of highway on a new location.
- Substantial alteration in vertical or horizontal alignment as defined in 23 CFR 772.5.
- An increase in the number of through lanes.
- Addition of an auxiliary lane (except a turn lane).
- Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.
- Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

a. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	☒	☐	☐
Category B: Residential. *This includes undeveloped lands permitted for this category.*	☒	☐	☐
Category C (exterior): Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. *This includes undeveloped lands permitted for this category.*	☒	☐	☐
Category D (interior): Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	☒	☐	☐
Category E: Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not listed above. *This includes undeveloped lands permitted for this category.*	☒	☐	☐

2. Does the noise analysis identify a noise impact? *If yes, explain in N.3*		☐	☒

3. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable:

No long term adverse noise impacts are anticipated from the proposed project. The proposed project does not warrant a noise analysis per the conditions stated in N.1. Due to the minor nature of the work, the proposed project is not expected to change current noise

levels or cause permanent noise impacts.

O. Water Quality Impacts	N/A	YES	NO
1. Project would involve a public or private drinking water source. *If yes, explain in O.7*		☐	☒
2. Project would result in a discharge of storm water to a Water of the U.S. (per 40 CFR 230.3(s))		☒	☐
3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. *If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7*		☒	☐
a. List name(s), location(s), and pollutant(s) causing impairment: Campbell Creek, Anchorage, AK, Fecal Coliform			
4. Estimate the acreage of ground-disturbing activities that will result from the project? <1 acres			
5. Is there a municipal separate storm sewer system (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?		☒	☐
a. If yes, list APDES permit number and type: AKS-052558			
6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge? *If yes and Alaska Construction General Permit applies to the project, consultation with ADEC is required at least 30 days prior to planned start of construction activities.*		☐	☒

7. Summarize the water quality impacts and mitigation, if any. *Include any commitments or mitigative measures in Section VI.*

The DOT&PF does not expect a deterioration of water quality due to erosion and pollutant runoff; however the potential exists for runoff to enter Waters of the U.S. Storm drains and storm water runoff along Minnesota Drive drain primarily into receiving water bodies and adjacent wetlands such as Connor's Bog, Campbell Creek, Strawberry Lake, and several unnamed bogs. On May 15, 2013, the DOT&PF reviewed the ADEC's 2010 Water Quality Monitoring and Assessment Report to identify impaired water bodies in the proposed project area. Campbell Creek is in the proposed project corridor and is listed as a Category 4a impaired water body (impaired waters with an established and EPA-approved TMDL) for fecal coliform. None of the waterbodies listed are within a national or state park or wildlife refuge. The city of Anchorage is under the APDES MS4 permit.

A minor increase in impervious surface area would be a result of the installation of fence posts. However, there is low potential for the proposed project to discharge storm water to adjacent water bodies due to the presence of a vegetative buffer along the length of the project. No work would be done to stormwater management facilities and there is a low probability of adverse water quality impacts. Temporary water quality impacts related to construction are discussed in Section III, Part P.

P. Construction Impacts	N/A	YES	NO
1. There will be temporary degradation of water quality.		☒	☐

P. Construction Impacts	N/A	YES	NO
2. There will be a temporary stream diversion.		☐	☒
3. There will be temporary degradation of air quality.		☒	☐
4. There will be temporary delays and detours of traffic.		☒	☐
5. There will be temporary impacts on businesses.		☐	☒
6. There will be temporary noise impacts.		☒	☐
7. There will be other construction impacts.		☐	☒

8. Summarize construction impacts and mitigation for each 'yes' above. *Include any commitments or mitigative measures in Section VI.*

Water Quality

There may be temporary degradation of water quality from storm runoff entering waters of the U.S. Implementation of a Storm Water Pollution Prevention Plan (SWPPP) and use of Best Management Practices (BMPs) would help minimize these impacts.

Air Quality

The operation of construction equipment may lead to a temporary decrease in air quality due to higher levels of emissions and dust caused by soil disturbing activities, construction equipment, and emissions from heavy equipment during construction. Abatement methods such as watering surface areas and completing timely equipment maintenance would help to minimize these impacts.

Noise Impacts

Noise levels may increase temporarily from heavy machinery use and other construction activities. Regular and timely maintenance of heavy equipment would minimize these impacts.

Q. Section 4(f)/6(f)	N/A	YES	NO
1. Section 4(f) (23 CFR 774)			
a. Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? *If yes, attach consultation with the Statewide NEPA Manager (assigned CEs) or FHWA Environmental Program Manager (non-assigned CEs) to determine applicability of Section 4(f)*		☒	☐
b. Does an exception listed in 23 CFR 774.13 apply to this project? *If yes, attach consultation with the Statewide NEPA Manager (assigned CEs) or FHWA Environmental Program Manager (non-assigned CEs), and documentation from the official with jurisdiction, if required.*	☐	☐	☒
c. Does the project result in the "use" of a Section 4(f) property? *"Use" includes a permanent incorporation of land, adverse temporary occupancy, or constructive use.*	☐	☐	☒
d. Has a *de minimis* impact finding been prepared for the project? *If yes, attach the finding.*	☐	☐	☒
e. Has a Programmatic Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.*	☐	☐	☒
f. Does the project require an Individual Section 4(f) Evaluation? *If yes, the project is not assigned to the State per the 6004 MOU and the CE must be processed by FHWA. Attach the evaluation.*	☐	☐	☒

Q. Section 4(f)/6(f) N/A YES NO

2. Section 6(f) (36 CFR 59)
   a. Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project? ☐ ☐ ☒
   b. Is the use of the property receiving LWCFA funds a "conversion of use" per Section 6(f) of the LWCFA? *Attach the correspondence received from the ADNR 6(f) Grants Administrator*. ☐ ☐ ☒

3. Summarize Section 4(f)/6(f) involvement, if any:

The DOT&PF identified four 4(f) resources that are adjacent to the proposed project (Table 1).

Table 1: 4(f) Properties

Park Name	Owner	Park Facilities	Park Function
Javier DeLa Vega Park	MOA	Paved parking and access, soccer and baseball fields, public restrooms	Recreational activities such as soccer, baseball, and various field activities
Rovenna Park	MOA	The area is heavily forested and near Campbell Creek. Dirt trails may be present within the forested area, providing access to the creek	Due to the lack of official access, the park is most likely used for the preservation of green space within the city of Anchorage.
Campbell Creek Greenbelt	MOA	The area is heavily forested and near Campbell Creek. Dirt trails may be present within the forested area, providing access to the creek	Due to the lack of official access, the park is most likely used for the preservation of green space within the city of Anchorage.
South Anchorage Sports Park	MOA	Paved parking and access, baseball fields with dugouts, multiple fenced fields	Recreational activities such as soccer, baseball, and various field activities

**Municipality of Anchorage (MOA)*

No adverse impacts to the parks are anticipated from the proposed project because none of the parks adjacent to the proposed project received Land & Water Conservation Funds, or are 6(f) resources, and there is no potential for a 4(f) resource use. All work would occur within DOT&PF right-of-way and the proposed project would not alter traffic patterns, restrict access to 4(f) resources, or increase noise levels. On May 31, 2013, the 6004 NEPA Manager concurred that the proposed project will not use any 4(f) protected resources. DOT&PF has determined that Section 4(f) does not apply. See Appendix D for Section 4(f) consultation documentation.

IV. Permits and Authorizations

	N/A	YES	NO
1. USACE, Section 404/10 *Includes Abbreviated Permit Process, Nationwide Permit, and General Permit*		☒	☐
2. Coast Guard, Section 9		☐	☒
3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)		☐	☒
4. Flood Hazard		☒	☐
5. ADEC Non-domestic Wastewater Plan Approval		☐	☒
6. ADEC 401		☒	☐
7. ADEC APDES		☐	☒
8. Noise		☐	☒
9. Eagle Permit		☐	☒
10. Other. *If yes, list below.*		☒	☐

If work in wetlands occurs, DOT&PF will obtain a USACE Section 404 permit. The Contractor would obtain an MOA noise permit for construction between 10 pm and 6 am, Sundays, or on holidays.

V. Comments and Coordination

	N/A	YES	NO
1. Public/agency involvement for project. *Required if protected resources are involved.*		☒	☐
2. Public Meetings. Date(s): May 13, 2013		☒	☐
3. Newspaper ads. *Attach certified affidavit of publication as an appendix.* Name of newspaper and date: Anchorage Daily News, July 25, 2012, April 30, 2013, and May 6, 2013		☒	☐
4. Agency scoping letters. Date sent: May 22, 2012		☒	☐
5. Agency scoping meeting. Date of meeting: April 5, 2012 with ADF&G		☒	☐
6. Field review. Date: N/A		☐	☒

7. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

A pre-scoping meeting was held with ADF&G on April 5, 2012, to discuss potential wildlife impacts to moose from the proposed project. Wildlife Biologist, Jessy Coltrane attended as a representative of ADF&G. The purpose of the meeting was to discuss the proposed fencing locations, receive commentary and design suggestions, and give ADF&G a preliminary notice of the scoping letter that was going to be sent to ADF&G. Jessy did agree the corridor has high incidences of moose-vehicle collisions, however, she suggested the answer to reducing moose-vehicle collisions is to construct dedicated wildlife crossings. She expressed general concern that moose utilize wetlands and bogs on the west side of Minnesota Drive and they need to be able to cross freely to those areas. No resolution was reached as this was an informal meeting to notify ADF&G that scoping letters were going to be sent out and to put their comments in writing regarding our letter.

A scoping letter was sent to various agencies. The agencies responded the following:

- *Anchorage Soil & Water Conservation District*- Fully support the project and would like to offer assistance if DOT&PF should need anything
- *Taku Campbell Community Council* – Fully endorses the project. They state that

since Minnesota Drive was opened to the public and over the past several years more than 100 moose have been killed by vehicles. They requested that moose browse near the roadway be removed or not planted.

- *Cook Inlet Region, Inc.* - Do not support the project. They believe fencing would induce a poor aesthetic impact and visual detraction to their property. They requested additional vegetative clearing instead.
- *Alaska Department of Environmental Conservation*- They wanted to inform the DOT&PF of a monitoring well for the International Airport Landfill is located near the proposed moose fence. However, the Solid Waste Program does not expect the project will impact the landfill or monitoring well.
- *Alaska Department of Natural Resources* – Submitted an email saying they have no comments regarding the project.
- *Alaska Department of Fish & Game*- They commented saying that fencing along roadways without dedicated wildlife crossing structures is insufficient for long term reduction of moose-vehicle collisions and the proposed project can significantly impact wildlife movements. They are concerned that fencing will funnel moose to intersections or that moose may wander around the fencing and end up trapped in the traffic corridor.

  They believe the project would bisect moose wintering and calving areas. They do understand our financial constraints for the project; however, they would still like to see construction of a dedicated wildlife crossing. In lei of fencing, and keeping the DOT&PF project funding in mind, they suggested additional clearing, enhanced lighting, and a reduction in vehicle speed.
- *U.S. Fish and Wildlife Service* – State that Klatt Bog and other areas adjacent to Minnesota Drive are well-documented as important Anchorage moose habitat and should be protected. They believe the fencing would directly bisect identified open spaces and important wildlife habitat. USFWS believes in preserving the connectivity of remaining habitats. Preservation connectivity should be done not by fencing, but by additional clearing, lighting, and potentially lower speed limits. They also specifically state they agree with ADF&G's comments concerning the project.

DOT&PF responded to each concern. It is not economically feasible, given the funding limitations of highway safety improvement plans, to construct dedicated wildlife crossings. Motorists are more prepared for hazards such as moose on arterial roadways. The risk of moose-vehicle crashes on signalized arterials is less than on high speed freeways, both in severity and number. On arterial roads, motorists are in the mindset of stopping and going, as well as watching for pedestrians, bicycles, and stopping busses. On freeways, motorists are in the mindset of free flowing higher speeds and looking primarily ahead, and not to side conflicts. The existing freeway lighting meets highway standards for motorists to see dark objects both in and alongside the roadway. DOT&PF found added lighting density and brightness would increase annual maintenance costs with unproven benefit in increasing visibility in an already lit area. Vegetation is cleared according to the DOT&PF maintenance cycle, and was most recently cleared in the summer of 2012. Reducing the speed limit would be ineffective. Minnesota Drive was 55 MP prior to 2009. There was little compliance with this speed limit despite enforcement efforts. Minnesota is constructed with a design speed of 65 MPH; consequently; the road comfortably accommodates most vehicles driving at or below 60-64 MPH both before and after the speed limit change in 2009. See Appendix E for agency coordination.

We believe that fencing would not directly bisect migration, moose habitat, wintering, or calving areas because of the presence of one way gates at intersections and various locations. These gates and openings in the fence would allow for moose to reach the adjacent bogs and open browse areas such as Klatt Bog and Connor Bog.

The DOT&PF along with Kinney Engineering held a public meeting at Spenard Rec Center on May 13, 2013. Many of the comments received at the meeting were similar in nature to comments that were received after the meeting from the general public. A summary of the main comments and how DOT&PF addressed them are as follows:

- Many of the public were in favor of the project and believed the fencing would assist in managing moose and decreasing collisions.
    - *DOT&PF noted these comments*
- Residents that lived adjacent to the proposed project corridor didn't want the fence to block off their backyard access to nearby trails or to block their view. Several requests were made to keep the proposed fencing as close to the road as permissible.
    - *DOT&PF responded by informing the public we would try to keep the fencing closer to the roadway and away from private residential land. Access to trails and property would not be restricted from the proposed fencing.*
- The public was concerned about the fencing being ugly and didn't want fencing blocking their view of trees and existing surroundings.
    - *In lieu of metal wire mesh fencing, DOT&PF would look into a more aesthetically appealing fencing such as green vinyl covered fencing. Due to the design of the fence, it should not hinder the public's view because it will have several holes in it.*
- Residents requested that we minimize clearing of trees because they provide a buffer for sound. They also wanted a noise barrier component added to the fencing.
    - *The fence would be placed as close to the road as safety, topography, and vegetation will permit, and this will eliminate areas of extensive clearing. Trees will be cleared approximately 20 ft. around the proposed fencing. In most areas of concern, a vegetative buffer will still exist after clearing. A noise barrier was not included in the proposed project because it is a safety improvement project. Also, according to the DOT&PF 2011 Noise Policy, a noise barrier is only considered if the project:*

      1.) Involves construction of a new road; or,

      2) Substantially moves the road closer (project halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition); or,

      3) Substantially changes the vertical alignment

      The proposed project does not do any of the above, therefore, does not require a noise barrier.
- Some of the public was opposed to the fencing and believed it would filter moose into intersections and increase collisions.
    - *DOT&PF responded by providing crash statistics for Minnesota Drive and reiterating that something needs to be done to decrease the number of*

moose-vehicle crashes and provide safer roadways to the public. Directing moose to intersections where arterial roads are present offers several advantages. Motorists are more prepared for hazards such as moose on arterial roadways. The risk of moose-vehicle crashes on signalized arterials is less than on high speed freeways, both in severity and number. On arterial roads, motorists are in the mindset of stopping and going, as well as watching for pedestrians, bicycles, and stopping busses. On freeways, motorists are in the mindset of free flowing higher speeds and looking primarily ahead, and not to side conflicts. Moose are more likely to be noticed by drivers on arterial roads.

See Appendix F for public involvement and all additional comments that were received.

VI. Environmental Commitments and Mitigation Measures

List all environmental commitments and mitigation measures included in the project.

1.) If cultural, archeological, or historical sites are discovered during project construction, then all work that may impact these resources would stop and the DOT&PF would consult with the State Historic Preservation Officer.

2.) If contaminated or hazardous materials are encountered during construction, all work in the vicinity of the contaminated site would be stopped until ADEC is contacted and a corrective action plan in approved by ADEC and implemented.

3.) If active Bald Eagle nests are found within 660 feet of the project area (primary and secondary protection zones), then either construction activities would be prohibited during sensitive nesting time periods or monitoring would be conducted during the nesting period according to USFWS protocol.

4.) Vegetation clearing would occur only as needed and construction activities would be scheduled in accordance with the USFWS *Recommended Time Periods for Avoiding Vegetation Clearing in Alaska*, if possible.

5.) The proposed project may result in minor discharges of storm water to Waters of the U.S. during construction. To minimize erosion and sedimentation during construction, DOT&PF would utilize BMPs as described in the 2011 Alaska Storm Water Pollution Prevention Plan Guide. The construction Contractor would be required to prepare and implement a SWPPP in accordance with DOT&PF's contract specification and the APDES General Permit for Construction Activities in Alaska.

6.) All exposed project slopes and fills that are susceptible to erosion would be permanently stabilized at the earliest practicable date. Fill slopes would be seeded with native seed mixes to establish permanent vegetation and minimize potential soil erosion into water bodies and wetlands. All construction wastewater would be filtered through filters such as grassy swales, silt bags or other similar filtering mechanisms prior to discharge into water bodies or wetlands.

VII. Environmental Documentation Approval

	N/A	YES	NO
1. Do any unusual circumstances exist, as described in 23 C.F.R. 771.117 (b)? *If yes, the CE Documentation form cannot be approved.*		☐	☒

VII. Environmental Documentation Approval

	N/A	YES	NO
2. Does this 6004 Program approval statement apply? "The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and a Memorandum of Understanding dated September 20, 2012, executed between the FHWA and the State." *If no, the CE must be approved by FHWA.*		☒	☐
3. **For 6004 projects:** The project meets the criteria of the DOT&PF Programmatic Approval 2 authorized in the November 6, 2012 "CE Directive – Delegation of Approval Authority for Certain CEs under 6004 MOU". *If* yes, *the CE may be approved by the Regional Environmental Manager. If no, the CE may be approved by a Statewide NEPA Manager.*	☐	☒	☐
4. **For non-assigned projects:** The project meets the criteria of the April 13, 2012 "Programmatic Categorical Exclusion for Use on Federal-Aid Highway Projects in Alaska" between FHWA and DOT&PF. *If yes, the CE may be approved by the Regional Environmental Manager. If no, the CE may be approved by FHWA Area Engineer.*	☒	☐	☐

VIII. Environmental Documentation Approval Signatures

Prepared by: Breanna Mahoney Date: 7/22/13
[Sign] Environmental Impact Analyst

Breanna Mahoney
[Print Name] Environmental Impact Analyst

Reviewed by: Kevin Jackson Date: 7/22/13
[Sign] Engineering Manager

KEVIN JACKSON
[Print Name] Engineering Manager

Approved by: Brian Elliott Date: 7/22/13
[Sign] Regional Environmental Manager

Brian Elliott
[Print Name] Regional Environmental Manager

Assigned CE

Approved by: _____ Date: _____
[Sign] DOT&PF Statewide NEPA Manager

_____
[Print Name] DOT&PF Statewide NEPA Manager

Non-Assigned CE

Approved by: _____ Date: _____
[Sign] FHWA Area Engineer

_____
[Print Name] FHWA Area Engineer

APPENDIX C
Public Involvement Summary

HSIP: Minnesota Drive Moose Vehicle Crash Mitigation

Project No: HHE-042-1(092) / 53455

PUBLIC INVOLVEMENT REPORT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

Kinney Engineering, LLC
750 W. Dimond Boulevard, Suite 203
Anchorage, Alaska 99515

July 2013

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INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA) is planning to install 9 foot high, woven wire mesh (WWM) fencing near the right of way (ROW) line along both sides of Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway in order to mitigate the high number of moose-vehicle collisions. In addition to the fencing, moose gates will be installed at selected locations along Minnesota Drive to allow moose inside the fence to escape.

This project is being funded through the Highway Safety Improvement Program (HSIP). The project was nominated for improvements in FFY2011.

SUMMARY OF PUBLIC OUTREACH

SUMMARY OF PUBLIC OUTREACH ACTIVITIES	
DATE	**ACTIVITY**
7/25/12	Notice of Intent to Begin Engineering and Environmental Studies
4/22/13	www.minnesotadrivemoose.com website launched
4/27/13	Post cards introducing project and inviting public to attend Open House Meeting sent to 1,149 address
4/29/13	Open House Meeting notice published on State of Alaska Online Public Notice
4/30/13	Open House advertised in Anchorage Daily News
5/1/13	Email notices sent regarding Open House Meeting
5/2/13	Presentation and Q&A at Bayshore/Klatt Community Council
5/6/13	Presentation and Q&A at Sand Lake Community Council
5/6/13	Open House advertised in Anchorage Daily News
5/7/13	Federation of Community Councils sent email notice of Open House Meeting
5/9/13	Presentation and Q&A at Taku/Campbell Community Council
5/13/13	Open House Meeting at Spenard Rec Center, 4 pm to 7 pm
6/13/13	Website updated (comment/responses and notice of intent to clear ROW) (email notice sent announcing website update)
7/9/13	Website updated (comment/responses updated, preliminary plans posted, announce change in clearing limits to be 20 feet beyond the fence not entire ROW) (email notice sent announcing website update)
7/11/13	Kevin Jackson invited to a meeting with Representative Costello and her concerned constituents

STOF0220
#168455
$660.00

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Joleesa Stepetin
being first duly sworn on oath
deposes and says that he/she is
a representative of the
Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on

July 25, 2012

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed Joleesa Stepetin

Subscribed and sworn to before
me this 25 day of July
20 12

Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES
05/18/15

NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

Minnesota Drive Moose-Vehicle Crash Mitigation Project No. 53455/HHE-042-1(092)

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information on a proposal to improve safety along Minnesota Drive, between the railroad crossing west of Old Seward Highway [milepost (MP) 0.20] and International Airport Road (MP 4.75), in Anchorage, Alaska.

Between 2004 and 2008, vehicles hit 40 moose in the project area. The proposed project would install woven wire mesh moose fencing along both sides of Minnesota Drive. The fence would be nine feet in height and approximately 9.25 miles in length. One-way gates would be installed to allow moose to exit the road corridor.

This proposed project will comply with the following: Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and the U.S. DOT Act Section 4(f).

Construction is expected to begin in fall 2013.
To ensure that all possible factors are considered please provide written comments to the following address by August 25, 2012.

Brian Elliott
Regional Environmental Manager
Preliminary Design & Environmental
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519-6900

168465

If you have any questions or require additional information, please contact Kevin Jackson, P.E., Project Manager, at 269-0641 or Breanna Mahoney, Environmental Impact Analyst, at 269-0536. Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at 269-0674. We can offer reasonable accommodations for special needs related to other disabilities.

BRITNEY THOMPSON
My Commission Expires
NOTARY PUBLIC
May 18, 2015
STATE OF ALASKA

Online Public Notice
State of Alaska

[Public]

Public Notices
Notice Of Intent To Begin Engineering And Environmental Studies On The Minnesota Drive Moose- Vehicle Crash Mitigation - Project No. 53455

Submitted by: juribao1/25
Date Submitted: 07/31/2012 02:49 PM
Date Modified:
Submission Mode: direct
Approve Prior To Post: n/a
Approved By: n/a
Approval Date: n/a

Attachments: No files attached

Notice Of Intent To Begin Engineering And Environmental Studies On The Minnesota Drive Moose- Vehicle Crash Mitigation - Project No. 53455

Category: Public Notices
Publish Date: 07/31/2012
Event/Deadline Date: 08/25/2012 02:48 PM

Department: Transportation & Public Facilities
Location: Central Region
Coastal District: N/A

Body of Notice:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information on a proposal to improve safety along Minnesota Drive, between the railroad crossing west of Old Seward Highway [milepost (MP) 0.20] and International Airport Road (MP 4.75), in Anchorage, Alaska.

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Revision History:

07/31/2012 02:49:02 PM by juribao1/25/State/Alaska/US
$$WebClient [Anon]

PUBLIC INVOLVEMENT WORKSHEET

Project Title: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
Project No. HHE-042-1(092)/53455
Date: April 4, 2013

Kevin Jackson, PE	Matt Dietrick
Design Project Manager	**Environmental Team Leader**
Bart Rudolph	Breanna Mahoney
Area Planner	**Environmental Analyst**

Yes	No	Activity	Dates (approximate)
√		Informal Public Meeting/Open Houses	
		Open House	May 13, 2013 4 to 7 pm
	√	Citizen's Design Review Committee	
√		Community Council Presentations	
		Bayshore/Klatt (1st Thursday of the month)	May 2, 2013
		Sand Lake (1st Monday of the month)	May 6, 2013
		Taku/Campbell (2nd Thursday of the month)	May 9, 2013
	√	User Group Meetings	
	√	Formal EA Scoping Meetings	
√		Website (www.minnesoatdrivemoose.com) (to be created and maintained by Consultant)	April 26, 2013
√		Prepare newspaper advertisements announcing the Open House for Anchorage Daily News (2x)	April 29 & May 6, 2013
√		State of Alaska Online Public Notice and Central Region Public Involvement Google calendar	April 19, 2013
√		Prepare and Maintain mailing list (and email list)	Ongoing
√		Prepare and Distribute postcard announcing the project and inviting the public to the Open House.	April 26, 2013
√		Email meeting notice.	April 29 & May 8
√		Respond to/document public input	Ongoing
√		Prepare written summary of public involvement activities for Design Study Report and Environmental Documents	Ongoing
Formal Hearings			
	√	Location Hearing	
	√	Design Hearing	
	√	Combined Location/Design	
	√	Opportunity for Public Hearing	
	√	Public Hearing on Environmental Assessment	
	√	Combined Location/Environmental Public Hearing	
	√	Combined Location/Design/Environmental Public Hearing	

Original: Project Manager
cc: Area Planner, Environmental Analyst, Central File, Consultant

Support Activities/Tools

√	Displays		Workshop	√	Other: Create and update project Fact Sheet
	Press Release		Task Force		
	Project Flyer		Citizen's Advisory Group		
	Slide Show/Video	√	Other: Attend additional meetings as requested by DOT&PF project manager		

Comments:

1. Public involvement records will be kept to support environmental documents and Title VI reporting requirements. Consultant will submit all final records, including a final summary, to DOT&PF.
2. See attached for mailing list boundary. A list will be procured from Motznik Information Services to include residents, property owners, and businesses in this area. In addition, local and state elected officials will be added.
3. An email list will be created. List will include elected officials, MOA officials, MOA traffic staff, state elected officials, Anchorage Police Department, Anchorage Fire Department, team members, and other members of the public that wish to be put on the email list. Notices will be sent to the Federation of Community Councils for distribution to their subscribers.
4. All responses to the public will be from Kevin Jackson, DOT&PF Project Manager.

Issues Anticipated:

- Need to educate public about the need for the fencing and the fence design particulars
  - Concern about trapped moose
- Construction impacts, if any
- Impacts to private fencing

Internal Stakeholders: Right of Way, Utilities, Environmental, Maintenance and Operations

Agency Stakeholders: MOA PM&E (100th Avenue Extension project coordination), COE, USFWS, EPA, ADF&G, ADNR, ENSTAR Natural Gas, Chugach Electric Association, and GCI.

Public Stakeholders: Neighborhood residents, adjacent businesses and property owners, adjacent churches, maintenance personnel, etc.

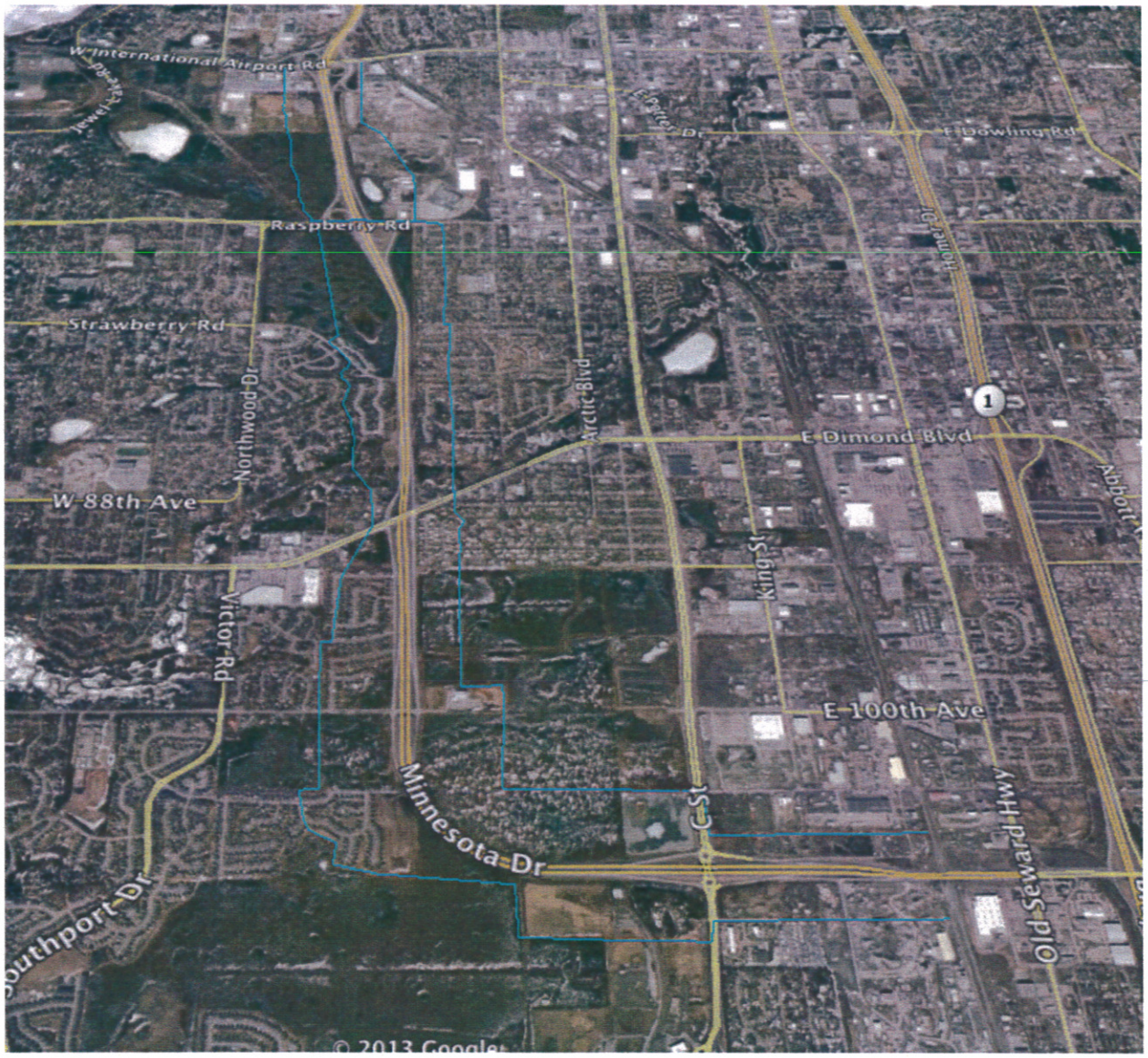
Approval:

Project Manager — Date 5/21/13

Regional Preconstruction Engineer — Date 5/23/13

Regional Planning Manager — Date 5/21/13

Original: Project Manager
cc: Area Planner, Environmental Analyst, Central File, Consultant



HSIP: Minnesota Drive Moose – Vehicle Crash Mitigation 53455/HHE-042-1(092)

Mailing List Boundary

Original: Project Manager
cc: Area Planner, Environmental Analyst, Central File, Consultant

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Welcome to the Minnesota Drive Moose-Vehicle Crash Mitigation website!

PROJET UPDATE JULY 2013

Here's what's been happening since the last project update:

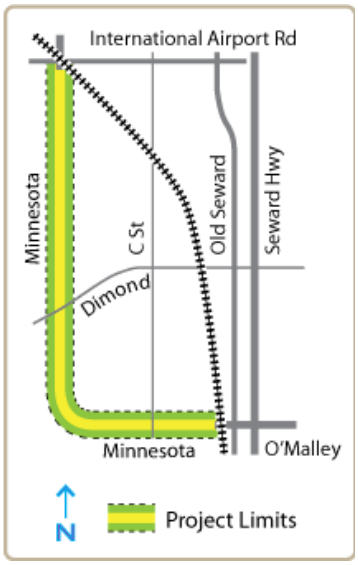
- More public comments have been received. Click here to read all of the comments and responses (pdf).
- Preliminary plans, including the location of the fence, have been developed and submitted for review. Click here to view the preliminary plans.
- The project is still on schedule for construction to begin this fall and continue through the winter and completed next summer.

The original project scope included limited clearing as required to construct the fence. During the project development process, DOT&PF considered completely clearing the right of way because of the additional safety benefits clearing offers beyond what the fence alone provides. Completely clearing the ROW is preferable as it increases visibility and eliminates a potential food source.

However, since the last project update, it has been determined that fully clearing the right of way will cause the construction to be delayed as the environmental document gets revised. DOT&PF judged that the safety margins to be gained by completely clearing the ROW when weighed against the cost of delaying the project were not in the public's best interest. This refinement also addresses the concerns raised from adjacent property owners.

Therefore, DOT&PF is returning to the original plan of only clearing what is necessary to install the fence. This may be up to 20 feet beyond the final fence location. The area inside the fence location will be completely cleared for safety reasons.

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way (ROW) line along both sides of Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway. The project is funded through the Highway Safety Improvement Program (HSIP).



The reason for the fencing is to reduce the number of moose-vehicle crashes that occurs in this corridor. This stretch of roadway averages approximately 8 moose-vehicle crashes a year. The proposed fencing will have specially designed one-way gates that allow moose to enter into the fenced area so as not to trap a moose that may find itself on Minnesota Drive. Examples of these gates can be seen along the Glenn Highway and Elmore Road..

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Project No: 53455 / HHE-042-1(092)

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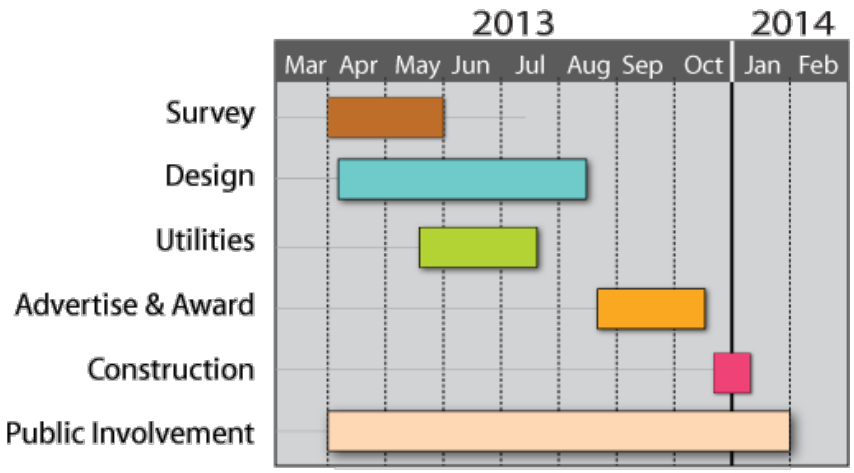
www.minnesotadrivemoose.com

Regional Links

» Central Region
» Central Region Projects
» DOT&PF Statewide Projects
» HSIP
» Alaska Moose Federation

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Project Schedule



Please note: The project schedule is always subject to change.

Survey: April 1 – May 30, 2013
Design: April 9 – August 15, 2013
Utilities: May 20 – July 18, 2013
Advertise & Award: August 23 – October 18, 2013
Construction: October 21 – January 10, 2014
Public Involvement: April 2013 – January 2014

Project No: 53455 / HHE-042-1(092)

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- Public Involvement
- Contacts / Submit Comments

www.minnesotadrivemoose.com

Regional Links

- Central Region
- Central Region Projects
- DOT&PF Statewide Projects
- HSIP
- Alaska Moose Federation

Department of Transportation & Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Documents

Acrobat Reader Required: You must have Acrobat Reader to open the documents on this page.
If you do not have Acrobat Reader, click here to download the FREE software. 1000 kb = 1 MB

Check back here for project documents. As they are developed, they will be posted here.

Preliminary Plans (July 8, 2013)

- Beginning of Project north to Dimond Boulevard - 1.7 Mb pdf
- Dimond Boulevard north to End of Project - 1.7 Mb pdf

Minnesota Moose Crashes and Fencing Sketch - 800 kb pdf

Project No: 53455 / HHE-042-1(092)

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Contact Us

Your comments and input are important to this project.

Submit Your Comments Here

You may also contact one of the team members below.

Click HERE for a list of the comments and responses submitted - 100 kb pdf

Project Team

Kevin Jackson
DOT&PF Project Manager
(907) 269-0641
Email: kevin.jackson@alaska.gov
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Anchorage, AK 99519-6900

Joann Mitchell, P.E.
Kinney Engineering, LLC
Public Involvement Coordinator
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Email: joannmitchell@kinneyeng.com
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515

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Public Involvement

Past Meetings:

Project Open House Monday, May 13, 2013

- Aerial Photos
- Meeting Notes - 23 kb pdf
- Postcard - 244 kb pdf
- Advertisement - 255 kb pdf

Comments

We are always interested in hearing your comments!
Click HERE for a list of the comments and responses submitted - 100 kb pdf

Submit Your Comments Here

Project No: 53455 / HHE-042-1(092)

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AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Jada L. Nowling

being first duly sworn on oath deposes and says that he/she is an representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

04/30/13 & 05/06/13

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Jada L Nowling

Subscribed and sworn to before

Me this 14 day of May

20 13

Britney Thompson

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

05/18/15

HSIP: MINNESOTA DRIVE
MOOSE-VEHICLE CRASH MITIGATION

Project No. 53455/HHE-042-1(092)

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way (ROW) line along both sides of Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway. The reason for the fencing is to reduce the number of moose-vehicle crashes that occurs in this corridor. The project is funded through the Highway Safety Improvement Program (HSIP).

Stop by anytime!

PROJECT OPEN HOUSE
Monday, May 13, 2013, 4-7 pm
Spenard Recreation Center
2020 W. 48th Avenue, Anchorage

For more information or to submit comments, contact:
Joann Mitchell, PE, Public Involvement Coordinator
Kinney Engineering, LLC, 750 W. Dimond Blvd
Anchorage, AK 99515, (907) 344-7590
Email: joannmitchell@kinneyeng.com

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting/hearing should contact Joann Mitchell at (907) 344-7590 or joannmitchell@kinneyeng.com or at the Telephone Device for the Deaf (TDD) number, 269-0473 no later than 5/06/2013 to make any necessary arrangements.

