Traffic Data and Reports

Appendix H

48th and Cordova Projected Traffic Volumes

By: rlcJDH

Date: 2/20/2020

Popultation Growth Rate 0.80% Anchorage 2040 LUP

Piper Street

AADT 4565 ADOT 2018 AADT GIS Map

30th Hour 9.50% TUDOR ROAD - WEST OF TUDOR CENTER DRIVE

Directional Distribution 75.00% 25%

42th Avenue (A) - Lake Otis to Laurel

AADT 2580 Adjusted based on Counts

30th Hour 9.50% TUDOR ROAD - WEST OF TUDOR CENTER DRIVE

Directional Distribution 70% 30%

42th Avenue (B) - Laurel to Piper

AADT 1840 Adjusted based on Counts

30th Hour 9.50% TUDOR ROAD - WEST OF TUDOR CENTER DRIVE

Directional Distribution 60% 40%

42th Avenue (C) - Piperto Dale

AADT 1310 Adjusted based on Counts

30th Hour 9.50% TUDOR ROAD - WEST OF TUDOR CENTER DRIVE

Directional Distribution 40% 60%

42th Avenue (D) - Dale to Florina

AADT 1490 Adjusted based on Counts

30th Hour 9.50% TUDOR ROAD - WEST OF TUDOR CENTER DRIVE

Directional Distribution 60% 40%

AADT Projections

Growth Rate 0.80%

AADT Projections	2020	2025	2045
Piper Street	4640	4830	5660
42th Avenue (A) - Lake Otis to Laurel	2620	2730	3200
42th Avenue (B) - Laurel to Piper	1870	1950	2280
42th Avenue (C) - Piperto Dale	1330	1390	1620
42th Avenue (D) - Dale to Florina	1510	1580	1850

Directional Distribution 2025

	Α	M Peak	PM Peak			
	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Piper Street	115	344	459	344	115	459
42th Avenue (A) - Lake Otis to Laurel	78	182	259	182	78	259
42th Avenue (B) - Laurel to Piper	74	111	185	111	74	185
42th Avenue (C) - Piperto Dale	79	53	132	53	79	132
42th Avenue (D) - Dale to Florina	60	90	150	90	60	150

Directional Distribution 2045

	A	AM Peak	PM Peak			
	NB/EB	NB/EB	SB/WB	Total		
Piper Street	134	403	538	403	134	538
42th Avenue (A) - Lake Otis to Laurel	91	213	304	213	91	304

CRASHES IN PROJECT AREA (2012-2018) & OBSERVED SPEEDS (2019)







Memorandum

July 3, 2019 Date:

Julie Makela, PE - MOA PM&E Project Administrator To:

Justin Keene, PE - CRW Engineering Group, LLC Through: Kelly Yanoshek, EIT - CRW Engineering Group, LLC From:

42nd Avenue Upgrade **Project:**

Project No: MOA PM&E#18-06 (CRW#10142.00)

Subject: **On-Street Parking Study**

Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to upgrade E. 42nd Avenue from Lake Otis Parkway to Florina Street. To aid in the design of the improvements, an on-street parking study was completed on E. 42nd Avenue within the project limits noted above. The purpose of the study was to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were also noted during the study to document available adjacent parking.

The E. 42nd Avenue corridor is 0.8 miles long and is located between, and runs parallel to, Tudor Road and E. 40th Avenue. The roadway currently doesn't have any on-street parking restrictions along the project corridor. There are many multi-family developments and businesses with on-site parking lots and/or some full frontage driveways/parking areas.

The parking study was based on observations from four separate site visits, documenting parked vehicles located along the roadway and in visible, adjacent parking lots. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening.

