

# City of Bethel Action Memorandum

Action memorandum No.	17-12		
Date action introduced:	1-24-2017	Introduced by:	City Manager Williams
Date action taken:	1-24-2017	X Approved	Denied
Confirmed by:	LS		

Approve DOT & PF to proceed with this project, the Improvements of Ridgecrest Drive.

Route to:	Department/Individual:	Initials:	Remarks:
Admin	CITY MANAGER	LSW	Approved
Finance	ASSITANT FINANCE DIRECTOR	JAM	Approved
Public Wks.	PUBLIC WKS. DIRECTOR	[Signature]	Approved

Attachment(s):

Amount of fiscal impact:		Account information:
	No fiscal impact	
\$254,000	Funds are budgeted.	<del>XXXXXX</del> 10-66-733
	Funds are not budgeted. Budget modification is required.	
	Grant funding.	

The DOT has requested the COB permission to proceed too construction with the rehabilitation of Ridge Crest Rd. Unless requested to do otherwise the current Scope of Work calls for asphalt. The PW Director has recommend using. A decision will have to be made regarding using asphalt or not.

Outside of the original Scope of Work the DOT submitted an application to the Highway Safety Improvement Program. DOT was provided funds from this program to widen the roadway five (5') feet for pedestrians, along with some other enhancements, such as crosswalks and improved intersections.

I recommend we allow the DOT move forward with the improvement for Ridgecrest Rd.

# City of Bethel Action Memorandum

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Date action taken:		Denied	
Confirmed by:			



**City  
of  
Bethel**

Peter Williams <[pwilliams@cityofbethel.net](mailto:pwilliams@cityofbethel.net)>

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## Bethel Ridgecrest Drive Rehabilitation Project Status

3 messages

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**Morton, Andrea K (DOT)** <[andrea.morton@alaska.gov](mailto:andrea.morton@alaska.gov)>  
To: Peter Williams <[pwilliams@cityofbethel.net](mailto:pwilliams@cityofbethel.net)>  
Cc: "Roadifer, Carol J (DOT)" <[carol.roadifer@alaska.gov](mailto:carol.roadifer@alaska.gov)>

Tue, Jan 17, 2017 at 3:38 PM

Peter,

It was good to speak with you this afternoon. I am glad we have the opportunity to move forward with decision making on the Bethel Ridgecrest Drive Rehabilitation project. The following information is provided to clarify the main points of our discussion.

STIP Funding Improvements will:

1. Widen Ridgecrest Drive to thirty-two feet including two eleven foot lanes with five foot shoulders on each side.
2. Raise the elevation of and improve the drainage along Ridgecrest Drive.
3. Strengthen the existing structural section with cement stabilized base course.
4. Pave Ridgecrest Drive with asphalt pavement.

HSIP Funding Improvements will:

1. Replace three existing crosswalks and install one additional crosswalk.
2. Install four new electroliers at each crosswalk location.
3. Install one new post mounted school zone flashing beacon with signing at each entrance to the school.
4. Reshape the geometry at the intersection of Alakeek Street and Ridgecrest Drive.
5. Install curbing to delineate the pedestrian route on the northeast corner of Alakeek Street and Ridgecrest Drive for vehicle/pedestrian separation.
6. Install enhanced illumination at Alakeek Street and Ridgecrest Drive to meet current standards.
7. Install oversized stop signs with an advanced warning sign at the intersection of Alakeek Street and Ridgecrest Drive.

When the Maintenance Agreement was signed in January 2011, the estimated project cost was approximately \$5.6 million. Based on that estimate and the original project scope, the COB provided Design match funds of \$49,439 and later provided ROW match funds of \$4,740.

The original project scope included some improvements that are not eligible for the type of funding available for this project. Per COB request several safety improvements were evaluated within the project limits. Based on the Highway Safety Improvement Program (HSIP) Candidate Description the project scored high enough to

qualify for HSIP funding. The HSIP Improvements listed above can be added to the project scope.

The project cost of the revised scope listed above is anticipated to be less than the initial estimate included in the maintenance agreement. The decreased cost will reduce the COB's required Construction match funds accordingly.

All of the funding identified for this project is Federal funding. Per Federal Regulations, any funds expended on design of a project must be paid back if the project is not ultimately constructed. In an effort to minimize potential monies required for Federal reimbursement, the project design was placed on hold when the COB expressed concerns regarding the project. To date, approximately \$600,000 have been expended on the project design.

Per our telephone discussion earlier this afternoon, we are awaiting a decision from the COB on how to proceed: either move forward with design and construction of the project or halt work on the project and determine the amount of Federal reimbursement required.

If we proceed with the project, DOT&PF would like to obligate the funding in fiscal year 2017, which would require a completed design by this summer. Concurrence with the project scope or a request to cancel the project should be provided as soon as possible. If the project does not restart by mid-February the project may slip to federal fiscal year 2018.

You expressed concerns regarding the COB's maintenance staff's ability to maintain an asphalt surface. As I explained on the telephone, the surface course could be changed, however, not paving the roadway would necessarily mean not providing striping including the crosswalks. These details can be worked out as design proceeds on the project.