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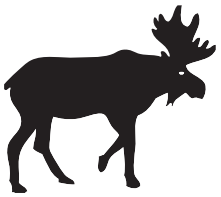
BRITNEY THOMPSON
My Commission Expires
NOTARY PUBLIC
May 18, 2015
STATE OF ALASKA

HSIP: MINNESOTA DRIVE
MOOSE-VEHICLE CRASH MITIGATION

Project No. 53455/HHE-042-1(092)



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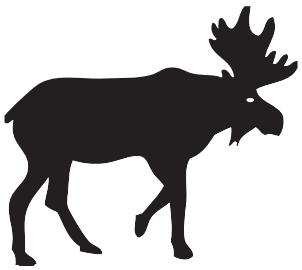

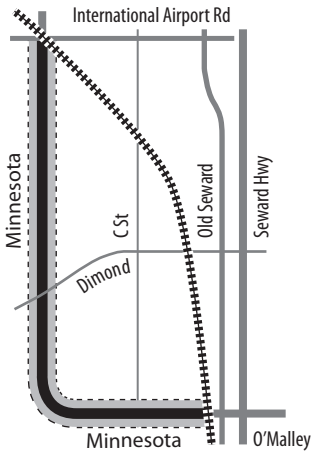

HSIP: MINNESOTA DRIVE
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Project No. 53455/HHE-042-1(092)

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The reason for the fencing is to reduce the number of moose-vehicle crashes that occurs in this corridor. This stretch of roadway averages approximately 8 moose-vehicle crashes a year. The proposed fencing will have specially designed one-way gates that allow moose to enter into the fenced area so as not to trap a moose that may find itself on Minnesota Drive. Examples of these gates can be seen along the Glenn Highway. Additionally, existing vegetation will be maintained wherever possible.

PROJECT OPEN HOUSE

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May 13, 2013
4-7 pm

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2020 W. 48th Avenue
Anchorage

Stop by anytime!

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Minnesota Drive Moose-Vehicle Crash Mitigation
Mailing List used for April 23, 2013 Mailing

Name1	Name2	Address	City	State	Zip
CHOMICZ WALERIA	OR CURRENT RESIDENT	TRYNCZA 229 WOJEW PRZCMYSL	POLAND	FC	0
COUSINS JOAN	OR CURRENT RESIDENT	1480 WEST ST	PITTSFIELD	MA	1201
CARR MARGARET A	OR CURRENT RESIDENT	2783 W SHORE RD APT 20F	WARWICK	RI	2889
LUFF PHILLIP L & TERESA A	OR CURRENT RESIDENT	309 MANTEO AVE	HAMPTON	VA	23661
SENAGA YOKO	OR CURRENT RESIDENT	PO BOX 926	SALISBURY	NC	28145
HWANG YE NAM	OR CURRENT RESIDENT	7 ARBOR VISTA CT	COLUMBIA	SC	29229
HULL ROSE MARY T	OR CURRENT RESIDENT	504 MAYFIELD ST	SUMMERVILLE	SC	29485
BHANDIA BAHADUR S & INDU	OR CURRENT RESIDENT	4840 SHILOH CROSSING WAY	CUMMING	GA	30040
DIVELEY R RANDY 50% &	OR CURRENT RESIDENT	158 WATERWAY AVE	SATSUMA	FL	32189
CULLIP SANDRA & GARY	OR CURRENT RESIDENT	1523 SW 58TH LN	CAPE CORAL	FL	33914
HILL ROBERT T	OR CURRENT RESIDENT	3103 OLD DOBBIN RD	MONTGOMERY	AL	36116
GREEN PERRY	OR CURRENT RESIDENT	PO BOX 1224	MINNEAPOLIS	MN	55440
DUNMIRE CRAIG A	OR CURRENT RESIDENT	803 WINTER GRN NW	ALEXANDRIA	MN	56308
VIG HOPE C	OR CURRENT RESIDENT	17570 VIG PL	MUD BUTTE	SD	57758
SPENCER DONN R	OR CURRENT RESIDENT	6312 W 62ND	MISSION	KS	66202
POOL LINDA J & CHARLES W	OR CURRENT RESIDENT	4104 ANGELUS ST	PARAGOULD	AR	72450
FEDERAL NATIONAL MORTGAGE	OR CURRENT RESIDENT	PO BOX 650043	DALLAS	TX	75265
SANTANGELO LOUISE A	OR CURRENT RESIDENT	761 SPENCER LANE	TYLER	TX	75704
WYNN MARY R 50% &	OR CURRENT RESIDENT	70 PORTER RD	BASTROP	TX	78602
HANNAN FAMILY TRUST THE	OR CURRENT RESIDENT	7545 INDIAN WELLS WAY	LONE TREE	CO	80124
MCCLURG PENNY R	OR CURRENT RESIDENT	PO BOX 446	STORY	WY	82842
VAUGHN DANETTE	OR CURRENT RESIDENT	PO BOX 404	MOYIE SPRINGS	ID	83845
DENNISON FAMILY TRUST	OR CURRENT RESIDENT	25230 N ROPING RD	SCOTTSDALE	AZ	85255
FAUSETT WILLIAM & COLLEEN	OR CURRENT RESIDENT	PO BOX 202	SHOW LOW	AZ	85902
GRIFFITH JANICE RUTH	OR CURRENT RESIDENT	204 KANSAS DR	PORTALES	NM	88130
ALCAIN ARNEL A 50% &	OR CURRENT RESIDENT	5104 FIRST SUN ST	VEGAS	NV	89081
CASTRO HILARION M & MARICRIS	OR CURRENT RESIDENT	7596 BEAR RIVER CT	LAS VEGAS	NV	89139
LANGFORD DONALD J	OR CURRENT RESIDENT	2606 S MORAY AVE	SAN PEDRO	CA	90732
BARSKHIAN HAMLET	OR CURRENT RESIDENT	628 E SAN JOSE AVE	BURBANK	CA	91501
BROWN SAMUEL M & JANICE M	OR CURRENT RESIDENT	2322 ETIWANDA ST	SAN DIEGO	CA	92107
RASPBERRY ROAD PARTNERS LLC	OR CURRENT RESIDENT	308 E CARRILLO ST	BARBARA	CA	93101
EDMONDS ROY M & LINDA X	OR CURRENT RESIDENT	5584 N OLINDA AVE	FRESNO	CA	93723
WILDER CONSTRUCTION	OR CURRENT RESIDENT	PO BOX 50085	WATSONVILLE	CA	95077
AMP INDUSTRIES INC	OR CURRENT RESIDENT	1260 N DUTTON AVE STE 270	SANTA ROSA	CA	95401
GABBERT BEVERLEY ANN TRUST THE	OR CURRENT RESIDENT	730 3RD ST	COLUSA	CA	95932
ATCHLEY DARCIE J & MICHAEL D	OR CURRENT RESIDENT	PSC 78 BOX 4236	APO	AP	96326
MOULDEN BENJAMIN LEE	OR CURRENT RESIDENT	PSC 557 BOX 2852	FPO	AP	96379
LUSTMAN JOHN A REVOCABLE TRUST	OR CURRENT RESIDENT	4229 OMAO RD	KOLOA	HI	96756
HALL BYRON D & INGRID E	OR CURRENT RESIDENT	PO BOX 893417	MILILANI	HI	96789
ISHIHARA MICHAEL LIVING TRUST	OR CURRENT RESIDENT	741 ALEWA DR APT A	HONOLULU	HI	96817
SENAGA MICHIKO	OR CURRENT RESIDENT	1620 NE BROADWAY ST # 228	PORTLAND	OR	97232
CHEN YU-CHIH	OR CURRENT RESIDENT	1582 JAY CT	STAYTON	OR	97383
HALVERSON NANCY L & GEORGE	OR CURRENT RESIDENT	2950 EL DORADO DR	MEDFORD	OR	97504
KIM YANG SOK & YOUNG S	OR CURRENT RESIDENT	1927 235TH PLACE SW	BOTHELL	WA	98021
STRAWBERRY MEADOWS APARTMENTS	OR CURRENT RESIDENT	9757 N W JUANITA DR STE 300	KIRKLAND	WA	98034
TALWAR MANU K	OR CURRENT RESIDENT	2714 174TH AVE NE	REDMOND	WA	98052

SENAGA TSUTOMU & KIYOKO	OR CURRENT RESIDENT	8001 128TH AVE SE	NEWCASTLE	WA	98056
SASAKI SHIN &	OR CURRENT RESIDENT	2320 SE 2ND PL	RENTON	WA	98056
APP LLC	OR CURRENT RESIDENT	605 1ST AVE STE 600	SEATTLE	WA	98104
TOGUCHI MASASHIGE	OR CURRENT RESIDENT	5417 133RD ST SE	EVERETT	WA	98208
LE MAU & TRINH	OR CURRENT RESIDENT	7206 77TH DR NE	MARYSVILLE	WA	98270
CULHANE FAMILY TRUST	OR CURRENT RESIDENT	PO BOX 445	CARLSBORG	WA	98324
BROWN RICHARD J JR & TANA C &	OR CURRENT RESIDENT	4206 56TH STREET CT NW	GIG HARBOR	WA	98335
KELLEY CATHERINE & HILARY	OR CURRENT RESIDENT	821 N ST STE 205	ANCHORAGE	AK	99501
STATE OF ALASKA	OR CURRENT RESIDENT	550 W 7TH AVE STE 1050A	ANCHORAGE	AK	99501
SCHAAFF DARL	OR CURRENT RESIDENT	2001 PARKVIEW CIR	ANCHORAGE	AK	99501
GOODMAN GLENN L & AVA	OR CURRENT RESIDENT	8361 BERRY PATCH DR	ANCHORAGE	AK	99502
CROCKER CURTIS D & ANN M	OR CURRENT RESIDENT	9320 SHORECREST DR	ANCHORAGE	AK	99502
ALASKA DIST COUNCIL OF	OR CURRENT RESIDENT	AIRPORT RD SUITE 101	ANCHORAGE	AK	99502
TOMCZAK ROBERT D & KAREN J	OR CURRENT RESIDENT	8100 BERRY PATCH DR	ANCHORAGE	AK	99502
ROSARIO MAMERTO R & EVELYN C	OR CURRENT RESIDENT	7430 SETTER DR	ANCHORAGE	AK	99502
SWEET MICHAEL L & CHERYL A	OR CURRENT RESIDENT	8181 BERRY PATCH DR	ANCHORAGE	AK	99502
SENAGA HIROSHI	OR CURRENT RESIDENT	3210 DELTA DR	ANCHORAGE	AK	99502
BROTZMAN EVERETT A & MARIE C	OR CURRENT RESIDENT	2420 W 71ST CIR	ANCHORAGE	AK	99502
SABIO RUBEN & ESTARLINA	OR CURRENT RESIDENT	5730 BIG BEND LOOP	ANCHORAGE	AK	99502
DULDULAO RENATO & CORAZON	OR CURRENT RESIDENT	1847 WILDBERRY LOOP # 21	ANCHORAGE	AK	99502
COSTER SCOTT L	OR CURRENT RESIDENT	8160 BERRY PATCH DR	ANCHORAGE	AK	99502
CRAWFORD JARED E	OR CURRENT RESIDENT	1794 WILDBERRY LOOP	ANCHORAGE	AK	99502
ALIREZ ANTONIO E & DOROTHY M	OR CURRENT RESIDENT	1778 WILDBERRY LOOP # 14	ANCHORAGE	AK	99502
WILLIAMS CLYDE W &	OR CURRENT RESIDENT	8201 BERRY PATCH DR	ANCHORAGE	AK	99502
RIVERA JESSICA L	OR CURRENT RESIDENT	1808 WILDBERRY LOOP	ANCHORAGE	AK	99502
MELL TRAVIS B & KATHRYN A	OR CURRENT RESIDENT	1806 TERREBONNE LOOP	ANCHORAGE	AK	99502
HAYES DONNA	OR CURRENT RESIDENT	6401 BLACKBERRY ST	ANCHORAGE	AK	99502
LASTIMOSO NOEL Y & ELFLEDA L	OR CURRENT RESIDENT	8401 BERRY PATCH DR	ANCHORAGE	AK	99502
PAULSON RHETT A	OR CURRENT RESIDENT	8410 BERRY PATCH DR	ANCHORAGE	AK	99502
CHONG JU C & KAY S	OR CURRENT RESIDENT	8090 BERRY PATCH DR	ANCHORAGE	AK	99502
GRAZIANO PETER JAMES	OR CURRENT RESIDENT	8003 MEADOW HILLS CIR	ANCHORAGE	AK	99502
CARR CAROL J	OR CURRENT RESIDENT	1818 TERREBONNE LOOP	ANCHORAGE	AK	99502
STARK DAVID W & CYNTHIA A	OR CURRENT RESIDENT	8370 BERRY PATCH DR	ANCHORAGE	AK	99502
SCHRECKENGHOST TERRY & MARY	OR CURRENT RESIDENT	8260 COUNTRY WOODS DR	ANCHORAGE	AK	99502
KIERNAN JOHN J & ELAINE D	OR CURRENT RESIDENT	6718 DELONG LANDING CIR	ANCHORAGE	AK	99502
BUCK CHRISTOPHER A &	OR CURRENT RESIDENT	1863 WILDBERRY LOOP # 24	ANCHORAGE	AK	99502
ALASKA TOURISM DEVELOPMENT LLC	OR CURRENT RESIDENT	1900 PREMIER CT	ANCHORAGE	AK	99502
BROWN RONALD E & DEANNA L	OR CURRENT RESIDENT	8330 BERRY PATCH DR	ANCHORAGE	AK	99502
ALBERT JAMES W &	OR CURRENT RESIDENT	1834 WILDBERRY LOOP # 6	ANCHORAGE	AK	99502
MARTIN JOHN L & DONNA M	OR CURRENT RESIDENT	8004 MEADOW HILLS CIR	ANCHORAGE	AK	99502
STEARNS KYONG S 50% &	OR CURRENT RESIDENT	8013 MEADOW HILLS CIR	ANCHORAGE	AK	99502
SISSON BRENT N	OR CURRENT RESIDENT	31861 WILDBERRY LOOP	ANCHORAGE	AK	99502
SAVANTHONG JOHNNY LEE &	OR CURRENT RESIDENT	1750 WILDBERRY LOOP	ANCHORAGE	AK	99502
DENNY HUGH R & JULIE M	OR CURRENT RESIDENT	8016 MEADOW HILLS CIR	ANCHORAGE	AK	99502
AYGUN SAFI 50% &	OR CURRENT RESIDENT	8000 BERRY PATCH DR	ANCHORAGE	AK	99502
WHITESIDE MARK E & ELSA O	OR CURRENT RESIDENT	8028 MEADOW HILLS CIR	ANCHORAGE	AK	99502
YOON JAE J	OR CURRENT RESIDENT	9210 SHORECREST DR	ANCHORAGE	AK	99502

GUINN SITARIH L	OR CURRENT RESIDENT	1822 WILDBERRY LOOP # 7	ANCHORAGE	AK	99502
RUST AUDREY E REVOCABLE TRUST	OR CURRENT RESIDENT	8150 BERRY PATCH DR	ANCHORAGE	AK	99502
MENDEZ MARIO A & NICOLE A	OR CURRENT RESIDENT	8030 BERRY PATCH DR	ANCHORAGE	AK	99502
HOBSON GREG & LINDSAY W	OR CURRENT RESIDENT	8180 BERRY PATCH DR	ANCHORAGE	AK	99502
PHOUMMANY KEVIN 50% &	OR CURRENT RESIDENT	1752 WILDBERRY LOOP	ANCHORAGE	AK	99502
LIPPS HERBERT & JOANN	OR CURRENT RESIDENT	2311 TASHA DR	ANCHORAGE	AK	99502
CROOK STEPHEN A & LILY N	OR CURRENT RESIDENT	8023 MEADOW HILLS CIR	ANCHORAGE	AK	99502
GRAVELEY LANCE K	OR CURRENT RESIDENT	1780 WILDBERRY LOOP # 13	ANCHORAGE	AK	99502
LLEGO EL B & MAY V	OR CURRENT RESIDENT	8191 BERRY PATCH DR	ANCHORAGE	AK	99502
WATTERSON WILLIAM C 50% &	OR CURRENT RESIDENT	8810 EMERALD ST	ANCHORAGE	AK	99502
WALKER RUSSELL B & CATHERINE T	OR CURRENT RESIDENT	1864 WILDBERRY LOOP	ANCHORAGE	AK	99502
CASTRO RHEYNAN S 50% &	OR CURRENT RESIDENT	1812 TERREBONNE LOOP	ANCHORAGE	AK	99502
MICHAELSON GAYLE M	OR CURRENT RESIDENT	8250 BERRY PATCH DR	ANCHORAGE	AK	99502
COPELAND LESLEY L & OKCHUM	OR CURRENT RESIDENT	1800 TERREBONNE LOOP	ANCHORAGE	AK	99502
HYSOM GREG H &	OR CURRENT RESIDENT	8271 BERRY PATCH DR	ANCHORAGE	AK	99502
MARTIN MONIQUE R 50% &	OR CURRENT RESIDENT	1792 WILDBERRY LOOP # 12	ANCHORAGE	AK	99502
MAUI SUBD PARTNERSHIP	OR CURRENT RESIDENT	3665 AIRCRAFT DR UNIT 1	ANCHORAGE	AK	99502
CELARIO JUDITH & RUBEN	OR CURRENT RESIDENT	3109 W 62ND AVE	ANCHORAGE	AK	99502
INGALLS-DIEMER REVOCABLE TRUST	OR CURRENT RESIDENT	6780 LAUDEN CIR	ANCHORAGE	AK	99502
JONES BRIAN G & ANNA C	OR CURRENT RESIDENT	8420 BERRY PATCH DR	ANCHORAGE	AK	99502
JONES MITCHELL A & VARA A	OR CURRENT RESIDENT	7501 SETTER DR	ANCHORAGE	AK	99502
RODVIK KARSTEN P	OR CURRENT RESIDENT	8301 BERRY PATCH DR	ANCHORAGE	AK	99502
KOT OLENA N	OR CURRENT RESIDENT	1766 WILDBERRY LOOP # 15	ANCHORAGE	AK	99502
WALLRICH JOHN W & JOAN L	OR CURRENT RESIDENT	2410 W 79TH AVE	ANCHORAGE	AK	99502
BLAND ALLISON R	OR CURRENT RESIDENT	1767 WILDBERRY LOOP # 20	ANCHORAGE	AK	99502
JACQUELINE MOSLANDER	OR CURRENT RESIDENT	7668 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
MARY ARROWSMITH	OR CURRENT RESIDENT	7696 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7667 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7698 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7674 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
JAY MUMA	OR CURRENT RESIDENT	7676 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7700 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7706 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7701 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
CORINNA NOBLE	OR CURRENT RESIDENT	7704 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
LISA BALDWIN	OR CURRENT RESIDENT	7762 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
XEUY SIKEO	OR CURRENT RESIDENT	7725 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7785 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7770 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
AARON WEEKS	OR CURRENT RESIDENT	7733 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
FRANCISCO BELTRAN	OR CURRENT RESIDENT	7772 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
GLORIA LAWRENCE	OR CURRENT RESIDENT	7750 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
IGNACIO BAUTISTA	OR CURRENT RESIDENT	7754 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7757 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
NAKETA WEBB	OR CURRENT RESIDENT	7723 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7765 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
FREDA TURNER	OR CURRENT RESIDENT	7776 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502

RESIDENT		7710 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
PETRONELA HALINGA	OR CURRENT RESIDENT	7749 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
VUKADIN PALIC	OR CURRENT RESIDENT	7773 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7777 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
NICOLLE ATWOOD	OR CURRENT RESIDENT	7753 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7780 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
HAL BALABAN	OR CURRENT RESIDENT	7755 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
NATALIE EBARB	OR CURRENT RESIDENT	7758 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7708 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
MIKHAIL ENSTICE	OR CURRENT RESIDENT	7774 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7827 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
MITCHELL CHYA	OR CURRENT RESIDENT	7845 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
MICHELLE OSTNES	OR CURRENT RESIDENT	7815 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
WANDA GIBBS	OR CURRENT RESIDENT	7802 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
NIALL BAVILLA	OR CURRENT RESIDENT	7861 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7830 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7816 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
JONATHAN LESKO	OR CURRENT RESIDENT	7806 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
ALICIA WALKER	OR CURRENT RESIDENT	7810 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
MICHAEL WORTHY	OR CURRENT RESIDENT	7818 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7851 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
NATOYA MEEKINS	OR CURRENT RESIDENT	7836 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
PARASCOVIA CABBLE	OR CURRENT RESIDENT	7801 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
KENNETH HARBISON	OR CURRENT RESIDENT	7821 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
TAYLOR FRESH	OR CURRENT RESIDENT	7864 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7855 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7854 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7848 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
IAN LOSBY	OR CURRENT RESIDENT	7860 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
ARMELLA SHANGIN	OR CURRENT RESIDENT	7867 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7853 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
DOROTHY ZIEGLER	OR CURRENT RESIDENT	7857 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
RESIDENT		7849 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
ROBERT MCDONALD	OR CURRENT RESIDENT	7833 STRAWBERRY COTTAGE WAY	ANCHORAGE	AK	99502
ANTONIO ALIREZ	OR CURRENT RESIDENT	1778 WILDBERRY LOOP	ANCHORAGE	AK	99502
RESIDENT		1780 WILDBERRY LOOP	ANCHORAGE	AK	99502
KATHY GLAISTER	OR CURRENT RESIDENT	1766 WILDBERRY LOOP	ANCHORAGE	AK	99502
CATHRYNE GUANLAO	OR CURRENT RESIDENT	1765 WILDBERRY LOOP	ANCHORAGE	AK	99502
PORNNAPHA THOMAS	OR CURRENT RESIDENT	1764 WILDBERRY LOOP	ANCHORAGE	AK	99502
RESIDENT		1792 WILDBERRY LOOP	ANCHORAGE	AK	99502
ALLISON BLAND	OR CURRENT RESIDENT	1767 WILDBERRY LOOP	ANCHORAGE	AK	99502
RESIDENT		1863 WILDBERRY LOOP	ANCHORAGE	AK	99502
KATHY PARK	OR CURRENT RESIDENT	1806 WILDBERRY LOOP	ANCHORAGE	AK	99502
SITARIN GUINN	OR CURRENT RESIDENT	1822 WILDBERRY LOOP	ANCHORAGE	AK	99502
RENATO DULDULAO	OR CURRENT RESIDENT	1847 WILDBERRY LOOP	ANCHORAGE	AK	99502
JAMES ALBERT	OR CURRENT RESIDENT	1834 WILDBERRY LOOP	ANCHORAGE	AK	99502
NICOLE WOO	OR CURRENT RESIDENT	1848 WILDBERRY LOOP	ANCHORAGE	AK	99502

SCOTT HICKS	OR CURRENT RESIDENT	1862 WILDBERRY LOOP	ANCHORAGE	AK	99502
MICHAL POWELL	OR CURRENT RESIDENT	1836 WILDBERRY LOOP	ANCHORAGE	AK	99502
NATALIA STANFIELD	OR CURRENT RESIDENT	1820 WILDBERRY LOOP	ANCHORAGE	AK	99502
JAMES WARD	OR CURRENT RESIDENT	1850 WILDBERRY LOOP	ANCHORAGE	AK	99502
GEARY SISSEL	OR CURRENT RESIDENT	1849 WILDBERRY LOOP	ANCHORAGE	AK	99502
DANNY HABBEN	OR CURRENT RESIDENT	1861 WILDBERRY LOOP	ANCHORAGE	AK	99502
BRITTNEY POOL	OR CURRENT RESIDENT	1800 DELLA ST	ANCHORAGE	AK	99502
HAROLD POOL	OR CURRENT RESIDENT	1850 DELLA ST	ANCHORAGE	AK	99502
JAMES POOL	OR CURRENT RESIDENT	8750 RUNAMUCK PL	ANCHORAGE	AK	99502
RESIDENT		8757 RUNAMUCK PL UNIT A	ANCHORAGE	AK	99502
GORDON BRANCH	OR CURRENT RESIDENT	8757 RUNAMUCK PL UNIT B	ANCHORAGE	AK	99502
DEANA DIERCKS	OR CURRENT RESIDENT	8701 RUNAMUCK PL	ANCHORAGE	AK	99502
RESIDENT		8795 RUNAMUCK PL APT A	ANCHORAGE	AK	99502
RESIDENT		8733 RUNAMUCK PL APT B	ANCHORAGE	AK	99502
MELISSA SCHELL	OR CURRENT RESIDENT	8771 RUNAMUCK PL APT B	ANCHORAGE	AK	99502
MICHELLE SINGER	OR CURRENT RESIDENT	8771 RUNAMUCK PL APT A	ANCHORAGE	AK	99502
TARA HALFMANN	OR CURRENT RESIDENT	8795 RUNAMUCK PL APT B	ANCHORAGE	AK	99502
WESLEY CASTAGNO	OR CURRENT RESIDENT	8840 RUNAMUCK PL	ANCHORAGE	AK	99502
OCCUPANT		8850 RUNAMUCK PL	ANCHORAGE	AK	99502
OCCUPANT		8825 RUNAMUCK PL	ANCHORAGE	AK	99502
HANNAH ALLSUP	OR CURRENT RESIDENT	1760 WAKEFIELD CIR	ANCHORAGE	AK	99502
JOHN GRIFFITH	OR CURRENT RESIDENT	8033 MEADOW HILLS CIR	ANCHORAGE	AK	99502
RESIDENT		7750 MAYFAIR DR APT 3	ANCHORAGE	AK	99502
RESIDENT		7750 MAYFAIR DR APT 2	ANCHORAGE	AK	99502
RESIDENT		7750 MAYFAIR DR APT 1	ANCHORAGE	AK	99502
RESIDENT		7750 MAYFAIR DR APT 4	ANCHORAGE	AK	99502
RESIDENT		7760 MAYFAIR DR APT 1	ANCHORAGE	AK	99502
AARON JONGENELEN	OR CURRENT RESIDENT	7760 MAYFAIR DR APT 4	ANCHORAGE	AK	99502
BENJAMIN SAMPLE	OR CURRENT RESIDENT	7760 MAYFAIR DR APT 2	ANCHORAGE	AK	99502
DIANE GARNER	OR CURRENT RESIDENT	7751 MAYFAIR DR APT 2	ANCHORAGE	AK	99502
BEVERLY DOTOMAIN	OR CURRENT RESIDENT	7751 MAYFAIR DR APT 4	ANCHORAGE	AK	99502
RESIDENT		7751 MAYFAIR DR APT 1	ANCHORAGE	AK	99502
ANTHONY NEWSOM	OR CURRENT RESIDENT	7751 MAYFAIR DR APT 3	ANCHORAGE	AK	99502
RESIDENT		7761 MAYFAIR DR APT 2	ANCHORAGE	AK	99502
CHRISTINA SCHMITT	OR CURRENT RESIDENT	7761 MAYFAIR DR APT 1	ANCHORAGE	AK	99502
JOHN MACLEAN	OR CURRENT RESIDENT	7761 MAYFAIR DR APT 3	ANCHORAGE	AK	99502
CHERYL TABIOS	OR CURRENT RESIDENT	7761 MAYFAIR DR APT 4	ANCHORAGE	AK	99502
MARC CHICKLO	OR CURRENT RESIDENT	7771 MAYFAIR DR APT 2	ANCHORAGE	AK	99502
KIERSTON BALL	OR CURRENT RESIDENT	7771 MAYFAIR DR APT 3	ANCHORAGE	AK	99502
RESIDENT		7771 MAYFAIR DR APT 1	ANCHORAGE	AK	99502
JANET CHESHAM	OR CURRENT RESIDENT	8040 BERRY PATCH DR	ANCHORAGE	AK	99502
JONEL SANTIAGO	OR CURRENT RESIDENT	8010 BERRY PATCH DR	ANCHORAGE	AK	99502
ROBERT WEBB	OR CURRENT RESIDENT	8080 BERRY PATCH DR	ANCHORAGE	AK	99502
ERNEST DAUGHERTY	OR CURRENT RESIDENT	8060 BERRY PATCH DR	ANCHORAGE	AK	99502
PETER TINGOOK	OR CURRENT RESIDENT	8070 BERRY PATCH DR	ANCHORAGE	AK	99502
CAROLYN SMITH	OR CURRENT RESIDENT	8050 BERRY PATCH DR	ANCHORAGE	AK	99502
DANIEL CASTLE	OR CURRENT RESIDENT	8020 BERRY PATCH DR	ANCHORAGE	AK	99502

SHANE SEYMOURE	OR CURRENT RESIDENT	8001 BERRY PATCH DR	ANCHORAGE	AK	99502
LEE BRATCHER	OR CURRENT RESIDENT	8091 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8071 BERRY PATCH DR	ANCHORAGE	AK	99502
FRED POTTS	OR CURRENT RESIDENT	8011 BERRY PATCH DR	ANCHORAGE	AK	99502
OZ KENDALL	OR CURRENT RESIDENT	8031 BERRY PATCH DR	ANCHORAGE	AK	99502
EVA STRUWAY	OR CURRENT RESIDENT	8051 BERRY PATCH DR	ANCHORAGE	AK	99502
CECILIA AQUINO	OR CURRENT RESIDENT	8061 BERRY PATCH DR	ANCHORAGE	AK	99502
ALEX QUINAO	OR CURRENT RESIDENT	8081 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8021 BERRY PATCH DR	ANCHORAGE	AK	99502
ELGIN DOBBINS	OR CURRENT RESIDENT	8041 BERRY PATCH DR	ANCHORAGE	AK	99502
BONNIE LUCAS	OR CURRENT RESIDENT	8120 BERRY PATCH DR	ANCHORAGE	AK	99502
BRIT BOLSINGER	OR CURRENT RESIDENT	8110 BERRY PATCH DR	ANCHORAGE	AK	99502
JOYCE DAVIS	OR CURRENT RESIDENT	8130 BERRY PATCH DR	ANCHORAGE	AK	99502
VLADIMIR NOVAK	OR CURRENT RESIDENT	8140 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8170 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8101 BERRY PATCH DR	ANCHORAGE	AK	99502
DAVID KUHN	OR CURRENT RESIDENT	8121 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8141 BERRY PATCH DR	ANCHORAGE	AK	99502
EDGARDO MACATO	OR CURRENT RESIDENT	8171 BERRY PATCH DR	ANCHORAGE	AK	99502
GEORGE MAKAILY	OR CURRENT RESIDENT	8131 BERRY PATCH DR	ANCHORAGE	AK	99502
KRISTOPHER O'BRIEN	OR CURRENT RESIDENT	8111 BERRY PATCH DR	ANCHORAGE	AK	99502
THOMAS EVEN	OR CURRENT RESIDENT	8151 BERRY PATCH DR	ANCHORAGE	AK	99502
TRON CLARK	OR CURRENT RESIDENT	8240 BERRY PATCH DR	ANCHORAGE	AK	99502
WILLIAM MCLIN	OR CURRENT RESIDENT	8251 BERRY PATCH DR	ANCHORAGE	AK	99502
RACHEL TURNER	OR CURRENT RESIDENT	8211 BERRY PATCH DR	ANCHORAGE	AK	99502
DEBORAH WILLIAMS	OR CURRENT RESIDENT	8221 BERRY PATCH DR	ANCHORAGE	AK	99502
MARK HUBER	OR CURRENT RESIDENT	8241 BERRY PATCH DR	ANCHORAGE	AK	99502
MARVIN TOLLIVER	OR CURRENT RESIDENT	8281 BERRY PATCH DR	ANCHORAGE	AK	99502
JEFFERY KASHEVAROF	OR CURRENT RESIDENT	8261 BERRY PATCH DR	ANCHORAGE	AK	99502
BONNIE BUCKNAM	OR CURRENT RESIDENT	8380 BERRY PATCH DR	ANCHORAGE	AK	99502
JOEL BOLGER	OR CURRENT RESIDENT	8390 BERRY PATCH DR	ANCHORAGE	AK	99502
ROCKY TOOYAK	OR CURRENT RESIDENT	8340 BERRY PATCH DR	ANCHORAGE	AK	99502
GERALD CADMAN	OR CURRENT RESIDENT	8350 BERRY PATCH DR	ANCHORAGE	AK	99502
BOBBY DEUBER	OR CURRENT RESIDENT	8391 BERRY PATCH DR	ANCHORAGE	AK	99502
SHELLEY GAREY	OR CURRENT RESIDENT	8311 BERRY PATCH DR	ANCHORAGE	AK	99502
THOMAS TOGUCHI	OR CURRENT RESIDENT	8371 BERRY PATCH DR	ANCHORAGE	AK	99502
FREDERICK GREGORY	OR CURRENT RESIDENT	8341 BERRY PATCH DR	ANCHORAGE	AK	99502
CRAIG BRESHEARS	OR CURRENT RESIDENT	8331 BERRY PATCH DR	ANCHORAGE	AK	99502
DAN HABBEN	OR CURRENT RESIDENT	8321 BERRY PATCH DR	ANCHORAGE	AK	99502
ALBERT MURPHY	OR CURRENT RESIDENT	8351 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8381 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8480 BERRY PATCH DR	ANCHORAGE	AK	99502
CORY MACMILLAN	OR CURRENT RESIDENT	8400 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		8450 BERRY PATCH DR	ANCHORAGE	AK	99502
GYUNG KIM	OR CURRENT RESIDENT	8470 BERRY PATCH DR	ANCHORAGE	AK	99502
ROBERT TAYLOR	OR CURRENT RESIDENT	8430 BERRY PATCH DR	ANCHORAGE	AK	99502
BRYAN ANDERS	OR CURRENT RESIDENT	8440 BERRY PATCH DR	ANCHORAGE	AK	99502

BARRY GREY	OR CURRENT RESIDENT	8460 BERRY PATCH DR	ANCHORAGE	AK	99502
JACK MCFARLAND	OR CURRENT RESIDENT	8481 BERRY PATCH DR	ANCHORAGE	AK	99502
DEBORAH STEEN	OR CURRENT RESIDENT	8421 BERRY PATCH DR	ANCHORAGE	AK	99502
GAETANO AMBROSIO	OR CURRENT RESIDENT	8431 BERRY PATCH DR	ANCHORAGE	AK	99502
ROBERT SIMEONOFF	OR CURRENT RESIDENT	8441 BERRY PATCH DR	ANCHORAGE	AK	99502
SHELLY VENDETTI-VUCKOVICH	OR CURRENT RESIDENT	8411 BERRY PATCH DR	ANCHORAGE	AK	99502
MICHAEL KERLE	OR CURRENT RESIDENT	8471 BERRY PATCH DR	ANCHORAGE	AK	99502
GREGORY CHRISTENSEN	OR CURRENT RESIDENT	8461 BERRY PATCH DR	ANCHORAGE	AK	99502
DANIEL KANE	OR CURRENT RESIDENT	8451 BERRY PATCH DR	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 1	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 3	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 6	ANCHORAGE	AK	99502
ELIZABETH LINDLEY	OR CURRENT RESIDENT	1801 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RESIDENT		1801 W 80TH AVE APT 7	ANCHORAGE	AK	99502
ARRAYA THEPUXSONNARONG	OR CURRENT RESIDENT	1801 W 80TH AVE APT 8	ANCHORAGE	AK	99502
JASON ROHWER	OR CURRENT RESIDENT	2016 TERREBONNE LOOP	ANCHORAGE	AK	99502
EDGARRO SABADO	OR CURRENT RESIDENT	2025 TERREBONNE LOOP	ANCHORAGE	AK	99502
MATTHEW GLYNN	OR CURRENT RESIDENT	2040 TERREBONNE LOOP	ANCHORAGE	AK	99502
MARIA FLORES	OR CURRENT RESIDENT	2052 TERREBONNE LOOP	ANCHORAGE	AK	99502
BRIAN ENGLEMAN	OR CURRENT RESIDENT	2010 TERREBONNE LOOP	ANCHORAGE	AK	99502
SABINA KUK	OR CURRENT RESIDENT	2017 TERREBONNE LOOP	ANCHORAGE	AK	99502
MITIANA SCHUSTER	OR CURRENT RESIDENT	2046 TERREBONNE LOOP	ANCHORAGE	AK	99502
CHRISTOPHER PAUL	OR CURRENT RESIDENT	2022 TERREBONNE LOOP	ANCHORAGE	AK	99502
TIMOTHY PIROT	OR CURRENT RESIDENT	2034 TERREBONNE LOOP	ANCHORAGE	AK	99502
CONSUELO CADDALI	OR CURRENT RESIDENT	2028 TERREBONNE LOOP	ANCHORAGE	AK	99502
RESIDENT		2011 TERREBONNE LOOP	ANCHORAGE	AK	99502
JEFFREY BUENAFLOR	OR CURRENT RESIDENT	2005 TERREBONNE LOOP	ANCHORAGE	AK	99502
VLADIMIR MORAKHOVSKY	OR CURRENT RESIDENT	2004 TERREBONNE LOOP	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 1	ANCHORAGE	AK	99502
NATASHA SKAR	OR CURRENT RESIDENT	1821 W 80TH AVE APT 3	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 8	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1821 W 80TH AVE APT 7	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 1	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1811 W 80TH AVE APT 8	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 1	ANCHORAGE	AK	99502