Observations

The observations took place Wednesday, June 26, 2019 and Saturday, June 29, 2019. Weather on both Wednesday and Saturday was sunny, with temperatures in the mid-70s. The following table summarizes the parked cars observed during the site visits:

	Wed	dnesday,	June 26,	2019	Saturday, June 29, 2019						
	12:00-1	2:30 pm	8:00-8	:30 pm	12:00-1	.2:30 pm	8:00-8:30 pm				
Reference Side Street	North	South	North	South	North	South	North	South			
Lake Otis to Wright (42 nd Ave)	-	-	-	-	-	-	-	-			
Wright to Piper (42 nd Ave)	-	-	-	-	-	-	-	-			
Piper to Dale (42 nd Ave)	1 ¹	4 ³	2 ¹	3 ³	1 ¹	5 ⁴	3	4 ³			
Dale to Florina (42 nd Ave)	1	2 ²	4	4 ²	3 ¹	2 ¹	2 ¹	1			
¹ Count includes 1 unmoved vehicles; ² Count includes 2 unmoved vehicles;											

³ Count includes 3 unmoved vehicles; ⁴ Count includes 4 unmoved vehicles

Near the west side of the project area from Lake Otis Parkway to P Street, along E. 42nd Avenue, there are a handful of businesses that provide adequate parking for the amount of traffic the businesses serve. No on-street parked vehicles were observed in this section. The parking capacity of the businesses followed a similar pattern of fuller lots on weekdays compared to weekends and emptier lots during the evening hours compared to the afternoon.

There is one parking area located on the north side of E. 42nd Avenue just east of Parker Place that includes full frontage access and an angled parking area located south of the property owner's fence. This parking area provides angled parking for 5 to 6 vehicles. This parking area was counted as a parking lot since the vehicles are not parked parallel and on-street.

The east side of the project from Piper Street to Florina Street along E. 42nd Avenue is predominantly residential housing. There were eight unmoved vehicles that were observed during multiple counts along E. 42nd Avenue, six of which were moved at least once during the four site visits. On the attached figure, these vehicles are marked by a red circle. Generally, there was a similar level of on-street vehicles during all four site visits in this residential area. The adjacent parking lots/driveways were often very full during all site visits.

Conclusions

Off-street parking was sufficient during site visits for most of the project area but almost entirely occupied in a few specific lots, especially in the east half of the project.

The greatest demand for on-street parking is on the east side between Piper Street and Florina Street near the single-family residential housing and some apartment buildings off E. 42rd Avenue. These results can be seen on the attached figure.

The parking area near Parker Place, as mentioned above, appears to be within the ROW so likely will be impacted during construction. The proposed roadway improvements could include on-street parallel parking along the roadway in this location to replace the parking area removed.

Legend

East 42nd Avenue Parking Study: July 2019





Memorandum

Date: November 11, 2019

To: Julie Makela, PE - MOA PM&E Project Administrator

Through: Justin Keene, PE - CRW Engineering Group, LLC
From: Kelly Yanoshek, EIT - CRW Engineering Group, LLC

Project: 42nd Avenue Upgrade

Project No: MOA PM&E#18-06 (CRW#10142.00)

Subject: On-Street Parking Study

Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to upgrade E. 42nd Avenue from Lake Otis Parkway to Florina Street. To aid in the design of the improvements, an on-street parking study was completed on E. 42nd Avenue within the project limits noted above. The purpose of the study was to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were also noted during the study to document available adjacent parking.

The E. 42nd Avenue corridor is 0.8 miles long and is located between, and runs parallel to, Tudor Road and E. 40th Avenue. The roadway currently doesn't have any on-street parking restrictions along the project corridor. There are many multi-family developments and businesses with on-site parking lots and/or some full frontage driveways/parking areas.

The parking study was based on observations from four separate site visits, documenting parked vehicles located along the roadway and in visible, adjacent parking lots. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening.

