



WELCOME

Public Meeting No. 1

JNU Loop Road – Valley Boulevard
Intersection Improvements

October 11, 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

PROJECT BACKGROUND & HISTORY



- Key part of traffic circulation in the Mendenhall Valley area.
- Primary route for tourists and commercial traffic to and from the Mendenhall Glacier.
- History of elevated crash rates at several signalized intersections.
- Valley Boulevard intersection is the third roundabout to be completed as part of the Mendenhall Loop Capacity Improvements project.
- Recently qualified for Highway Safety Improvement Program (HSIP) funding and is now moving ahead.
- Project team is making improvements based on the lessons learned in the previous roundabouts on Mendenhall Loop Road.



SCHEDULE



ANTICIPATED COMPLETION

2023							2024												2025											
Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep			
Preliminary Design ✓																														
	Public Outreach ✓																													
					Final Designs ✓																									
					Right-of-Way ✓																									
												Construction Bidding ✓																		
																							Construction ✓							

PROJECT DESCRIPTION

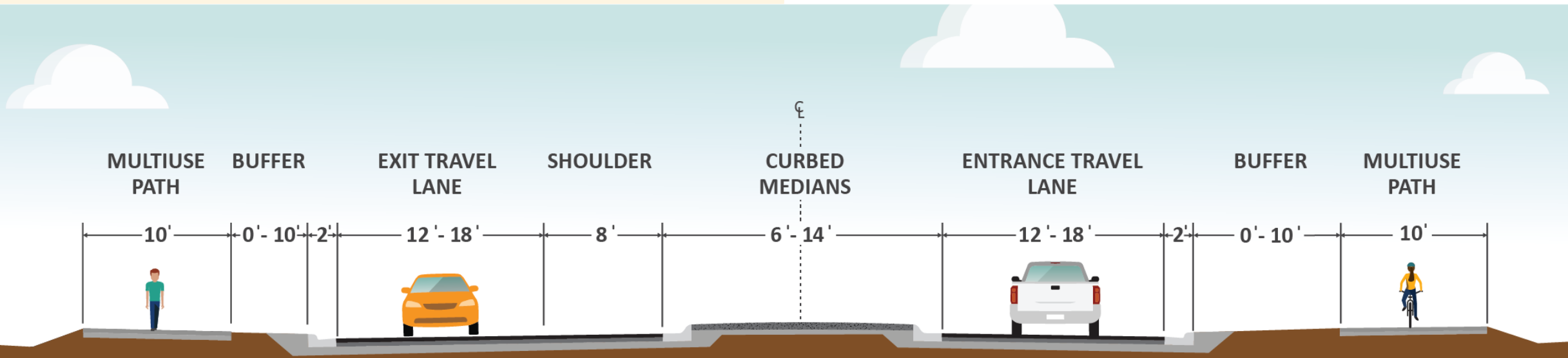


The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct a single lane roundabout at the intersection of Mendenhall Loop Road (Loop Road), Mendenhall Boulevard, and Valley Boulevard.



The proposed project would:

- Replace the existing signalized intersection with a single-lane roundabout.
- Widen the footprint of the intersection, acquiring adjacent right-of-way (ROW).
- Evaluate locations of bus pullouts.
- Add splitter islands to separate lanes on approach to the intersection.
- Interact with drainage structures.



SINGLE-LANE ROUNDABOUT BENEFITS



What makes a roundabout safer than traditional intersections?

- Fewer collision points and user conflicts.
- Fewer overall crashes and fewer crashes resulting in a serious injury.
- Safer for pedestrians as pedestrians only need to cross one direction of traffic at a time.
- Center mounds slow traffic approaching roundabouts.

Other roundabout benefits:

- Reduce congestion – traffic typically flows better in a roundabout during peak traffic hours.
- Reduce fuel usage and pollution – fewer stops and hard accelerations.
- Lower long-term costs – although the construction costs are comparable to a signalized intersection, less money is spent on hardware maintenance and electricity.

Learn more at: <https://dot.alaska.gov/stwddes/dcstraffic/roundabouts.shtml>

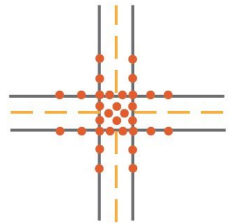


90% reduction in fatalities
76% reduction in injuries
35% reduction in crashes
67% reduction in vehicle-pedestrian conflict points

Traditional Intersection

32

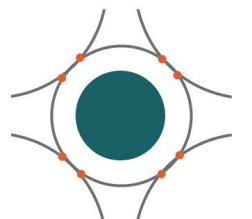
Possible opportunities for a collision. Many of those are dangerous, high-speed, head-on or angle collisions.