RESIDENT		1831 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 8	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 7	ANCHORAGE	AK	99502
RESIDENT		1831 W 80TH AVE APT 3	ANCHORAGE	AK	99502
MARLIN PAULINO	OR CURRENT RESIDENT	1831 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RICHARD ESTEP	OR CURRENT RESIDENT	1841 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 3	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 7	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 1	ANCHORAGE	AK	99502
RESIDENT		1841 W 80TH AVE APT 8	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 7	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 2	ANCHORAGE	AK	99502
PATTI TOBIAS	OR CURRENT RESIDENT	1851 W 80TH AVE APT 1	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 8	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1851 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 5	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 3	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 1	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 2	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 6	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 4	ANCHORAGE	AK	99502
RESIDENT		1861 W 80TH AVE APT 7	ANCHORAGE	AK	99502
STRAWBERRY ROSE LIMITED	OR CURRENT RESIDENT	3510 SPENARD RD STE 201	ANCHORAGE	AK	99503
MINNESOTA VENTURES LLC	OR CURRENT RESIDENT	603 W TUDOR RD	ANCHORAGE	AK	99503
WHILDEN BRIAN J 50% &	OR CURRENT RESIDENT	4721 CAMBRIDGE WAY	ANCHORAGE	AK	99503
GRAND TERRE HOMEOWNERS ASSOC	OR CURRENT RESIDENT	601 W 41ST AVE STE 201	ANCHORAGE	AK	99503
CIRI LAND DEVELOPMENT COMPANY	Dara Glass	2525 C ST STE 500	ANCHORAGE	AK	99503
SHEPHERD STEPHEN M	OR CURRENT RESIDENT	3401 DENALI ST STE 202B	ANCHORAGE	AK	99503
FINK MATTHEW L &	OR CURRENT RESIDENT	2008 HILLCREST CIR	ANCHORAGE	AK	99503
HAAVE JEANNE M	OR CURRENT RESIDENT	200 W 34TH AVE # 649	ANCHORAGE	AK	99503
O'MALLEY WEST INVEST	OR CURRENT RESIDENT	3801 CENTERPOINT DR STE 200	ANCHORAGE	AK	99503
COUNTRY WOODS SUBDIVISION INC	OR CURRENT RESIDENT	2911 SPENARD RD	ANCHORAGE	AK	99503
ALEXANDER ANDREW B	OR CURRENT RESIDENT	3705 ARCTIC BLVD	ANCHORAGE	AK	99503
JORDAN STEPHEN C	OR CURRENT RESIDENT	200 W 34TH AVE # 547	ANCHORAGE	AK	99503
ANAYA BITALIO & YNOCENCIA	OR CURRENT RESIDENT	3719 MCCAIN LOOP	ANCHORAGE	AK	99503
CBS REAL ESTATE CO INC	OR CURRENT RESIDENT	171 MULDOON RD STE 114	ANCHORAGE	AK	99504
DIXON EUGENE	OR CURRENT RESIDENT	3121 TAYSHEE CIR	ANCHORAGE	AK	99504
KOONTZ ED & EVELYN LIVING	OR CURRENT RESIDENT	7417 HENNINGS WAY	ANCHORAGE	AK	99504
HENRIQUEZ RAUL & MARGARITA M	OR CURRENT RESIDENT	1131 VALLEY ST # A	ANCHORAGE	AK	99504
CONGREGATION BETH SHOLOM	OR CURRENT RESIDENT	7525 E NORTHERN LIGHTS BLVD	ANCHORAGE	AK	99504
KNIGHT WAYNE V & BERTHA	OR CURRENT RESIDENT	2340 SCARBOROUGH DR	ANCHORAGE	AK	99504
MT INVESTMENTS LLC	OR CURRENT RESIDENT	2330 E 88TH AVE	ANCHORAGE	AK	99507

STODDARD DAVID W & LAURA L	OR CURRENT RESIDENT	4610 E 102ND AVE	ANCHORAGE	AK	99507
MANEY DUANE C	OR CURRENT RESIDENT	2210 COLONY LOOP	ANCHORAGE	AK	99507
MARSHALL BRANDON	OR CURRENT RESIDENT	7720 BETHANY CIR	ANCHORAGE	AK	99507
MCCLUNG STEVE	OR CURRENT RESIDENT	11100 GLAZANOF DR	ANCHORAGE	AK	99507
CRISPIN BERTA GUILLEN	OR CURRENT RESIDENT	1901 STURBRIDGE CT	ANCHORAGE	AK	99507
ANCHORAGE CITY CHURCH INC	OR CURRENT RESIDENT	2626 ABBOTT RD	ANCHORAGE	AK	99507
EVANS JOHN L & WILLIE D	OR CURRENT RESIDENT	4141 COVENTRY DR	ANCHORAGE	AK	99507
HANSEN MICHELE & TIM	OR CURRENT RESIDENT	9706 ATELIER DR	ANCHORAGE	AK	99507
BARLOW JERRY D JR	OR CURRENT RESIDENT	8401 JUPITER DR	ANCHORAGE	AK	99507
DICKINSON TRACY S & SUSAN V	OR CURRENT RESIDENT	9031 SNOWY OWL CIR	ANCHORAGE	AK	99507
FORD EARL W & CHERI D	OR CURRENT RESIDENT	9441 ABBOTT LOOP RD	ANCHORAGE	AK	99507
CHILSON DAVID C	OR CURRENT RESIDENT	7944 MESQUITE CIR	ANCHORAGE	AK	99507
CONCORD HILLS HOMEOWNERS ASSOC	OR CURRENT RESIDENT	4155 TUDOR CENTRE DR STE 103	ANCHORAGE	AK	99508
JAMES PATRICIA	OR CURRENT RESIDENT	1800 STANTON AVE	ANCHORAGE	AK	99508
SIMPSON WILLIAM	OR CURRENT RESIDENT	2160 STANFORD DR	ANCHORAGE	AK	99508
JUNG YOON &	OR CURRENT RESIDENT	3318 CHECKMATE DR	ANCHORAGE	AK	99508
WALLACE KAREN L	OR CURRENT RESIDENT	5219 E 42ND AVE	ANCHORAGE	AK	99508
ROBINSON LANCE AND ROSIE	OR CURRENT RESIDENT	PO BOX 92393	ANCHORAGE	AK	99509
HANRAHAN MIKE	OR CURRENT RESIDENT	PO BOX 92843	ANCHORAGE	AK	99509
BATES DAVID ALLEN	OR CURRENT RESIDENT	PO BOX 90291	ANCHORAGE	AK	99509
E T ENTERPRISES &	OR CURRENT RESIDENT	PO BOX 93570	ANCHORAGE	AK	99509
SAULNIER DWAIN E & MELISSA &	OR CURRENT RESIDENT	PO BOX 90500	ANCHORAGE	AK	99509
COOK INLET REGION INC	OR CURRENT RESIDENT	PO BOX 93330	ANCHORAGE	AK	99509
CASCON CARLOS F & NATIVIDAD B	OR CURRENT RESIDENT	PO BOX 90598	ANCHORAGE	AK	99509
ARR	OR CURRENT RESIDENT	PO BOX 7-2111	ANCHORAGE	AK	99510
GREISEN RONALD E	OR CURRENT RESIDENT	PO BOX 101095	ANCHORAGE	AK	99510
YOUNG ALBERT K & VALERIE	OR CURRENT RESIDENT	PO BOX 112071	ANCHORAGE	AK	99511
FREDERICK D G & KOVAC M L &	OR CURRENT RESIDENT	PO BOX 112108	ANCHORAGE	AK	99511
RILEY ELEANOR	OR CURRENT RESIDENT	PO BOX 110521	ANCHORAGE	AK	99511
TALARO RODOLFO T &	OR CURRENT RESIDENT	PO BOX 110622	ANCHORAGE	AK	99511
GRAND TERRE HOMEOWNERS ASSN	OR CURRENT RESIDENT	PO BOX 111411	ANCHORAGE	AK	99511
VULCAN TOWING & RECOVERY INC	OR CURRENT RESIDENT	PO BOX 142844	ANCHORAGE	AK	99514
MILLER KYLE B & KAWISARA	OR CURRENT RESIDENT	1838 IRA DR	ANCHORAGE	AK	99515
FOOD SERVICES OF AMERICA INC	OR CURRENT RESIDENT	10420 OLIVE LN	ANCHORAGE	AK	99515
MCDADE MICHAEL E & NIKI J	OR CURRENT RESIDENT	9825 POSEIDON DR	ANCHORAGE	AK	99515
PICKLES ROSEMARY K	OR CURRENT RESIDENT	1749 MINERVA WAY	ANCHORAGE	AK	99515
OCHAVIDO MARLO T & MELANIE M	OR CURRENT RESIDENT	10601 CONCORD HILL CIR	ANCHORAGE	AK	99515
BULAONG IRENE L	OR CURRENT RESIDENT	1825 ADONIS DRIVE	ANCHORAGE	AK	99515
BULARD FREDRICK C & SHIRLEE P	OR CURRENT RESIDENT	9511 ERIS DR	ANCHORAGE	AK	99515
SIRES DANIEL	OR CURRENT RESIDENT	9231 APHRODITE DR	ANCHORAGE	AK	99515
NARY CHRISTOPHER K 50% &	OR CURRENT RESIDENT	1902 WASHINGTON AVE	ANCHORAGE	AK	99515
KLATT FAMILY LIMITED	OR CURRENT RESIDENT	501 W KLATT RD	ANCHORAGE	AK	99515
REED GREG A & TINA	OR CURRENT RESIDENT	1638 ADONIS DR	ANCHORAGE	AK	99515
DUFFY PETER S & KRISTINA M	OR CURRENT RESIDENT	9904 POSEIDON DR	ANCHORAGE	AK	99515
BENNETT HAZEL C & LOUIS E	OR CURRENT RESIDENT	1735 ADONIS DR	ANCHORAGE	AK	99515
MAXON EDWARD L & JENETTE R	OR CURRENT RESIDENT	1824 IRA DR	ANCHORAGE	AK	99515
CARNEY RALPH V & DARCY LEE	OR CURRENT RESIDENT	10711 CONCORD HILL CIR	ANCHORAGE	AK	99515

LIRETTE JAMES TODD & STEPHANIE	OR CURRENT RESIDENT	1783 CONCORD HILL DR	ANCHORAGE	AK	99515
CHUNG YON TAIK	OR CURRENT RESIDENT	1849 WASHINGTON AVE	ANCHORAGE	AK	99515
PECK BRITTANY R	OR CURRENT RESIDENT	9165 APHRODITE DR	ANCHORAGE	AK	99515
EDMUNDS DAVID C & MARIA S	OR CURRENT RESIDENT	10630 CONCORD HILL CIR	ANCHORAGE	AK	99515
HILL BENJAMIN P	OR CURRENT RESIDENT	1732 IRA DR	ANCHORAGE	AK	99515
PATE JAMES W & WINIFRED J	OR CURRENT RESIDENT	1609 ADONIS DR	ANCHORAGE	AK	99515
KIM OK HEE	OR CURRENT RESIDENT	2221 HANNING BAY CIR	ANCHORAGE	AK	99515
RAFFERTY JENNIFER L & JOHN W	OR CURRENT RESIDENT	9925 POSEIDON DR	ANCHORAGE	AK	99515
ORR JACK L	OR CURRENT RESIDENT	9153 APHRODITE DR	ANCHORAGE	AK	99515
ALIU SADAT 50% &	OR CURRENT RESIDENT	1799 W 104TH AVE	ANCHORAGE	AK	99515
MICUA ROGER	OR CURRENT RESIDENT	1701 MINERVA WAY	ANCHORAGE	AK	99515
SYLVESTER BRENT A	OR CURRENT RESIDENT	9940 POSEIDON DR	ANCHORAGE	AK	99515
ALGER RACHELLE A &	OR CURRENT RESIDENT	10610 CONCORD HILL CIR	ANCHORAGE	AK	99515
LEONARD THOMAS F H &	OR CURRENT RESIDENT	9148 APHRODITE DR	ANCHORAGE	AK	99515
NORIEGA JOSE & MARTHA	OR CURRENT RESIDENT	1619 ADONIS DR	ANCHORAGE	AK	99515
VILLASENOR RICARDO R & TERESA	OR CURRENT RESIDENT	1618 ADONIS DR	ANCHORAGE	AK	99515
MOUNTHA ANDY P & PHOTHONG L	OR CURRENT RESIDENT	9431 APHRODITE DR	ANCHORAGE	AK	99515
AN CHONG C & JIN H	OR CURRENT RESIDENT	1714 CONCORD HILL DR	ANCHORAGE	AK	99515
CHATARI LINDA K	OR CURRENT RESIDENT	10731 CONCORD HILL CIR	ANCHORAGE	AK	99515
DICKINSON ANDREW J	OR CURRENT RESIDENT	9177 APHRODITE DR	ANCHORAGE	AK	99515
BERKSHIRE DAN A & ELENA V	OR CURRENT RESIDENT	205 E DIMOND BLVD # PMB211 # 2	ANCHORAGE	AK	99515
MOLINA ALASKA COMMUNITY	OR CURRENT RESIDENT	3100 AMBER BAY LOOP	ANCHORAGE	AK	99515
MILLER RUSSELL O	OR CURRENT RESIDENT	1850 MINERVA WAY	ANCHORAGE	AK	99515
GLIDEWELL KIM M	OR CURRENT RESIDENT	1820 MINERVA WAY	ANCHORAGE	AK	99515
FLYNN DAVID H & NANCY L	OR CURRENT RESIDENT	9800 TOLSONA CIR	ANCHORAGE	AK	99515
JHAVERI BHARAT S & DARCY C	OR CURRENT RESIDENT	10652 LAFAYETTE CIR	ANCHORAGE	AK	99515
SCHMIDT KURT W & ANETTE M	OR CURRENT RESIDENT	9401 ERIS DR	ANCHORAGE	AK	99515
ANDREWS DAWN T	OR CURRENT RESIDENT	10710 CONCORD HILL CIR	ANCHORAGE	AK	99515
YATES STEPHEN V & SHARON A	OR CURRENT RESIDENT	10633 LAFAYETTE CIR	ANCHORAGE	AK	99515
DIMOND ESTATES INC	OR CURRENT RESIDENT	1200 W DIMOND BLVD	ANCHORAGE	AK	99515
ROSCHLAU BARRY A & RUTH ANN	OR CURRENT RESIDENT	9330 ERIS DR	ANCHORAGE	AK	99515
HABIGHORST DAVID J	OR CURRENT RESIDENT	1720 ADONIS DR	ANCHORAGE	AK	99515
HAYS LYDIA L &	OR CURRENT RESIDENT	9510 ERIS DR	ANCHORAGE	AK	99515
GLOR JOHN N &	OR CURRENT RESIDENT	1758 W 99TH AVE	ANCHORAGE	AK	99515
ALFORD DORIS TEMPLE & FRED W	OR CURRENT RESIDENT	1750 MINERVA WAY	ANCHORAGE	AK	99515
BEYER LOIS A	OR CURRENT RESIDENT	1730 W DIMOND BLVD	ANCHORAGE	AK	99515
LU MICHAEL T & JANET A	OR CURRENT RESIDENT	10642 LAFAYETTE CIR	ANCHORAGE	AK	99515
CORRAL RONALD C & TERESITA S	OR CURRENT RESIDENT	9221 APHRODITE DR	ANCHORAGE	AK	99515
ROBANCHO WILSON M & MARIA E	OR CURRENT RESIDENT	1776 W 99TH AVE	ANCHORAGE	AK	99515
LIN FANG SONG & MEI JIN	OR CURRENT RESIDENT	10571 CONCORD HILL CIR	ANCHORAGE	AK	99515
HEDLUND NANCY M & DUANE R	OR CURRENT RESIDENT	9189 APHRODITE DR	ANCHORAGE	AK	99515
NIXON TOMMY K JR & MARTA	OR CURRENT RESIDENT	1701 ADAMS CIR	ANCHORAGE	AK	99515
MCCULLOCH SCOTT C & TRACEY L	OR CURRENT RESIDENT	10705 LAFAYETTE CIR	ANCHORAGE	AK	99515
BARNES GENE P & ANNA M	OR CURRENT RESIDENT	2416 CLEMENTS DR	ANCHORAGE	AK	99515
HAYES DANIEL A &	OR CURRENT RESIDENT	9922 POSEIDON DR	ANCHORAGE	AK	99515
LUBATON JOSEPHINE & POLTER	OR CURRENT RESIDENT	9786 POSEIDON DR	ANCHORAGE	AK	99515
KAANDA LLC 90% &	OR CURRENT RESIDENT	2431 W 100TH AVE	ANCHORAGE	AK	99515

TSOSIE BENJAMIN V & TAMMY L	OR CURRENT RESIDENT	9411 ERIS DR	ANCHORAGE	AK	99515
EKSTRAND ANDERS R	OR CURRENT RESIDENT	1815 MINERVA WAY	ANCHORAGE	AK	99515
GREEN JERRY D & NANCY L	OR CURRENT RESIDENT	1617 W 104TH AVE	ANCHORAGE	AK	99515
ANDREWS CLINTON T III &	OR CURRENT RESIDENT	1750 ADAMS CIR	ANCHORAGE	AK	99515
KANG WON Y & IN S	OR CURRENT RESIDENT	9400 ERIS DR	ANCHORAGE	AK	99515
PORTER D'AUN	OR CURRENT RESIDENT	1721 ADAMS CIR	ANCHORAGE	AK	99515
DEBENHAM SHAUN T & MEGAN C	OR CURRENT RESIDENT	10700 CONCORD HILL CIR	ANCHORAGE	AK	99515
KEYL GERHARD W	OR CURRENT RESIDENT	9340 ERIS DR	ANCHORAGE	AK	99515
AHN JOANN	OR CURRENT RESIDENT	1710 ADAMS CIR	ANCHORAGE	AK	99515
GUTING CARMELITA	OR CURRENT RESIDENT	1716 IRA DR	ANCHORAGE	AK	99515
CALHOUN JAMES & KRISTY	OR CURRENT RESIDENT	9500 ERIS DR	ANCHORAGE	AK	99515
PEACE RANDOLPH E & ALTA L	OR CURRENT RESIDENT	9430 BEITINGER DR	ANCHORAGE	AK	99515
RAPANOT NOEL M & MILDRED	OR CURRENT RESIDENT	9700 POSEIDON DR	ANCHORAGE	AK	99515
SHEPPARD ANTHONY M	OR CURRENT RESIDENT	9856 POSEIDON DR	ANCHORAGE	AK	99515
SWINNEY KRISTOPHER W 50% &	OR CURRENT RESIDENT	10622 LAFAYETTE CIR	ANCHORAGE	AK	99515
WARRINGTON LINDON W 50% &	OR CURRENT RESIDENT	10621 CONCORD HILL CIR	ANCHORAGE	AK	99515
SENORAN NOEL V & RACHELLE M	OR CURRENT RESIDENT	10643 LAFAYETTE CIR	ANCHORAGE	AK	99515
JOHNSON TIMOTHY R & PENNY C	OR CURRENT RESIDENT	1804 CONCORD HILL DR	ANCHORAGE	AK	99515
MAISEY MISTI N & STEVEN R	OR CURRENT RESIDENT	1672 IRA DR	ANCHORAGE	AK	99515
MEAD ERIC L &	OR CURRENT RESIDENT	1656 IRA DR	ANCHORAGE	AK	99515
DOUGLAS NATHAN C 50% &	OR CURRENT RESIDENT	1630 DEMETER DR	ANCHORAGE	AK	99515
ANDERSON ALLAN G	OR CURRENT RESIDENT	1631 DEMETER DR	ANCHORAGE	AK	99515
FERIA AURORA D	OR CURRENT RESIDENT	1721 DEMETER DR	ANCHORAGE	AK	99515
CAMPBELL RICHARD D	OR CURRENT RESIDENT	14104 HANCOCK DR	ANCHORAGE	AK	99515
RO MICHAEL T & EUE	OR CURRENT RESIDENT	1731 ADAMS CIR	ANCHORAGE	AK	99515
JENSEN MARY B LIFE ESTATE	OR CURRENT RESIDENT	1711 ADONIS DR	ANCHORAGE	AK	99515
SKINNER BRIAN E & CYNTHIA L	OR CURRENT RESIDENT	9421 ERIS DR	ANCHORAGE	AK	99515
GILLISPIE KATHY A	OR CURRENT RESIDENT	9300 BEITINGER DR	ANCHORAGE	AK	99515
MELENDEZ FELIX F & MARGARITA A	OR CURRENT RESIDENT	1624 IRA DR	ANCHORAGE	AK	99515
KOMPKOFF LLOYD	OR CURRENT RESIDENT	1710 MINERVA WAY	ANCHORAGE	AK	99515
PALERMO PERRY &	OR CURRENT RESIDENT	9500 BEITINGER DR	ANCHORAGE	AK	99515
WOOD MICHAEL D &	OR CURRENT RESIDENT	1901 WASHINGTON AVE	ANCHORAGE	AK	99515
MINICH HENRY G	OR CURRENT RESIDENT	930 BOUNTY DR	ANCHORAGE	AK	99515
LAGANSON MAXIMO A & MARILYN G	OR CURRENT RESIDENT	9310 BEITINGER DR	ANCHORAGE	AK	99515
ALIU FARUK & SHAE	OR CURRENT RESIDENT	1740 ADAMS CIR	ANCHORAGE	AK	99515
VARGAS RENA E	OR CURRENT RESIDENT	1835 MINERVA WAY	ANCHORAGE	AK	99515
MUNROE STEPHEN D & DENA J	OR CURRENT RESIDENT	10723 LAFAYETTE CIR	ANCHORAGE	AK	99515
GAYTAN JOSE N & KARLA K	OR CURRENT RESIDENT	1606 ADONIS DR	ANCHORAGE	AK	99515
AYSON LAURO M	OR CURRENT RESIDENT	1725 MINERVA WAY	ANCHORAGE	AK	99515
INGRIM WILLIAM PAUL JR	OR CURRENT RESIDENT	11811 S GAMBELL ST	ANCHORAGE	AK	99515
CAMPOS YOLANDA	OR CURRENT RESIDENT	9440 BEITINGER DR	ANCHORAGE	AK	99515
LUBATON POLTER & JOSEPHINE	OR CURRENT RESIDENT	9736 POSEIDON DR	ANCHORAGE	AK	99515
LONDON ALEXANDR & OLGA A	OR CURRENT RESIDENT	1793 CONCORD HILL DR	ANCHORAGE	AK	99515
FOOTE-JONES 2007 REVOC TRUST	OR CURRENT RESIDENT	640 OCEANVIEW DR	ANCHORAGE	AK	99515
MCDONALD CRYSTAL M	OR CURRENT RESIDENT	10601 REPUBLIC CIR	ANCHORAGE	AK	99515
HALL BETTY J	OR CURRENT RESIDENT	1853 CONCORD HILL DR	ANCHORAGE	AK	99515
GRIEVE LYNN SCOTT & SALLY K	OR CURRENT RESIDENT	1842 WASHINGTON AVE	ANCHORAGE	AK	99515

VAUGHAN CESAR D & MARIA ROSA	OR CURRENT RESIDENT	1854 CONCORD HILL DR	ANCHORAGE	AK	99515
BOOTH JASON R & JOANNA K	OR CURRENT RESIDENT	1830 MINERVA WAY	ANCHORAGE	AK	99515
SABRI GHODSIE A	OR CURRENT RESIDENT	1688 IRA DR	ANCHORAGE	AK	99515
CARTER BRETT D	OR CURRENT RESIDENT	10712 LAFAYETTE CIR	ANCHORAGE	AK	99515
STICKNEY ROGER B & MICHELE V	OR CURRENT RESIDENT	10142 POINTE RESOLUTION DR	ANCHORAGE	AK	99515
SLIGER LIVING TRUST	OR CURRENT RESIDENT	1851 VASHON CIR	ANCHORAGE	AK	99515
MOMMSEN MICHAEL F	OR CURRENT RESIDENT	10623 LAFAYETTE CIR	ANCHORAGE	AK	99515
MISSIG THEODORE & ROSELYN D	OR CURRENT RESIDENT	10265 GOODNEWS CIR	ANCHORAGE	AK	99515
BRYDONE JIM & MAVIS A	OR CURRENT RESIDENT	10601 OLIVE LN	ANCHORAGE	AK	99515
BROWN BERNARD M & JOANNA D	OR CURRENT RESIDENT	1730 ADAMS CIR	ANCHORAGE	AK	99515
ANDERSEN MARTIN B & ANGELICA M	OR CURRENT RESIDENT	9251 APHRODITE DR	ANCHORAGE	AK	99515
MENDEZ MARIO & JEANIE M	OR CURRENT RESIDENT	9250 APHRODITE DR	ANCHORAGE	AK	99515
HALL ADLAR G 50% &	OR CURRENT RESIDENT	1825 MINERVA WAY	ANCHORAGE	AK	99515
CHICO ARTHUR T & ARLENE E	OR CURRENT RESIDENT	9420 BEITINGER DR	ANCHORAGE	AK	99515
PARKER SCOTT H & KATHY A	OR CURRENT RESIDENT	1843 CONCORD HILL DR	ANCHORAGE	AK	99515
NORDHAGEN DEVIN J 50% &	OR CURRENT RESIDENT	1744 CONCORD HILL DR	ANCHORAGE	AK	99515
ESPINOZA FELIX E	OR CURRENT RESIDENT	9311 APHRODITE DR	ANCHORAGE	AK	99515
MCALEES JAY S & LISA L	OR CURRENT RESIDENT	1757 W 99TH AVE	ANCHORAGE	AK	99515
MUNK KATHLEEN E	OR CURRENT RESIDENT	9241 APHRODITE DR	ANCHORAGE	AK	99515
LYNCH RICHARD C	OR CURRENT RESIDENT	9421 APHRODITE DR	ANCHORAGE	AK	99515
SHAW WILLIAM M	OR CURRENT RESIDENT	9838 POSEIDON DR	ANCHORAGE	AK	99515
GOBALEZA RICARDO G & JUVY J	OR CURRENT RESIDENT	10713 LAFAYETTE CIR	ANCHORAGE	AK	99515
PARK KI S &	OR CURRENT RESIDENT	1852 WASHINGTON AVE	ANCHORAGE	AK	99515
GAARD GARY & KATHLEEN FAMILY	OR CURRENT RESIDENT	14141 JARVI DR	ANCHORAGE	AK	99515
LUECKER FREDRICK W IV	OR CURRENT RESIDENT	2439 MARITIME LOOP	ANCHORAGE	AK	99515
ANCHORAGE SAND AND GRAVEL	OR CURRENT RESIDENT	1040 OMALLEY RD	ANCHORAGE	AK	99515
ULRING JOEL D & DIANA M	OR CURRENT RESIDENT	10651 CONCORD HILL CIR	ANCHORAGE	AK	99515
BAGG CHARLES W & SHERYL L	OR CURRENT RESIDENT	9211 APHRODITE DR	ANCHORAGE	AK	99515
PARAOAN ORLANDO & LOURDES	OR CURRENT RESIDENT	731 W 86TH AVE	ANCHORAGE	AK	99515
CAMPBELL JANICE P	OR CURRENT RESIDENT	1814 CONCORD HILL DR	ANCHORAGE	AK	99515
NILSSON ANNE E & LEVI S	OR CURRENT RESIDENT	1705 MINERVA WAY	ANCHORAGE	AK	99515
PARRERA BENITO & ALINA	OR CURRENT RESIDENT	1643 W 104TH AVE	ANCHORAGE	AK	99515
KIM KEUN SIK & HEE KYUNG	OR CURRENT RESIDENT	243 LUSARDI POINT CIRCLE	ANCHORAGE	AK	99515
TUNG EDSON C JR & MARYLEE	OR CURRENT RESIDENT	10631 CONCORD HILL CIR	ANCHORAGE	AK	99515
BREWER RICHARD E & VICTORIA E	OR CURRENT RESIDENT	10611 CONCORD HILL CIR	ANCHORAGE	AK	99515
VALENCIA FLORENTINO & LISA	OR CURRENT RESIDENT	9331 ERIS DR	ANCHORAGE	AK	99515
DURANT RICHARD M & CAROLE A	OR CURRENT RESIDENT	10720 CONCORD HILL CIR	ANCHORAGE	AK	99515
BROOKS KENDRICK D & KAMRYN A	OR CURRENT RESIDENT	10641 CONCORD HILL CIR	ANCHORAGE	AK	99515
PAGE JACKIE RENEE	OR CURRENT RESIDENT	1777 HAMILTON DR	ANCHORAGE	AK	99515
GUNDERSON JOHN A	OR CURRENT RESIDENT	1711 DEMETER DR	ANCHORAGE	AK	99515
STANLEY JOSE A & EMELIA T	OR CURRENT RESIDENT	3430 SOUTHBLUFF CIR	ANCHORAGE	AK	99515
THOMAS RANDALL	OR CURRENT RESIDENT	1760 MINERVA WAY	ANCHORAGE	AK	99515
BILLY BRINSON	OR CURRENT RESIDENT	1730 MINERVA WAY	ANCHORAGE	AK	99515
MICHAEL SANTANGELO	OR CURRENT RESIDENT	1720 MINERVA WAY	ANCHORAGE	AK	99515
GEORGE JARRETT	OR CURRENT RESIDENT	1740 MINERVA WAY	ANCHORAGE	AK	99515
EDWARD CROSSMON	OR CURRENT RESIDENT	1801 MINERVA WAY	ANCHORAGE	AK	99515
RAINER LUDWIG	OR CURRENT RESIDENT	1800 MINERVA WAY	ANCHORAGE	AK	99515

RESIDENT		1810 MINERVA WAY	ANCHORAGE	AK	99515
THOMAS FIELDING	OR CURRENT RESIDENT	1840 MINERVA WAY	ANCHORAGE	AK	99515
MARK POWELL	OR CURRENT RESIDENT	1860 MINERVA WAY	ANCHORAGE	AK	99515
CURTIS MAYS	OR CURRENT RESIDENT	1855 MINERVA WAY	ANCHORAGE	AK	99515
OCCUPANT		1820 W DIMOND BLVD	ANCHORAGE	AK	99515
OCCUPANT		1801 W DIMOND BLVD	ANCHORAGE	AK	99515
RESIDENT		1901 MINERVA WAY APT 6	ANCHORAGE	AK	99515
SCOTT SHELLHORN	OR CURRENT RESIDENT	1901 MINERVA WAY APT 8	ANCHORAGE	AK	99515
RESIDENT		1901 MINERVA WAY APT 1	ANCHORAGE	AK	99515
LEEANN GUNTER	OR CURRENT RESIDENT	1901 MINERVA WAY APT 7	ANCHORAGE	AK	99515
DAVID ROE	OR CURRENT RESIDENT	1901 MINERVA WAY APT 5	ANCHORAGE	AK	99515
LEE MILLER	OR CURRENT RESIDENT	1901 MINERVA WAY APT 2	ANCHORAGE	AK	99515
RESIDENT		1901 MINERVA WAY APT 3	ANCHORAGE	AK	99515
LEE THROM	OR CURRENT RESIDENT	1901 MINERVA WAY APT 4	ANCHORAGE	AK	99515
ELIJAH POWELL	OR CURRENT RESIDENT	1710 ADONIS DR	ANCHORAGE	AK	99515
THOMAS JONES	OR CURRENT RESIDENT	1750 ADONIS DR	ANCHORAGE	AK	99515
JOHN HOWARD	OR CURRENT RESIDENT	1700 ADONIS DR	ANCHORAGE	AK	99515
RESIDENT		1730 ADONIS DR	ANCHORAGE	AK	99515
GARY FULLER	OR CURRENT RESIDENT	1701 ADONIS DR	ANCHORAGE	AK	99515
JUSTIN LYNCH	OR CURRENT RESIDENT	1723 ADONIS DR	ANCHORAGE	AK	99515
ROBERT KOWATCH	OR CURRENT RESIDENT	1628 ADONIS DR	ANCHORAGE	AK	99515
LENA NAYLOR	OR CURRENT RESIDENT	1629 ADONIS DR	ANCHORAGE	AK	99515
CARLA WILLIAMS	OR CURRENT RESIDENT	1735 MINERVA WAY	ANCHORAGE	AK	99515
JESSICA URENA	OR CURRENT RESIDENT	1743 MINERVA WAY	ANCHORAGE	AK	99515
ETHELYN TAYLOR	OR CURRENT RESIDENT	1761 MINERVA WAY	ANCHORAGE	AK	99515
ROBERT BUTCHER	OR CURRENT RESIDENT	1808 IRA DR	ANCHORAGE	AK	99515
SANTIAGO HERNANDEZ	OR CURRENT RESIDENT	9301 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9330 APHRODITE DR	ANCHORAGE	AK	99515
NOEL ORTILLA	OR CURRENT RESIDENT	9331 APHRODITE DR	ANCHORAGE	AK	99515
MALYN CORRAL	OR CURRENT RESIDENT	9310 APHRODITE DR	ANCHORAGE	AK	99515
MARK EVERSON	OR CURRENT RESIDENT	9320 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9321 APHRODITE DR	ANCHORAGE	AK	99515
MARGARET SARGENT	OR CURRENT RESIDENT	9300 APHRODITE DR	ANCHORAGE	AK	99515
CHARLES BAILEY	OR CURRENT RESIDENT	9521 APHRODITE DR	ANCHORAGE	AK	99515
MICHAEL WALLINE	OR CURRENT RESIDENT	9510 APHRODITE DR	ANCHORAGE	AK	99515
KURT SPENCER	OR CURRENT RESIDENT	9501 APHRODITE DR	ANCHORAGE	AK	99515
RALPH MILLER	OR CURRENT RESIDENT	9530 APHRODITE DR	ANCHORAGE	AK	99515
JAMES TALSMA	OR CURRENT RESIDENT	9500 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9520 APHRODITE DR	ANCHORAGE	AK	99515
THOMAS KIMBLE	OR CURRENT RESIDENT	1702 IRA DR	ANCHORAGE	AK	99515
HENRY GILL	OR CURRENT RESIDENT	1760 IRA DR	ANCHORAGE	AK	99515
ALEJANDRO TUNGUL	OR CURRENT RESIDENT	1776 IRA DR	ANCHORAGE	AK	99515
CHRISTINA LABORDE	OR CURRENT RESIDENT	1748 IRA DR	ANCHORAGE	AK	99515
RESIDENT		1792 IRA DR	ANCHORAGE	AK	99515
DENNIS LONG	OR CURRENT RESIDENT	9411 APHRODITE DR	ANCHORAGE	AK	99515
EVERETT TAYLOR	OR CURRENT RESIDENT	9420 APHRODITE DR	ANCHORAGE	AK	99515
DENNIS CALHOUN	OR CURRENT RESIDENT	9410 APHRODITE DR	ANCHORAGE	AK	99515

ADAM BREIDINGER	OR CURRENT RESIDENT	9430 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9401 APHRODITE DR	ANCHORAGE	AK	99515
MAX HUHNDORF	OR CURRENT RESIDENT	9400 APHRODITE DR	ANCHORAGE	AK	99515
DAISY DEMIENTIEFF	OR CURRENT RESIDENT	9210 APHRODITE DR	ANCHORAGE	AK	99515
BRENDA HASTIE	OR CURRENT RESIDENT	9240 APHRODITE DR	ANCHORAGE	AK	99515
RUBEN CELARIO	OR CURRENT RESIDENT	9230 APHRODITE DR	ANCHORAGE	AK	99515
MARY STANLEY	OR CURRENT RESIDENT	9200 APHRODITE DR	ANCHORAGE	AK	99515
ERIC ODEGARD	OR CURRENT RESIDENT	9201 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9290 APHRODITE DR	ANCHORAGE	AK	99515
LESLIE HEIDEN	OR CURRENT RESIDENT	9260 APHRODITE DR	ANCHORAGE	AK	99515
LYLA SCHRINER	OR CURRENT RESIDENT	9220 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9162 APHRODITE DR	ANCHORAGE	AK	99515
RESIDENT		9180 APHRODITE DR	ANCHORAGE	AK	99515
OCCUPANT		1301 W 100TH AVE	ANCHORAGE	AK	99515
KENT SMITH	OR CURRENT RESIDENT	1931 WASHINGTON AVE	ANCHORAGE	AK	99515
BYUNGHO YOO	OR CURRENT RESIDENT	1921 WASHINGTON AVE	ANCHORAGE	AK	99515
THOMAS DEATON	OR CURRENT RESIDENT	1911 WASHINGTON AVE	ANCHORAGE	AK	99515
HEIDI REDICK	OR CURRENT RESIDENT	1773 CONCORD HILL DR	ANCHORAGE	AK	99515
JASON STACEY	OR CURRENT RESIDENT	1734 CONCORD HILL DR	ANCHORAGE	AK	99515
DENECE SCOTT	OR CURRENT RESIDENT	1704 CONCORD HILL DR	ANCHORAGE	AK	99515
RESIDENT		1754 CONCORD HILL DR	ANCHORAGE	AK	99515
GEORGE KENDALL	OR CURRENT RESIDENT	1763 CONCORD HILL DR	ANCHORAGE	AK	99515
KATHRYN ECKHOFF	OR CURRENT RESIDENT	1834 CONCORD HILL DR	ANCHORAGE	AK	99515
MICHAEL MITCHELL	OR CURRENT RESIDENT	1833 CONCORD HILL DR	ANCHORAGE	AK	99515
RESIDENT		1844 CONCORD HILL DR	ANCHORAGE	AK	99515
LANE YARBROUGH	OR CURRENT RESIDENT	1813 CONCORD HILL DR	ANCHORAGE	AK	99515
KAREN SPRING	OR CURRENT RESIDENT	1824 CONCORD HILL DR	ANCHORAGE	AK	99515
WILLIAM ZAGROCKI	OR CURRENT RESIDENT	1803 CONCORD HILL DR	ANCHORAGE	AK	99515
EMILY TALARO	OR CURRENT RESIDENT	1823 CONCORD HILL DR	ANCHORAGE	AK	99515
JAMES NELSON	OR CURRENT RESIDENT	1904 CONCORD HILL DR	ANCHORAGE	AK	99515
SHEILA HEFLIN	OR CURRENT RESIDENT	1934 CONCORD HILL DR	ANCHORAGE	AK	99515
TRANCIS DEES	OR CURRENT RESIDENT	1944 CONCORD HILL DR	ANCHORAGE	AK	99515
JOSEPH LONGO	OR CURRENT RESIDENT	1924 CONCORD HILL DR	ANCHORAGE	AK	99515
PATRICIA BRUNELLE	OR CURRENT RESIDENT	1954 CONCORD HILL DR	ANCHORAGE	AK	99515
DEBORAH SCARBOROUGH	OR CURRENT RESIDENT	1923 CONCORD HILL DR	ANCHORAGE	AK	99515
KENNETH BOGNER	OR CURRENT RESIDENT	1913 CONCORD HILL DR	ANCHORAGE	AK	99515
RANDALL SMITH	OR CURRENT RESIDENT	1903 CONCORD HILL DR	ANCHORAGE	AK	99515
RESIDENT		10620 REPUBLIC CIR	ANCHORAGE	AK	99515
DANIEL RUFEN-BLANCHETTE	OR CURRENT RESIDENT	10611 REPUBLIC CIR	ANCHORAGE	AK	99515
KIN KO	OR CURRENT RESIDENT	10610 REPUBLIC CIR	ANCHORAGE	AK	99515
GLORIA LEVI	OR CURRENT RESIDENT	10651 REPUBLIC CIR	ANCHORAGE	AK	99515
DAVID BOOKER	OR CURRENT RESIDENT	10640 REPUBLIC CIR	ANCHORAGE	AK	99515
MICHAEL RODRIGUEZ	OR CURRENT RESIDENT	10631 REPUBLIC CIR	ANCHORAGE	AK	99515
GREGORY WALKER	OR CURRENT RESIDENT	10630 REPUBLIC CIR	ANCHORAGE	AK	99515
ROGER MORRIS	OR CURRENT RESIDENT	10621 REPUBLIC CIR	ANCHORAGE	AK	99515
PATRICK HOOGERHYDE	OR CURRENT RESIDENT	10641 REPUBLIC CIR	ANCHORAGE	AK	99515
MELISSA TALARO	OR CURRENT RESIDENT	1832 WASHINGTON AVE	ANCHORAGE	AK	99515