Observations

The observations took place Wednesday, November 6, 2019 and Saturday, November 9, 2019. Weather on both Wednesday and Saturday was overcast, with temperatures in the mid-30s. The following table summarizes the parked cars observed during the site visits:

	Wedne	sday, No	vember 6	5, 2019	Satu	rday, Nov	ember 9	, 2019
	12:00-12	2:30 pm	8:00-8	3:30 pm	12:00-1	.2:30 pm	8:00-8:30 pm	
Reference Side Street	North	South	North	South	North	South	North	South
Lake Otis to Parker (42 nd Ave)	-	-	-	1	-	-	-	1
Parker to Piper (42 nd Ave)	-	-	1 ¹	-	2 ²	-	3 ²	-
Piper to Dale (42 nd Ave)	1 ¹	2 ²	1	2 ²	1 ¹	6 ²	3	2 ²
Dale to Florina (42 nd Ave)	1	2 ¹	4 ¹	1	3	3 ²	3 ¹	2 ²
¹ Count includes 1 unmoved vehicles; ² Count includes 2 unmoved vehicles;								

Near the west side of the project area from Lake Otis Parkway to Folker Street, along E. 42^{nd} Avenue, there are a handful of businesses that provide adequate parking for the amount of traffic the businesses serve. No on-street parked vehicles were observed in this section from Lake Otis Parkway to Folker Street. The parking capacity of the businesses followed a similar pattern of fuller lots on weekdays compared to weekends and emptier lots during the evening hours compared to the afternoon.

There is one parking area located on the north side of E. 42nd Avenue just east of Parker Place that includes full frontage access and an angled parking area located south of the property owner's fence.

For the first parking study, this area was used as an angled parking area, but for this secondary study the area was used for both parallel on-street and angled parking, therefore it was not counted as a parking lot

The east side of the project from Parker Place to Florina Street along E. 42nd Avenue is predominantly residential housing. There were eight unmoved vehicles that were observed during multiple counts along E. 42nd Avenue, six of which were moved at least once during the four site visits. On the attached figure, these vehicles are marked by a red circle. Saturday afternoons had the most on-street parked vehicles.

Conclusions

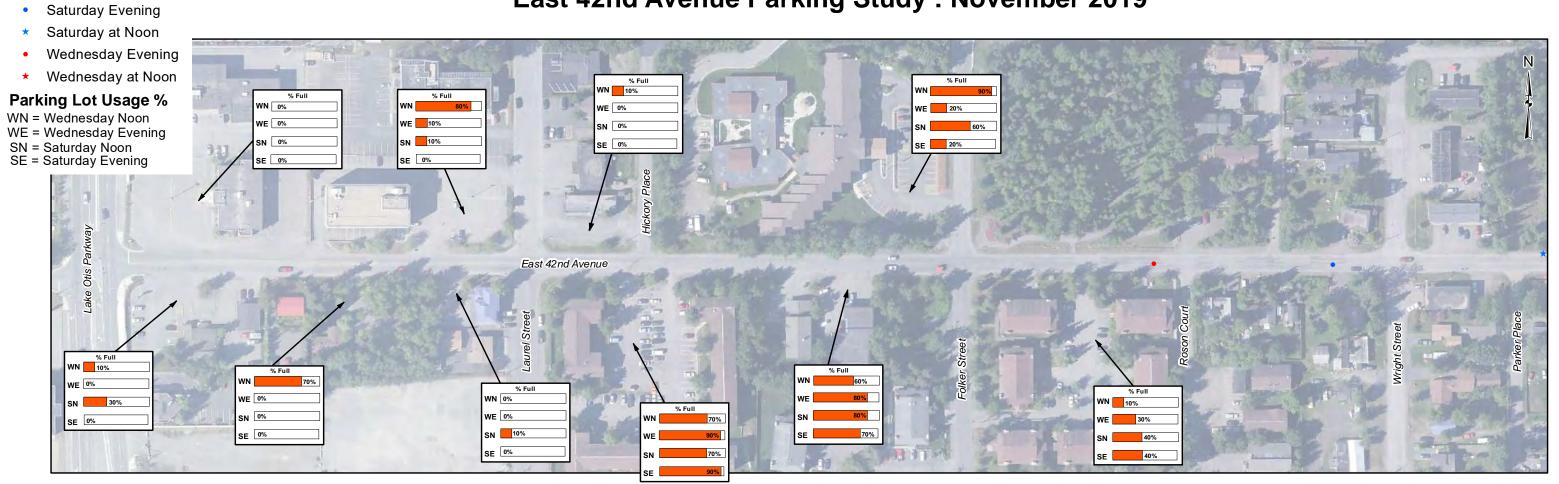
Off-street parking was sufficient during site visits for most of the project area, but almost entirely occupied in a few specific lots, especially in the east half of the project.

