



## Meeting Notes

Subject	Meeting with Government Hill Knik Arm Crossing Committee and Military representative	Sheet 1 of 9
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Project Number	21132
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Meeting Date	May 9, 2005, 12:00 p.m.	Meeting Location	4 <sup>th</sup> Floor Conference Room, HDR Alaska
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Attendees:			
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Lois Epstein, Cook Inlet Keepers  
 Stu Hall, resident  
 Stephanie Kesler, resident  
 Melinda Gant, resident  
 Diane Miller, resident  
 Kate Gerlek, resident  
 Bob French, resident  
 Susanne DiPietro, resident  
 Steve Gerlek, resident  
 Bob Walsh, Sen. Murkowski's office  
 James Spell, Chief, Engineering Programs, Elmendorf AFB  
 Dale Paulson, KABATA/DOT  
 Duane Hippe, HDR  
 Kevin Doyle, HDR  
 Lisa Loy Gray, URS  
 Lindsey Holmes, RISE Alaska

Topics Discussed	Potential for corridor concepts across military lands
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### *Kevin Doyle*

This meeting is in response to the military's expressed willingness to discuss corridors on military land. The project team is now considering a top of the bluff corridor concept, specifically in response to agency comments to avoid Knik Arm impacts. We plan to submit some corridor concepts to the military for their review. We are asking representatives of Government Hill to help us draw some lines here today, in concert with the military, so that we can capture the full range of alternatives that Government Hill would like the study team to look at that may avoid impacting your community.

### *James Spell*

Jamie Spell rolled out a military constraint map and explained the following: This military constraints map is preliminary. Red and green lines or shading don't mean "don't go" or "go". Heavy green lines are cantonment areas, basically the military "downtown"



areas. We consider these very hard lines to cross, that would impact our mission. We prefer to be given thin lines to review rather than thick lines—it helps us make a more specific analysis.

Shaded areas are housing. Runways on the map show clear zones—we don't want to build there if possible. As you move out from the runway clear zones, there is less accident potential. We consider that something must be mission essential to be built in a clear zone.

ASPs are ammunition supply points (bomb dumps). Circles around them are accident potential zones. It is possible to move the ASPs, but it could be very pricey to move them, or there may not be adequate locations to move them to.

In order to move the antenna farm, we would have to fully duplicate the antenna farm in the new location before dismantling the existing one. These have to remain operational at all times. We just upgraded this antenna farm to modern equipment, so we know that simply duplicating the equipment will cost upwards of \$200 million, without even factoring in moving costs.

Circularly Disposed Antenna Array/Elephant Cage/FLIR 9. FLIR 9 is controlled by the National Security Agency, not the Air Force. An NSA rep. told us that beginning in 2007, activities may scale down, and allow for construction there. This is cold war technology and may be phased out. But it is an incredibly high quality sound. We can ask the NSA (National Security Administration) for permission to build in that area, but there are no guarantees.

*Stephanie Kesler*

Could you draw a line and construct a road through Elmendorf?

*James Spell*

I think it would be very difficult to build a road for civilian use through Elmendorf.

*Stu Hall*

Could a secure corridor be constructed across Elmendorf, and connect to the Glenn Highway?

*James Spell*

It could be done, for enough money.

*Stu Hall*

Are there any examples of secure major highways running through bases?

*James Spell*



Yes. Fort Richardson, for example. And there's one in Hawaii.

*Stu Hall*

Lackland Airforce Base is another, although that's really a training base.

*James Spell*

Military access to training grounds is an issue. We would need elevated corridors or depressed roadways, probably several of them, for the military to get to its training grounds. We also need to allow for the passage of wildlife.

*Steve Gerlek*

For screening, what would be the least cost route to hook up to the Glenn?

*Kate Gerlek*

What is the purpose of this road? Is it to suck population out of Anchorage and suck problems into Anchorage? If so, going right into downtown makes sense.

*Steve Gerlek*

Can HDR do screening? Do a cost analysis?

*Stephanie Kesler*

I see two options that seem possible. Crossing the runway to Reeve would be great.

*James Spell*

Crossing the runway is problematic.

*Stu Hall*

Yes. Could you tunnel under the runway?

*Bob French*

Could you move the Eagle Glenn Golf Course?

*James Spell*

Elmendorf considers the golf course pretty firm—it would be hard to get that moved.

*Stu Hall*

By the railroad tracks looks good. But there's lots of new construction in that area.

*James Spell*

The railroad has a limited number of people crossing through that area in limited bursts of time, which limits people's exposure to the nearby explosives.

*Stu Hall*



What about connecting to Post Road?

*James Spell*

Maybe you could go on a higher road, and go around Mountain View. There's a thought. But you could have problems then with Mountain View residents.

*Bob French*

Boniface makes sense. They're already talking about putting an interchange there.

*Kevin Doyle*

Cherry Hill housing may be open to being moved, if the project will pay to move it.

*James Spell*

We would consider moving Cherry Hill.

*Stephanie Kesler*

There would still be problems tying into the A/C couplet.

*Stu Hall*

It could work to tie in to the new Glenn/Seward connection that's been proposed.

*Stephanie Kesler*

I'd like to see a screening analysis.

*Stu Hall*

We could parallel the railroad across the base, and create a transportation corridor.

*Kate Gerlek*

You should look way north, too. If you want this bridge, for some inexplicable reason, keep it out of Anchorage.

*Bob French*

Is there a benefit to the military of coming through Elmendorf? Maybe direct access for Stryker Brigade?

*James Spell*

No. This could harm us. BRAC (Base Realignment and Closure) is coming May 16. A road across base may cause new complications for Elmendorf in future BRACs, because it could divide installations.