PATRICIA TOWSLEE	OR CURRENT RESIDENT	1822 WASHINGTON AVE	ANCHORAGE	AK	99515
CHAD ISAACS	OR CURRENT RESIDENT	10613 LAFAYETTE CIR	ANCHORAGE	AK	99515
NORRIS BELL	OR CURRENT RESIDENT	10632 LAFAYETTE CIR	ANCHORAGE	AK	99515
RESIDENT		10612 LAFAYETTE CIR	ANCHORAGE	AK	99515
ROGER STICKNEY	OR CURRENT RESIDENT	10653 LAFAYETTE CIR	ANCHORAGE	AK	99515
SCOTT MCCULLOCH	OR CURRENT RESIDENT	10702 LAFAYETTE CIR	ANCHORAGE	AK	99515
BRETT BISSELL	OR CURRENT RESIDENT	10703 LAFAYETTE CIR	ANCHORAGE	AK	99515
JERRY MCCOY	OR CURRENT RESIDENT	1912 WASHINGTON AVE	ANCHORAGE	AK	99515
HOWARD MORSE	OR CURRENT RESIDENT	1922 WASHINGTON AVE	ANCHORAGE	AK	99515
JOSPER VILLEGAS	OR CURRENT RESIDENT	1800 W 104TH AVE	ANCHORAGE	AK	99515
DANNY BERKSHIRE	OR CURRENT RESIDENT	1810 W 104TH AVE	ANCHORAGE	AK	99515
PAOLINA HERNANDEZ	OR CURRENT RESIDENT	10640 CONCORD HILL CIR	ANCHORAGE	AK	99515
TIMOTHY BURZINSKI	OR CURRENT RESIDENT	10600 CONCORD HILL CIR	ANCHORAGE	AK	99515
JAMES TRIPLETT	OR CURRENT RESIDENT	10650 CONCORD HILL CIR	ANCHORAGE	AK	99515
BEN BELL	OR CURRENT RESIDENT	10620 CONCORD HILL CIR	ANCHORAGE	AK	99515
CLINT FARLEY	OR CURRENT RESIDENT	10701 CONCORD HILL CIR	ANCHORAGE	AK	99515
CAROL HOOKER	OR CURRENT RESIDENT	10721 CONCORD HILL CIR	ANCHORAGE	AK	99515
MICHAEL BEARDSLEY	OR CURRENT RESIDENT	10541 CONCORD HILL CIR	ANCHORAGE	AK	99515
PATRICK DOLAN	OR CURRENT RESIDENT	10561 CONCORD HILL CIR	ANCHORAGE	AK	99515
RESIDENT		10551 CONCORD HILL CIR	ANCHORAGE	AK	99515
RESIDENT		1719 ADAMS CIR	ANCHORAGE	AK	99515
RESIDENT		1760 ADAMS CIR	ANCHORAGE	AK	99515
WILLIAM VETTER	OR CURRENT RESIDENT	1751 ADAMS CIR	ANCHORAGE	AK	99515
WON ZONG	OR CURRENT RESIDENT	1720 ADAMS CIR	ANCHORAGE	AK	99515
ERIC COLEMAN	OR CURRENT RESIDENT	1761 ADAMS CIR	ANCHORAGE	AK	99515
DEBORAH RHODES	OR CURRENT RESIDENT	1741 ADAMS CIR	ANCHORAGE	AK	99515
RESIDENT		1707 ADAMS CIR	ANCHORAGE	AK	99515
GARY FERRENBURG	OR CURRENT RESIDENT	1809 W 104TH AVE	ANCHORAGE	AK	99515
PAT HALLETT	OR CURRENT RESIDENT	1697 W 104TH AVE	ANCHORAGE	AK	99515
HEATHER HORTON	OR CURRENT RESIDENT	1665 W 104TH AVE	ANCHORAGE	AK	99515
RESIDENT		1689 W 104TH AVE	ANCHORAGE	AK	99515
JULIE VANDENBOS	OR CURRENT RESIDENT	1730 W 104TH AVE	ANCHORAGE	AK	99515
ROBERT BROWN	OR CURRENT RESIDENT	1700 W 104TH AVE	ANCHORAGE	AK	99515
RAYMOND RACELA	OR CURRENT RESIDENT	1720 W 104TH AVE	ANCHORAGE	AK	99515
JEREMY HAYES	OR CURRENT RESIDENT	1710 W 104TH AVE	ANCHORAGE	AK	99515
RICHARD HOBBS	OR CURRENT RESIDENT	1655 IRA DR	ANCHORAGE	AK	99515
DISLY PARAGAS	OR CURRENT RESIDENT	1679 IRA DR	ANCHORAGE	AK	99515
GREGGORY OLSON	OR CURRENT RESIDENT	1640 IRA DR	ANCHORAGE	AK	99515
ALVARO SUAREZ	OR CURRENT RESIDENT	1631 IRA DR	ANCHORAGE	AK	99515
WILLIAM WILLIAMS	OR CURRENT RESIDENT	1697 IRA DR	ANCHORAGE	AK	99515
STEPHEN ZELLA	OR CURRENT RESIDENT	1641 DEMETER DR	ANCHORAGE	AK	99515
DANIEL THIBAULT	OR CURRENT RESIDENT	1620 DEMETER DR	ANCHORAGE	AK	99515
JULIA BERNIER	OR CURRENT RESIDENT	1601 DEMETER DR	ANCHORAGE	AK	99515
RESIDENT		1621 DEMETER DR	ANCHORAGE	AK	99515
JOHN PARLBERG	OR CURRENT RESIDENT	1600 DEMETER DR	ANCHORAGE	AK	99515
RESIDENT		1701 DEMETER DR	ANCHORAGE	AK	99515
MARGIE THOMPSON	OR CURRENT RESIDENT	9320 ERIS DR	ANCHORAGE	AK	99515

KRISTIE DRURY	OR CURRENT RESIDENT	9341 ERIS DR	ANCHORAGE	AK	99515
TROY LEONARD	OR CURRENT RESIDENT	9431 ERIS DR	ANCHORAGE	AK	99515
TERRY PALAGYI	OR CURRENT RESIDENT	9430 ERIS DR	ANCHORAGE	AK	99515
MATTHEW GATES	OR CURRENT RESIDENT	9410 ERIS DR	ANCHORAGE	AK	99515
RESIDENT		9420 ERIS DR	ANCHORAGE	AK	99515
ROBERT ENGLEMAN	OR CURRENT RESIDENT	9501 ERIS DR	ANCHORAGE	AK	99515
JOHN ESTABROOK	OR CURRENT RESIDENT	9859 POSEIDON DR	ANCHORAGE	AK	99515
ELLA BROWN	OR CURRENT RESIDENT	9820 POSEIDON DR	ANCHORAGE	AK	99515
RESIDENT		9841 POSEIDON DR	ANCHORAGE	AK	99515
ROBERT ROSE	OR CURRENT RESIDENT	9802 POSEIDON DR	ANCHORAGE	AK	99515
SHAWN VAN DUREN	OR CURRENT RESIDENT	9907 POSEIDON DR	ANCHORAGE	AK	99515
HAY KWAN	OR CURRENT RESIDENT	9943 POSEIDON DR	ANCHORAGE	AK	99515
ANTONIO BATES	OR CURRENT RESIDENT	9958 POSEIDON DR	ANCHORAGE	AK	99515
SUN SIMS	OR CURRENT RESIDENT	9961 POSEIDON DR	ANCHORAGE	AK	99515
LEEANN FRENCH	OR CURRENT RESIDENT	1811 W 99TH AVE	ANCHORAGE	AK	99515
RANDY MITCHELL	OR CURRENT RESIDENT	1739 W 99TH AVE	ANCHORAGE	AK	99515
JASON DALTON	OR CURRENT RESIDENT	1775 W 99TH AVE	ANCHORAGE	AK	99515
JAN KLUSKA	OR CURRENT RESIDENT	1709 W 99TH AVE	ANCHORAGE	AK	99515
BRAD WATTS	OR CURRENT RESIDENT	1740 W 99TH AVE	ANCHORAGE	AK	99515
TIMOTHY CRUMRINE	OR CURRENT RESIDENT	1721 W 99TH AVE	ANCHORAGE	AK	99515
JUN ROBINSON	OR CURRENT RESIDENT	1722 W 99TH AVE	ANCHORAGE	AK	99515
IRENE BULAONG	OR CURRENT RESIDENT	1825 ADONIS DR	ANCHORAGE	AK	99515
DENNIS STUBBS	OR CURRENT RESIDENT	9718 POSEIDON DR	ANCHORAGE	AK	99515
RESIDENT		9725 POSEIDON DR	ANCHORAGE	AK	99515
JOEL TORRES	OR CURRENT RESIDENT	9754 POSEIDON DR	ANCHORAGE	AK	99515
ELEANOR RILEY	OR CURRENT RESIDENT	9250 BIETINGER DR	ANCHORAGE	AK	99515
KATHY GILLISPIE	OR CURRENT RESIDENT	9300 BIETINGER DR	ANCHORAGE	AK	99515
MAXIMO LAGANSON	OR CURRENT RESIDENT	9310 BIETINGER DR	ANCHORAGE	AK	99515
ADALBERTO PIONER	OR CURRENT RESIDENT	9410 BIETINGER DR	ANCHORAGE	AK	99515
ARTHUR CHICO	OR CURRENT RESIDENT	9420 BIETINGER DR	ANCHORAGE	AK	99515
ROBERTO VALLEJO	OR CURRENT RESIDENT	9440 BIETINGER DR	ANCHORAGE	AK	99515
ALTA PEACE	OR CURRENT RESIDENT	9430 BIETINGER DR	ANCHORAGE	AK	99515
PERRY PALERMO	OR CURRENT RESIDENT	9500 BIETINGER DR	ANCHORAGE	AK	99515
CLEMENS FAMILY TRUST	OR CURRENT RESIDENT	3735 DORA AVE	ANCHORAGE	AK	99516
CARPENTER RUSSELL F	OR CURRENT RESIDENT	5850 RAVEN ROOST CIR	ANCHORAGE	AK	99516
LINK TONY F	OR CURRENT RESIDENT	2411 TRISHA AVE	ANCHORAGE	AK	99516
RUF TIMOTHY	OR CURRENT RESIDENT	11501 BARR RD	ANCHORAGE	AK	99516
CRAFTS CHESTER L & CAROLYN C	OR CURRENT RESIDENT	5801 HOLDEN DR	ANCHORAGE	AK	99516
COHEN ALAN D & CAMILLE M	OR CURRENT RESIDENT	11501 TULIN PARK LOOP	ANCHORAGE	AK	99516
HENDRICKS KEN	OR CURRENT RESIDENT	3556 SAILBOARD CIR	ANCHORAGE	AK	99516
GORDON SETH A	OR CURRENT RESIDENT	5211 E 131ST AVE	ANCHORAGE	AK	99516
BAKER BRIAN D	OR CURRENT RESIDENT	12801 FLORAL LN	ANCHORAGE	AK	99516
MENTRA ENTERPRISES LLC	OR CURRENT RESIDENT	4801 JUMAR AVE	ANCHORAGE	AK	99516
HVEDING FREDERICK J & ELAINA A	OR CURRENT RESIDENT	13310 GLEN ALPS RD	ANCHORAGE	AK	99516
LEE JOHN	OR CURRENT RESIDENT	16100 GRAND BLUFF CIR	ANCHORAGE	AK	99516
KIM MI KYONG	OR CURRENT RESIDENT	11611 ALDERWOOD LOOP	ANCHORAGE	AK	99516
MCVEAGH EDWARD	OR CURRENT RESIDENT	16941 ROBERT DR	ANCHORAGE	AK	99516

JOHN HAGMEIER HOMES LLC	OR CURRENT RESIDENT	2204 CLEVELAND AVE STE 201	ANCHORAGE	AK	99517
BAE JAMES S & HEE YOUNG	OR CURRENT RESIDENT	3202 MILKY WAY CIR	ANCHORAGE	AK	99517
FUNDEEN CARL W	OR CURRENT RESIDENT	2200 CHURCHILL DR	ANCHORAGE	AK	99517
NOONAN HEINZ W	OR CURRENT RESIDENT	3628 CARLETON AVE	ANCHORAGE	AK	99517
EDWARDS STEPHEN E & LINDA L	OR CURRENT RESIDENT	1360 W 73RD AVE	ANCHORAGE	AK	99517
BELL GREGORY W & LANA L	OR CURRENT RESIDENT	2048 ESQUIRE DR	ANCHORAGE	AK	99517
DUNNE CHERYL A	OR CURRENT RESIDENT	3101 W 35TH AVE UNIT C	ANCHORAGE	AK	99517
JOHN HAGMEIER HOMES LLC	OR CURRENT RESIDENT	2204 CLEVELAND AVE # 201	ANCHORAGE	AK	99517
BESHAW RONALD &	OR CURRENT RESIDENT	1320 GRAM CIR	ANCHORAGE	AK	99518
ASHTON KAY E	OR CURRENT RESIDENT	8350 MENTRA ST	ANCHORAGE	AK	99518
STOUT LAURENE & DAVID C	OR CURRENT RESIDENT	1321 W 80TH AVE	ANCHORAGE	AK	99518
CLEVENGER SCOTT & ALICE	OR CURRENT RESIDENT	1321 W 82ND AVE	ANCHORAGE	AK	99518
BURGAN E STEPHEN & CHEREE C	OR CURRENT RESIDENT	1341 W 78TH AVE	ANCHORAGE	AK	99518
BROGDON NICKOMA & NICHOLE	OR CURRENT RESIDENT	1341 W 72ND CIR	ANCHORAGE	AK	99518
DICKEY LYLE E & THANH T	OR CURRENT RESIDENT	1341 W 73RD CIR	ANCHORAGE	AK	99518
STERNER JOHN 50% &	OR CURRENT RESIDENT	7431 WADE CIR	ANCHORAGE	AK	99518
CORONADO SCOTT A & TERESA L	OR CURRENT RESIDENT	1320 KIRSTEN CIR	ANCHORAGE	AK	99518
MORAS JAMES P &	OR CURRENT RESIDENT	1359 JACKSON DR	ANCHORAGE	AK	99518
GARCIA LUIS A & BEATRIZ E	OR CURRENT RESIDENT	7900 MENTRA ST	ANCHORAGE	AK	99518
GORDON KEITH	OR CURRENT RESIDENT	7511 WADE CIR	ANCHORAGE	AK	99518
VALINSKE GERALD D & LAURA L	OR CURRENT RESIDENT	6910 CHAD ST	ANCHORAGE	AK	99518
WILLIAMS RAY & LINDA FAMILY	OR CURRENT RESIDENT	840 W 71ST AVE	ANCHORAGE	AK	99518
GRAHAM DANA M & MICHAEL TODD	OR CURRENT RESIDENT	1301 W 75TH AVE	ANCHORAGE	AK	99518
URI HECTOR & MARY GRACE E	OR CURRENT RESIDENT	1310 GRAM CIR	ANCHORAGE	AK	99518
CHRISTIANSEN FREDDIE	OR CURRENT RESIDENT	7051 CHAD ST	ANCHORAGE	AK	99518
ESPIRITU ROSALIO G JR	OR CURRENT RESIDENT	1331 W 70TH AVE	ANCHORAGE	AK	99518
VILLASENOR JOSE L &	OR CURRENT RESIDENT	6941 CHAD ST	ANCHORAGE	AK	99518
HILL LEE REV INTER VIVOS TRUST	OR CURRENT RESIDENT	1240 W 80TH AVE	ANCHORAGE	AK	99518
ROUZAN RAOUL A & WENDY D	OR CURRENT RESIDENT	8010 MENTRA ST	ANCHORAGE	AK	99518
WERLY CHARLES A	OR CURRENT RESIDENT	7031 CHAD ST	ANCHORAGE	AK	99518
HENDERSON LORI &	OR CURRENT RESIDENT	1330 W 72ND CIR	ANCHORAGE	AK	99518
JUMAO-AS ALEX B & REMEDIOS P	OR CURRENT RESIDENT	8412 BARNETT DR	ANCHORAGE	AK	99518
GUILLEN JOE & GLORIA L	OR CURRENT RESIDENT	1360 W 77TH AVE	ANCHORAGE	AK	99518
GLATT KEVIN A	OR CURRENT RESIDENT	1350 W 79TH AVE	ANCHORAGE	AK	99518
HAM YOUNG JA	OR CURRENT RESIDENT	1320 W 82ND AVE	ANCHORAGE	AK	99518
BURCH JOSEPH C &	OR CURRENT RESIDENT	1321 W 70TH AVE	ANCHORAGE	AK	99518
ALBRECHT JOSEPH R & PATRICIA L	OR CURRENT RESIDENT	8231 MENTRA ST	ANCHORAGE	AK	99518
GORDON MIKE W & PATRICIA A	OR CURRENT RESIDENT	8420 MENTRA CT	ANCHORAGE	AK	99518
DEARING CHRISTOPHER M	OR CURRENT RESIDENT	1341 W 77TH AVE	ANCHORAGE	AK	99518
NIX KENNETH DAVID &	OR CURRENT RESIDENT	1421 W 82ND AVE	ANCHORAGE	AK	99518
BROOKS STEVEN L & KIRSTEN J	OR CURRENT RESIDENT	1321 W 73RD CIR	ANCHORAGE	AK	99518
TILLEMAN MICHAEL C	OR CURRENT RESIDENT	1310 KIRSTEN CIR	ANCHORAGE	AK	99518
BATES CHARLES ROY &	OR CURRENT RESIDENT	7540 CHAD ST	ANCHORAGE	AK	99518
STARR GLEN A & LILLIAN J	OR CURRENT RESIDENT	6900 CHAD ST	ANCHORAGE	AK	99518
MARKOS-MOYER B T & BOYD A	OR CURRENT RESIDENT	6825 CHAD ST	ANCHORAGE	AK	99518
SCHOCK ERIK & CORISSA	OR CURRENT RESIDENT	7100 CHAD ST	ANCHORAGE	AK	99518
GAUTHIER RYAN E 50% &	OR CURRENT RESIDENT	8260 BARNETT DR # 1	ANCHORAGE	AK	99518

CHOE YONG H	OR CURRENT RESIDENT	8442 BARNETT DR	ANCHORAGE	AK	99518
BROWN JAMES A	OR CURRENT RESIDENT	7020 CHAD ST	ANCHORAGE	AK	99518
KURTZ MARJORIE L & STEVEN C	OR CURRENT RESIDENT	7010 CHAD ST	ANCHORAGE	AK	99518
COTTON JESSICA K	OR CURRENT RESIDENT	8433 BARNETT DR	ANCHORAGE	AK	99518
SIIRA JOHN A & KATHLEEN A	OR CURRENT RESIDENT	1360 W 78TH AVE	ANCHORAGE	AK	99518
HESS DIANA K	OR CURRENT RESIDENT	8000 MENTRA ST	ANCHORAGE	AK	99518
COLE H WILLIAM	OR CURRENT RESIDENT	8400 MENTRA ST	ANCHORAGE	AK	99518
ERNISSE ROBERT E 50% &	OR CURRENT RESIDENT	7820 MENTRA ST	ANCHORAGE	AK	99518
FRIES SALLY A	OR CURRENT RESIDENT	1331 GRAM CIR	ANCHORAGE	AK	99518
WETMORE AEMON 50% &	OR CURRENT RESIDENT	1360 W 72ND CIR	ANCHORAGE	AK	99518
TREJO LORENZO & IRMA 50% &	OR CURRENT RESIDENT	1340 W 78TH AVE	ANCHORAGE	AK	99518
NELSON MITCHELL A	OR CURRENT RESIDENT	1350 W 78TH AVE	ANCHORAGE	AK	99518
CONCORD HILL PLANNED	OR CURRENT RESIDENT	5631 SILVERADO WAY STE F	ANCHORAGE	AK	99518
GARDNER WARREN C & JESSICA D	OR CURRENT RESIDENT	1320 W 70TH AVE	ANCHORAGE	AK	99518
KARELLA JEROME E &	OR CURRENT RESIDENT	1311 W 72ND CIR	ANCHORAGE	AK	99518
DENSLOW DAVID B & MELISA R	OR CURRENT RESIDENT	8521 MENTRA CIR	ANCHORAGE	AK	99518
PRZECZEWSKI JOSH & KERRI	OR CURRENT RESIDENT	7330 CHAD ST	ANCHORAGE	AK	99518
KILLEEN JOSEPH J	OR CURRENT RESIDENT	8520 MENTRA CIR	ANCHORAGE	AK	99518
CAPALA VINCENTE B JR &	OR CURRENT RESIDENT	7451 WADE CIR	ANCHORAGE	AK	99518
STABIO MATTHEW P & ALLISON	OR CURRENT RESIDENT	1350 W 70TH AVE	ANCHORAGE	AK	99518
MCDOUGALL PETER V	OR CURRENT RESIDENT	1180 W 70TH AVE	ANCHORAGE	AK	99518
CONSTINIANO FELIX V JR &	OR CURRENT RESIDENT	1311 KIRSTEN CIR	ANCHORAGE	AK	99518
YMERI SALIH I & HASIBE	OR CURRENT RESIDENT	1340 W 80TH AVE	ANCHORAGE	AK	99518
GNERICH MARC E & DEBBIE A	OR CURRENT RESIDENT	1340 GRAM CIR	ANCHORAGE	AK	99518
MURDOCK DAVID M & JUDITH	OR CURRENT RESIDENT	8500 MENTRA ST	ANCHORAGE	AK	99518
SARAPHANH OU & SOMBOON	OR CURRENT RESIDENT	1370 JACKSON DR	ANCHORAGE	AK	99518
SHINSATO FAMILY TRUST	OR CURRENT RESIDENT	1301 W 78TH AVE	ANCHORAGE	AK	99518
CHEEK KARLA J	OR CURRENT RESIDENT	1342 JACKSON DR	ANCHORAGE	AK	99518
HOWARD MICHAEL R & IZABELLA O	OR CURRENT RESIDENT	6820 CHAD ST	ANCHORAGE	AK	99518
BUNNELL LUKE A & RACHEL K	OR CURRENT RESIDENT	8440 MENTRA CT	ANCHORAGE	AK	99518
BYRD CHAD M	OR CURRENT RESIDENT	8208 MENTRA ST	ANCHORAGE	AK	99518
BENTON MAJOR B	OR CURRENT RESIDENT	1370 W 77TH AVE	ANCHORAGE	AK	99518
PEACE STEPHANIE L	OR CURRENT RESIDENT	1321 W 78TH AVE	ANCHORAGE	AK	99518
SCHMIDLKOFER STEVEN P &	OR CURRENT RESIDENT	7410 CHAD ST	ANCHORAGE	AK	99518
FOSBERG ROSS A & JILL M	OR CURRENT RESIDENT	8221 MENTRA ST	ANCHORAGE	AK	99518
BARLOW ROSE M	OR CURRENT RESIDENT	609 KING ARTHUR CIR	ANCHORAGE	AK	99518
MERCULIEF RICHARD E	OR CURRENT RESIDENT	7420 CHAD ST	ANCHORAGE	AK	99518
BERNIK MARK A	OR CURRENT RESIDENT	1241 W 79TH AVE	ANCHORAGE	AK	99518
HALL JOSHUA D &	OR CURRENT RESIDENT	6930 CHAD ST	ANCHORAGE	AK	99518
BOVEE WILLIAM C SR & BETTY SUE	OR CURRENT RESIDENT	1350 W 73RD CIR	ANCHORAGE	AK	99518
ZIMMER TRACY M & SONDRA K	OR CURRENT RESIDENT	1351 W 72ND CIR	ANCHORAGE	AK	99518
BALL DEAN K	OR CURRENT RESIDENT	7411 WADE CIR	ANCHORAGE	AK	99518
QUINTO LAZARO G & SALLY M	OR CURRENT RESIDENT	1330 GRAM CIR	ANCHORAGE	AK	99518
JONES THOMAS E & DEBORAH L	OR CURRENT RESIDENT	1330 W 77TH AVE	ANCHORAGE	AK	99518
PERRINS SUZANNE M & KEITH A	OR CURRENT RESIDENT	1341 HEIDI CIR	ANCHORAGE	AK	99518
MARCUM PATRICIA B	OR CURRENT RESIDENT	1301 W 72ND CIR	ANCHORAGE	AK	99518
SMITH DAVID A & JUDITH A	OR CURRENT RESIDENT	1311 W 77TH AVE	ANCHORAGE	AK	99518

KILANOWSKI GERALD J	OR CURRENT RESIDENT	1311 W 75TH AVE	ANCHORAGE	AK	99518
ANDREWS NATHAN K	OR CURRENT RESIDENT	8011 MENTRA ST	ANCHORAGE	AK	99518
NAKANISHI ALLAN S & ELIZABETH	OR CURRENT RESIDENT	8460 BARNETT DR	ANCHORAGE	AK	99518
GERRARD JERAMIE J 50% &	OR CURRENT RESIDENT	1341 W 70TH AVE	ANCHORAGE	AK	99518
BENDIXEN VICKI GAIL	OR CURRENT RESIDENT	1340 W 72ND CIR	ANCHORAGE	AK	99518
BAIRD JEFFREY C	OR CURRENT RESIDENT	7440 WADE CIR	ANCHORAGE	AK	99518
HENRY PAUL L &	OR CURRENT RESIDENT	1300 W 78TH AVE	ANCHORAGE	AK	99518
PETERSON STEPHEN W &	OR CURRENT RESIDENT	8448 BARNETT DR	ANCHORAGE	AK	99518
LUCERO H & M LIVING TRUST	OR CURRENT RESIDENT	1320 W 80TH AVE	ANCHORAGE	AK	99518
SUMMERHAYS DONALD J	OR CURRENT RESIDENT	7910 MENTRA ST	ANCHORAGE	AK	99518
WISE GARY L & VICKIE J	OR CURRENT RESIDENT	1341 KIRSTEN CIR	ANCHORAGE	AK	99518
WEBBER DONALD L & ALICE L	OR CURRENT RESIDENT	7070 CHAD ST	ANCHORAGE	AK	99518
GUY ANDREW J & MINNIE A	OR CURRENT RESIDENT	1411 W 82ND AVE	ANCHORAGE	AK	99518
JOHNSON DONALD	OR CURRENT RESIDENT	1311 GRAM CIR	ANCHORAGE	AK	99518
KEIM ACE CHARLES	OR CURRENT RESIDENT	1321 GRAM CIR	ANCHORAGE	AK	99518
HALVERSON SEAN C 50% &	OR CURRENT RESIDENT	8211 MENTRA ST	ANCHORAGE	AK	99518
ROTH MARILYN H LIVING TRUST	OR CURRENT RESIDENT	8040 KING ST	ANCHORAGE	AK	99518
ELLWEIN VERNON D & PATRICIA F	OR CURRENT RESIDENT	8200 BARNETT DR	ANCHORAGE	AK	99518
TEILBORG THOMAS E &	OR CURRENT RESIDENT	1320 W 72ND CIR	ANCHORAGE	AK	99518
PALMA ROGELIO & TERESITA	OR CURRENT RESIDENT	7050 CHAD ST	ANCHORAGE	AK	99518
SIMONE DOLENE L	OR CURRENT RESIDENT	1301 W 73RD CIR	ANCHORAGE	AK	99518
CORKERY JAMES PAUL 1/3 &	OR CURRENT RESIDENT	7901 MENTRA ST	ANCHORAGE	AK	99518
GORMAN JASON &	OR CURRENT RESIDENT	1369 JACKSON DR	ANCHORAGE	AK	99518
MICHAELS CHARLES V &	OR CURRENT RESIDENT	8451 BARNETT DR	ANCHORAGE	AK	99518
CHUGACH ELECTRIC ASSOC INC	OR CURRENT RESIDENT	5601 MINNESOTA DR	ANCHORAGE	AK	99518
BERNTSEN DARRELL D &	OR CURRENT RESIDENT	8320 BARNETT DR	ANCHORAGE	AK	99518
FENTON JAMES W & RUTHIE	OR CURRENT RESIDENT	6950 CHAD ST	ANCHORAGE	AK	99518
TURNER SONIA A 50% & &	OR CURRENT RESIDENT	1360 W 79TH AVE	ANCHORAGE	AK	99518
RAINER ROBERT W & CORINA L	OR CURRENT RESIDENT	8415 BARNETT DR	ANCHORAGE	AK	99518
SCHWIN PETER A	OR CURRENT RESIDENT	7400 CHAD ST	ANCHORAGE	AK	99518
HEALY RONALD L & MARY ELLEN	OR CURRENT RESIDENT	8531 MENTRA CIR	ANCHORAGE	AK	99518
ALARCON JULIA S	OR CURRENT RESIDENT	1331 W 77TH AVE	ANCHORAGE	AK	99518
HANSON SCOTT &	OR CURRENT RESIDENT	6940 CHAD ST	ANCHORAGE	AK	99518
JOHNSON MARK & BERTHA LIVING	OR CURRENT RESIDENT	1350 HEIDI CIR	ANCHORAGE	AK	99518
SHEA MICHAEL K & SHIRLEY L	OR CURRENT RESIDENT	1341 W 79TH AVE	ANCHORAGE	AK	99518
BOCK JEANETTE E	OR CURRENT RESIDENT	7060 CHAD ST	ANCHORAGE	AK	99518
GABBERT JEWEL	OR CURRENT RESIDENT	1423 W 82ND AVE	ANCHORAGE	AK	99518
PORTER JOHN F & MARILYN B	OR CURRENT RESIDENT	1301 W 80TH AVE	ANCHORAGE	AK	99518
BISH TASHA N & JUSTIN C	OR CURRENT RESIDENT	7510 WADE CIR	ANCHORAGE	AK	99518
OLSON RICHARD K & SANDRA E	OR CURRENT RESIDENT	1340 W 70TH AVE	ANCHORAGE	AK	99518
ROLEY FAMILY TRUST	OR CURRENT RESIDENT	8409 MENTRA ST	ANCHORAGE	AK	99518
ANDERSON JOHN P REV TRUST	OR CURRENT RESIDENT	7531 WADE CIR	ANCHORAGE	AK	99518
CHUGACH ELECTRIC ASSOCIATION	OR CURRENT RESIDENT	5601 ELECTRON DRIVE	ANCHORAGE	AK	99518
REED ALLEN &	OR CURRENT RESIDENT	7430 WADE CIR	ANCHORAGE	AK	99518
NELSON IVAN L & TONYE	OR CURRENT RESIDENT	8540 MENTRA CIR	ANCHORAGE	AK	99518
LADEGARD RYAN	OR CURRENT RESIDENT	7080 CHAD ST	ANCHORAGE	AK	99518
BRYAN BRUCE & KIM	OR CURRENT RESIDENT	7041 CHAD ST	ANCHORAGE	AK	99518

SAMPLE ARTHUR T III &	OR CURRENT RESIDENT	8457 BARNETT DR	ANCHORAGE	AK	99518
DIGGS JEFFREY A & CYNTHIA L	OR CURRENT RESIDENT	1330 W 70TH AVE	ANCHORAGE	AK	99518
KEY TRAVIS L	OR CURRENT RESIDENT	7140 CHAD ST	ANCHORAGE	AK	99518
THOMAS FAMILY TRUST THE	OR CURRENT RESIDENT	8321 BARNETT DR	ANCHORAGE	AK	99518
CORNEJO ISRAEL	OR CURRENT RESIDENT	7030 CHERYL ST	ANCHORAGE	AK	99518
BREENE HOWARD E 50% &	OR CURRENT RESIDENT	8410 MENTRA CT	ANCHORAGE	AK	99518
ANDERSON WAYNE D	OR CURRENT RESIDENT	8210 MENTRA ST # A	ANCHORAGE	AK	99518
HOOD RICHARD L & ERMA J	OR CURRENT RESIDENT	7530 WADE CIR	ANCHORAGE	AK	99518
HABER EIKO REVOCABLE TRUST	OR CURRENT RESIDENT	7320 CHAD ST	ANCHORAGE	AK	99518
LAWHON LLOYD WOODS JR &	OR CURRENT RESIDENT	1401 W 82ND AVE	ANCHORAGE	AK	99518
FOSTER DANNY HAROLD & LUANNA L	OR CURRENT RESIDENT	7040 CHAD ST	ANCHORAGE	AK	99518
WINBUSH LINDA KAY	OR CURRENT RESIDENT	1341 W 80TH AVE	ANCHORAGE	AK	99518
SIFSOF BRYAN K & NADIA A	OR CURRENT RESIDENT	7520 CHAD ST	ANCHORAGE	AK	99518
TUCK CHRISTOPHER S	OR CURRENT RESIDENT	8220 BARNETT DR # 2	ANCHORAGE	AK	99518
HOWARD NORVELL & YOSHIMI S	OR CURRENT RESIDENT	1351 KIRSTEN CIR	ANCHORAGE	AK	99518
GROTHA JAMES E & BARBARA A	OR CURRENT RESIDENT	1360 W 70TH AVE	ANCHORAGE	AK	99518
YATES MARK A	OR CURRENT RESIDENT	1350 W 72ND CIR	ANCHORAGE	AK	99518
FAUBER BETTY L	OR CURRENT RESIDENT	1321 W 72ND CIR	ANCHORAGE	AK	99518
PETERS JOSEPH I 50% &	OR CURRENT RESIDENT	1321 HEIDI CIR	ANCHORAGE	AK	99518
GRANT DANNA C	OR CURRENT RESIDENT	7200 CHAD ST	ANCHORAGE	AK	99518
DUDLEY DUANE E	OR CURRENT RESIDENT	8501 MENTRA ST	ANCHORAGE	AK	99518
SMITH JASON D &	OR CURRENT RESIDENT	1310 W 77TH AVE	ANCHORAGE	AK	99518
DUPIER NANCI K	OR CURRENT RESIDENT	810 W 70TH AVE	ANCHORAGE	AK	99518
SWANSON MICHAEL A	OR CURRENT RESIDENT	1320 JACKSON DR	ANCHORAGE	AK	99518
HENDERSON LONZO & BETTY L	OR CURRENT RESIDENT	8541 MENTRA CIR	ANCHORAGE	AK	99518
ANCHORAGE COMMUNITY	OR CURRENT RESIDENT	6689 SEAFOOD DR	ANCHORAGE	AK	99518
ADAMS RODNEY A JR & MIRTA Y	OR CURRENT RESIDENT	6960 CHAD ST	ANCHORAGE	AK	99518
BLAKE THOMAS D & MAXINE A	OR CURRENT RESIDENT	8214 MENTRA ST # 1	ANCHORAGE	AK	99518
OBEIDI SAMIR M & AMAL S	OR CURRENT RESIDENT	1310 W 80TH AVE	ANCHORAGE	AK	99518
UDELHOVEN OILFIELD SYSTEM	OR CURRENT RESIDENT	184 E 53RD AVE	ANCHORAGE	AK	99518
FODE ETHAN A & LOUISE E W	OR CURRENT RESIDENT	1340 W 73RD CIR	ANCHORAGE	AK	99518
MCC RADIO LLC	OR CURRENT RESIDENT	301 ARCTIC SLOPE AVE STE 200	ANCHORAGE	AK	99518
DUSHKIN TIMOTHY P	OR CURRENT RESIDENT	8350 BARNETT DR	ANCHORAGE	AK	99518
CHUNG MEE SON & KIM DAEHNKE	OR CURRENT RESIDENT	7000 CHAD ST	ANCHORAGE	AK	99518
PARKER KELLY M	OR CURRENT RESIDENT	8560 MENTRA CIR	ANCHORAGE	AK	99518
CALLAWAY ROY E & DIANE T	OR CURRENT RESIDENT	8511 MENTRA CIR	ANCHORAGE	AK	99518
ANCHORAGE SPORTSPLEX INC	OR CURRENT RESIDENT	6501 CHANGEPOINT DRIVE	ANCHORAGE	AK	99518
NILLES LOREN P & RUBY J	OR CURRENT RESIDENT	1330 KIRSTEN CIR	ANCHORAGE	AK	99518
MOE CAROLYN JEANNE 50% &	OR CURRENT RESIDENT	1330 W 79TH AVE	ANCHORAGE	AK	99518
JOHNSON MONICA R	OR CURRENT RESIDENT	8300 BARNETT DR	ANCHORAGE	AK	99518
MCWETHY PATRICK & LAURIE	OR CURRENT RESIDENT	7001 CHAD ST	ANCHORAGE	AK	99518
KOENIG STEVEN A & LINDA J	OR CURRENT RESIDENT	8530 MENTRA CIR	ANCHORAGE	AK	99518
PEACOCK RONELVA	OR CURRENT RESIDENT	6623 FAIRWEATHER DR	ANCHORAGE	AK	99518
NAKOA RONDA RENEA	OR CURRENT RESIDENT	7061 CHAD ST	ANCHORAGE	AK	99518
OCCUPANT		1550 RESSEL AVE	ANCHORAGE	AK	99518
OCCUPANT		6500 INTERSTATE CIR	ANCHORAGE	AK	99518
OCCUPANT		6441 INTERSTATE CIR	ANCHORAGE	AK	99518