I look forward to hearing from you once you have had the opportunity to discuss this project with the City Council.

Thanks,

**Andi Morton, P.E., Project Manager**

**State of Alaska DOT&PF, Preliminary Design & Environmental**

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*Keep Alaska Moving* through service and infrastructure

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

**FFY15 Highway Safety Improvement Program**  
**Candidate Description and Cost Estimate**

**Candidate Name:**

15CN01 Bethel Ridgecrest Drive School Zone Upgrades

**Candidate Location:**

This candidate upgrades the existing Ridgecrest Drive (CDS # 80025) school zone in the Bethel community to current design standards. The project limits are between Akakeek Drive and Ptarmigan Drive and, if approved, the HSIP scope of work will be added to the existing DOT&PF 3R Ridgecrest Drive Rehabilitation Project (AKSAS# 52452) currently in design.

**Location Description:**

Ridgecrest Drive is a two lane Major Collector Roadway owned and maintained by the City of Bethel. It is approximately 1/3 mile in length within the project limits. The roadway has a 2011 AADT of 4,982 and services neighborhoods, the local public works department buildings, community utility company yards, and 4 separate school buildings on the adjacent campus. The children attending the schools range in age from five-years-old to 18-years-old and each school has different start and release times for attendance throughout the weekdays.

The existing school zone is a 15 MPH zone designed in 1996 by DOT&PF and met the standards of the day for school zone flashers, signing, and striping. There are four existing flashers on approaches leading up to Ridgecrest Drive, three designated crossings, and three overhead flashing signs that are attached to span wires and utility poles.



View North on Ridgecrest Drive of Bethel school zone

**The Problem:**

Sign spacing, sign placement, retroreflectivity, lighting, and use of beacons need to be updated to match other school zones within the region. Daytime visibility of the entire school zone beacon system could be greatly improved with current practices. Young children use a crossing guard near Ptarmigan intersection (afternoons only), but travel by foot or bike the entire length of

Ridgecrest Drive to reach neighborhoods. Existing boardwalks adjacent to the roadway lead children to 4 separate crossings (only 3 are existing designated crosswalks). Although school zone compliance by drivers is generally positive, a child was struck within the school zone in Fall, 2013 and sustained minor injuries. Further awareness and school zone delineation will improve safety for children and the traveling public.

In May, 2014 staff observed the site over multiple days and met with the School District Superintendent, M&O staff, City staff, and Utility staff to discuss what can reasonably be installed and maintained in the rural community.

**Crash History:**

Seven total reported crashes occurred within the school zone limits during the 2007-2011 study period. Of those, four angle crashes occurred during school zone operation times: 1 Minor Injury crash and 3 Property Damage Only crashes. One crash noted unsafe speed and alcohol as contributing factors, while the other three are missing contributing factor details. No crashes involved pedestrians or school age drivers.

**Proposed Mitigation:**

This project scope proposes to bring the Bethel school zone's below features into compliance with the ATM, AASHTO Roadside Design Guide, and Central Region Crosswalk Lighting practices by including the following scope:

- Remove (4) 90's era school zone flashing beacons that are currently mounted on utility poles;
- Remove (3) overhead 90's era flashing signs that are currently attached to electrical span wires at the three existing crosswalks;
- Remove (8) 90's era school children present warning signs;
- Install 4 designated crosswalks (3 replacements, 1 addition);
- Install 4 new electroliers at each crosswalk location;
- Install 1 new post mounted school zone flashing beacons with signing at each entrance to school zone (total 2);
- Install S5-1 school zone regulatory signing at side streets;
- Coordinate school zone limit adjustments with 15CR01 Nomination for AWSC at Akakeek St and Ridgecrest Drive, if approved.

One additional crosswalk will be added to the existing 3 designated crossings to better draw attention to the existing pattern of walking route observed by staff. As a locally owned road, maintenance of the proposed improvements will remain the responsibility of the City of Bethel and the Kuskoquim School District by agreement.

**SHSP Conformance:**

This project is consistent with the Strategic Highway Safety Plan's, Roadways and Special Users Emphasis Areas by proposing to improve signing/delineation for older drivers and pedestrians as described in *FHWA Highway Design Handbook for Older Drivers and Pedestrians*, May 2001.

**Benefit/Cost Ratio:**

This project is submitted as unranked due to no published crash reduction factors. A sensitivity analysis assuming both 5 and 100% crash reduction factors indicate this nomination has projected benefits-costs between 0.02:1 and 0.31:1 respectively.

The Region requests an exception to the 2014 HSIP Handbook Section 2.3.iv.(2).ii with regards to the sensitivity analysis because this project will bring existing school zones in rural locations up to current standard. The proposed improvements will mitigate risk to vulnerable users including school-aged bicyclists and pedestrians.

**Cost Estimate:**

Below are the costs requesting HSIP funding consideration.