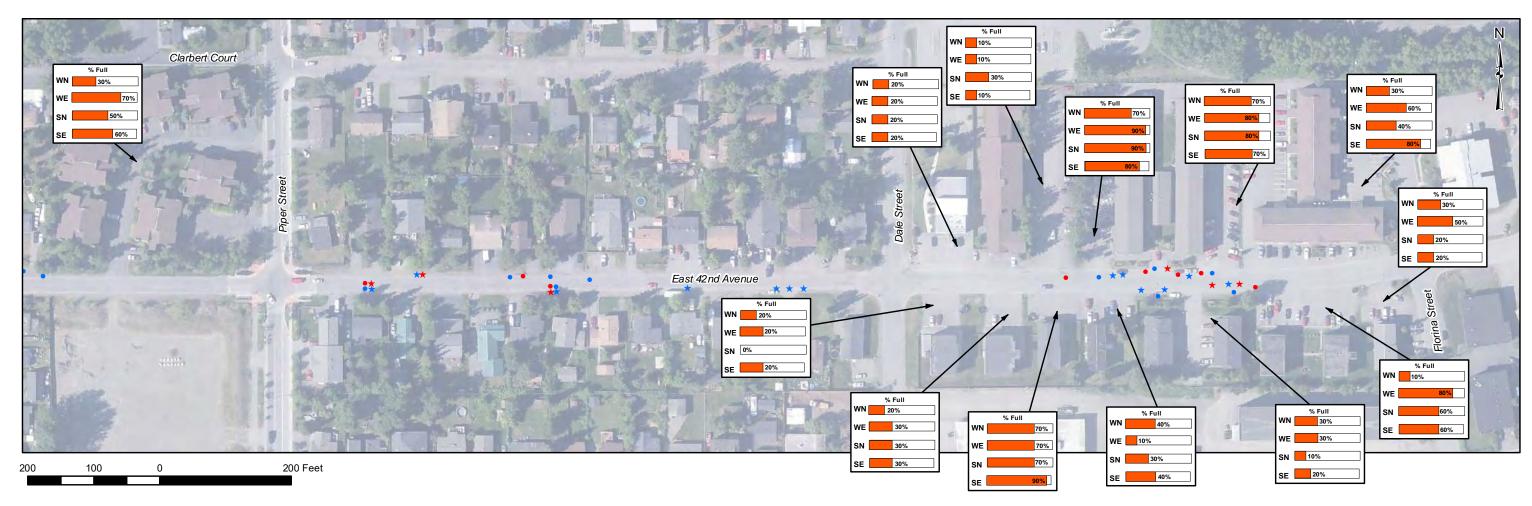
The greatest demand for on-street parking is on the east side between Piper Street and Florina Street near the single-family residential housing and some apartment buildings off E. 42rd Avenue. These results can be seen on the attached figure.

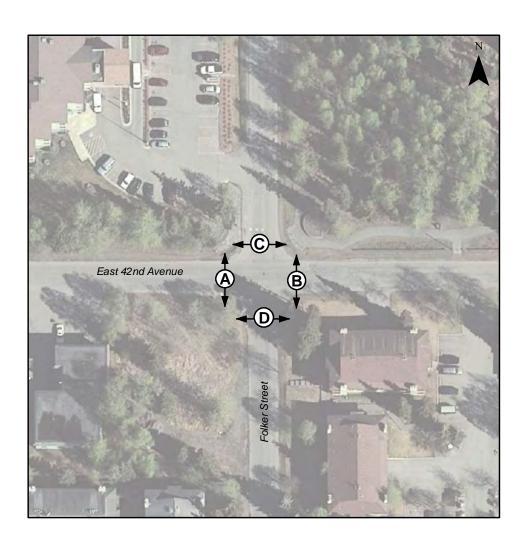
The parking area near Parker Place, as mentioned above, appears to be within the ROW so likely will be impacted during construction. The proposed roadway improvements could include on-street parallel parking along the roadway in this location to replace the parking area removed.