LAURIE MCLAUGHLIN	OR CURRENT RESIDENT	1350 GRAM CIR	ANCHORAGE	AK	99518
JASON DEVILLE	OR CURRENT RESIDENT	1300 GRAM CIR	ANCHORAGE	AK	99518
HARVEY OTTO	OR CURRENT RESIDENT	1301 GRAM CIR	ANCHORAGE	AK	99518
LESTER MELENDEZ	OR CURRENT RESIDENT	1341 GRAM CIR	ANCHORAGE	AK	99518
JOHN FLEMING	OR CURRENT RESIDENT	1310 HEIDI CIR	ANCHORAGE	AK	99518
JOSH RHOADES	OR CURRENT RESIDENT	1340 HEIDI CIR	ANCHORAGE	AK	99518
ROY TOTEMOFF	OR CURRENT RESIDENT	1331 HEIDI CIR	ANCHORAGE	AK	99518
KEVIN MCDONALD	OR CURRENT RESIDENT	1301 HEIDI CIR	ANCHORAGE	AK	99518
IVY KOLLER	OR CURRENT RESIDENT	1311 HEIDI CIR	ANCHORAGE	AK	99518
COLE DREYER	OR CURRENT RESIDENT	1300 HEIDI CIR	ANCHORAGE	AK	99518
MARTIN WATERS	OR CURRENT RESIDENT	1351 HEIDI CIR	ANCHORAGE	AK	99518
RESIDENT		1361 HEIDI CIR	ANCHORAGE	AK	99518
JASON DUSEL	OR CURRENT RESIDENT	1351 W 70TH AVE	ANCHORAGE	AK	99518
RESIDENT		1311 W 70TH AVE	ANCHORAGE	AK	99518
TAMARA GRAHAM	OR CURRENT RESIDENT	1301 W 70TH AVE	ANCHORAGE	AK	99518
RESIDENT		1321 KIRSTEN CIR	ANCHORAGE	AK	99518
IRENE MOSQUITO	OR CURRENT RESIDENT	1340 KIRSTEN CIR	ANCHORAGE	AK	99518
DARYL GRIGGS	OR CURRENT RESIDENT	1361 KIRSTEN CIR	ANCHORAGE	AK	99518
NEAL KUTCHINS	OR CURRENT RESIDENT	1356 KIRSTEN CIR	ANCHORAGE	AK	99518
BOYD MCCLURE	OR CURRENT RESIDENT	1331 KIRSTEN CIR	ANCHORAGE	AK	99518
PAUL ARNS	OR CURRENT RESIDENT	1310 W 72ND CIR	ANCHORAGE	AK	99518
NEAL LIBERTY	OR CURRENT RESIDENT	1331 W 72ND CIR	ANCHORAGE	AK	99518
JOHN NOVAK	OR CURRENT RESIDENT	1320 W 73RD CIR	ANCHORAGE	AK	99518
RESIDENT		1360 W 73RD CIR	ANCHORAGE	AK	99518
RESIDENT		1330 W 73RD CIR	ANCHORAGE	AK	99518
TODD JONES	OR CURRENT RESIDENT	1351 W 73RD CIR	ANCHORAGE	AK	99518
ROBERT SHAMBURGER	OR CURRENT RESIDENT	1331 W 73RD CIR	ANCHORAGE	AK	99518
KEVAN CARTER	OR CURRENT RESIDENT	1311 W 73RD CIR	ANCHORAGE	AK	99518
TERRANCE BANCROFT	OR CURRENT RESIDENT	1300 W 75TH AVE	ANCHORAGE	AK	99518
JOSE CARILLO	OR CURRENT RESIDENT	1310 W 75TH AVE	ANCHORAGE	AK	99518
DANIEL KIEFFER	OR CURRENT RESIDENT	7410 WADE CIR	ANCHORAGE	AK	99518
JAY MCALEES	OR CURRENT RESIDENT	7400 WADE CIR	ANCHORAGE	AK	99518
JENNIFER RUGGLES	OR CURRENT RESIDENT	7420 WADE CIR	ANCHORAGE	AK	99518
WILLIAM CHASE	OR CURRENT RESIDENT	7450 WADE CIR	ANCHORAGE	AK	99518
MARIE JOSE	OR CURRENT RESIDENT	7421 WADE CIR	ANCHORAGE	AK	99518
DEBBIE CHA	OR CURRENT RESIDENT	7401 WADE CIR	ANCHORAGE	AK	99518
RICHARD TALLEY	OR CURRENT RESIDENT	7500 WADE CIR	ANCHORAGE	AK	99518
WILLIAM CHRISTY	OR CURRENT RESIDENT	7540 WADE CIR	ANCHORAGE	AK	99518
MYONG KIM	OR CURRENT RESIDENT	7520 WADE CIR	ANCHORAGE	AK	99518
JOHN WEST	OR CURRENT RESIDENT	7521 WADE CIR	ANCHORAGE	AK	99518
GARRETT REEVE	OR CURRENT RESIDENT	6810 CHAD ST	ANCHORAGE	AK	99518
BARBARA RUSSELL	OR CURRENT RESIDENT	6800 CHAD ST	ANCHORAGE	AK	99518
ERIC BINGHAM	OR CURRENT RESIDENT	6830 CHAD ST	ANCHORAGE	AK	99518
DENNIS MARTIN	OR CURRENT RESIDENT	6920 CHAD ST	ANCHORAGE	AK	99518
MAX VOCKNER	OR CURRENT RESIDENT	6931 CHAD ST	ANCHORAGE	AK	99518
HOLLY STANTON	OR CURRENT RESIDENT	7120 CHAD ST	ANCHORAGE	AK	99518
ROY NISHIMOTO	OR CURRENT RESIDENT	7131 CHAD ST	ANCHORAGE	AK	99518

ERICH OTTMANN	OR CURRENT RESIDENT	7161 CHAD ST	ANCHORAGE	AK	99518
JOSEPH DEBETS	OR CURRENT RESIDENT	7141 CHAD ST	ANCHORAGE	AK	99518
PAUL SANDOVAL	OR CURRENT RESIDENT	7151 CHAD ST	ANCHORAGE	AK	99518
ELIZABETH SINGER	OR CURRENT RESIDENT	7101 CHAD ST	ANCHORAGE	AK	99518
ALVIN BEFORT	OR CURRENT RESIDENT	7121 CHAD ST	ANCHORAGE	AK	99518
DAVID SEXTON	OR CURRENT RESIDENT	7111 CHAD ST	ANCHORAGE	AK	99518
HOWARD DEMARZO	OR CURRENT RESIDENT	7530 CHAD ST	ANCHORAGE	AK	99518
BJORN KNUDSON	OR CURRENT RESIDENT	7510 CHAD ST	ANCHORAGE	AK	99518
REBECCA AMENA	OR CURRENT RESIDENT	7531 CHAD ST	ANCHORAGE	AK	99518
ANDREW JOHNSON	OR CURRENT RESIDENT	7521 CHAD ST	ANCHORAGE	AK	99518
RICHARD HORN	OR CURRENT RESIDENT	7511 CHAD ST	ANCHORAGE	AK	99518
MICHELE FARNAM	OR CURRENT RESIDENT	7541 CHAD ST	ANCHORAGE	AK	99518
GRETCHEN PETERSON	OR CURRENT RESIDENT	1310 W 77TH AVE APT B	ANCHORAGE	AK	99518
RONNIE BELDEN	OR CURRENT RESIDENT	1300 W 77TH AVE	ANCHORAGE	AK	99518
STEVEN MILLS	OR CURRENT RESIDENT	1350 W 77TH AVE	ANCHORAGE	AK	99518
RESIDENT		1310 W 77TH AVE APT A	ANCHORAGE	AK	99518
JAMES GILL	OR CURRENT RESIDENT	1320 W 77TH AVE	ANCHORAGE	AK	99518
LESLIE KOFOID	OR CURRENT RESIDENT	1340 W 77TH AVE	ANCHORAGE	AK	99518
THOMAS KYTE	OR CURRENT RESIDENT	1301 W 77TH AVE	ANCHORAGE	AK	99518
ALAN MUSY	OR CURRENT RESIDENT	1321 W 77TH AVE	ANCHORAGE	AK	99518
BRITTANY WARD	OR CURRENT RESIDENT	1361 W 77TH AVE	ANCHORAGE	AK	99518
ROBYN WATSON	OR CURRENT RESIDENT	1351 W 77TH AVE	ANCHORAGE	AK	99518
JAN SEDA	OR CURRENT RESIDENT	1320 W 78TH AVE	ANCHORAGE	AK	99518
GREGORY LABUZ	OR CURRENT RESIDENT	1330 W 78TH AVE	ANCHORAGE	AK	99518
CHRISTOPHER BERGA	OR CURRENT RESIDENT	1370 W 78TH AVE	ANCHORAGE	AK	99518
ROBERT IMLAH	OR CURRENT RESIDENT	1331 W 78TH AVE	ANCHORAGE	AK	99518
JOSE CUNANAN	OR CURRENT RESIDENT	1311 W 78TH AVE	ANCHORAGE	AK	99518
OLENA BRUSUELAS	OR CURRENT RESIDENT	1371 W 78TH AVE	ANCHORAGE	AK	99518
ROBERT JURASEK	OR CURRENT RESIDENT	1351 W 78TH AVE	ANCHORAGE	AK	99518
RESIDENT		1301 W 78TH AVE APT B	ANCHORAGE	AK	99518
CHYI SONG	OR CURRENT RESIDENT	1361 W 78TH AVE	ANCHORAGE	AK	99518
KENZO SHINSATO	OR CURRENT RESIDENT	1301 W 78TH AVE APT A	ANCHORAGE	AK	99518
HOWARD SHANKS	OR CURRENT RESIDENT	1320 W 79TH AVE	ANCHORAGE	AK	99518
JAMES ORR	OR CURRENT RESIDENT	1340 W 79TH AVE	ANCHORAGE	AK	99518
JAYSIR ALDEN	OR CURRENT RESIDENT	1331 W 79TH AVE	ANCHORAGE	AK	99518
CHAD STEPHENS	OR CURRENT RESIDENT	1311 W 79TH AVE	ANCHORAGE	AK	99518
JEANNETTE SIMMONS	OR CURRENT RESIDENT	1321 W 79TH AVE	ANCHORAGE	AK	99518
MARK GAARD	OR CURRENT RESIDENT	1351 W 79TH AVE	ANCHORAGE	AK	99518
CARLOS MENDOZA	OR CURRENT RESIDENT	1330 W 80TH AVE	ANCHORAGE	AK	99518
FATON MUSLIU	OR CURRENT RESIDENT	1311 W 80TH AVE	ANCHORAGE	AK	99518
ROBERT LIFTEE	OR CURRENT RESIDENT	1331 W 80TH AVE	ANCHORAGE	AK	99518
HOWARD HANCOCK	OR CURRENT RESIDENT	1300 W 82ND AVE	ANCHORAGE	AK	99518
DAVID GREGORY	OR CURRENT RESIDENT	1310 W 82ND AVE	ANCHORAGE	AK	99518
FRANCIS LEDAY	OR CURRENT RESIDENT	1330 W 82ND AVE	ANCHORAGE	AK	99518
BASIL JOHNSON	OR CURRENT RESIDENT	1331 W 82ND AVE	ANCHORAGE	AK	99518
LYNN UPTON	OR CURRENT RESIDENT	1400 W 82ND AVE	ANCHORAGE	AK	99518
RESIDENT		8270 BARNETT DR APT 1	ANCHORAGE	AK	99518

RESIDENT		8250 BARNETT DR APT 2	ANCHORAGE	AK	99518
RESIDENT		8230 BARNETT DR APT 2	ANCHORAGE	AK	99518
RESIDENT		8270 BARNETT DR APT 2	ANCHORAGE	AK	99518
CHERYL EDGREN	OR CURRENT RESIDENT	8210 BARNETT DR APT 2	ANCHORAGE	AK	99518
LASHA SKHULUKHIA	OR CURRENT RESIDENT	8260 BARNETT DR APT 2	ANCHORAGE	AK	99518
RESIDENT		8240 BARNETT DR APT 2	ANCHORAGE	AK	99518
RESIDENT		8240 BARNETT DR APT 1	ANCHORAGE	AK	99518
RESIDENT		8230 BARNETT DR APT 1	ANCHORAGE	AK	99518
RAYMOND SOLOMON	OR CURRENT RESIDENT	8220 BARNETT DR APT 1	ANCHORAGE	AK	99518
MARGARET FISHER	OR CURRENT RESIDENT	8210 BARNETT DR APT 1	ANCHORAGE	AK	99518
RESIDENT		8250 BARNETT DR APT 1	ANCHORAGE	AK	99518
GAUTHIER RYAN	OR CURRENT RESIDENT	8260 BARNETT DR APT 1	ANCHORAGE	AK	99518
CHRIS TUCK	OR CURRENT RESIDENT	8220 BARNETT DR APT 2	ANCHORAGE	AK	99518
RESIDENT		8241 BARNETT DR	ANCHORAGE	AK	99518
LORETO BANEZ	OR CURRENT RESIDENT	8251 BARNETT DR	ANCHORAGE	AK	99518
CARL FUNDEEN	OR CURRENT RESIDENT	8271 BARNETT DR	ANCHORAGE	AK	99518
MICHELE REEKIE	OR CURRENT RESIDENT	8231 BARNETT DR	ANCHORAGE	AK	99518
DEAN FREDERICK	OR CURRENT RESIDENT	8261 BARNETT DR	ANCHORAGE	AK	99518
TROY SCOTT	OR CURRENT RESIDENT	8406 BARNETT DR	ANCHORAGE	AK	99518
BRIAN BEATTIE	OR CURRENT RESIDENT	8424 BARNETT DR	ANCHORAGE	AK	99518
MARK RUDY	OR CURRENT RESIDENT	8418 BARNETT DR	ANCHORAGE	AK	99518
SAMUEL SHEA	OR CURRENT RESIDENT	8454 BARNETT DR	ANCHORAGE	AK	99518
RICHARD DARLING	OR CURRENT RESIDENT	8430 BARNETT DR	ANCHORAGE	AK	99518
MARY JOSE	OR CURRENT RESIDENT	8400 BARNETT DR	ANCHORAGE	AK	99518
JIN SO	OR CURRENT RESIDENT	8436 BARNETT DR	ANCHORAGE	AK	99518
JOSE VALENZUELA	OR CURRENT RESIDENT	8300 BARNETT DR APT 1	ANCHORAGE	AK	99518
RESIDENT		8300 BARNETT DR APT 2	ANCHORAGE	AK	99518
DAVID KWON	OR CURRENT RESIDENT	8340 BARNETT DR	ANCHORAGE	AK	99518
RICHARD REICH	OR CURRENT RESIDENT	8310 BARNETT DR	ANCHORAGE	AK	99518
RESIDENT		8330 BARNETT DR	ANCHORAGE	AK	99518
JEREMY ROLSTON	OR CURRENT RESIDENT	8311 BARNETT DR	ANCHORAGE	AK	99518
RESIDENT		8301 BARNETT DR	ANCHORAGE	AK	99518
BARRY O CROY	OR CURRENT RESIDENT	1349 JACKSON DR	ANCHORAGE	AK	99518
SARAH MCKEEVER	OR CURRENT RESIDENT	1339 JACKSON DR APT B	ANCHORAGE	AK	99518
RESIDENT		1339 JACKSON DR APT A	ANCHORAGE	AK	99518
RESIDENT		8427 BARNETT DR	ANCHORAGE	AK	99518
AQUILINO LAURETA	OR CURRENT RESIDENT	8421 BARNETT DR	ANCHORAGE	AK	99518
LAURA NABINGER	OR CURRENT RESIDENT	8445 BARNETT DR	ANCHORAGE	AK	99518
OU SARAPHANH	OR CURRENT RESIDENT	8439 BARNETT DR	ANCHORAGE	AK	99518
MOA	OR CURRENT RESIDENT	PO BOX 196650	ANCHORAGE	AK	99519
CORNERSTONE PARTNERSHIP	OR CURRENT RESIDENT	PO BOX 190151	ANCHORAGE	AK	99519
SARGENT MICHAEL DAVID	OR CURRENT RESIDENT	PO BOX 190286	ANCHORAGE	AK	99519
HREH TRUST	OR CURRENT RESIDENT	PO BOX 190665	ANCHORAGE	AK	99519
CHUGACH ELECTRIC ASSOC INC	OR CURRENT RESIDENT	PO BOX 196300	ANCHORAGE	AK	99519
DELAROSA DIANE M	OR CURRENT RESIDENT	PO BOX 190883	ANCHORAGE	AK	99519
HANSEN HARRY B	OR CURRENT RESIDENT	PO BOX 221615	ANCHORAGE	AK	99522
KOPCHA JAMES M	OR CURRENT RESIDENT	PO BOX 220981	ANCHORAGE	AK	99522

SNARE ALAN M	OR CURRENT RESIDENT	PO BOX 220586	ANCHORAGE	AK	99522
HALAS GEORGE W JR	OR CURRENT RESIDENT	PO BOX 220322	ANCHORAGE	AK	99522
BROWN WILLIE G & ELLA L	OR CURRENT RESIDENT	PO BOX 220574	ANCHORAGE	AK	99522
REICH RICHARD S &	OR CURRENT RESIDENT	PO BOX 222113	ANCHORAGE	AK	99522
J2B2 LLC	OR CURRENT RESIDENT	PO BOX 220670	ANCHORAGE	AK	99522
LAUVER DONALD L & FAY R	OR CURRENT RESIDENT	PO BOX 221061	ANCHORAGE	AK	99522
SMAW KISHA	OR CURRENT RESIDENT	PO BOX 230095	ANCHORAGE	AK	99523
RUSSELL CRAIG E REVOCABLE	OR CURRENT RESIDENT	PO BOX 230756	ANCHORAGE	AK	99523
RIDGWAY MARIA	OR CURRENT RESIDENT	PO BOX 244323	ANCHORAGE	AK	99524
WIN LLC	OR CURRENT RESIDENT	PO BOX 240971	ANCHORAGE	AK	99524
CANNON MICHAEL R	OR CURRENT RESIDENT	PO BOX 240631	ANCHORAGE	AK	99524
PIONER ADALBERTO J	OR CURRENT RESIDENT	PO BOX 242821	ANCHORAGE	AK	99524
STELLAR LLC	OR CURRENT RESIDENT	PO BOX 240961	ANCHORAGE	AK	99524
STOVER THOMAS R	OR CURRENT RESIDENT	PO BOX 240006	ANCHORAGE	AK	99524
CAMPOS YOLANDA	OR CURRENT RESIDENT	PO BOX 242381	ANCHORAGE	AK	99524
HANCOCK HOWARD W III & DAWN R	OR CURRENT RESIDENT	PO BOX 242143	ANCHORAGE	AK	99524
MCRORIE BARTLEY D	OR CURRENT RESIDENT	PO BOX 242671	ANCHORAGE	AK	99524
BICKMORE JAMES R & CATRINA D	OR CURRENT RESIDENT	22605 DEER PARK DR	CHUGIAK	AK	99567
LEVEL INC	OR CURRENT RESIDENT	12130 REGENCY DR # 201	EAGLE RIVER	AK	99577
FISHER THANE MICHAEL	OR CURRENT RESIDENT	PO BOX 2076	KENAI	AK	99611
STANLEY ERIC T	OR CURRENT RESIDENT	PO BOX 1864	KENAI	AK	99611
BARLOW JOHN ALBERT	OR CURRENT RESIDENT	5621 W MONTCLAIRE CIR	WASILLA	AK	99623
BIEHL RUSSELL A	OR CURRENT RESIDENT	10650 E ALI CIR	PALMER	AK	99645
GERTEISEN STEPHEN E & JUNE K	OR CURRENT RESIDENT	650 E STEEL LOOP	PALMER	AK	99645
BEATTIE ROBERT A	OR CURRENT RESIDENT	PO BOX 520225	BIG LAKE	AK	99652
SHIPMAN COLLEEN M	OR CURRENT RESIDENT	2970 S AIMEES CIR	WASILLA	AK	99654
LUBERGER W JOHN & LINDA	OR CURRENT RESIDENT	376 LAKEVIEW AVENUE	WASILLA	AK	99654
FARREN ROSE ELLEN	OR CURRENT RESIDENT	5690 E HART LAKE LP	WASILLA	AK	99654
VAN VLEET ROBERT L & MARILYN I	OR CURRENT RESIDENT	286 W CORRAL AVE	SOLDOTNA	AK	99669
ORTILLA NOEL A & CHERRYLYN	OR CURRENT RESIDENT	PO BOX 2113	BARROW	AK	99723
GALLAHORN GARY	OR CURRENT RESIDENT	PO BOX 170	NOORVIK	AK	99763
HESTER MARTIN D & ERIN D	OR CURRENT RESIDENT	3167 PIONEER AVE	JUNEAU	AK	99801
MILLER DIRK A	OR CURRENT RESIDENT	511 W 10TH ST	JUNEAU	AK	99801
MILLER ELINOR M 36% &	OR CURRENT RESIDENT	PO BOX 22627	JUNEAU	AK	99802

Minnesota Drive Moose Vehicle Crash Mitigation
Mailing List used for April 23, 2013 Mailing

Name1	Address	City	State	Zip	
Senator Fred Dyson	12641 Old Glenn Highway Suite 201	Eagle River	AK	99577	
Senator Bill Wielechowski	716 W. 4th Ave. Suite 540	Anchorage	AK	99501	
Senator Berta Gardner	716 W. 4th Ave. Suite 340	Anchorage	AK	99501	
Senator Johnny Ellis	716 W. 4th Ave. Suite 500	Anchorage	AK	99501	
Senator Hollis French	716 W. 4th Ave. Suite 420	Anchorage	AK	99501	
Senator Lesil McGuire	716 W. 4th Ave. Suite 430	Anchorage	AK	99501	
Senator Kevin Meyer	716 W. 4th Ave. Suite 410	Anchorage	AK	99501	
Senator Anna Fairclough	12641 Old Glenn Highway Suite 201	Eagle River	AK	99577	
Senator Cathy Giessel	716 W. 4th Ave.	Anchorage	AK	99501	
Representative Bill Stolze	600 E. Railroad Avenue	Wasilla	AK	99654	
Representative Dan Saddler	12641 Old Glenn Highway Suite 201	Eagle River	AK	99577	
Representative Gabrielle LeDoux	716 W. 4th Ave. Suite 200	Anchorage	AK	99501	
Representative Max Gruenberg	716 W. 4th Ave. Suite 350	Anchorage	AK	99501	
Representative Andrew Josephson	716 W. 4th Ave. Suite 200	Anchorage	AK	99501	
Representative Harriet Drummond	716 W. 4th Ave. Suite 200	Anchorage	AK	99501	
Representative Geran Tarr	716 W. 4th Ave.	Anchorage	AK	99501	
Representative Lindsey Holmes	716 W. 4th Ave. Suite 330	Anchorage	AK	99501	
Representative Mia Costello	716 W. 4th Ave. Suite 200	Anchorage	AK	99501	
Representative Craig Johnson	716 W. 4th Ave. Suite 640	Anchorage	AK	99501	
Representative Chris Tuck	716 W. 4th Ave. Suite 370	Anchorage	AK	99501	
Representative Bob Lynn	716 W. 4th Ave. Suite 650	Anchorage	AK	99501	
Representative Charisse Millett	716 W. 4th Ave. Suite 390	Anchorage	AK	99501	
Representative Lance Pruitt	716 W. 4th Ave.	Anchorage	AK	99501	
Representative Lora Reinbold	12641 Old Glenn Highway Suite 201	Eagle River	AK	99577	
Representative Mike Hawker	716 W. 4th Ave. Suite 610	Anchorage	AK	99501	
Assemblyman Patrick Flynn	918 R Street	Anchorage	AK	99501	
Assemblywoman Amy Demboski	PO Box 672114	Chugiak	AK	99567	
Assemblyman Bill Starr	PO Box 770748	Eagle River	AK	99577	
Assemblyman Ernie Hall	144 East Potter Dr	Anchorage	AK	99518	
Assemblyman Dick Traini	PO Box 196650	Anchorage	AK	99519	
Assemblywoman Elvi Gray-Jackson	PO Box 196650	Anchorage	AK	99519	
Assemblyman Paul Honeman	PO Box 211644	Anchorage	AK	99521	
Assemblyman Adam Trombley	PO Box 196650	Anchorage	AK	99519	
Assemblywoman Jennifer Johnston	11090 Hideaway Lake Dr	Anchorage	AK	99507	
Assemblyman Chris Birch	10005 Main Tree Dr	Anchorage	AK	99507	
Assemblyman Tim Steele	PO Box 196650	Anchorage	AK	99519	
Joann Mitchell	2521 St. Elias Dr	Anchorage	AK	99517	
Art Johnson	750 W. Dimond Blvd Ste 203	Anchorage	AK	99515	
Joann Mitchell	750 W. Dimond Blvd Ste 203	Anchorage	AK	99515	
Kevin Jackson	PO Box 196900	Anchorage	AK	99519	6900
Breanna Mahoney	PO Box 196900	Anchorage	AK	99519	6900
Sand Lake Community Council	2617 W. 66th Ave	Anchorage	AK	99502	
Bayshore/Klatt Community Council	2011 Washington Ave	Anchorage	AK	99515	

Email Distribution List for Minnesota Drive Moose-Vehicle Crash Mitigation (as of July 17, 2013)			
Email Address	**First Name**	**Last Name**	**Company Name**
abbott_mike@asdk12.org			
alaskamoosefed@live.com			
artjohnson@kinneyeng.com	Art	Johnson	Kinney Engineering, LLC
bayklatt@hotmail.com		Bob Hoffman	Bayshore/Klatt
breanna.mahoney@alaska.gov			
breed@gci.net	Allen & Mary	Reed	
cnugent@ciri.com	Chad	Nugent	
dave.johnson@anchsand.com	Dave	Johnson	
dglass@ciri.com	Dara	Glass	
dhc71@live.com	Dan	Castle	
djg@alaska.net	Cathy	Gleason	
dtallman@gci.net	Dale	Tallman	
elkins-marty@asdk12.org	Marty	Elkins	
gary_olson@live.com	Gary	Olson	
jdoll@muni.org			
jefflandfield@hotmail.com		Jeff Landfield	Taku/Campbell
joann.mitchellak@gmail.com			
joannmitchell@kinneyeng.com	Joann	Mitchell	Kinney Engineering, LLC
johnpekar@kinneyeng.com	John	Pekar	Kinney Engineering, LLC
jtam@gci.et			
jtam@gci.net	Jean	Tam	
karen_weaver@ml.com	Karen	Weaver	
kevin.jackson@alaska.gov	Kevin	Jackson	DOT&PF
lora7138@yahoo.com	Lora	Burgamy	
mormilosl@ci.anchorage.ak.us			
njgreen@gci.net	Nancy & Jerry	Green	
redwood@gci.net	Paula	Lawhon	
roman.gimeno@alaska.gov	Roman	Gimeno	
ski.bob@gci.net	Joe	Valinske	
slccpresident@gmail.com		Dan Burgess	Sand Lake
staceylovesdoterra@gmail.com	Stacey	Murphy	
sweetgennyrose@hotmail.com	Genevere	Wojthsik	
tntkav@gmail.com	Tim	Kavanagh	
vendettis@aol.com	Shelly	Vendetti-Vuckovich	
wizardofak@gmail.com	Oz	Kendall	
birchc@muni.org	Chris	Birch	MOA Assembly
flynnpp@muni.org	Patrick	Flynn	MOA Assembly
frascacl@muni.org	Cheryl	Frasca	MOA Assembly
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halle@muni.org	Ernie	Hall	MOA Assembly
honemanps@muni.org	Paul	Honeman	MOA Assembly
johnstonjj@muni.org	Jennifer	Johnston	MOA Assembly
ossianderda@muni.org	Debbie	Ossiander	MOA Assembly
starrwe@muni.org	Bill	Starr	MOA Assembly
trainid@muni.org	Dick	Traini	MOA Assembly
trombleyar@muni.org	Adam	Trombley	MOA Assembly
representative_bill_stoltze@legis.state.ak.us	Bill	Stolze	State house
representative_bob_lynn@legis.state.ak.us	Bob	Lynn	State house
representative_charisse_millett@legis.state.ak.us	Charisse	Millett	State house
representative_chris_tuck@legis.state.ak.us	Chris	Tuck	State house
representative_craig_johnson@legis.state.ak.us	Craig	Johnson	State house
representative_dan_saddler@legis.state.ak.us	Dan	Saddler	State house
representative_lance_pruitt@legis.state.ak.us	Lance	Pruitt	State house
representative_lindsey_holmes@legis.state.ak.us	Lindsey	Holmes	State house
representative_max_gruenberg@legis.state.ak.us	Max	Gruenberg	State house

Email Distribution List for Minnesota Drive Moose-Vehicle Crash Mitigation (as of July 17, 2013)			
representative_mike_hawker@legis.state.ak.us	Mike	Hawker	State house
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representative.geran.tarr@akleg.gov	Geran	Tarr	State house
representative.harriet.drummond@akleg.gov	Harriet	Drummond	State house
representative.lora.reinbold@akleg.gov	Lora	Reinbold	State house
representative.mia.costello@akleg.gov	Mia	Costello	State house
senator_anna_fairclough@legis.state.ak.us	Anna	Fairclough	Senate
senator_berta_gardner@legis.state.ak.us	Berta	Gardner	Senate
senator_bill_wielechowski@legis.state.ak.us	Bill	Wielechowski	Senate
senator_cathy_giessel@legis.state.ak.us	Cathy	Giessel	Senate
senator_fred_dyson@legis.state.ak.us	Fred	Dyson	Senate
senator_hollis_french@legis.state.ak.us	Hollis	French	Senate
senator_johnny_ellis@legis.state.ak.us	Johnny	Ellis	Senate
senator_kevin_meyer@legis.state.ak.us	Kevin	Meyer	Senate
senator_lesil_mcguire@legis.state.ak.us	Lesil	McGuire	Senate

Subject: DOT&PF Plans to Reduce Moose-Vehicle Collisions on Minnesota Drive
Date: Wednesday, May 1, 2013 9:00:28 PM Alaska Daylight Time
From: Joann Mitchell, Public Involvement Coordinator
To: joannmitchell@kinneyeng.com
Category: Moose Fencing

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
PROJECT OPEN HOUSE
DOT&PF Project No.: 53455/HHE-042-1(092)

DAY: Monday, May 13, 2013
TIME: 4:00 to 7:00 PM
PLACE: Spenard Community Recreation Center
Map

Stop by anytime! The project team will be available to answer your questions and listen to your feedback.

The stretch of Minnesota Drive between International Airport Road and the Old Seward Highway averages approximately 9 moose-vehicle crashes a year. To help reduce the number of crashes, the State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way line along Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway.

Please come to the Open House on May 13th to learn more about the project.

For more information and to leave a comment, please visit the project website:
www.minnesotadrivemoose.com

Subject: DOT&PF Plans to Reduce Moose-Vehicle Collisions on Minnesota Drive
Date: Wednesday, May 8, 2013 10:00:09 PM Alaska Daylight Time
From: Joann Mitchell, Public Involvement Coordinator
To: joannmitchell@kinneyeng.com
Category: Moose Fencing

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
PROJECT OPEN HOUSE
MEETING REMINDER

DOT&PF Project No.: 53455/HHE-042-1(092)

DAY: Monday, May 13, 2013
TIME: 4:00 to 7:00 PM
PLACE: Spenard Community Recreation Center
Map

Stop by anytime! The project team will be available to answer your questions and listen to your feedback.

The stretch of Minnesota Drive between International Airport Road and the Old Seward Highway averages approximately 9 moose-vehicle crashes a year. To help reduce the number of crashes, the State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way line along Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway.

Please come to the Open House on May 13th to learn more about the project.

For more information and to leave a comment, please visit the project website:
www.minnesotadrivemoose.com

Open House Public Meeting – HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation, Project # 53455/HHE-042-1(092)

Open House Public Meeting

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation

Project No. 53455 / HHE-042-1(092)

Date: Monday, May 13, 2013

Time: 4:00 to 7:00 pm, Stop by anytime!

Place: Spenard Community Recreation Center

2020 W. 48th Avenue, Anchorage

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way (ROW) line along both sides of Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway. The project is funded through the Highway Safety Improvement Program (HSIP).

The reason for the fencing is to reduce the number of moose-vehicle crashes that occurs in this corridor. This stretch of roadway averages approximately 8 moose-vehicle crashes a year. The proposed fencing will have specially designed one-way gates that allow moose to enter into the fenced area so as not to trap a moose that may find itself on Minnesota Drive. Examples of these gates can be seen along the Glenn Highway.

Stop by the Open House to learn more about the project, ask questions of the project team, and provide feedback.

For more information or to leave a comment, please visit the project website: www.minnesotadrivemoose.com

You may also contact:

Kevin Jackson, PE

DOT&PF Project Manager

(907) 269-0641

kevin.jackson@alaska.gov

PO Box 196900

Anchorage, AK 99519-6900

Joann Mitchell, PE

Public Involvement Coordinator

Kinney Engineering, LLC

(907) 344-7590

joannmitchell@kinneyeng.com

750 W. Dimond Blvd, Suite 203

Anchorage, AK 99515

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting/hearing should contact Joann Mitchell at (907) 344-7590 or joannmitchell@kinneyeng.com or at the Telephone Device for the Deaf (TDD) number, 269-0473 no later than 5/06/2013 to make any necessary arrangements.

Attachments, History, Details

Attachments
None

Revision History
Created 4/29/2013 2:52:44 PM by arflippin

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	
Publish Date:	4/29/2013
Archive Date:	5/31/2013
Events/Deadlines:	Open House Public Meetin 5/13/2013 4:00pm - 7:00pm View on Map

the Old Seward Highway.

Please come to the Open House on May 13th to learn more about the project.

For more information and to leave a comment, please visit the project website:
www.minnesotadrivemoose.com

Community Councils Center
907-277-1977

click here to visit our web site

Subject: Minnesota Drive Moose Fencing Project - OPEN HOUSE 5/13/13
Date: Tuesday, May 7, 2013 3:25:36 PM Alaska Daylight Time
From: Community Councils Center
To: joannmitchell@kinneyeng.com
Category: Moose Fencing

Minnesota Drive Moose-Vehicle Crash Mitigation

- Project Open House -

Monday 5/13/13

WHEN: **Monday, May 13, 2013**
4 pm to 7 pm-Stop by anytime!
WHERE: **Spenard Community Recreation Center**
2020 W. 48th Avenue, Anchorage

Stop by the Open House anytime between 4 and 7 p.m. to talk to the project team and provide feedback.

The stretch of Minnesota Drive between International Airport Road and the Old Seward Highway averages approximately 8 moose-vehicle crashes a year. To help reduce the number of crashes, the State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install fencing near the right-of-way line along Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of

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

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation 53455/HHE-042-1(092)

DATE: May 13, 2013

NAME (PLEASE PRINT)	ADDRESS or EMAIL (Please provide your email if you wish to receive email updates)	PHONE	*Gender (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Dave Johnson ASIG	dave.johnson@anchorad.com	441-2985	M	
JOHN PEKAR	johnpekar@kinneyeng.com	344-7580	M	
Ron Martindale	ronmartindale@Kinneyeng.com	344-7520	M	
Danielle Fay	daniellefay@Kinneng.com		F	W
Joann Mitchell	joannmitchell@Kinneyeng.com			

PI Report Page 50

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: March 2005

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

PROJECT NAME: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
53455/HHE-042-1(092)

DATE: May 13, 2013

NAME (PLEASE PRINT)	**ADDRESS or EMAIL** (Please provide your email if you wish to receive email updates)	**PHONE**	***Gender** (M/F)	***RACE (W, AN, N, B, H, A, P, O)**
Linda W	———	———	F	Black
Gary Olson	gary_olson@live.com	317-2300	M	Viking
JEAN TAM	jtam@gci.net	248-3363	F	A
PATRICIA JAMES	1800 Stanton Cove 99508	562-45-24	F	/
KEVIN JACKSON	4111 AVIATION	2690641	M	U

PI Report Page 51

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: March 2005

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

PROJECT NAME: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
53455/HHE-042-1(092)

DATE: May 13, 2013

NAME (PLEASE PRINT)	ADDRESS or EMAIL (Please provide your email if you wish to receive email updates)	PHONE	*Gender (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Warren E. Olson	5961 Orth Circle Anch. AK 99507	346 4440		
DONALD FREDERICK	8161 RAVENNA ST. ANC. AK 99518	4409315	M	EURO-AMERICAN
Chris Tuck	rep.chris.tuck@akleg.gov	269-0240	M	W
Melody Garwood	P.O. Box 222113/Anchorage	242-7433(C)	F	
Richard Reich	POB 222113 Anch, AK 99522	350-4210	M	
PHIL ISLEY	Box 190464 ANCH, AK 99519	248-4018		
M. S. Christy	P.O. BOX 240552	248-3363	♂	W
Breanna Mahaney	4111 Aviation Ave	269-0536	F	White
Genevieve Wojtusik	sweetgennyrose@hotmail.com	~~269-0753~~	F	

PI Report Page 52

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: March 2005

FHWA Title VI -Public Meetings- Demographic Information

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CIVIL RIGHTS OFFICE

ADOT&PF

TITLE VI LIASON	REGION	REPORTING PERIOD	* LEP = Limited English Proficiency. Check box if translated documents or interpreters are used.
	DIVISION		

Project Name & AKSAS Number	Date	Environmental Doc. EA, EIS, CE (Choose one)	CM	CF	BM	BF	HM	HF	AM	AF	IM	IF	UNK	Total Number of Attendees ALL	Total Number of Minority Attendees Min	Fem	LEP *	COMMENTS
HSIP: Minnesota Drive Moose Vehicle Crash Mitigation	5/13/13	CE	6	7	0	1	1	0	0	1	1	0	2	19	4	9		
														0	0	0		
														0	0	0		
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		TOTAL	6	7	0	1	1	0	0	1	1	0	2	19	4	9		
		PERCENTAGE	32%	37%	0%	5%	5%	0%	0%	5%	5%	0%	11%		21%	47%		

ADDITIONAL COMMENTS

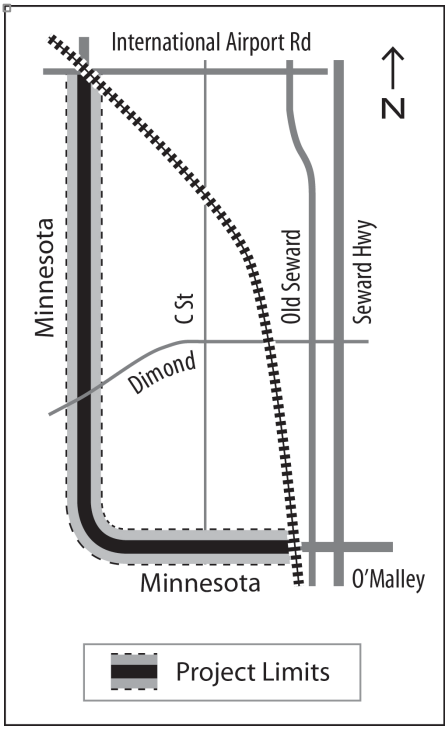
Legend:

M	Male	A	Asian or Pacific Islander	H	Hispanic
F	Female	B	Black	I	Indian/ Alaska Native
		C	Caucasian	UNK	Unknown

HSIP: MINNESOTA DRIVE MOOSE-VEHICLE CRASH MITIGATION

Project No. 53455/HHE-042-1(092)

FACT SHEET



The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is planning to install approximately 9 miles of fencing near the right-of-way (ROW) line along both sides of Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway. The project is funded through the Highway Safety Improvement Project (HSIP).