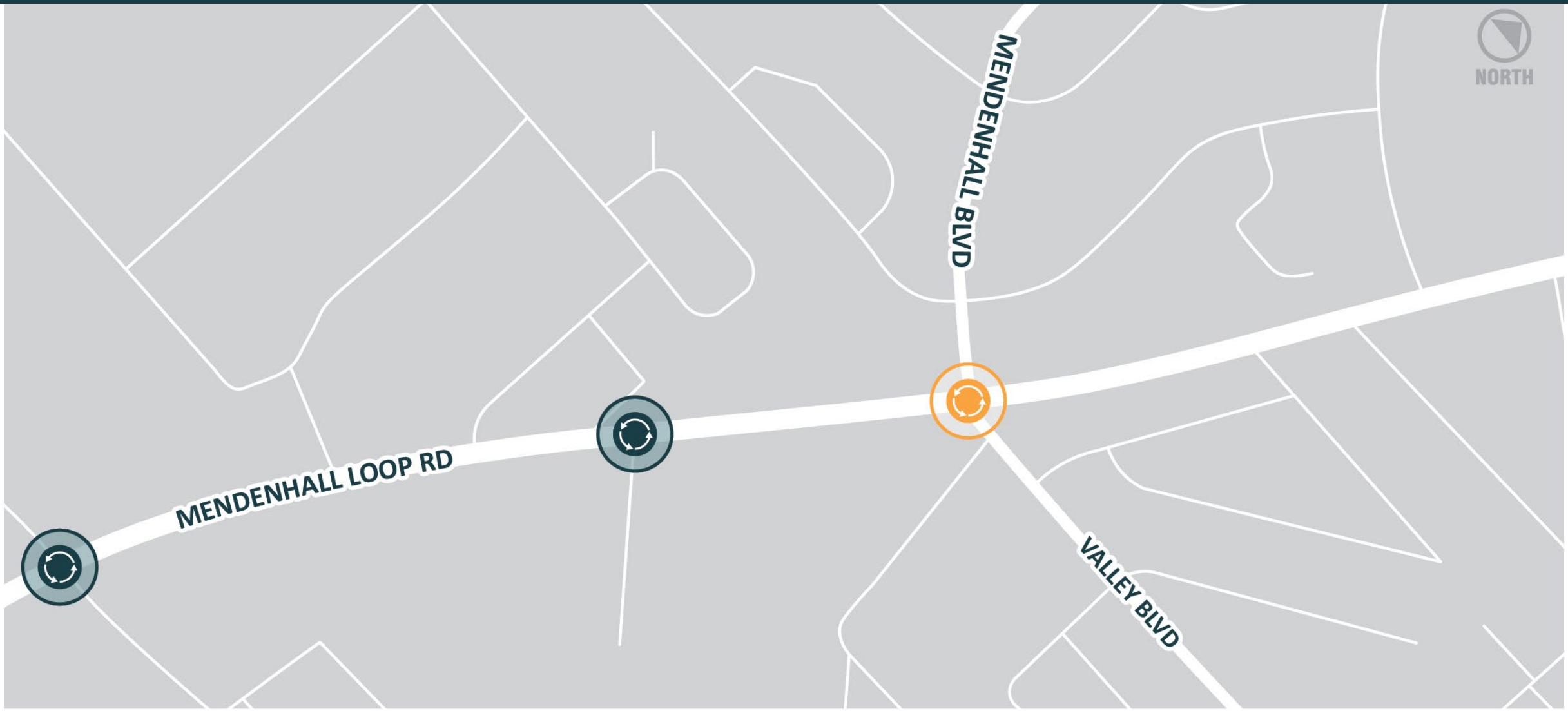
Roundabout

8

Possible opportunities for a collision. Plus, the collisions that do happen are slower and less serious



PROJECT AREA



Previously Constructed Roundabouts (2019)



New Roundabout

WE WANT YOUR FEEDBACK!

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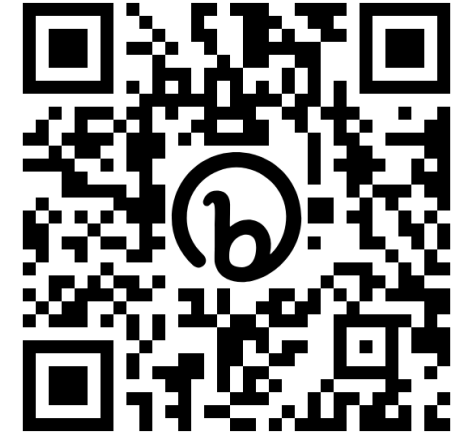
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SCAN ME!

Scan this code with your smartphone camera to view the project website.