*Susanne DiPietro*

If you trenched it, would it be less of an impact for you in future BRACs?



*James Spell*

Yes, it would be better.

There is a firing range in the upper right hand corner of the map. You don't want to be there when they're firing.

*Stephanie Kesler*

You're also looking at a top of the bluff corridor?

*Kevin Doyle*

Yes. We're going to propose a top of the bluff corridor to the military, but we'd also like to look at your proposed alignments.

*Melinda Gant*

Would a top of the bluff alignment still tie into the A/C Couplet?

*Steve Gerlek*

Is there another way to tie that in?

*Stephanie Kesler*

It's hard to get from there without affecting Government Hill, the Hollywood Vista redevelopment, and/or Mountain View. What about crossing Elmendorf, following the railroad tracks to Post Road?

*Melinda Gant*

Are you looking at finding a route with the least impact on residents?

*Kevin Doyle*

This is a transportation project, so transportation functionality is always going to be the high priority. But in getting to the answer, we look at all manner of effects, including impact on residents.

*Melinda Gant*

So, are you looking at impact on residents?

*Duane Hippe*

Yes. That's why we're here today.

*Kevin Doyle*

We didn't want to draw your lines for you. That's why we're here today, to let you help us draw the lines.

*Steve Gerlek*

Are you looking at costs? Can you do an economic comparison of routes?



*Kevin Doyle*

We are looking to tie in to AMATS (Anchorage Metropolitan Area Transportation Solutions) LRTP (Long Range Transportation Plan) for 2025. We won't have maximum capacity on the bridge and the roads on the first day. AMATS is upgrading Anchorage roads, and we're trying to plan in conjunction with this.

*Kate Gerlek*

What happens to traffic in Anchorage is not your problem?

*Kevin Doyle*

Yes, it is. We need to ensure adequate tie-in capacity on both sides.

*Kate Gerlek*

I'm glad to hear that. I wasn't sure.

*Kevin Doyle*

There are lots of placeholder costs contained in the budget to account for tie-ins to the existing transportation system on both sides. For instance, there's a placeholder for a possible tunnel under Erickson Street.

*Kate Gerlek*

Have you taken into account problems with the curves on Loop Road?

*Kevin Doyle*

Yes, we're aware of it.

*Melinda Gant*

Are you considering noise levels?

*Kevin Doyle*

Yes. We're doing a full noise impact study. The standards are fairly regimented under FHWA.

*Steve Gerlek*

Those standards aren't strict enough.

*Lois Epstein*

Are you looking at rail?

*Kevin Doyle*

Past studies have looked at commuter rail. They found demand was very low.



*Susanne DiPietro*

This could change over time. Traffic on the Glenn is bad. Gas prices are high. I'm not sure we can write this option off.

*Lois Epstein*

What would it take to put rail back on the table?

*Kevin Doyle*

We're looking at it as part of the Environmental Impact Statement (EIS) process. But I don't think it's likely to pencil out. Our goals are economic growth, freight and good movement, and accommodation of a potential tripling of the population. We need to look at vehicular access, a redundant overland crossing for safety reasons, freight and goods movement, connecting population centers.

*Steve Gerlek*

Can you tell us what you're planning to do after today in response to this meeting?

*Kevin Doyle*

We'll look at the top of the bluff corridor in addition to your requested corridor concepts: tie-in to Boniface area; hooking into the rail corridor to Post Road; and east-west to the Glenn Highway to Hiland Road. We'll also look at a bored tunnel under Erickson Street at your request.

*Stu Hall*

But with the bored tunnel route connecting to Gambell/Ingra, not the A/C Couplet.

*Stephanie Kesler*

Gambell/Ingra is only acceptable in conjunction with the AMATS depressed connection of the Glenn and Seward Highways. We'd like you to look at a bored tunnel, but not connecting to Loop Road and the A/C Couplet.

*Bob French*

We'd like to see you compare the costs of a bored versus a cut and cover tunnel, and look at a bridge to tie in with Gambell/Ingra.

*Stu Hall*

We're trying to get them to move the Whitney Road extension up to the top of the list.

*Bob French*

We would like to be included in major stakeholder meetings.

*Susanne DiPietro*



We're totally psyched to be in these meetings, don't get us wrong. But it would be helpful to be in the room for these big meetings.

*Stu Hall*

Our community is being treated as fungible.

*Stephanie Kesler*

We'd like to have a representative at stakeholder meetings. We promise to behave! Is there a possibility of getting an electronic copy of the military constraints map?

*James Spell*

Anything is a possibility! We are still making some changes and updated, and we haven't even gotten an electronic copy to HDR yet.

*Stephanie Kesler*

We really appreciate this meeting. Do you have a timeline for the new routes?

*Kevin Doyle*

We need to talk to the Knik Arm Bridge and Toll Authority (KABATA). We're first planning on submitting corridor concepts, not getting down to thin lines and actual alignments to determine what may be reasonable.

*Bob French*

Will there be public scoping meetings on these new routes?

*Dale Paulson*

That's looking likely.

*Melinda Gant*

Will we have notice of any new scoping meetings?

*Lindsey Holmes*

Oh yes! We would definitely notify you.

*Lisa Loy Gray*

There would be notices everywhere, including in the newspaper.

*Stu Hall*

Remember, inverse condemnation suits will happen if you come through Government Hill, except maybe with a bored tunnel. You should factor that into your cost analysis.

*Kevin Doyle*



We will show you our proposed corridor concepts, if you would like, as we submit them to the military for their review.

Meeting adjourned at 1:20 pm