The reason for the fencing is to reduce the number of moose-vehicle crashes that occurs in this corridor. This stretch of roadway averages approximately 9 moose-vehicle crashes a year. The proposed fencing will have specially designed one-way gates that allow moose to enter into the fenced area so as not to trap a moose that may find itself on Minnesota Drive. Existing vegetation will be maintained wherever possible. Additionally, the project team is considering the feasibility of using natural-colored fencing.

SCHEDULE

Field Surveying	April - June
Design/Plan Development	May – August
Bidding	August - September
Construction	Fall 2013 – Summer 2014

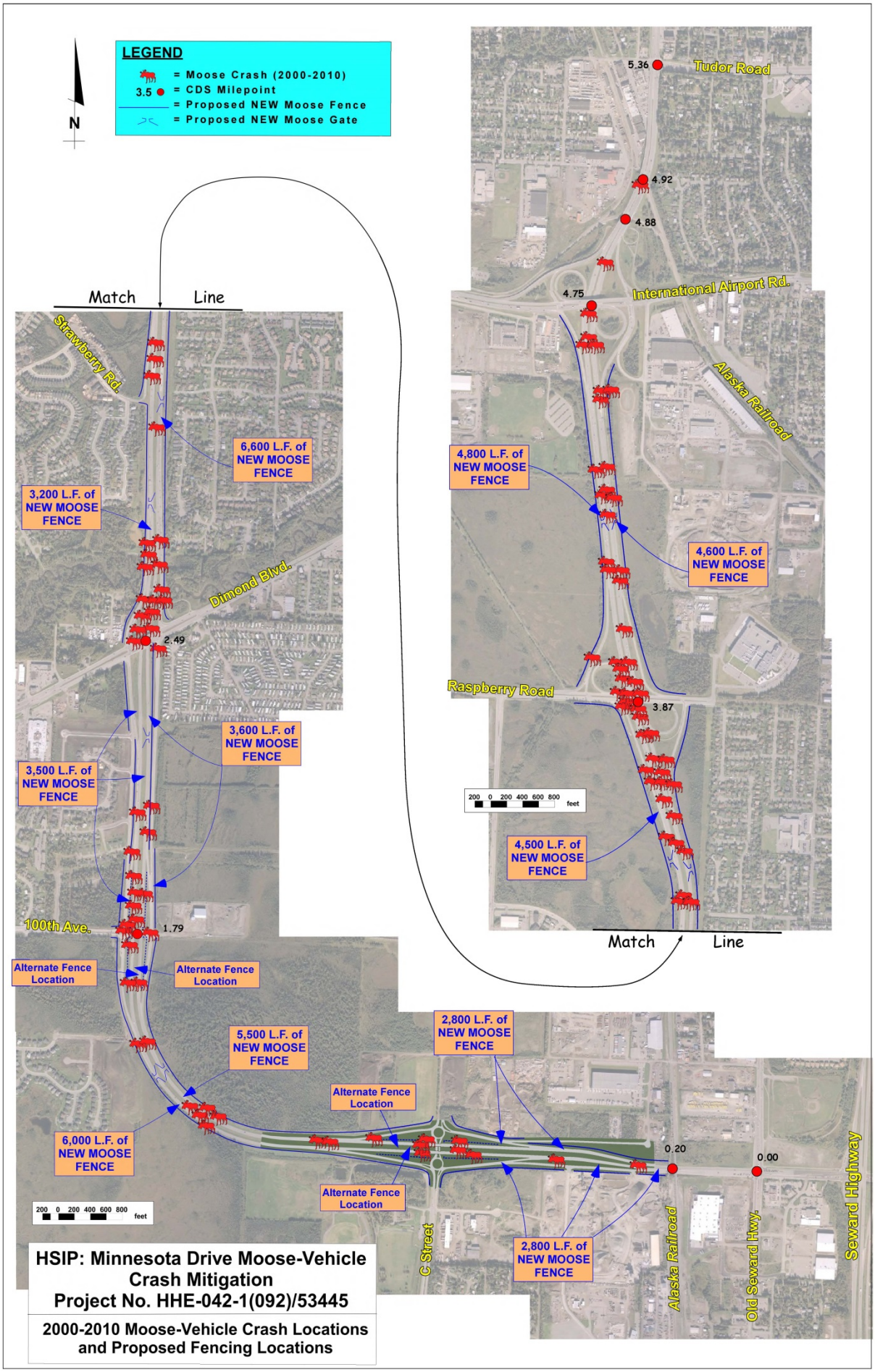
FOR MORE INFORMATION

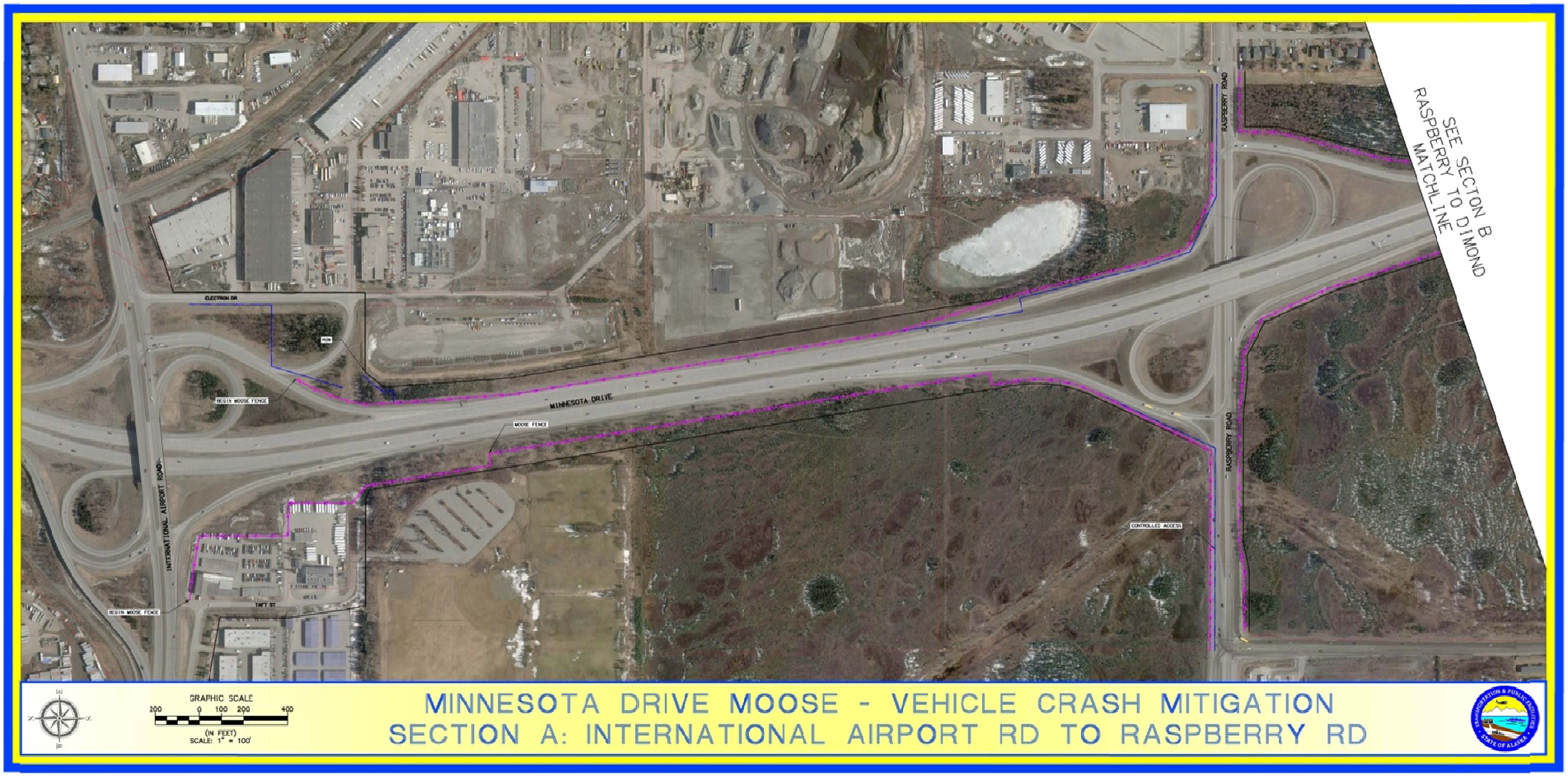
Visit the project website (www.minnesotadrivemoose.com) or contact any of the team members below.

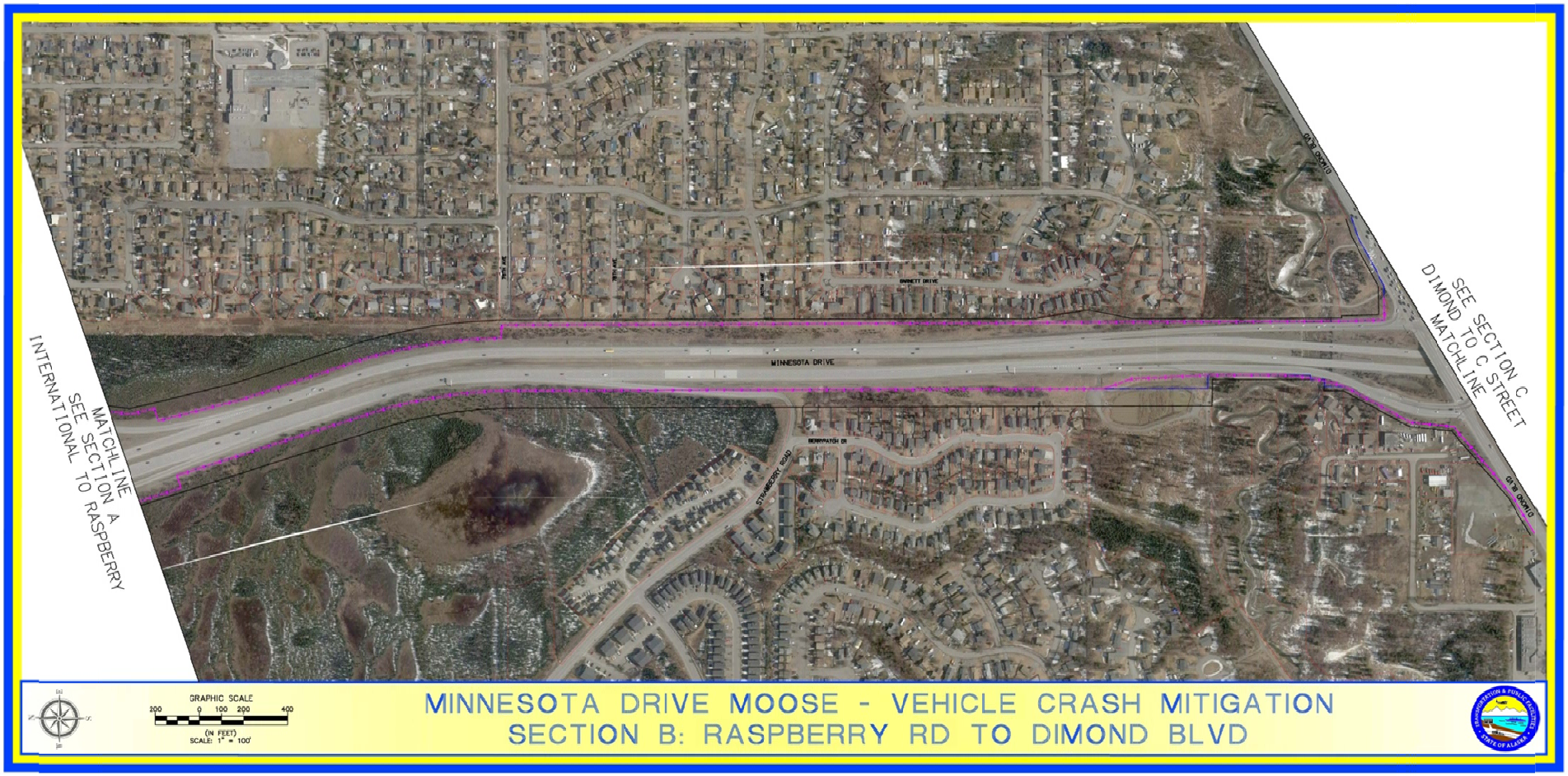
PROJECT TEAM

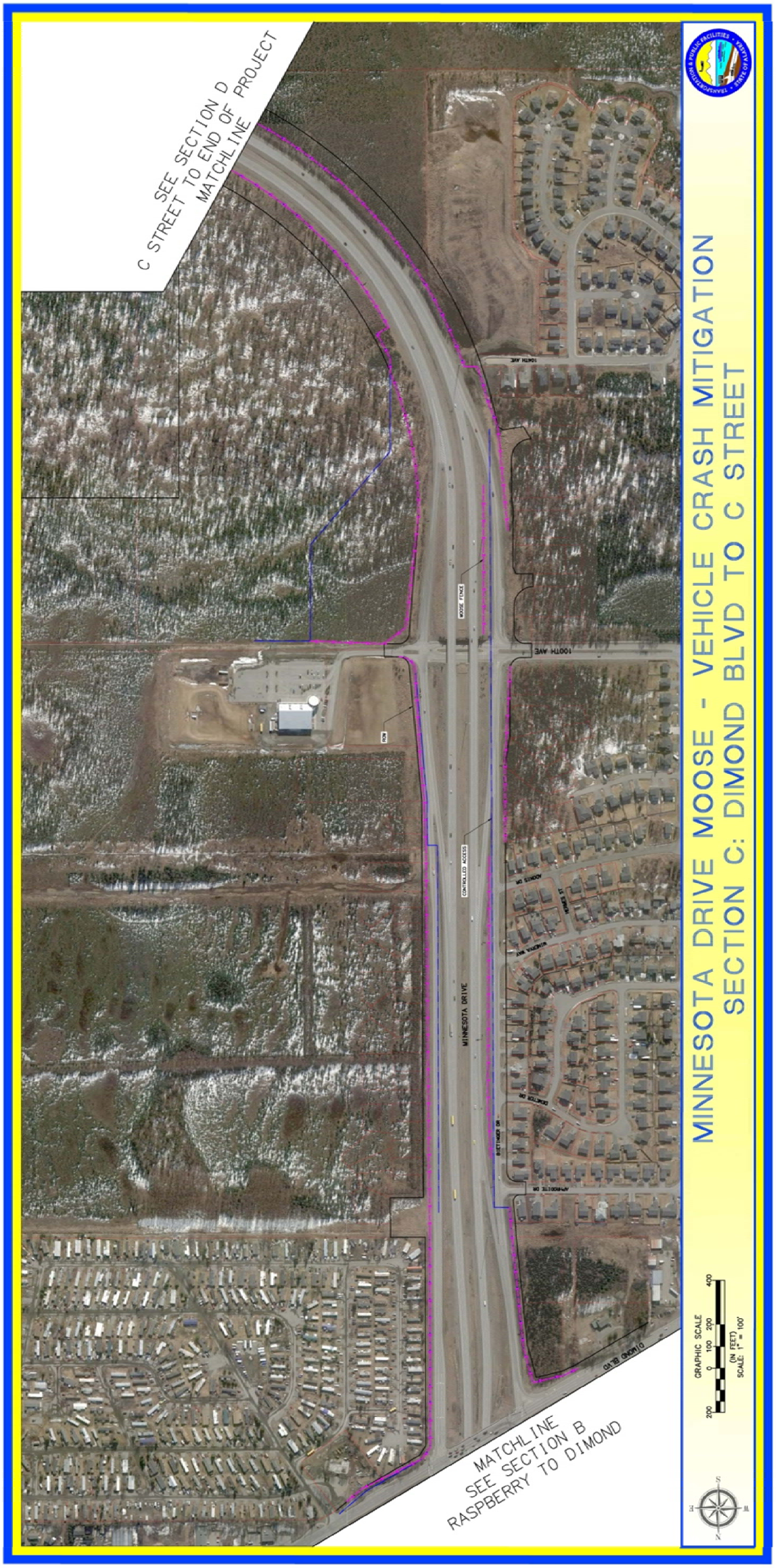
Kevin Jackson, PE
Project Manager
DOT&PF
(907) 269-0641
Kevin.jackson@alaska.gov
PO Box 196900
Anchorage, AK 99519-6900

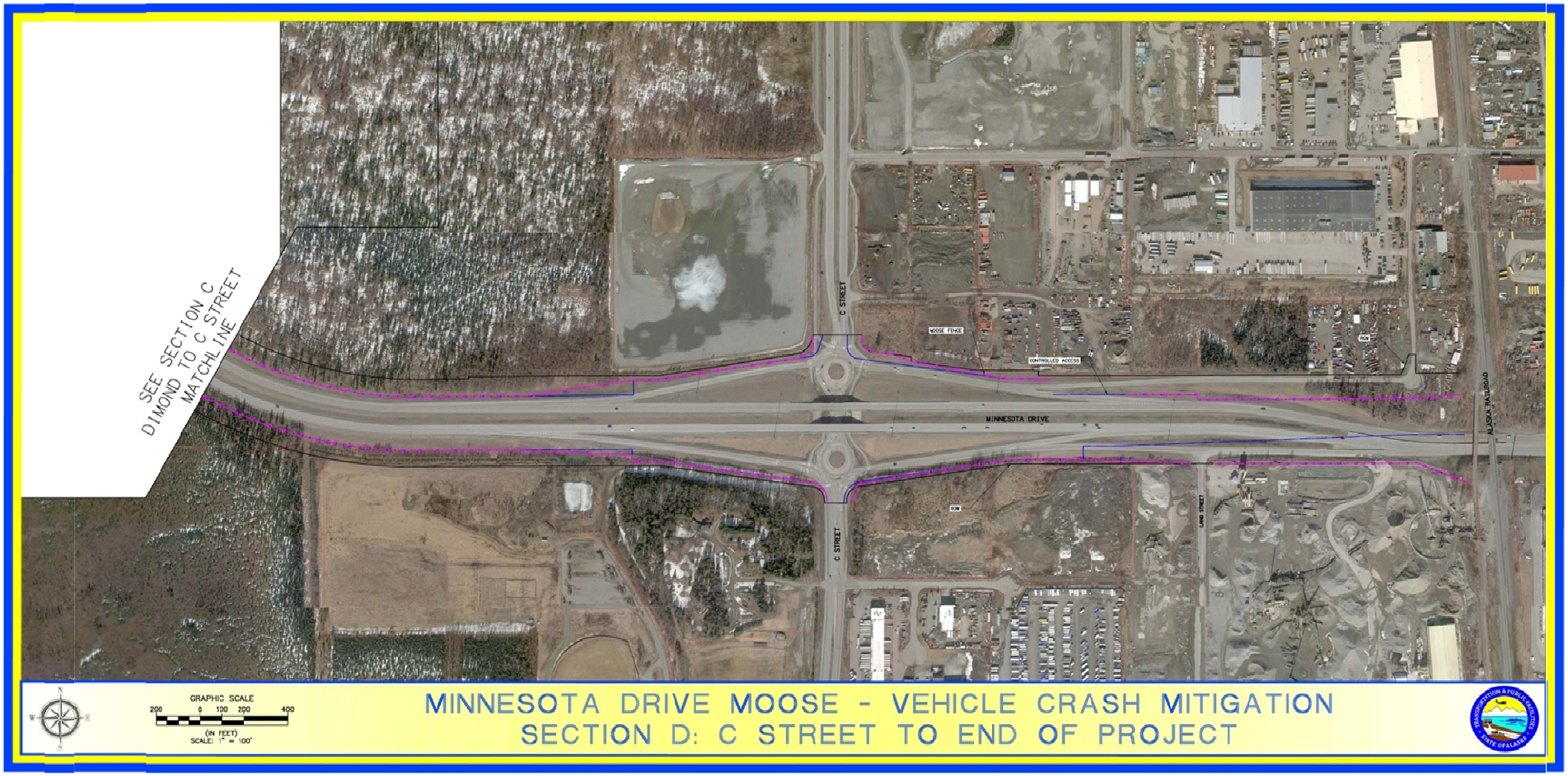
Joann Mitchell, PE
Public Involvement Coordinator
Kinney Engineering
(907) 344-7590
Joannmitchell@kinneyeng.com
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515


LEGEND
= Moose Crash (2000-2010)
3.5 = CDS Milepoint
= Proposed NEW Moose Fence
= Proposed NEW Moose Gate
N
Match Line
Strawberry Rd.
6,600 L.F. of NEW MOOSE FENCE
3,200 L.F. of NEW MOOSE FENCE
Dimond Blvd.
2.49
3,600 L.F. of NEW MOOSE FENCE
3,500 L.F. of NEW MOOSE FENCE
100th Ave.
1.79
Alternate Fence Location
Alternate Fence Location
5,500 L.F. of NEW MOOSE FENCE
6,000 L.F. of NEW MOOSE FENCE
Alternate Fence Location
Alternate Fence Location
2,800 L.F. of NEW MOOSE FENCE
2,800 L.F. of NEW MOOSE FENCE
0.20
0.00
C Street
Alaska Railroad
Old Seward Hwy.
Seward Highway
200 0 200 400 600 800 feet
5.36
Tudor Road
4.92
4.88
4.75
International Airport Rd.
Alaska Railroad
4,800 L.F. of NEW MOOSE FENCE
4,600 L.F. of NEW MOOSE FENCE
Raspberry Road
3.87
200 0 200 400 600 800 feet
4,500 L.F. of NEW MOOSE FENCE
Match Line
HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
Project No. HHE-042-1(092)/53445
2000-2010 Moose-Vehicle Crash Locations and Proposed Fencing Locations


SEE SECTON B
RASPBERRY TO DIMOND
MATCHLINE
RASPBERRY ROAD
ELECTRON DR
BEGIN MOOSE FENCE
MINNESOTA DRIVE
MOOSE FENCE
INTERNATIONAL AIRPORT ROAD
RASPBERRY ROAD
CONTROLLED ACCESS
BEGIN MOOSE FENCE
TAFT ST
GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
SCALE: 1" = 100'
MINNESOTA DRIVE MOOSE - VEHICLE CRASH MITIGATION
SECTION A: INTERNATIONAL AIRPORT RD TO RASPBERRY RD


MATCHLINE
SEE SECTION A
INTERNATIONAL TO RASPBERRY
MATCHLINE
SEE SECTION C
DIMOND TO C STREET
MINNESOTA DRIVE
BARRETT DRIVE
STRAWBERRY ROAD
BERRYPATCH DR
GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
SCALE: 1" = 100'
MINNESOTA DRIVE MOOSE - VEHICLE CRASH MITIGATION
SECTION B: RASPBERRY RD TO DIMOND BLVD


MINNESOTA DRIVE MOOSE - VEHICLE CRASH MITIGATION
SECTION C: DIMOND BLVD TO C STREET
SEE SECTION D
C STREET TO END OF PROJECT
MATCHLINE
MATCHLINE
SEE SECTION B
RASPBERRY TO DIMOND
MINNESOTA DRIVE
100TH AVE
MOOSE FENCE
CONTROLLED ACCESS
DIMOND BLVD
GRAPHIC SCALE
(IN FEET)
SCALE: 1" = 100'


SEE SECTION C
DIMOND TO C STREET
MATCH LINE
C STREET
MOOSE FENCE
CONTROLLED ACCESS
ROW
MINNESOTA DRIVE
ALASKA RAILROAD
C STREET
LAND STREET
GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
SCALE: 1" = 100'
MINNESOTA DRIVE MOOSE - VEHICLE CRASH MITIGATION
SECTION D: C STREET TO END OF PROJECT

Kinney Engineering, LLC
750 West Dimond Boulevard
Suite 203
Anchorage, Alaska 99515
(907) 346-2373
Fax: (907) 349-7496

MEETING SUMMARY

Project: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
Project No. HHE-042-1(092)/53455

Meeting: Public Open House

Date/Time: May 13, 2013
4 to 7 p.m.

Location: Spenard Recreation Center
2020 W. 48th Avenue, Anchorage

Team Attendees: Kevin Jackson, PE, DOT&PF
Breanna Mahoney, DOT&PF
Art Johnson, PE, Kinney Engineering
Ron Martindale, Kinney Engineering
John Pekar, PE, Kinney Engineering
Joann Mitchell, PE, Kinney Engineering
Danielle Fay, PE, Kinney Engineering

Attendees: 19 people signed in

Meeting Notices:
- DOT&PF PI Google Calendar
- State of Alaska Online Public Notice (4/29/13)
- Postcard sent to approx. 1,160 addresses (4/27/13)
- Announced at Community Council meetings
- Email notices sent (5/1/13 and 5/8/13)
- Federation of Community Councils sent email notice (5/7/13)
- Advertisement in Anchorage Daily News *(*4/30/13 and 05/06/13*)*
- Website notice

Meeting Materials
- Moose-Vehicle Crash map
- Large scale aerials of project corridor illustrating conceptual location of proposed fence, controlled access line, and right of way limits

Attendees were greeted at the door and asked to sign in. The room layout and meeting format was then explained.

Comments heard during the evening included:
- Please be aware of maintaining egress from Anchorage Sand & Gravel *(Dave Johnson, AS&G sales manager, explained their operations and asked to be kept informed as the project develops)*
- Can the fence be designed for a future noise barrier?

- There is an informal pathway on the east side of Minnesota between Raspberry Road and Dimond Boulevard. It gets a lot of use. Won't path users, and moose, be trapped between the moose fence and private fences?
- The proposed fencing will force the moose into the neighborhoods and cause more problems. Consider an undercrossing so the moose can get to the other side of Minnesota Drive.
- Minimize the amount of trees disturbed as they help reduce the noise.
- Consider adding a lane between International Airport Road and Raspberry Road, southbound. A lot of moose are in this area and drivers don't see them because they are so focused on merging. (same issue at the Dimond Boulevard NB on ramp).
- On the east side of Minnesota Drive, south of Dimond Boulevard, the fence should go on the west side of the frontage road (just as it is shown for the west side of Minnesota Drive) so as not to cut off access to the properties along the frontage road.
- Glad to see this is happening. It is certainly needed.
- Install some type of cattle guards on the side street approaches to minimize intrusion onto Minnesota Drive at the interchange openings.
- Consider creating an opening in the fences where moose cross with an electrobraid style barrier across Minnesota Drive on each side of the opening and an active flashing sign to warn drivers when moose are in the "chute".
- Remove the trees as it just encourages the moose to browse near the road.
- Provide better lighting.

Two written comments were submitted at the meeting:

- *Try to select a fence that can accept additions to make it more sound proof in the future. Also, try to keep it away from the public's backyards and as close to the road that is permissible.*
- *I have lived on the side of Minnesota since the '80s (between Raspberry and Dimond) and trees have been removed twice. The trees help with the sound and noise levels from the road. Please do not remove trees on the side of my home (1341 W. 80th) if at all possible. I would really like to be notified before the fencing project begins. I would appreciate all consideration with no removal of trees from 76th to Dimond Boulevard.*

Subject: Comments on Moose Fencing Project
Date: Friday, May 3, 2013 9:31:30 AM Alaska Daylight Time
From: Cathy L. Gleason
To: joannmitchell@kinneyeng.com
Category: Moose Fencing, Public Comment

Thank you for the opportunity to submit comments on the proposed moose fencing project along Minnesota Dr.

I support the project, which will provide safer conditions for both moose and drivers along this stretch of road. However, I do have two comments:

1) The photo of the moose fencing on the project website shows a chainlink fence with barbed wire on top. I hope adding barbed wire on top of the fencing along Minnesota Dr. is not part of the fencing design. It is very unattractive, would give a prison-like look along this long stretch of a well-traveled road in our city, and I don't see how it would enhance the purpose of the fencing in any way. Please do not put barbed wire on top of the chainlink fencing.

2) Since the project website does not give detailed information on fence location siting, it is difficult to know if existing treed vegetation would be impacted. Every effort should be made to minimize impacts on existing treed vegetation with careful siting and installation techniques. Retaining trees would mitigate the visual impacts of the industrial look of a chainlink fence. Again, this is a long stretch of a well-traveled road in Anchorage and aesthetics should be taken into consideration.

Thank you,
Cathy Gleason
4211 Bridle Circle
Anchorage, AK 99517
248-0442

Subject: Public Comment on Moose Fencing--Shirley Shea

Date: Friday, May 3, 2013 10:55:06 AM Alaska Daylight Time

From: Joann Mitchell

To: Jackson, Kevin L (DOT)

CC: Art Johnson

I just got off the phone with Shirley Shea. She is a disabled woman that lives on 79th, between Arctic and Minnesota, on the east side. She has been trying to get a sound barrier installed along Minnesota and wanted to know if the moose fencing could be designed near her such that it served that purpose as well. She has been in touch with Chris Tuck's office throughout the years trying to get him interested in finding funds for it. The response she has gotten was to circulate a petition among her neighbors. Because she is disabled, it would be hard for her to canvass her neighborhood. She also asked if an earth berm could be constructed as part of this project.

I explained that the funding for the project is strictly for safety improvements so funding for sound barriers would have to come from somewhere else. She does support the project and definitely sees the need for it.

Could someone from the DOT call her and perhaps explain the hows and whys of noise barriers? Have they ever been considered along Minnesota? She brought up the sound barriers that were installed on C Street and now along the Seward Hwy and wants to know how to get one for her neighborhood. She is also concerned that this new fencing will make it harder to get a noise barrier in the future because no one will want to disturb the new fencing.

Her name is Shirley Shea, home phone number is 522-1021.

Joann Mitchell, P.E.

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7496
Joannmitchell@kinneyeng.com

Subject: Re: Comments on Moose Fencing Project
Date: Monday, May 6, 2013 4:30:19 PM Alaska Daylight Time
From: Cathy L. Gleason
To: Joann Mitchell

Joann,

Thank you for the prompt response to my comments. I appreciate DOT's attention to public comment and I feel the the information you provided below addresses my concerns. Brown or dark green colored fencing would definitely look better than standard metal grey. Hope there is enough money in the budget for that upgrade!

Cathy

Hello Cathy--
Thank you for your comments on the Moose-Vehicle Crash Mitigation project. The photo of the example fencing that is on the website was taken along the Glenn Highway on the JBER side of the highway (north side). Because it is adjacent to the military property, that location does have the barbed wire on top. For this location, along Minnesota Drive, we will not have the barbed wire. You are right--it is not very attractive! We are planning on taking some photos of fencing that better illustrates what we are proposing and we'll change out the photo on the website.

We are just getting into the design details and determining the exact locations of the fence. But it is the intent of the project to maintain as much of the natural vegetation as possible. We are not planning to do any clearing other than what is needed to accommodate the construction. Also, we will be looking into the possibility of using a fence that has a more
natural color (brown or green). We will need to consider the cost impact of using the colored fence.

As the design progresses, we will update the website.

Thank you again for your interest in the project.

Joann Mitchell, P.E.

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515

Phone: 907.344.7590
Fax. 907.349.7496
Joannmitchell@kinneyeng.com

On 5/3/13 9:31 AM, "Cathy L. Gleason" <djg@alaska.net> wrote:

Thank you for the opportunity to submit comments on the proposed moose fencing
project along Minnesota Dr.

I support the project, which will provide safer conditions for both moose and
drivers along this stretch of road. However, I do have two comments:

1) The photo of the moose fencing on the project website shows a chainlink fence with barbed wire on top. I hope adding barbed wire on top of the fencing
along Minnesota Dr. is not part of the fencing design. It is very unattractive, would give a prison-like look along this long stretch of a well-traveled road in our city, and I don't see how it would enhance the purpose of the fencing in any way. Please do not put barbed wire on top of the
chainlink fencing.

2) Since the project website does not give detailed information on fence location siting, it is difficult to know if existing treed vegetation would be
impacted. Every effort should be made to minimize impacts on existing treed vegetation with careful siting and installation techniques. Retaining trees would mitigate the visual impacts of the industrial look of a chainlink fence.
Again, this is a long stretch of a well-traveled road in Anchorage and aesthetics should be taken into consideration.

Thank you,
Cathy Gleason
4211 Bridle Circle
Anchorage, AK 99517
248-0442

Subject: Re: Comments on Moose Fencing Project

Date: Monday, May 6, 2013 2:46:56 PM Alaska Daylight Time

From: Joann Mitchell

To: Cathy L. Gleason

Category: Moose Fencing, Public Comment

Hello Cathy--
Thank you for your comments on the Moose-Vehicle Crash Mitigation project. The photo of the example fencing that is on the website was taken along the Glenn Highway on the JBER side of the highway (north side). Because it is adjacent to the military property, that location does have the barbed wire on top. For this location, along Minnesota Drive, we will not have the barbed wire. You are right--it is not very attractive! We are planning on taking some photos of fencing that better illustrates what we are proposing and we'll change out the photo on the website.

We are just getting into the design details and determining the exact locations of the fence. But it is the intent of the project to maintain as much of the natural vegetation as possible. We are not planning to do any clearing other than what is needed to accommodate the construction. Also, we will be looking into the possibility of using a fence that has a more natural color (brown or green). We will need to consider the cost impact of using the colored fence.

As the design progresses, we will update the website.

Thank you again for your interest in the project.

Joann Mitchell, P.E.

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515

Phone: 907.344.7590
Fax. 907.349.7496
Joannmitchell@kinneyeng.com

On 5/3/13 9:31 AM, "Cathy L. Gleason" <djg@alaska.net> wrote:

> Thank you for the opportunity to submit comments on the proposed moose fencing project along Minnesota Dr.
>
> I support the project, which will provide safer conditions for both moose and drivers along this stretch of road. However, I do have two comments:
>
> 1) The photo of the moose fencing on the project website shows a chainlink fence with barbed wire on top. I hope adding barbed wire on top of the fencing along Minnesota Dr. is not part of the fencing design. It is very unattractive, would give a prison-like look along this long stretch of a well-traveled road in our city, and I don't see how it would enhance the purpose of the fencing in any way. Please do not put barbed wire on top of the chainlink fencing.

2) Since the project website does not give detailed information on fence location siting, it is difficult to know if existing treed vegetation would be impacted. Every effort should be made to minimize impacts on existing treed vegetation with careful siting and installation techniques. Retaining trees would mitigate the visual impacts of the industrial look of a chainlink fence. Again, this is a long stretch of a well-traveled road in Anchorage and aesthetics should be taken into consideration.

Thank you,
Cathy Gleason
4211 Bridle Circle
Anchorage, AK 99517
248-0442

Subject: RE: Public Comment on Moose Fencing--Shirley Shea
Date: Thursday, May 9, 2013 1:41:02 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Joann Mitchell
CC: Art Johnson, Mahoney, Breanna M (DOT)
Category: Moose Fencing

I called Shirley Shea today at around 1:20 pm and introduced myself.

I explained to her that the Department has a Noise Policy for determining if and when mitigation is undertaken. I explained that in order for noise barriers to be considered, the project must:

1) Involve construction of a new road; or,
2) Substantially moves the road closer (project halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition); or,
3) Substantially changes the vertical alignment (either by removing shielding or raising the road at least 10 feet); or
4) Adds an additional lane, excluding turn lanes.

Given that this project does none of these (does not qualify as a Type I Project per the Department's April 2011 Environmental Procedures Manual Noise Policy), we will not be considering noise abatement.

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: Joann Mitchell [mailto:joannmitchell@kinneyeng.com]
Sent: Friday, May 03, 2013 10:55 AM
To: Jackson, Kevin L (DOT)
Cc: Art Johnson
Subject: Public Comment on Moose Fencing--Shirley Shea

I just got off the phone with Shirley Shea. She is a disabled woman that lives on 79th, between Arctic and Minnesota, on the east side. She has been trying to get a sound barrier installed along Minnesota and wanted to know if the moose fencing could be designed near her such that it served that purpose as well. She has been in touch with Chris Tuck's office throughout the years trying to get him interested in finding funds for it. The response she has gotten was to circulate a petition among her neighbors. Because she is disabled, it would be hard for her to canvass her neighborhood. She also asked if an earth berm could be constructed as part of this project.

I explained that the funding for the project is strictly for safety improvements so funding for sound barriers would have to come from somewhere else. She does support the project and definitely sees the need for it.

Could someone from the DOT call her and perhaps explain the hows and whys of noise barriers? Have they ever been considered along Minnesota? She brought up the sound barriers that were installed on C Street and now along

the Seward Hwy and wants to know how to get one for her neighborhood. She is also concerned that this new fencing will make it harder to get a noise barrier in the future because no one will want to disturb the new fencing.

Her name is Shirley Shea, home phone number is 522-1021.

Joann Mitchell, P.E.

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7496

Subject: Minnesota Drive Moose

Date: Saturday, May 11, 2013 12:28:52 PM Alaska Daylight Time

From: Allen & Mary Reed

To: joannmitchell@kinneyeng.com

Please consider a sound barrier on the east side of Minnesota with the moose fence.

Subject: Minnesota Drive Moose

Date: Sunday, May 12, 2013 1:11:46 PM Alaska Daylight Time

From: Dale Tallman

To: joannmitchell@kinneyeng.com

Are you people nuts! This confirms my take that DOT has too much money in it's budget. The fact of the matter is that 99.9% of the people that travel this roadway haven't had a moose encounter and probably never will. With no guarantees of success, the cost of this project cannot be justified! Slow the traffic, allow a bow hunt harvest of moose and cut back vegetation on the right of ways instead. Dale Tallman

HSIP: MINNESOTA DRIVE
MOOSE-VEHICLE CRASH MITIGATION

DOT&PF Project No. 53455 / HHE-042-1(092)

Your comments, please...

Please use this comment sheet to share any issues, needs or local knowledge you believe will help us as we address mitigation of moose-vehicle crashes on Minnesota Drive. If you wish to discuss your comment with a member of the project team, please check the box below. Thanks for your input!

Question about the access to my property on the east side of Minnesota ~~between~~ north of 100th Ave. There are no roads to currently access her lots. They are east of the first row ~~fro~~ next to the frontage road. Please look at putting the fence between the frontage road and the highway to maintain access.

- Transcribed by Danielle Fay

☐ Check this box if you would like the project team to contact you regarding specifics of the project. Provide your contact information and the best time to contact you on the back.

Fax this form to 907-349-7493 or fold and **mail** to address on the back of this sheet.
You may also scan and **email** it to joannmitchell@kinneyeng.com
(To mail, fold in thirds. Place two pieces of tape along the top, 1" from each side, to seal for mailing. Affix first class postage.)