<b>PHASE</b>	<b>AMOUNT</b>	<b>Earliest Start Date</b>
Preliminary Engineering (Phase 2):	\$90,000	FFY15
Right of Way (Phase 3):	N/A	
Utilities (Phase 7):	\$10,000	FFY15
Construction (Phase 4):	\$800,000	FFY15

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**ROUNDED TOTAL: \$900,000**

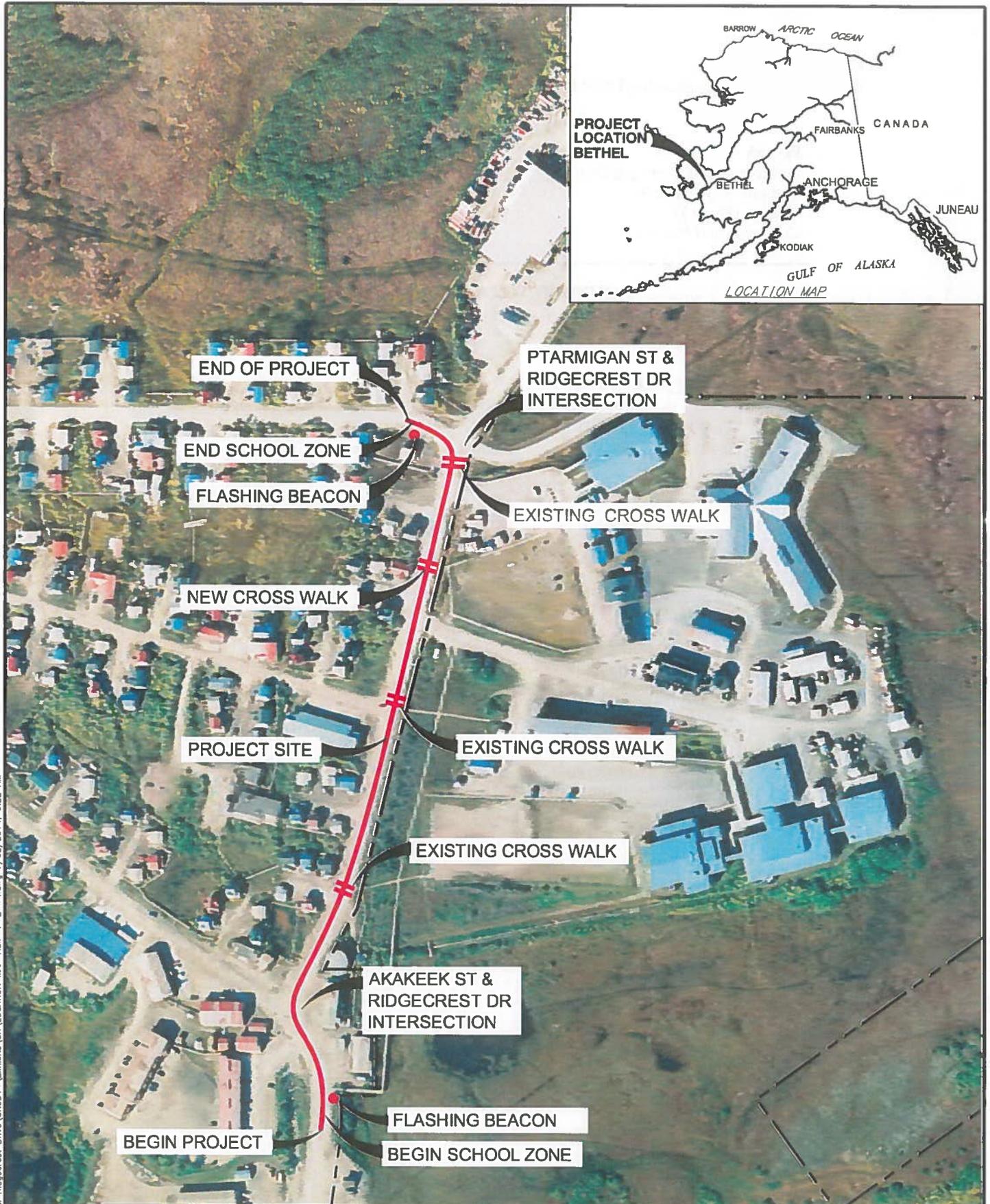
*(Note: Contract Administration is included in the Construction amount. iCAP of 4.79% is included in all phases.)*

**Project Information Reporting Table:**

<b>Functional Classification</b>	<b>2011 AADT</b>	<b>Posted Speed (MPH)</b>	<b>Ownership (%)</b>	<b>Relationship to SHSP</b>
Major Collector	4982	20	100% Local	Addresses improving signing/delineation for older drivers and pedestrians as outlined in both the Roadway Emphasis Area and Special Users Emphasis Area

**Attachments:**

Vicinity Map, Figure 1  
 Construction Cost Estimate  
 Sensitivity Analysis (5% and 100%)  
 Crash Data Spreadsheet



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BETHEL RIDGECREST DR REHABILITATION  
PROJECT NO. 52452  
LOCATION AND VICINITY MAP  
BETHEL, ALASKA

FIGURE 1