Legend

East 42nd Avenue Parking Study: November 2019







Thursday Counts

06/04/2020	Peak	Hour Coun	ts (5:00-6:00	pm)	24-Hour Counts				
Pedestrians	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total
Α	2	0	-	Δ,	18	16	4	Δ,	34
В	0	0		-	7	8		-	15
С		9	5	2	+	9	18	13	31
D	-		2	4	-	I R	13	14	27

06/04/2020	Peak	Hour Coun	ts (5:00-6:00	pm)	24-Hour Counts				
Bicyclists	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total
Α	0	1	-		0	1	- 8	-	1
В	0	0		1.6	0	0	176	3 16 -	0
C	-	- ,2,	0	1			1	1	2
D	5	- 5	0	1	5		1	1	2

Saturday Counts

06/06/2020	Peak	Hour Coun	ts (7:00-8:00	(mg)	24-Hour Counts				
Pedestrians	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Tota
Α	4	0	1 3		8	4	- 3		12
В	0	0	11- 65	1-62-	5	4	11-55-	11 (4)	9
С	V-3		7	6		T-	17	14	31
D	14	1 7	2	4		-	12	16	28

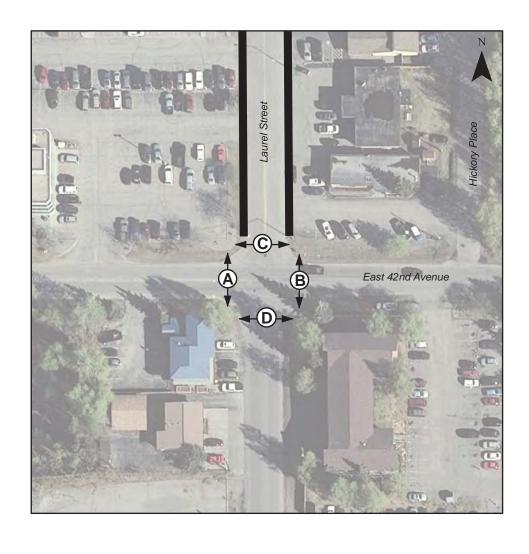
06/06/2020	Peak	Hour Coun	ts (7:00-8:00	pm)	24-Hour Counts				
Bicyclists	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total
Α	0	1	3	-3	0	1	1 - 14	13	1
В	0	0	1. 14	4 1	0	0	9	134	0
С			0	0	1	l Escal	1	0	1
D	14	+	0	0	14	1 4	0	0	0

42nd Avenue Upgrade

Pedestrian and Bike Counts

Date: JUNE 2020

42nd Avenue & Folker Street Intersection Page: 1 of 1



Thursday Counts

10/3/2019	Peak H	lour Coun	ts (2:30-3:	30 pm)	24-Hour Counts				
Pedestrians	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total
Α	0	1	-	-	7	8	-	- 1	15
В	2	0	-	20	7	4		2.	11
С	-	19	2	0	2	9	15	3	18
D	1.5	28	5	3	-	14	15	14	29

10/3/2019	Peak H	lour Coun	ts (2:30-3:	30 pm)			24-Hour C	ounts	
Bicyclists	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total
Α	1	0	3/11		1	0	3-1		1
В	0	0			0	0	- STL	-	0
С	15	_ 5 _	0	0	15	112	0	0	0
D		- 8	0	0			0	0	0