Stamp

Joann Mitchell, P.E., Public Involvement Coordinator
Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, Alaska 99515

(FOLD HERE)

(FOLD HERE)

☐ I'm already on your mailing list. ☐ Please add my name (or email) to the project mailing list:

Name
Patricia James

Street Address or PO Box
1800 Stanton Ave

City, State, Zip
Anchorage, AK 99508-5148

Email
hoka@gci.net

(To mail, fold in thirds. Place two pieces of tape along the top, 1" from each side, to seal for mailing. Affix first class postage.)

HSIP: MINNESOTA DRIVE
MOOSE-VEHICLE CRASH MITIGATION

DOT&PF Project No. 53455 / HHE-042-1(092)

Your comments, please...

Please use this comment sheet to share any issues, needs or local knowledge you believe will help us as we address mitigation of moose-vehicle crashes on Minnesota Drive. If you wish to discuss your comment with a member of the project team, please check the box below. Thanks for your input!

Try to Select a fence that can accept additions to make it more sound proof in the future. Also, try to keep it away from the publics back yards and as close to the road that is permissable

☒ Check this box if you would like the project team to contact you regarding specifics of the project. Provide your contact information and the best time to contact you on the back.

Fax this form to 907-349-7493 or fold and **mail** to address on the back of this sheet.
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Stamp

Joann Mitchell, P.E., Public Involvement Coordinator
Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, Alaska 99515

(FOLD HERE)

(FOLD HERE)

☐ I'm already on your mailing list.	☒ Please add my name (or email) to the project mailing list:
Name	Rep. Chris Tuck
Street Address or PO Box	8220 Barnett Dr. # 2
City, State, Zip	Anch. Ak 99518
Email	rep.chris.tuck@akleg.gov

(To mail, fold in thirds. Place two pieces of tape along the top, 1" from each side, to seal for mailing. Affix first class postage.)

HSIP: MINNESOTA DRIVE
MOOSE-VEHICLE CRASH MITIGATION

DOT&PF Project No. 53455 / HHE-042-1(092)

Your comments, please...

Please use this comment sheet to share any issues, needs or local knowledge you believe will help us as we address mitigation of moose-vehicle crashes on Minnesota Drive. If you wish to discuss your comment with a member of the project team, please check the box below. Thanks for your input!

I have lived on the side of Minnesota since the 80's (between Raspberry & Dimond) & trees have been removed twice. The trees help with the sound & noise levels from the road. Please do NOT remove trees on the side of my home (1341 W. 80th) if at all possible. I would really like to be notified before the fencing project begins. I would appreciate all consideration with NO removal of trees from 76th to Dimond Blvd.

Thank so much,

Linda Winbush

☐ Check this box if you would like the project team to contact you regarding specifics of the project. Provide your contact information and the best time to contact you on the back.

Fax this form to 907-349-7493 or fold and **mail** to address on the back of this sheet.
You may also scan and **email** it to joannmitchell@kinneyeng.com
(To mail, fold in thirds. Place two pieces of tape along the top, 1" from each side, to seal for mailing. Affix first class postage.)

Stamp

Joann Mitchell, P.E., Public Involvement Coordinator
Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, Alaska 99515

(FOLD HERE)

(FOLD HERE)

☐ I'm already on your mailing list. ☐ Please add my name (or email) to the project mailing list:

Name	Linda Winbush
Street Address or PO Box	1341 W. 80th
City, State, Zip	Anchorage, AK. 99518
Email	E LKWAMS@YAHOO.COM lkwams

(To mail, fold in thirds. Place two pieces of tape along the top, 1" from each side, to seal for mailing. Affix first class postage.)

Subject: Project #53455/HHE-042
Date: Saturday, May 18, 2013 3:35:37 PM Alaska Daylight Time
From: paula
To: joannmitchell@kinneyeng.com, chris@tuckforalaska.com
Category: Public Comment, Moose Fencing

Dear Joann,

I'm writing in regards to the proposed fencing along Minnesota Drive. We live in the Rovenna Subdivision between Arctic Blvd & Minnesota Drive. For years, our neighbors & myself have asked for a traffic sound barrier along Minnesota. The noise from traffic along Minnesota has increased greatly over the years & at times we cannot carry on a conversation on our back deck without shouting. Is there a chance that this fencing will be a solid structure & not chain link? I apologize for not attending the meeting at the Spenard Recreation Ctr. Hopefully I can attend another meeting concerning this project in the near future. Thank you.

Paula Lawhon

Subject: Re: Project #53455/HHE-042
Date: Monday, May 20, 2013 3:12:23 PM Alaska Daylight Time
From: Joann Mitchell
To: paula, chris@tuckforalaska.com
CC: Jackson, Kevin L (DOT), Art Johnson

Hello Paula-
Thank you for your comment. We have heard similar concerns from your neighbors. The funding for this project is coming from a specific pot of money—the Highway Safety Improvement Program (HSIP). This federal program is dedicated to reducing the number and severity of collisions by making spot improvements to locations that have a history of above average crash rates. A chain link fence is what is needed to reduce the moose-vehicle collisions. To reduce noise, as you said, a solid, and much more costly, structure is needed. The HSIP money spent must be directly related to a safety concern and unfortunately, reducing the noise for homes adjacent to Minnesota Drive does not qualify.

As I said, we have heard from a number of your neighbors and Representative Tuck, about the concern but we cannot accommodate noise reduction as part of this safety project. However, there is nothing in our design that would preclude a future noise barrier if funding became available from another source.

At this time, we are not planning on another meeting for the project. We will be updating the project website (www.minnesotadrivemoose.com) as the design develops and we are always open to receiving public input. We will add you to our email list and send you a notice when the website gets updated.

Thanks for your interest in the project and please don't hesitate to contact us if you have further questions or comments.

Joann Mitchell, PE

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7493
Joannmitchell@kinneyeng.com

From: paula <redwood@gci.net>
Date: Saturday, May 18, 2013 3:35 PM
To: Joann Mitchell <joannmitchell@kinneyeng.com>, <chris@tuckforalaska.com>
Subject: Project #53455/HHE-042

Dear Joann,

I'm writing in regards to the proposed fencing along Minnesota Drive. We live in the Rovenna Subdivision between Arctic Blvd & Minnesota Drive. For years, our neighbors & myself have asked for a traffic sound barrier along Minnesota. The noise from traffic along Minnesota has increased greatly over the years & at times we cannot carry on a conversation on our back deck without shouting. Is there a chance that this fencing will be a solid structure & not chain link? I apologize for not attending the meeting at the Spenard Recreation Ctr. Hopefully I can attend another meeting concerning this project in the near future. Thank you.

Paula Lawhon

Subject: Minnesota Moose Fence
Date: Sunday, May 19, 2013 10:54:39 AM Alaska Daylight Time
From: Oz Kendall
To: joannmitchell@kinneyeng.com
Category: Moose Fencing, Public Comment

What happends to existing wood Fences in the Berry Patch Subdivision that are adjacent to the HWY right of way?

Sorry I was out of Town during the public hearing.

--
In God We Trust.

Oz Kendall

Subject: RE: Minnesota moose fence
Date: Monday, May 20, 2013 8:39:08 AM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Oz Kendall
CC: Art Johnson, Joann Mitchell, Mahoney, Breanna M (DOT)
Category: Moose Fencing

The short answer is no, I don't think there is a need for another public meeting. Instead of holding another public meeting, the time of which may not be convenient to many people, the intent is to provide project updates using the project website (http://www.minnesotadrivemoose.com/) . This allows people the convenience of learning about the progress when it's best for them.

We have done extensive public outreach including mailers (which I assume you received), informing the communities councils and advertising in the newspaper. Additionally, the project has been covered by KTVA twice. So I think we have got the word out to the people most affected by the project.

The intent of this outreach effort is to solicit comments from folks who use the highway and those who live near the highway. We have learned that, in some locations, people have been walking within the State ROW near the property lines/fences in order to exercise, walk their dogs, and access the green belt. We are going to strive to locate the moose fence in a location that allows room for this to continue in addition to allowing room for moose to travel up and down the corridor without causing a safety hazard to motorists. There will be one-way gates that allow the moose to exit the highway clear zone area and get into the area between the moose fence and the edge of the State ROW (where private fences currently exist in many locations).

By and large, the public response has been supportive. People recognize the danger posed by moose crossing a 60 mph highway.

As the design progresses, you will be able to see updated plans on the website. Updated schedule information will also be included.

As we are still collecting survey data, so it will be a few months before we will have plans that show the proposed fence locations. I encourage you to visit the website in late June or July.

Just because I don't intend to hold another public meeting does not mean I don't want to continue interacting with the public and getting their input. My hope is that people will use the website and comment, either by email or phone, as appropriate.

Don't hesitate to call or send me an email if you have questions or comments.

Sincerely,

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: Oz Kendall [mailto:wizardofak@gmail.com]
Sent: Sunday, May 19, 2013 11:24 AM
To: Jackson, Kevin L (DOT)
Subject: Re: Minnesota moose fence

Will there be further public meetings as the design progresses?

Thanks for the reply.

On Sun, May 19, 2013 at 11:12 AM, Jackson, Kevin L (DOT) <kevin.jackson@alaska.gov> wrote:
Hi Oz,

No, we will not be touching your existing fence. The intent of the project is to install a new fence within the State ROW that will keep moose away from the highway. The goal is to leave space between the edge of the ROW (where your fence is). We are in the early stages of design. In fact, the design surveying is going on right now.

Sent from my HTC

----- Reply message -----
From: "Oz Kendall" <wizardofak@gmail.com>
To: "Jackson, Kevin L (DOT)" <kevin.jackson@alaska.gov>
Subject: Minnesota moose fence
Date: Sun, May 19, 2013 10:22 AM

Is it the intent of the State to remove my existing wood back yard fence and replace it with the new chain link fencing?

The neighborhood covenants forbid chain link fence for the Berry Patch subdivision.

I do not have any objection to the project, I'm just confused as to what will take place.

--
In God We Trust.

Oz Kendall

--
In God We Trust.

Oz Kendall

Subject: Re: Minnesota Drive Moose
Date: Monday, May 20, 2013 4:34:27 PM Alaska Daylight Time
From: Joann Mitchell
To: Chad Nugent
CC: besse@mtaonline.net, Dave Pfeifer, Art Johnson, Jackson, Kevin L (DOT)
Category: Moose Fencing

Hello Chad-
Just wanted to let you know that we did get your comment and I have shared it with the project team.

Joann Mitchell, PE

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7493
Joannmitchell@kinneyeng.com

From: Chad Nugent <cnugent@ciri.com>
Date: Monday, May 20, 2013 9:26 AM
To: Joann Mitchell <joannmitchell@kinneyeng.com>
Cc: "besse@mtaonline.net" <besse@mtaonline.net>, Dave Pfeifer <DPfeifer@ciri.com>
Subject: Minnesota Drive Moose

To whom it may concern,

CIRI owns properties adjacent to where the proposed Moose Fence is intended to be installed on Minnesota Drive. We oppose the installation of the fence in front of our properties due to the poor aesthetic impact and visual detraction it will have on our sites. It seems that keeping the brush and vegetation cut further back from the roadway provides for better detraction of moose crossings as exhibited in similar projects throughout the State. Furthermore, your map of related accidents do not show significant activity involving moose crashes during the study period. Please consider alternate methods and locations so that the proposed improvements does not have a negative impact on our property.

I would appreciate verification that you have received these comments.

Sincerely,

Chad Nugent
Director, Project Management, Real Estate
Cook Inlet Region, Inc. (**CIRI**)
Po Box 93330, Anchorage, AK 99509-3330
907-263-5517 (phone) / 907-263-5190 (fax)

Subject: Minnesota Drive Moose
Date: Monday, May 20, 2013 9:26:27 AM Alaska Daylight Time
From: Chad Nugent
To: joannmitchell@kinneyeng.com
CC: besse@mtaonline.net, Dave Pfeifer
Category: Public Comment, Moose Fencing

To whom it may concern,

CIRI owns properties adjacent to where the proposed Moose Fence is intended to be installed on Minnesota Drive. We oppose the installation of the fence in front of our properties due to the poor aesthetic impact and visual detraction it will have on our sites. It seems that keeping the brush and vegetation cut further back from the roadway provides for better detraction of moose crossings as exhibited in similar projects throughout the State. Furthermore, your map of related accidents do not show significant activity involving moose crashes during the study period. Please consider alternate methods and locations so that the proposed improvements does not have a negative impact on our property.

I would appreciate verification that you have received these comments.

Sincerely,

Chad Nugent
Director, Project Management, Real Estate
Cook Inlet Region, Inc. (**CIRI**)
Po Box 93330, Anchorage, AK 99509-3330
907-263-5517 (phone) / 907-263-5190 (fax)

Subject: Minnesota Drive Moose
Date: Wednesday, May 22, 2013 1:29:57 PM Alaska Daylight Time
From: Weaver, Karen E - ANCHORAGE AK
To: joannmitchell@kinneyeng.com
Category: Moose Fencing, Public Comment

This project has recently been brought to my attention and I'd like to offer the following alternatives instead of installing an ugly metal fence along Minnesota Drive.

1. Cut back the browse along the highway – giving more visibility to any moose approaching the road.
2. Increased lighting
3. Add "Moose Crossing" signage to make drivers aware of the danger.

As a frequent user of the Campbell Creek trail, I see a potential danger in that the moose will be encouraged to use the Minnesota underpass – resulting in a greater danger for moose – human encounters along this popular trail. There is a high traffic volume of people walking/skiing/biking with babies, children and dogs that would be thrown in the path of the moose.

I must say, in the 27 years I've lived in the area and traveled along this stretch of Minnesota, I've NEVER seen a moose-vehicle crash.

Thank you .

Karen E. Weaver
1820 Bluegrass Circle
Anchorage, AK 99502

Subject: FW: minnesota drive fence for moose
Date: Tuesday, May 28, 2013 11:19:19 AM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Joann Mitchell
Category: Public Comment, Moose Fencing

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: NANCY & JERRY GREEN [mailto:njgreen@gci.net]
Sent: Friday, May 24, 2013 9:04 AM
To: Jackson, Kevin L (DOT)
Subject: minnesota drive fence for moose

Kevin,

I am a homeowner along the Minnesota highway. I was not able to attend the public meeting on the 13th and I have a couple of questions.

1. What style of fencing is proposed. The gate on the website is a metal one. Is this the design for the entire fencing. We were hoping for it to include a screening type due to the

noise and traffic that passes on this highway.

2. How do they propose to build this fence in the middle of winter? I was looking at the schedule on the site and is this realistic???

Thank you

Nancy & Jerry Green

1617 W. 104th Ave

Anchorage

njgreen@gci.net

Subject: Minnesota Drive Moose-Vehicle Crash Mitigation
Date: Tuesday, June 11, 2013 1:29:56 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: djg@alaska.net
Category: Public Comment, Moose Fencing

Hi Cathy,

We received some comments from you pertaining to the subject project. The response indicated that minimal clearing will be done.

The purpose and need of the project is to reduce the high number of moose-vehicle crashes that are occurring on Minnesota Drive. The three cost effective mitigation measures available to reduce moose-vehicle collisions are clearing, lighting and fencing. Much of the ROW is already cleared and the roadway is currently illuminated to appropriate standards.

However, in addition to installing the moose fence (with one-way gates allowing moose to exit but not enter the road side of the fence), it's important to remove vegetation that moose feed upon. To this end, the intent is to clear the ROW of all potential attractants/food for moose.

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

Subject: Re: Minnesota Drive Moose-Vehicle Crash Mitigation Project

Date: Thursday, June 13, 2013 4:37:10 PM Alaska Daylight Time

From: NANCY & JERRY GREEN

To: Joann Mitchell

Thanks so much. While I wished for the sound proof variety, thank you for providing the additional information. At least I won't see moose hit on Minnesota and it should virtually eliminate the current foot/bike traffic on the edge of our property and lawn.

thank you

Nancy Green

----- Original Message -----
From:
"Joann Mitchell" <joannmitchell@kinneyeng.com>

To:
<njgreen@gci.net>
Cc:
"Jackson Kevin L (DOT)" <kevin.jackson@alaska.gov>, "Art Johnson" <artjohnson@kinneyeng.com>
Sent:
Thu, 13 Jun 2013 16:28:30 -0800
Subject:
Minnesota Drive Moose-Vehicle Crash Mitigation Project

Thank you for submitting a comment on the Minnesota Drive Moose-Vehicle Crash Mitigation Project. We have compiled all of the comments, including yours, and are getting back with a response to folks. Sorry about the delay.

The proposed moose fence will be similar to what is shown on the website—a welded-wire mesh fence. (We did change out the photo on the website. We are now showing the fence that is on Elmore Road—it doesn't have the barbed wire on top like the one along the Glenn Hwy does). The design team is looking into the feasibility of using a brown or green colored coatings to help improve the appearance. Unfortunately, this type of fence will not help to reduce noise. That is a very different style of fence or barrier, which is much more expensive. This project is funded through the Highway Safety Improvement Program (HSIP) and those funds can only be spent on cost effective safety projects. Noise barriers do not qualify as a safety improvement.

In addition, the Department has a Noise Policy for determining if and when mitigation is undertaken. In order for noise barriers to be considered, the project must:
1) Involve construction of a new road; or,
2) Substantially moves the road closer (project halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition); or,
3) Substantially changes the vertical alignment (either by removing shielding or raising the road at least 10 feet); or
4) Adds an additional lane, excluding turn lanes.

Because none of the conditions listed above apply, DOT&PF will not be considering a noise barrier.

Regarding the construction schedule, the construction schedule anticipates constructing the foundations of the fence in the fall. Once the foundations are in, the fencing fabric can be installed at any time.

For more information about the project and to read all of the comments that were submitted, please visit the project website: www.minnesotadrivemoose.com. And thank you for your interest in the project

Joann Mitchell, PE
Public Involvement Coordinator

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7493
Joannmitchell@kinneyeng.com

Subject: HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
Date: Thursday, June 13, 2013 1:31:08 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: cnugent@ciri.com
CC: joannmitchell@kinneyeng.com, besse@mtaonline.net, besse@mtaonline.net, DPfeifer@ciri.com, Mahoney, Breanna M (DOT)

Dear Mr. Nugent,

Thank you for taking the time to provide comments on this important safety project. I appreciate your concern regarding a moose fence having a negative impact on the aesthetics of the CIRI property located adjacent to Minnesota Drive.

This section of Minnesota Drive has the highest crash rate of moose-vehicle collision in the Anchorage bowl. In fact, the crash rate is the fourth highest in the Central Region of the State.

The purpose and need of the project is to reduce the number of moose-vehicle crashes. To cost effectively reduce the number of these collisions, there are three mitigating measures available. These measures are clearing, illumination and fencing.

You are correct that clearing brush and vegetation helps decrease moose-vehicle collisions. We intend to clear the entire ROW of all trees and brush and replace with grass. This will eliminate the food source which attracts moose. Additionally, it will increase visibility for motorists (and pedestrians) to see moose sooner and provide them with additional opportunity to react.

The second cost effective mitigation option that we consider is lighting. However, Minnesota Drive is already lit in accordance with standard engineering practices (American Association of State Highway and Transportation Officials) as used by DOT's throughout the United States. Increasing the level of lighting will only provide a marginal increase in visibility and will cause additional light pollution to adjacent property owners and increase electrical costs to the State.

The third cost effective mitigation option available to reduce moose-vehicle collisions is to add fencing along the roadway to prevent moose from getting onto the roadway. We feel this additional step is required given this road segment has the highest rate of moose-vehicle collisions in the Anchorage bowl.

Although the State ROW is currently not completely cleared throughout the project limits, there are sections that are cleared for a considerable width and still have moose-vehicle collisions occurring in them. In order to maximize the reduction of collisions

in this corridor, it's essential that fencing is installed continuously through the project limits.

The map of crash locations shown on the website is based on police reports and the crash location is not always exact; many times the officer will refer to the nearest intersection. But we do know there have been a significant number (11) of moose collisions between 100th Avenue and C Street since 2000. The actual number is most likely higher than that since some of the collisions shown at 100th Avenue probably occurred south of the intersection.

We are currently surveying the project corridor and establishing the right of way line and the controlled access line so we do not know exactly where the fence will be along your property. The intent is to follow the controlled access line as much as possible. The location of the controlled access line varies but it is generally about 20 feet from the right of way (closer to Minnesota Drive). As the design develops, we will be posting updates to the project website (www.minnesotadrivemoose.com).

As I said, I understand your desire to not have a fence visible from your property, but we have an obligation to do what we can to improve safety for the traveling public. We feel that installation of a moose fence is necessary to achieve this goal.

Sincerely,

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

To whom it may concern,

CIRI owns properties adjacent to where the proposed Moose Fence is intended to be installed on Minnesota Drive. We oppose the installation of the fence in front of our properties due to the poor aesthetic impact and visual detraction it will have on our sites. It seems that keeping the brush and vegetation cut further back from the roadway provides for better detraction of moose

crossings as exhibited in similar projects throughout the State. Furthermore, your map of related accidents do not show significant activity involving moose crashes during the study period. Please consider alternate methods and locations so that the proposed improvements does not have a negative impact on our property.

I would appreciate verification that you have received these comments.

Sincerely,

Chad Nugent
Director, Project Management, Real Estate
Cook Inlet Region, Inc. (**CIRI**)
Po Box 93330, Anchorage, AK 99509-3330
907-263-5517 (phone) / 907-263-5190 (fax)

Subject: Re: Minnesota Drive Moose
Date: Thursday, June 13, 2013 4:28:48 PM Alaska Daylight Time
From: Joann Mitchell
To: Allen & Mary Reed
CC: Jackson, Kevin L (DOT), Art Johnson

Thank you for your comment about the Minnesota Drive Moose-Vehicle Crash Mitigation project. We have compiled all of the comments, including yours, and are getting back with a response to folks. Sorry about the delay.

In regards to your comment requesting consideration of a noise fence, we heard similar comments from other people. However, the funding source for this project is from the Highway Safety Improvement Program (HSIP) which is dedicated to reducing the crash rate and severity of vehicle collisions by making cost effective spot improvements to locations that have a documented history of above average crash rates for similar roadway types. A woven wire fence and clearing is what is recommended to reduce the moose-vehicle collisions. To reduce noise, a solid, and much more costly, structure is needed. The HSIP money spent must be used on specific improvements that will improve safety of motorists and unfortunately, reducing the noise for homes adjacent to Minnesota Drive does not qualify.

In addition, the Department has a Noise Policy for determining if and when mitigation is undertaken. In order for noise barriers to be considered, the project must:
1) Involve construction of a new road; or,
2) Substantially moves the road closer (project halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition); or,
3) Substantially changes the vertical alignment (either by removing shielding or raising the road at least 10 feet); or
4) Adds an additional lane, excluding turn lanes.

Because none of the conditions listed above apply, DOT&PF will not be considering a noise barrier.

For more information about the project and to read all of the comments that were submitted, please visit the project website: www.minnesotadrivemoose.com. And thank you for your interest in the project.

Joann Mitchell, PE

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7493
Joannmitchell@kinneyeng.com

From: Allen & Mary Reed <breed@gci.net>
Date: Saturday, May 11, 2013 12:28 PM
To: Joann Mitchell <joannmitchell@kinneyeng.com>
Subject: Minnesota Drive Moose

Subject: Re: Minnesota Drive Moose
Date: Thursday, June 13, 2013 4:28:55 PM Alaska Daylight Time
From: Joann Mitchell
To: Weaver, Karen E - ANCHORAGE AK
CC: Jackson, Kevin L (DOT), Art Johnson

Thank you for your comment about the Minnesota Drive Moose-Vehicle Crash Mitigation project. We have compiled all of the comments, including yours, and are getting back with a response to folks. Sorry about the delay.

There are three effective counter measures available to reduce moose-vehicle collisions. They are: 1) clearing, 2) illlumination, and 3) fencing.

The DOT&PF has kept a significant amount of the ROW cleared around this roadway, which has been beneficial in reducing moose-vehicle collisions. However, there is still a food source that attracts moose close to the ROW boundary in many areas. We intend to clear the ROW and plant grass in order to eliminate existing food sources and increase visibility for motorists and pedestrians alike.

The existing roadway lighting is in compliance with Departmental and national (American Association of State Highway and Transportation Officials) standards. To increase the light level would require additional light poles (increasing the number of obstacles that may be hit), energy costs, and light pollution for adjacent property owners.

This road segment has the highest rate of moose-vehicle crashes in the Anchorage Bowl, even though it's properly illuminated and cleared. Therefore, we feel the responsible course of action is to install moose fencing and clear the entire right of way. We know moose fencing is effective at reducing moose-vehicle collisions and improving safety is the purpose of this project. The fencing will look similar to what was installed on Elmore Road, near Dowling Road (the project website has a photo of that fence).

For more information about the project and to read all of the comments that were submitted, please visit the project website: www.minnesotadrivemoose.com. And thank you for your interest in the project.

Joann Mitchell, PE

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515
Phone: 907.344.7590
Fax. 907.349.7493
Joannmitchell@kinneyeng.com

From: "Weaver, Karen E - ANCHORAGE AK" <karen_weaver@ml.com>
Date: Wednesday, May 22, 2013 1:29 PM
To: Joann Mitchell <joannmitchell@kinneyeng.com>
Subject: Minnesota Drive Moose

This project has recently been brought to my attention and I'd like to offer the following alternatives instead of installing an ugly metal fence along Minnesota Drive.

1. Cut back the browse along the highway – giving more visibility to any moose approaching the road.
2. Increased lighting
3. Add "Moose Crossing" signage to make drivers aware of the danger.

As a frequent user of the Campbell Creek trail, I see a potential danger in that the moose will be encouraged

to use the Minnesota underpass – resulting in a greater danger for moose – human encounters along this popular trail. There is a high traffic volume of people walking/skiing/biking with babies, children and dogs that would be thrown in the path of the moose.

I must say, in the 27 years I've lived in the area and traveled along this stretch of Minnesota, I've NEVER seen a moose-vehicle crash.

Thank you .

Karen E. Weaver
1820 Bluegrass Circle
Anchorage, AK 99502

Subject: FW: Minnesota Drive Moose Fence
Date: Tuesday, June 18, 2013 7:22:57 AM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Art Johnson, Joann Mitchell
Category: Moose Fencing

Do you remember where this guy lives?

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: Oz Kendall [mailto:wizardofak@gmail.com]
Sent: Monday, June 17, 2013 11:27 PM
To: Jackson, Kevin L (DOT)
Subject: Minnesota Drive Moose Fence

I see on the web site you intend to clear cut all the highway right of way.

By clear cutting the right of way you will destroy the vegetated buffer between the residential neighborhood and Minnesota Drive.

The vegetate buffer helps to soften the road noise and helps block the view of Minnesota drive.

Has any consideration been given on how the clear cutting will effect those living adjacent to Minnesota Drive?

--
In God We Trust.

Oz Kendall

Subject: FW: Minnesota Drive Moose-Vehicle Crash Mitigation
Date: Tuesday, June 18, 2013 4:29:35 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Joann Mitchell

FYI

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" Keep Alaska Moving through service and infrastructure"

-----Original Message-----
From: Cathy L. Gleason [mailto:djg@alaska.net]
Sent: Tuesday, June 18, 2013 4:22 PM
To: Jackson, Kevin L (DOT)
Subject: Re: Minnesota Drive Moose-Vehicle Crash Mitigation

Kevin,

Thanks for the update on the Minnesota Dr. Moose-Vehicle Crash Mitigation project with regard to the decision to completely clear the ROW of vegetation as part of the project. While I understand the rationale, I am disappointed with DOT's decision, due to the negative impacts associated with this action.
Trees along Minnesota Dr. provide aesthetics and noise and visual buffering.
Considering the very low documentation of moose-vehicle collisions along this stretch of road over a long period of time, fencing seemed a reasonable response to the problem -- but clearing all the vegetation and planting grass in its place may be an over reaction. Because the decision to clear the vegetation was not part of the original proposal, perhaps the fencing design needs to be reconsidered, so that it is much more visually appealing than a chain link fence.

Thank you,
Cathy

Hi Cathy,

We received some comments from you pertaining to the subject project. The response indicated that minimal clearing will be done.

The purpose and need of the project is to reduce the high number of moose-vehicle crashes that are occurring on Minnesota Drive. The three cost effective mitigation measures available to reduce moose-vehicle collisions are clearing, lighting and fencing. Much of the ROW is already cleared and the roadway is currently illuminated to appropriate standards.

However, in addition to installing the moose fence (with one-way gates allowing moose to exit but not enter the road side of the fence), it's important to remove vegetation that moose feed upon. To this end, the intent is to clear the ROW of all potential attractants/food for moose.

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" Keep Alaska Moving through service and infrastructure"

Subject: RE: Minnesota Drive Moose Fence
Date: Tuesday, June 18, 2013 3:21:12 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Oz Kendall
Category: Moose Fencing

Hi Oz,

Yes, we have given a lot of thought to clearing the right of way (ROW). As I'm sure you are aware from previous correspondence and/or project information provided on the project website and fliers, this corridor has the highest rate of moose-vehicle crashes in all of Anchorage. In fact, it ranks 4th in the entire central region of the State.

Research shows that in many locations, the highway ROW has become overgrown with vegetation that moose feed on. This results in moose actually being attracted to the highway ROW to feed.

Since the goal of this Highway Safety Improvement Program (HSIP) project is to reduce moose-vehicle collisions as much as possible, we need to employ every safety measure available to us. In addition to eliminating the food, clearing the vegetation will also improve visibility of moose on both sides of the moose fence. This will improve safety for both motorists and people walking between the moose fence and the edge of the ROW.

Unfortunately, sound barriers are not eligible for HSIP funding. In fact, the DOT&PF has a Noise Policy that we follow (attached). It lays out what type of improvements would require that a noise analysis be conducted (funding was from a non-HSIP source). The improvements proposed by this project do not satisfy any of those listed.

While I understand your feelings regarding the clearing of the ROW, I hope you can appreciate our efforts to reduce moose-vehicle collisions to the greatest extent possible

Sincerely,

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: Oz Kendall [mailto:wizardofak@gmail.com]
Sent: Monday, June 17, 2013 11:27 PM
To: Jackson, Kevin L (DOT)
Subject: Minnesota Drive Moose Fence

I see on the web site you intend to clear cut all the highway right of way.

By clear cutting the right of way you will destroy the vegetated buffer between the residential neighborhood and Minnesota Drive.

The vegetate buffer helps to soften the road noise and helps block the view of Minnesota drive.

Has any consideration been given on how the clear cutting will effect those living adjacent to Minnesota Drive?

--

In God We Trust.

Oz Kendall

Subject: Minnesota Drive Moose - website comment
Date: Monday, June 24, 2013 9:59:31 AM Alaska Daylight Time
From: Gimeno, Roman D (HSS)
To: 'joannmitchell@kinneyeng.com'
Category: Public Comment, Moose Fencing

We recently purchased our first home in the Berry Patch subdivision off Minnesota Drive and Strawberry Road. The only thing separating my backyard and Minnesota Drive is the greenbelt that you are proposing to cut down. There is already a lot of road noise coming off the highway, and the 30' vegetative easement in our backyards is the only buffer for that noise and the view of the highway. Myself, and many of my neighbors in the subdivision are concerned that the property values of our homes will significantly drop if that buffer is removed. I am reading conflicting responses to the comments posted. On one hand you state that only the minimum amount of vegetation will be removed to allow construction of the fence, but on the other hand you state that all the vegetation will be removed to eliminate the food source. Please consider the huge negative impact that removing the greenbelt from the Strawberry exit to the Dimond exit will have on our subdivision's property values. I wouldn't know how to tell my wife that the house we just bought has diminished in value because of this project.

Thank you for your consideration,

Roman Gimeno
Analyst/Programmer III
State of Alaska DHSS
(907) 269-3437

Subject: Minnesota Drive Moose Fence Project

Date: Thursday, July 11, 2013 10:14:51 PM Alaska Daylight Time

From: daniel castle

To: joannmitchell@kinneyeng.com, kevin.jackson@alaska.gov, representative.mia.costello@akleg.gov, representative.Chris.Tuck@akleg.gov

CC: governor@alaska.gov

I am a property owner in the Strawberry Meadows subdivision located parallel to Minnesota Dr. at Strawberry Rd exit. I am opposed to this project for many reasons.

One being the noise from the Minnesota already is already loud, if you remove ANY trees this problem will be even worse. Therefore property values will be affected.

Another reason is according to your satellite view of "our stretch" of the road, there have not been any moose collisions where our subdivision lies. The moose collisions recorded for your proposal shows the numbers were collected from 1996-2005 with NO human fatalities. (How many from 2005 to 2013?).

It is my understanding that the Dept. of Fish and Game are also opposed. I would like to hear their view of why "the protectors of animals" don't feel this fencing is necessary. Why then is this a concern at all?

Please leave mother nature alone and spend your federal allotted money elsewhere where it is really needed!

Sincerely,
Dan Castle
8020 Berry Patch Dr.
Anchorage, AK 99502
email: DHC71@live.com

Subject: Minnesota Drive Moose - Vehicle Crash Mitigation

Date: Thursday, July 11, 2013 2:38:06 PM Alaska Daylight Time

From: wendell orr

To: kevin.jackson@alaska.gov, joannmitchell@kinneyeng.com, representative.Chris.Tuck@akleg.gov, governor@alaska.gov

Sir/Ma'am

As an internal Auditor for the Federal Government and one who is sincerly concerned about waisting tax payers dollars I want to express my serious concern with the proposed Moose - Vehicle Crash Mitigation, Project Number 53455 / HHE-042-1 (092). As a homeowner on Minnesota, I am completly against this project unless it is sufficiently funded and redesigned in a way that my property values and home appeal will not be deminished and my living conditions from the road noise significantly increased.

In the 15+ years that I have owned this home, this would be the second time you have cut down all the trees, decreased my property value and significantly increased road noise inside my home. The last time this was done you added an improved sewer system for a fish processing building that was later given/not sold to a church. When I complained back then, I was able to convince our representative into planting $20,000 in pine trees to help with the noise. This was not the solution I was looking for but given the potential economic benefit and long term solution i thought this would provide I let it go. The trees are now almost mature, the road noise significantly decreased.

Now you are proposing cutting down the trees AGAIN! Increasing the road noise in and around my home AGAIN! Opening up the likelihood that in another 15 years you will be cutting down the vegitation AGAIN! I am also told there was planning/scheduling to put in a frontage road along the East side of Minnesotta at some point. Doing so would involve cutting any new growth, taking down the fence you are proposing building and once AGAIN, DECREASING my home value and disturbing my living conditions. THIS IS COMPLETLY UNACCEPTABLE!

Please redirect these funds toward a better long term solution and quite waisting tax payer dollars on short term fun to do projects. Please ask your planner to search for federal matching transportation funds and build something that will meet all of the communities needs and wants. First, using matching Federal funds gets the State the best bang for the buck. Second a more comprehensive project would allow for the building of a true privace fence similar to the one that was constructed on "C" Street. NOT one with bird killing plexiglass, just a nice high noise reducting privace fence. Third, determine the desires for a access road and consider designs that will reduce road noise, improve access, eliminate moose concerns and most important be in agreement with the community it is being bulit next to.

If you are not going to come up with a long term solution that includes sound managment of fiscal dollars. DONT DO THE PROJECT!

Respectfully

J. Wendell Orr
1340 W 79th Ave

Anchorage, AK 99518

Cell 907 351-8094

Subject: Minnesota Drive Moose - website comment

Date: Friday, July 12, 2013 7:24:55 PM Alaska Daylight Time

From: Lora Burgamy

To: joannmitchell@kinneyeng.com

I absolutely support this project. At very least, moose signs should be posted intermittently thru the corridor. Not little signs, you need to be able to see them clearly , fast moving traffic, bad drivers, rain snow and ice blur or block smaller signs. Maybe putting a sign as to number of vehicle moose encounters (posted at the beginning of corridor so as not to be any added distraction) as drivers go thru. We have far more commuters who use Minnesota and Omalley than residents who would be affected. I say the needs of the many out way the needs of the few in this case. I use Minnesota everyday going back and forth to work. It's a crap shoot as to when a moose will jump out, anytime of year, day or night. Street lights to illuminate the area better might be another option.
I wouldn't like it either probably but something needs to be done. Thank You
Sent from my iPhone

Subject: Minnesota Drive Moose - website comment

Date: Sunday, July 14, 2013 11:39:40 AM Alaska Daylight Time

From: TnTKav

To: joannmitchell@kinneyeng.com, kevin.jackson@alaska.gov

Great Idea!
Development along that corridor has cut through some prime Moose habitat, and a fence may help mitigate the accumulated dangers of man made-moose strikes. Fences can be built of many different materials and enhance sight and sound lending to the esthetic. With the help of federal funding, perhaps a combination of fencing types will appeal to the neighbors concerns about tree removal, beautify Anchorage, and save some people/Moose/wealth. Safety first.

Tim Kavanagh
Anchorage, AK
Commuter

Subject: RE: Minnesota Drive Moose - Vehicle Crash Mitigation
Date: Monday, July 15, 2013 3:23:20 PM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: wendell orr
CC: Joann Mitchell

Dear Mr. Orr,

Thank you for taking the time to provide input on this important Highway Safety Improvement Program (HSIP) project.

As you know from the July 11th meeting set up by Representative Costello, we no longer intend to completely clear the State highway right of way under this HSIP project due to scheduling reasons. This project is not a short term solution. The intent is to locate the fence at, or near, the controlled access line. There will be no need to relocate the fence should frontage roads be installed at some future date in this public transportation corridor.

As I explained at the meeting, no local match is required for HSIP projects. This project is completely federally funded.

Regarding noise mitigation, the State of Alaska (and FHWA) have very specific criteria for determining where and when noise mitigation (walls or other options) will and will not be done. This project is not modifying the roadway in a manner that would trigger an analysis even be performed. Perhaps Representatives Costello and Tuck will be successful in obtaining State funding for noise walls to be constructed under a different project.

HSIP projects focus on cost effective safety enhancing solutions and go through a competitive selection process based on their cost/benefit ratio. The purpose and need of this project is to cost effectively reduce collisions between vehicles and moose. This project is expected to reduce the number of moose-vehicle collisions by at least 50 percent. That is a considerable reduction. Moose-vehicle collisions have a high potential to result in serious injury or death given the size of the animals. This risk is increased when economy cars and motorcycles are involved. Given the high amount of traffic (almost 50,000 vehicles per day) on this road and the large number of collisions between moose and vehicles, we feel it is in the public's best interest to construct this safety enhancing project as soon as possible.