Saturday Counts

10/5/2019	10/5/2019 Peak Hour Counts (3:15-4:15 pm)					24-Hour Counts					
Pedestrians	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total		
Α	3	4	-	- 2	12	6	-		18		
В	0	0	4		8	2	3	100	10		
С		-	0	0	0	-	5	2	7		
D	14	- 2-	4	0	3 - 4	- 24	8	1	9		

10/5/2019	Peak H	lour Coun	ts (3:15-4:	15 pm)	24-Hour Counts					
Bicyclists	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total	
Α	0	0	- 4		0	0	14	-	0	
В	0	0	=		0	0	- 5	- 5	0	
С	14	- in	0	0	14	14	1	0	1	
D			0	0			0	0	0	

Legend
Sidewalks

0 40 80 160
Feet

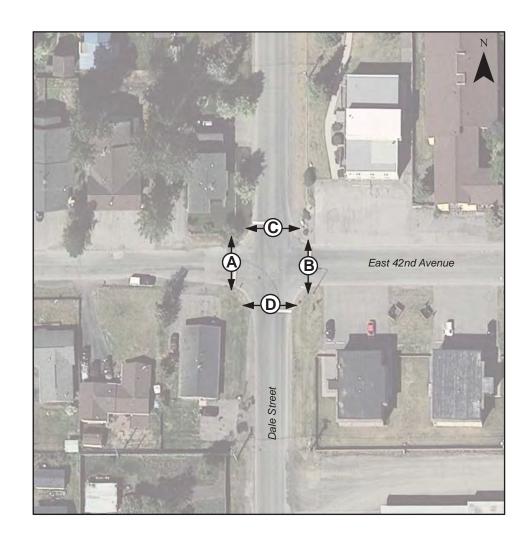
42nd Avenue Upgrade

Pedestrian and Bike Counts

42nd Avenue & Laurel Street Intersection

Date: NOV 2019

Page: 1 of 2



Thursday Counts

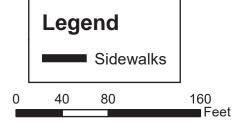
10/10/2019 Pedestrians	Peak h	lour Coun	ts (3:15-4:	15 pm)	24-Hour Counts					
	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total	
Α	0	1	1-2-		1	5	-	-	6	
В	0	1	1-8-6	-	2	6		0-	8	
С			0	2			7	10	17	
D	2	1 9 1	1	5		- 2	10	14	24	

10/10/2019 Bicyclists	Peak H	lour Coun	ts (3:15-4:	15 pm)	24-Hour Counts					
	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total	
Α	0	0	-	4.	0	0	140	-	0	
В	0	0		1	1	3	-		4	
С	- 12	1112	0	0	2.4	1 12 1	0	0	0	
D	-	1,5	0	0	14.14	V-	0	1	1	

Saturday Counts

10/12/2019 Pedestrians	Peak H	lour Coun	ts (8:45-9:	45 pm)	24-Hour Counts					
	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total	
Α	0	1	-	-	4	7	-	-	11	
В	0	1	1 - 6 1	-	3	7	A. 1	-	10	
С			0	4			5	11	16	
D	2 1	8	2	1	- 4	- 8	4	22	26	

10/12/2019	Peak H	lour Coun	ts (8:45-9:	45 pm)	24-Hour Counts					
Bicyclists	NB	SB	EB	WB	NB	SB	EB	WB	24-Hour Total	
Α	0	0		E	0	0		- 5	0	
В	0	0	+		1	0	-	-	1	
С	- IQ 1	H . Q	0	0	- 3	- a	0	0	0	
D		194	0	0	-	- 02	0	0	0	



- NB = northbound, SB = southbound, WB = westbound, EB = eastbound
 There are no designated sidewalks at this intersection.