Sincerely,

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: wendell orr [mailto:jwendellorr@hotmail.com]
Sent: Thursday, July 11, 2013 2:38 PM
To: Jackson, Kevin L (DOT); joannmitchell@kinneyeng.com; Tuck, Christopher (LAA); Governor Sean Parnell (GOV sponsored)
Subject: Minnesota Drive Moose - Vehicle Crash Mitigation

Sir/Ma'am

As an internal Auditor for the Federal Government and one who is sincerly concerned about waisting tax payers dollars I want to express my serious concern with the proposed Moose - Vehicle Crash Mitigation, Project Number 53455 / HHE-042-1 (092). As a homeowner on Minnesota, I am completly against this project unless it is sufficiently funded and redesigned in a way that my property values and home appeal will not be deminished and my living conditions from the road noise significantly increased.

In the 15+ years that I have owned this home, this would be the second time you have cut down all the trees, decreased my property value and significantly increased road noise inside my home. The last time this was done you added an improved sewer system for a fish processing building that was later given/not sold to a church. When I complained back then, I was able to convince our representative into planting $20,000 in pine trees to help with the noise. This was not the solution I was looking for but given the potential economic benefit and long term solution i thought this would provide I let it go. The trees are now almost mature, the road noise significantly decreased.

Now you are proposing cutting down the trees AGAIN! Increasing the road noise in and around my home AGAIN! Opening up the likelihood that in another 15 years you will be cutting down the vegitation AGAIN! I am also told there was planning/scheduling to put in a frontage road along the East side of Minnesotta at some point. Doing so would involve cutting any new growth, taking down the fence you are proposing building and once AGAIN, DECREASING my home value and disturbing my living conditions. THIS IS COMPLETLY UNACCEPTABLE!

Please redirect these funds toward a better long term solution and quite waisting tax payer dollars on short term fun to do projects. Please ask your planner to search for federal matching transportation funds and build something that will meet all of the communities needs and wants. First, using matching Federal funds gets the State the best bang for the buck. Second a more comprehensive project would allow for the building of a true privace fence similar to the one that was constructed on "C" Street. NOT one with bird killing plexiglass, just a nice high noise reducting privace fence. Third, determine the desires for a access road and consider designs that will reduce road noise, improve access, eliminate moose concerns and most important be in agreement with the community it is being bulit next to.

If you are not going to come up with a long term solution that includes sound managment of fiscal dollars. DONT DO THE PROJECT!

Respectfully

J. Wendell Orr
1340 W 79th Ave
Anchorage, AK 99518

Cell 907 351-8094

Subject: RE: Minnesota Drive Moose Fence Project

Date: Monday, July 15, 2013 3:37:31 PM Alaska Daylight Time

From: Jackson, Kevin L (DOT)

To: daniel castle

CC: Joann Mitchell

Dear Mr. Castle,

Thank you for taking the time to provide input on this important Highway Safety Improvement Program (HSIP) project.

I don't know if your attend the July 11th meeting set up by Representative Costello or not. In case you were not there and have not visited the project website http://www.minnesotadrivemoose.com/ recently, we no longer intend to completely clear the State highway right of way under this HSIP project due to scheduling reasons.

The State of Alaska (and FHWA) has very specific criteria for determining where and when noise mitigation (walls or other options) will and will not be done. This project is not modifying the roadway in a manner that would trigger an analysis even be performed. Perhaps Representatives Costello and Tuck will be successful in obtaining State funding for noise walls to be constructed under a different project.

The symbols used on the presentation graphic for depicting moose-vehicle collisions were taken from accident data collected from police reports. When writing the reports prior to the installation of GPS in the cars, I believe officers tended to locate the crashes near a known intersection. I believe that the accidents were actually spaced more randomly than the figure shows. The latest data available for analysis is 2010. From 2000-2010 there were 106 moose-vehicle crashes. Of these, there was 1 major injury, 11 minor injury and 94 property damage only. Based on the planning documentation, this represents a cost to society of almost $4,000,000. Thankfully there were no fatalities, which have a cost to society of up to $6,000,000 each. We hope to make this safety enhancement before there is one.

The Department of Fish and Game is opposed to this project. They are concerned that the fence will disturb the migration patterns of the moose living in the city. The Department of Transportation and Facilities is concerned about safety for the traveling public.

HSIP projects focus on cost effective safety enhancing solutions and go through a competitive selection process based on their cost/benefit ratio. The purpose and need of this project is to cost effectively reduce collisions between vehicles and moose. This project is expected to reduce the number of moose-vehicle collisions by at least 50 percent. That is a considerable reduction. Moose-vehicle collisions have a high potential to result in serious injury or death given the size of the animals. This risk is increased when economy cars and motorcycles are involved. Given the high amount of traffic (almost 50,000 vehicles per day) on this road and the large number of collisions between moose and vehicles, we feel it is in the public's best interest to construct this safety enhancing project as soon as possible.

Sincerely,

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" *Keep Alaska Moving through service and infrastructure*"

From: daniel castle [mailto:dhc71@live.com]
Sent: Thursday, July 11, 2013 10:15 PM
To: joannmitchell@kinneyeng.com; Jackson, Kevin L (DOT); Costello, Mia C (LAA); Tuck, Christopher (LAA)
Cc: Governor Sean Parnell (GOV sponsored)
Subject: Minnesota Drive Moose Fence Project

I am a property owner in the Strawberry Meadows subdivision located parallel to Minnesota Dr. at Strawberry Rd exit. I am opposed to this project for many reasons.

One being the noise from the Minnesota already is already loud, if you remove ANY trees this problem will be even worse. Therefore property values will be affected.

Another reason is according to your satellite view of "our stretch" of the road, there have not been any moose collisions where our subdivision lies. The moose collisions recorded for your proposal shows the numbers were collected from 1996-2005 with NO human fatalities. (How many from 2005 to 2013?).

It is my understanding that the Dept. of Fish and Game are also opposed. I would like to hear their view of why "the protectors of animals" don't feel this fencing is necessary. Why then is this a concern at all?

Please leave mother nature alone and spend your federal allotted money elsewhere where it is really needed!

Sincerely,
Dan Castle
8020 Berry Patch Dr

Subject: FW: Minnesota Drive and Moose
Date: Tuesday, July 16, 2013 8:15:45 AM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Joann Mitchell

From: RENE M HAYE [mailto:rmhaye@gci.net]
Sent: Monday, July 15, 2013 4:06 PM
To: Jackson, Kevin L (DOT)
Subject: Minnesota Drive and Moose

Mr. Jackson,

I am against putting a fence along Minnesota Drive to keep moose off the road.

There is a solution:

If the Department of Highways would encourage the Alaska Department of Fish & Game to hold moose hunts in the fall of every year, pretty soon the moose count would decrease all over the "Anchorage Bowl".

This would be cheaper and save a ton of money forall Alaskans and United States taxpayers

Also, this solution would feed a lot of families.

Thank you,

Rene' M. Haye

2508 Berryman Lane

Anchorage, AK 99502

Subject: moose fence on Minnesota

Date: Monday, July 15, 2013 9:01:44 PM Alaska Daylight Time

From: Susan Ritter

To: joannmitchell@kinneyeng.com

Ms. Mitchell,
If you must put up a fence, why not place it in the woods and not on the highway? Keep the trees.
Susan Ritter

Subject: FW: moose fence public comment
Date: Tuesday, July 16, 2013 11:44:49 AM Alaska Daylight Time
From: Jackson, Kevin L (DOT)
To: Joann Mitchell

Kevin Jackson, P.E.
Project Manager
Highway Design
State of Alaska DOT/PF-Central Region
(907) 269-0641

" Keep Alaska Moving through service and infrastructure"

-----Original Message-----
From: Jill.Missal [mailto:jill.missal@gmail.com]
Sent: Tuesday, July 16, 2013 10:32 AM
To: Jackson, Kevin L (DOT)
Subject: moose fence public comment

Hi Kevin,

My comments regarding the proposed moose fence on Minnesota Drive are below.

I am opposed to this project. There is no need to fence Minnesota Drive and doing so may actually increase the hazard according to biologists. Minnesota Drive intersects two large areas of primary moose habitat and moose will attempt to access those areas regardless of the presence of a fence. When moose find their way onto the highway they will be unable to get back out if there is a fence installed.

Secondly, moose crashes are easy to avoid on Minnesota. The shoulders are cleared extensively and an attentive driver can readily see a large animal in or near the road. Speeding and driver inattention are significant problems on Minnesota Drive, as they are throughout Anchorage, and should be addressed before attempting to install a structural solution in this case.

Thirdly, local residents are opposed to the plan from what I've read in the news. AKDOT&PF should be responsive to the concerns of residents.

Finally, wildlife fences are highly unattractive and cutting down swaths of trees along Minnesota Drive would be a detriment to the natural beauty of the area. Anything that makes our city look worse should be avoided.

It's much better to reduce and/or enforce speed limits, and find ways to discourage distracted driving (you'd think that the possibility of ramming a 1000 pound animal would be enough of a discouragement, but sadly that's not the case) to reduce moose-car collisions.

Thanks for putting my comments into the public record.

Best,

Jill Missal

Subject: Minnesota Fence Project

Date: Wednesday, July 17, 2013 3:50:18 PM Alaska Daylight Time

From: wendell orr

To: kevin.jackson@alaska.gov, joannmitchell@kinneyeng.com, representative.chris.tuck@akleg.gov, Representative.Mia.Costello@akleg.gov, governor@alaska.gov

Sir/Ma'am
The attached represents my opinions and thoughts regarding the proposed Minnesota Fence Project currently planned. Please keep me informed regarding any future meetings on this project or proposed changes.
Thank you for time and consideration.

Wendell Orr
1340 W. 79th Ave
Anchorage AK, 99518

907 351-8094

Minnesota Drive Moose Fence Project

BACKGROUND PROPSAL: In accordance with the State's Capital Project the proposed scope is as follows: Construct moose mitigation fencing on both sides of Minnesota Dr/OMalley Rd from International Airport Rd to the New Seward Hwy. Install "safe" crossings that allow moose to migrate without becoming a hazard to drivers

FUNDING: This project will be 100% federally funded. According to an article in the Alaska Dispatch the project would cost between 3 and 5 Million dollars. These funds must be obligated and construction initiated before October 1 when a new fiscal year starts. Based on my 25 years as a Federal Auditor, if a program doesn't obligate and use all the funding they were provided for a given year, they will receive less money the following year. If they spend all of it and show more unfunded requirements, they will get the same or more money in the next fiscal year. In my opinion, this State project is being executed strictly for the monetary gains to be obtained. There are far better and far less expensive ways to control moose migration, improve driver safety, and ensure homeowner's participation.

NOTIFICATION: The 11 July 2013 scheduled meeting on this project was scheduled and planned to be held at the Jewel Lake cafe. This café has seating for approximately 4 or 5 people. That would be just enough room for the project team members and legislative representatives. That would certainly not leave any room for members of the community to attend the meeting. It was certainly not enough room for the approximately 50 people who showed up, signed a petition to stop the project, and were completely unaware of the scope of the project prior to the meeting. According to the web site only 19 people showed up for the first meeting back in May. Keep in mind this July meeting was scheduled on one of our most beautiful sunny evenings when we would of all much rather been outside enjoying the sunshine. Had it been a more typical evening, I think the turn-out would have been much greater. By a show of hands, not one of the approximately 50 attendees had any prior knowledge of the project.

PROJECT SCOPE: The scope of this project is being force fed to the community as though it is completely justified, it is the only option available and that it must be completed quickly. We did not have any discussion regarding the limitations of the funding (noise suppression, fence design, height, or material). We were not afforded an opportunity to discuss any alternative proposals or shown potential modifications that could be made to make this a more community sensitive design. (eg building a dirt embankment to put the fence on, building a wood fence, criteria for cutting the fence path, what would be considered an acceptable level of tree clearing, will all other vegetation be removed or can it remain, etc..)

SAFETY: In my opinion, the safety issues this project was designed to address require further planning, community consideration, environmental impact studies and coordination with the Alaska Department of Fish and Game (ADF&G). Specifically:

1. Alaska Dispatch Article: There are some good planning and project points in the Alaska Dispatch article on the Web. http://www.alaskadispatch.com/article/20130715/minnesota-drive-next-line-wasteful-ineffective-moose-fencing

2. Neighborhood Disapproval: At the end of the 11 July meeting and by a show of hands, there were only 2 or 3 people at the community meeting who approved of the project. It should also be stated that their approval was contingent on there being some modifications to the current plan. That is less than a 1% community approval rating. Given that this is a major transportation facility that serves a much larger population, I think a community wide survey should be done.

3. Neighborhood Consideration: The people at the 11 July meeting might have been more accepting of the project had noise reduction been included in the project. To date, we do not know if the federal appropriation would directly or indirectly allow the money to be used for that purpose. We don't know what the appropriation says or doesn't say about how the money can be used. Specifically, could the money be used to build an embankment to put the fence on and still meet the intent of the funds? Was an environmental assessment completed to evaluate the noise impacts of the proposed action as most new projects require noise mitigation measures to be incorporated? Even the limited brush and tree removal will have an impact. Changing the design would both provide a noise buffer and at the same time provide a further deterrent for moose. Or could the money be used to build a wood fence rather than a chain link fence or some other more attractive fencing?

4. Fence Materials: Why can't the funding be used to purchase a product such as AcoustiFence to both beautify the fence and at the same time reduce road noise for the community? This product is proven to reduce noise and it is made in the USA using USA materials. There web site is as follows: http://www.acoustiblok.com/acoustical-fence-landscape-attachments.php

5. ADF&G: What does Alaska Department of Fish and Game have to say about this project? Are they in support of it and if so why? Are they opposed to it and if so why? What if any, alternative recommendations do they have? They were not represented at the July meeting; they are not quoted on the web site and to my knowledge have not been asked to provide comment.

6. Bike Trails: How is this project going to impact the Campbell creek green belt and bike trails since more moose and other animals will be forced into that area? Will the fencing push more moose onto the bike trails? Will we be endangering public safety using these trails with an increased moose population? When I use my wheelchair on the bike trials, will I be in greater danger of running into moose that have been confined or forced into bottlenecked areas of the trail?

7. Alternative Safety Measures: Why are we not considering alternative safety measures? Or perhaps, put forward all of the safety measures into one single proposal? (eg. Slower speed limits, tunnels for the animals to use, moose population management, do nothing, etc..)

8. Eye Sore or Artwork: What do the majority of Alaskan's want to see? A big gray fence with barbed wire that looks more like a prison or some artistic barrier such as "Acustifence" or some other product that is more fitting and representative of who we are and the great land

we live in? (eg, an artistic wall that includes animal pictures, mountain sketches etc.. and shows we Alaskans not only love the beauty of our State but take pride in it and everything we build in it). Tourist will travel this road every day and not look at the beauty of it but rather want to know who is locked up in the chain link fence and why?

9. Moose Confinement: Do we really think that having a fence like this will confine the moose? There are approximately 13 or more breaks in the fence. I think even Ray Charles can see where the moose will migrate to. (eg. The intersections WILL have more moose traveling through them. The moose will be running up the side of the overpasses, and I assure you, they won't be looking to see who has the green light.

10. Moose Kill Statistics: The moose kill statistics are questionable at best and appear to be set in favor of this project. Why is the web site using drawings and moose kill statistics from 1996 to 2005? Was this project thought up 8 years ago and what happened over the last 8 years? I ask this because the Anchorage Daily News is stating that project team is claim 106 moose kills between 2000 and 2010. Sure sounds like the team might be manipulating statistics in order to obtain approval for this project? Why two different time periods? Were some years heavier than other years and if so was there a reason or increased moose population. I would like see a chart and hear an explanation for the inconsistency in statistics. Also I would like to hear what ADF&G has to say about those statistics.

CONCLUSION: I have yet to see any reasonable consideration of the community, justification for building the fence, facts to back up the proposal or presentation by responsible personnel like ADF&G to prove to me that this project should go forward as proposed. The community in the area doesn't want much: something nice to look at, perhaps a little noise reduction, and a project that won't reduce our home values again. In the end, it won't matter what I say, my neighbors say, or objections we voice. The State has a lot of Federal yearend money that needs spent or the State will lose that funding and could receiver fewer funds next year. This project is already on the drawing board and will go forward. I am one of the many Federal Employees currently sacrificing 20% of my salary every pay period to pay for the Federal Government's mismanagement and wasteful spending of taxpayer's dollars. As a Federal auditor, I would have to classify this as a high risk project with lots of audit potential. I do not support funding this project as proposed?

Subject: Minnesota Drive Moose-Vehicle Crash Mitigation Update
Date: Friday, June 14, 2013 2:00:10 PM Alaska Daylight Time
From: Joann Mitchell, Public Involvement Coordinator
To: joannmitchell@kinneyeng.com
Category: Moose Fencing

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation PROJECT UPDATE

DOT&PF Project No.: 53455/HHE-042-1(092)

UPDATE

In addition to installing fencing, **DOT&PF has decided to also clear the entire right of way** in order to eliminate the moose's food source. The additional clearing also increases visibility for motorists making it easier to spot a moose or other safety hazard.

The stretch of Minnesota Drive between International Airport Road and the Old Seward Highway averages approximately 9 moose-vehicle crashes a year. This is the highest ranked road segment for moose-vehicle collisions in the Anchorage Bowl and the 4th highest in South Central Alaska. To help reduce the number of crashes, DOT&PF is planning to install fencing near the right-of-way line along Minnesota Drive between International Airport Road and the Alaska Railroad overpass that is west of the Old Seward Highway.

The project team received a number of comments about the project. Click here to read the comments and the responses.

We are now determining the exact location of the fence and developing the preliminary plans. They will be posted to the project website when they are ready so please continue to check back for updates.

For more information and to leave a comment, please visit the project website:
www.minnesotadrivemoose.com

Subject: Minnesota Drive Moose-Vehicle Crash Mitigation July Update
Date: Tuesday, July 9, 2013 5:05:05 PM Alaska Daylight Time
From: Joann Mitchell, Public Involvement Coordinator
To: joannmitchell@kinneyeng.com
Category: Moose Fencing

HSIP: Minnesota Drive Moose-Vehicle Crash Mitigation
PROJECT UPDATE
DOT&PF Project No.: 53455/HHE-042-1(092)

Here's what's been happening since the last project update:

- More public comments have been received. Click here to read all of the comments and responses.
- Preliminary plans, including the location of the fence, have been developed and submitted for review. Click here to view the preliminary plans.
- The project is still on schedule for construction to begin this fall and continue through the winter and completed next summer.

The original project scope included limited clearing as required to construct the fence. During the project development process, DOT&PF considered completely clearing the right of way because of the additional safety benefits clearing offers beyond what the fence alone provides. Completely clearing the ROW is preferable as it increases visibility and eliminates a potential food source.

However, since the last project update, it has been determined that fully clearing the right of way will cause the construction to be delayed as the environmental document gets revised. DOT&PF judged that the safety margins to be gained by completely clearing the ROW when weighed against the cost of delaying the project were not in the public's best interest. This refinement also addresses the concerns raised from adjacent property owners.

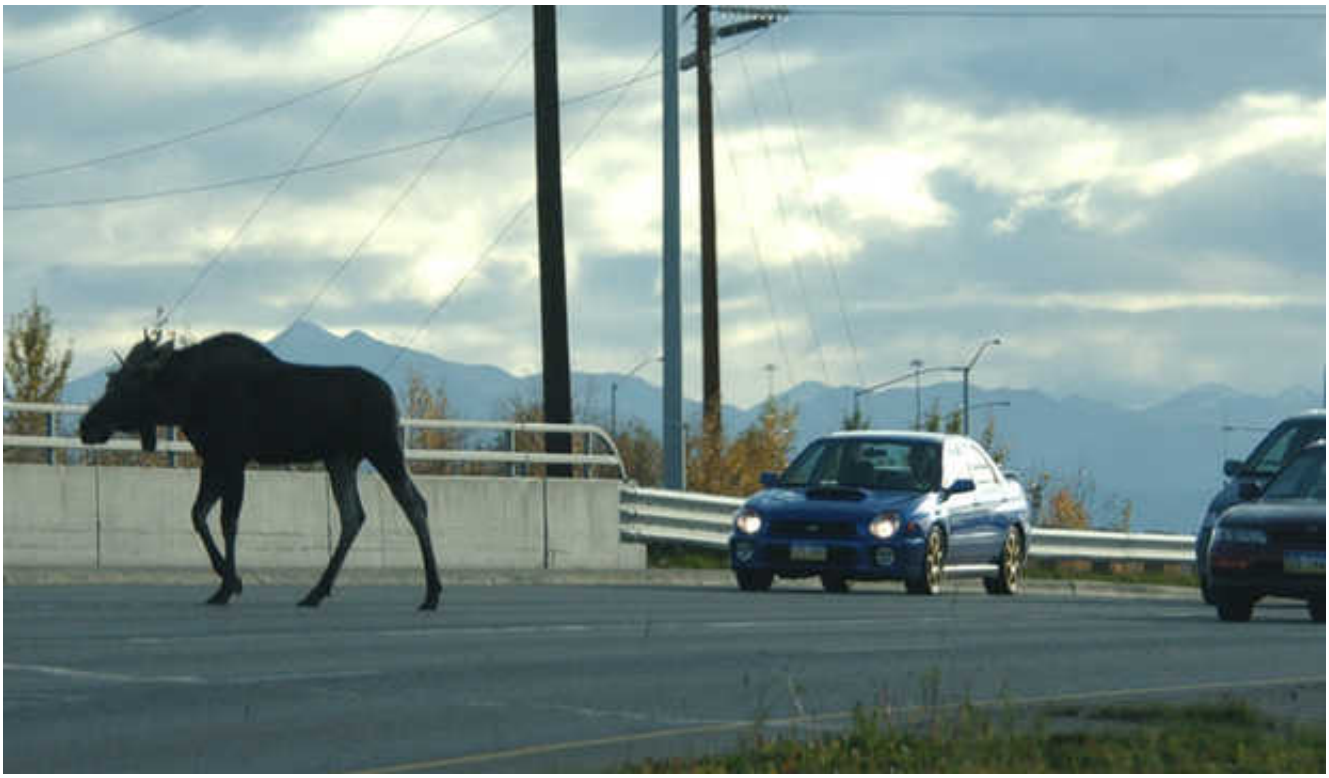
Therefore, DOT&PF is returning to the original plan of only clearing what is necessary to install the fence. This may be up to 20 feet beyond the final fence location. The area inside the fence location will be completely cleared for safety reasons.

For more information please visit the project website:

Anchorage Police ID man found dead in woods near Sullivan Arena

Plan for moose fence on Minnesota Drive draws criticism

Published: July 12, 2013 Updated 2 hours ago



A moose holds up traffic as it crosses Minnesota Drive.

BOB HALLINEN — Anchorage Daily News

By NATHANIEL HERZ — nherz@adn.com

A five-mile stretch of Minnesota Drive and O'Malley Road is the most dangerous in all of Anchorage when it comes to vehicle collisions with moose.

Between 2000 and 2010, the corridor between International Airport Road and the Old Seward Highway saw 106 encounters with the animals, according to the Alaska Department of Transportation and Public Facilities.

State traffic planners say fencing off the highway, like they've done along Elmore Road and the Glenn Highway, would slice that figure in half, and there's federal money to pay for it. But the state's plan is colliding with area residents who argue that tree-cutting associated with the project will expose their homes to highway noise and cut property values.

At a bowling alley in Jewel Lake, more than three dozen people turned out Thursday night to pepper a DOT representative with questions and to convey their displeasure.

"I think DOT should give residents that live along this belt some consideration," said Gerald Valinske, 62, a retired railroad worker who lives just east of Minnesota Drive. "Not just the people that are driving."

The department is planning to respond to the concerns and to make adjustments. But officials also believe the project meets noise standards, and that because the federal funding is earmarked for improving safety, it can't be used to pay for a noise buffer.

"Our mission is to safely move people in our transportation corridor. We have policies that we have to abide by," said Project Manager Kevin Jackson. But, he added: "We're certainly receptive to the comments we're receiving."

Jackson was in the cross hairs Thursday at the Jewel Lake Bowling Center, where area residents showed up at the meeting armed with petitions and stacks of photocopies documenting their complaints.

Foremost among them was that the state hadn't notified them about the project. Several said that they'd been informed by neighbors who were going door to door to spread the word.

Jackson said the state had sent out a mailer to 1,149 addresses along Minnesota Drive, two blocks deep, in April. But only a single resident of the 40 at the meeting reported receiving one.

"I know my house hasn't moved," said Wendell Orr, who lives adjacent to the highway. "I didn't get a letter."

The state has posted all the plans and other project information, including comments from the public with responses from the department, on a website, minnesotadrivemoose.com.

Only 19 people signed in at an open house held by the DOT in May, and Rep. Mia Costello, R-Anchorage, who organized Thursday's meeting, said that she didn't start hearing from residents until late June.

She said she was pleased that Jackson agreed to attend the meeting Thursday but added that all her concerns about the project hadn't been mollified.

"I'll be satisfied when my constituents are satisfied," she said.

After the meeting, Jackson said in a follow-up email that the DOT will shift the plans for the fence to minimize its impact on residents "while maintaining the needs and goals of the project."

He added that the state would also work with Costello and other area legislators to try to secure state funding for a noise barrier.

That money, however, would have to come in a separate package from the federal funds -- and Jackson said that project is still moving ahead with bidding scheduled for the fall and construction likely beginning next year.

In the meantime, residents said they will keep pushing their own agenda.

"You've got a government agency that has it in their mind to do the right thing," Valinske said. "But it's not about the people. That's why communities get together and put a stink up."

Reach Nathaniel Herz at nherz@adn.com or 257-4311.

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'Frozen Ground,' filmed in Anchorage, opens in England

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AlaskaDispatch
News and voices from the Last Frontier
Published on *Alaska Dispatch* (http://www.alaskadispatch.com)

Rick Sinnott [1]
July 15, 2013
Main Image:
Minnesota Blvd [2]
Main Image Caption:
To keep motorists on Minnesota Drive from hitting moose, fencing won't work -- and neither will an expensive overpass. The Department of Transportation should simply reduce the posted speed limit if it wants to reduce collisions and save money.

Highway engineers at the Alaska Department of Transportation and Public Facilities (DOTPF) are planning to save motorists from moose collisions by fencing one road segment at a time. This year's lucky winner is in Anchorage. It's Minnesota Drive between International Airport Road and the Old Seward Highway [3].

The state plans to bid the project in late September or early October. Tree felling would commence shortly thereafter, while construction in wetlands would be postponed until the ground was frozen. The woven-wire mesh fence will be nine feet high and a little more than 9 miles in length. The estimated cost is $3-5 million, all federal funding designated for highway safety improvements.

Moose-vehicle collisions increasing

Minnesota Drive was opened to traffic in 1983. Since then traffic counts have more than doubled. Average daily traffic volumes ranged from 47,000 to 51,000 in 2004-2008, according to DOTPF. The project area has been fully lighted since 1989.

A portion of the project area – the segment between International Airport Road and Campbell Creek – had one of the highest moose collision rates in Alaska according to a 2001-2005 analysis of crash data. Forty "animal-vehicle" crashes were documented in a slightly longer stretch of Minnesota Drive in 2004-2008. Most, if not all, of these involved moose. Two-thirds of the collisions occurred from August through November.

No one has been killed in a moose-vehicle collision on Minnesota Drive. Annual tallies of collisions between 1983 and 2008 show that while the traffic volume has more than doubled, the number of collisions resulting in human injuries hasn't changed much in 25 years, with the exception of two years. Although most years averaged fewer than one injury, in both 2002 and 2005 four people received minor injuries in moose-vehicle collisions. While injuries have not increased dramatically, collisions resulting in property damage have been approximately five to 10 times more numerous in recent years than in the 1980s. [3]

Ironically, fewer moose inhabit the Anchorage metropolitan area now than in the past couple of decades.

Whys and wherefores of moose-vehicle collisions

Every moose-vehicle collision is more or less unexpected. Otherwise, why wouldn't the motorist – or the moose – take pains to avoid it. And yet they happen. Motor vehicles kill more than 150 moose annually in the Municipality of Anchorage.

Moose collisions are unexpected because moose do wild and crazy things when they encounter a road. Some work up a head of steam and run straight across six lanes during rush hour, traffic be damned. Some stop in the median and reverse direction. Some calves bolt across the road because that's what their mother just did.

Drivers are a little more predictable, but many people drive too fast for conditions, many are distracted, many don't have the night vision or reflexes they used to, and far too many trust the moose standing on the road shoulder or in the median to stay where it is while they drive past at 65 mph. Take the pervasive darkness of an Alaska winter, add a pinch of snow or ice, and you've got a recipe for disaster.

The law of the instrument

Department of Transportation engineers insist that this recurring nightmare has a simple solution: fencing.

They've attempted other solutions such as clearing and lighting, although these proven methods haven't been aggressively pursued. In a 2012 letter to the Alaska Department of Fish and Game, Scott Thomas, a regional traffic engineer, claimed the lighting along Minnesota Drive was "already equivalent to that of the Glenn Highway" and "meets highway standards for motorists to see dark objects both in and alongside the roadway." This excuse is a little puny when the dark object is a moose, and research has shown motorists routinely overdrive the illumination capacity of their headlights [4] in moose country.

Thomas agreed that clearing brush along the roadside helps motorists spot moose, but claimed "clearing wider than 30 to 50 feet has no proven results for moose-vehicle collisions." That might be true for turtle-vehicle collisions, but moose can run 30 feet in less than a second. How fast do you think you can stop your vehicle?

The Department of Transporation claims roadside clearing and lighting haven't reduced collisions as more and more motorists crowd Alaska roads. Fencing has helped reduce moose-vehicle collisions in some situations. For example, collisions were cut in half on the Glenn Highway, where the highway passes through Joint Base Elmendorf-Richardson, according to Kevin Jackson, the Minnesota Drive project manager. Increasingly, due to this documented success, the state appears to be embracing fencing as the final solution. The American philosopher Abraham Kaplan called it the law of the instrument: if your only tool is a hammer, every problem looks like a nail.

The Minnesota Drive fencing will extend on both sides of the highway from International Airport Road to the Alaska Railroad overpass near the Old Seward Highway, a corridor approximately 4 1/2 miles long. Of course, the fence isn't continuous; it will be interrupted at on- and off-ramps of all existing cross roads. And there's the rub.

While both are controlled-access highways, Minnesota Drive is very different from the Glenn Highway. No fewer than 13 roads join Minnesota Drive in the project area, approximately three

intersections per mile. The fenced “barrier” will be broken at each of these intersections. When a moose is confronted by a fence, it doesn’t shrug its shoulders and amble back the way it came. It tries to find a way around. Apparently, highway engineers don’t think a moose will walk less than half a mile to find a way around a fence.

Despite its limited success on the Glenn Highway, the Department of Transportation recognizes that the project has merely shifted many moose-vehicle collisions to the ends of the fences. So they’ve proposed extending the moose fence to Eagle River.

Moose don’t think like engineers. Someday engineers will figure that out.

Overpasses and underpasses for moose

If a moose wants to cross the fenced highway, it’ll follow its nose to the nearest intersection.

What we’re dealing with is an animal larger than a motorcycle and taller than a car that does not obey traffic laws. It’s time that moose were factored into road-building decisions, not just for their sake but for the safety of motorists.

Most other states have built wildlife-crossing structures – overpasses or underpasses – to facilitate the movement of wild animals across highways. This is not a new concept. The first wildlife crossings in North America were built more than 40 years ago. And few of these states were dealing with animals as large as a moose. In most cases concern has focused on reducing collisions with deer, elk, mountain goats, or bears. In some jurisdictions wildlife crossings have been built strictly for the sake of wild animals, ranging from threatened populations of cougars to salamanders. But in most cases, state departments of transportation have used wildlife overpasses or underpasses, in combination with fences, to minimize high-speed vehicular collisions with large animals because they result in property damage, human injuries, and fatalities. Alaska, which boasts the largest wild animals on the continent, is lagging behind. [5]

The Alaska Department of Fish and Game – as it often does when highways are built through moose-movement corridors – asked the Department of Transportation to consider building an overpass or underpass to facilitate moose movements across Minnesota Drive. State engineers addressed the recommendation without breaking a sweat. They said no. They always say no.

According to the department, there isn’t enough money allocated for this project to build a multi-million dollar structure just for moose and other wildlife to cross the highway. According to them, there never is.

Those pesky intersections

Instead of thinking outside the box, instead of following the lead of other state transportation agencies, our engineers plan to hammer moose with another fence. It won’t work, and there are several reasons why.

All of the effective moose fences I’m aware of have been built along rural highways with relatively few intersections and few, if any, nearby houses. Minnesota Drive transects several neighborhoods. Private fences and local use of the highway right-of-way for strolling and dog-walking create unusual challenges. Inevitably, moose will patrol the corridor between fenced yards and the highway fence, looking for a way out. Inevitably, the fences will separate some cow moose from their calves. Anyone walking a dog along the corridor is likely to find themselves

in a fenced arena with a potentially agitated moose.

But the main reason the fence won't work circles back to those pesky intersections. Minnesota Drive will be easily accessible to moose using the many gaps in the fence. Moose can and will walk around the ends of the fences at International Airport Road, Raspberry Road, Strawberry Road, Dimond Boulevard, 100th Avenue, C Street, from the Old Seward Highway, and at least three smaller side roads. That'll be 17 gaps in 4.5 miles of highway. This fence won't be a barrier to moose, it'll be a sieve.

Jackson, engaging in a bit of wishful thinking, said the Department of Transportation believes the fencing will reduce moose-vehicle collisions 50 percent. I'm not convinced that such a permeable fence will reduce moose crossings one iota. This project is destined to be a complete waste of time and money.

Thomas was satisfied that the fencing would shift moose-vehicle collisions toward intersections. His letter to Fish and Game claimed, "Directing moose to arterial roads offers several advantages. On arterial roads, motorists are in the mindset of stopping and going, as well as watching for pedestrians, bicycles, and stopping busses. On freeways, motorists are in the mindset of free flowing higher speeds and looking primarily ahead, and not to side conflicts."

Jackson, the project manager, put it more succinctly: "We want moose to use 100th Avenue, Dimond Boulevard, and Raspberry Road to cross the highway."

They don't get it. Most moose aren't going to cross Minnesota Drive on grade-separated cross roads or sidewalks. They're going to duck around the fence and step onto Minnesota Drive itself. The intersections, by definition, include Minnesota Drive where cars are driving 60 mph and motorists are, in Thomas' own words, "looking primarily ahead," not at the moose approaching at 30 mph from the side in the dark. You never see pedestrians, bicycles or stopping busses on Minnesota Drive. Guess why? It's too dangerous.

Free solution: lower speed limit

I have another solution that the Department of Transportation has repeatedly refused to consider even though it won't cost them a cent: a lower speed limit. [6] When vehicles move slower, drivers have more time to brake and avoid problems. Slower speeds will reduce the frequency of collisions. Collisions at lower speeds tend to be less severe.

Thomas, in shrugging off Fish and Game's most recent recommendation to reduce traffic speeds on Minnesota Drive, explained that the posted speed limit was 55 mph prior to 2009; however, there was "little compliance with this speed limit despite enforcement efforts." So it was bumped up to 60 mph.

Practically speaking, driving the entire length of the project takes 4.5 minutes at 60 mph and 5.4 minutes at 50 mph. Reducing the current posted speed limit by 10 mph would cost motorists less than a minute.

The payoff for lower speeds is measured in braking distance. The average vehicle cruising at 50 mph on dry pavement takes 67 yards to stop; at 60 mph it takes 94 yards to stop. If that doesn't seem like much of a difference, consider this: Where moose are concerned, most motorists overdrive the detection distance of their headlights, according to Canadian research. In the dark, when about half of the moose collisions occur on Minnesota Drive, most motorists are unable to

see a moose on the road or shoulder at night, even with high beams, more than about 98 yards away [7]. The Canadian researchers concluded that the maximum safe speed for driving in moose country using high beams at night is about 50-55 mph. That's on dry pavement. Add ice or snow and speeds of 60 mph or greater. Then it's even more foolhardy. And most motorists don't use high beams on Minnesota Drive because of other traffic.

Trading trees for pretty fences

Before they can build the moose fences, the Department of Transportation will need to remove a bunch of trees. They plan to remove all trees between the fence and the highway for safety reasons. A 10- to 20-foot-wide swath of trees will also be cut outside the fence because removing trees that fall across the fence and fixing the damage is a recurring problem in wooded areas.

Homeowners living near Minnesota Drive are objecting to the removal of trees more than the presence of a fence. At a meeting Thursday night, more than 50 homeowners and other interested parties pressed the Department of Transportation to minimize tree cutting or build a sound-absorbing wall instead of a fence. Few of them had been forewarned of the "clearcutting." Their shared concern was that the loss of trees in the right-of-way would increase noise levels on their properties. In addition to the nuisance factor, increased noise would certainly lower property values.

One homeowner said that by erecting moose fences and clearing trees in road corridors state engineers seemed to be "trying to make Alaska's highways as ugly as possible." This won her a round of applause. There's no denying the Glenn Highway moose fence looks like the outer perimeter of a penal colony. Jackson said they hoped to build a "prettier" fence this time. Instead of gray galvanized fencing, the department is considering a brown or green wire fence.

Some homeowners pointed out that noise levels increased when the speed limit was raised to 60 mph. They, like the moose, might find it easier to live with a speed limit of 50 mph.

Getting moose off the highway

Highway engineers admit they can't control the speed of motorists. They've developed a formula that allows people to drive as fast as most want as long as the road is designed to accommodate that speed. But the engineers have left moose out of the equation. Because engineers can't control the decisions of moose, something has to give.

State engineers believe wildlife-crossing structures are too expensive. It's true that an overpass large enough to facilitate moose crossings – the most expensive crossing structure imaginable – could cost $2 million or more. That is roughly what it cost in today's dollars to construct two wildlife overpasses over the Trans Canada Highway [8]. But the Minnesota Drive moose fencing – the fencing that won't work – will cost twice that much.

Fencing won't work on Minnesota Drive because of all the necessary gaps. The highway isn't the optimum location for a moose overpass, either. The Department of Transportation should reduce the posted speed limit. Then the engineers could use the $3-5 million that this project is likely to cost to build an effective wildlife overpass, with some fencing to guide animals onto the structure someplace where it can do some good. Along the Glenn Highway, for instance.

Rick Sinnott is a former Alaska Department of Fish and Game wildlife biologist. The views

expressed here are the writer's own and are not necessarily endorsed by Alaska Dispatch. Contact him at rickjsinnott(at)gmail.com [9]

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