42nd Avenue Upgrade

Pedestrian and Bike Counts

Date: NOV 2019

Page: 2 of 2 **42nd Avenue & Dale Street Intersection**

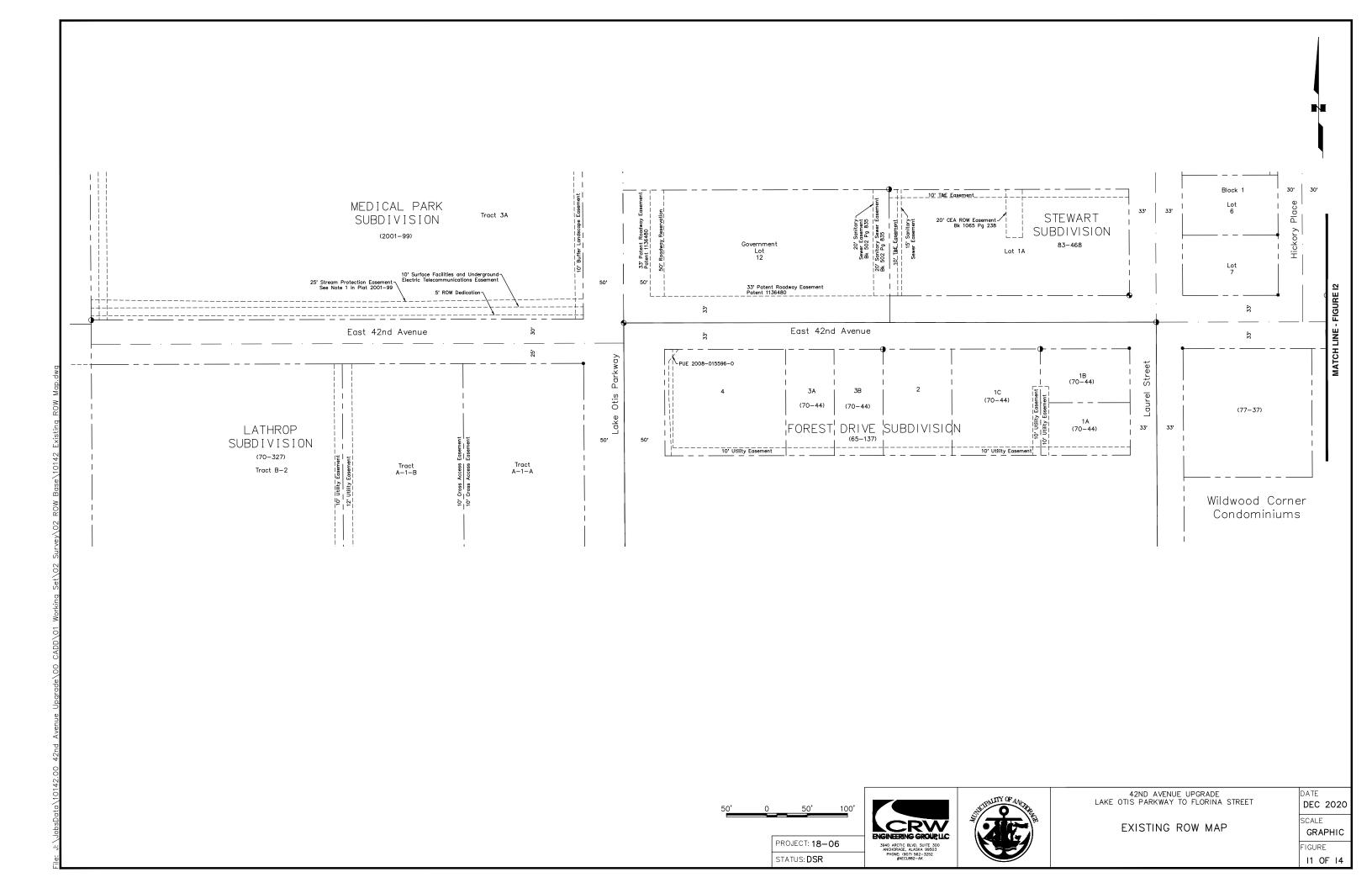
TUDOR ROAD - WEST OF TUDOR CENTER DRIVE - TOTAL

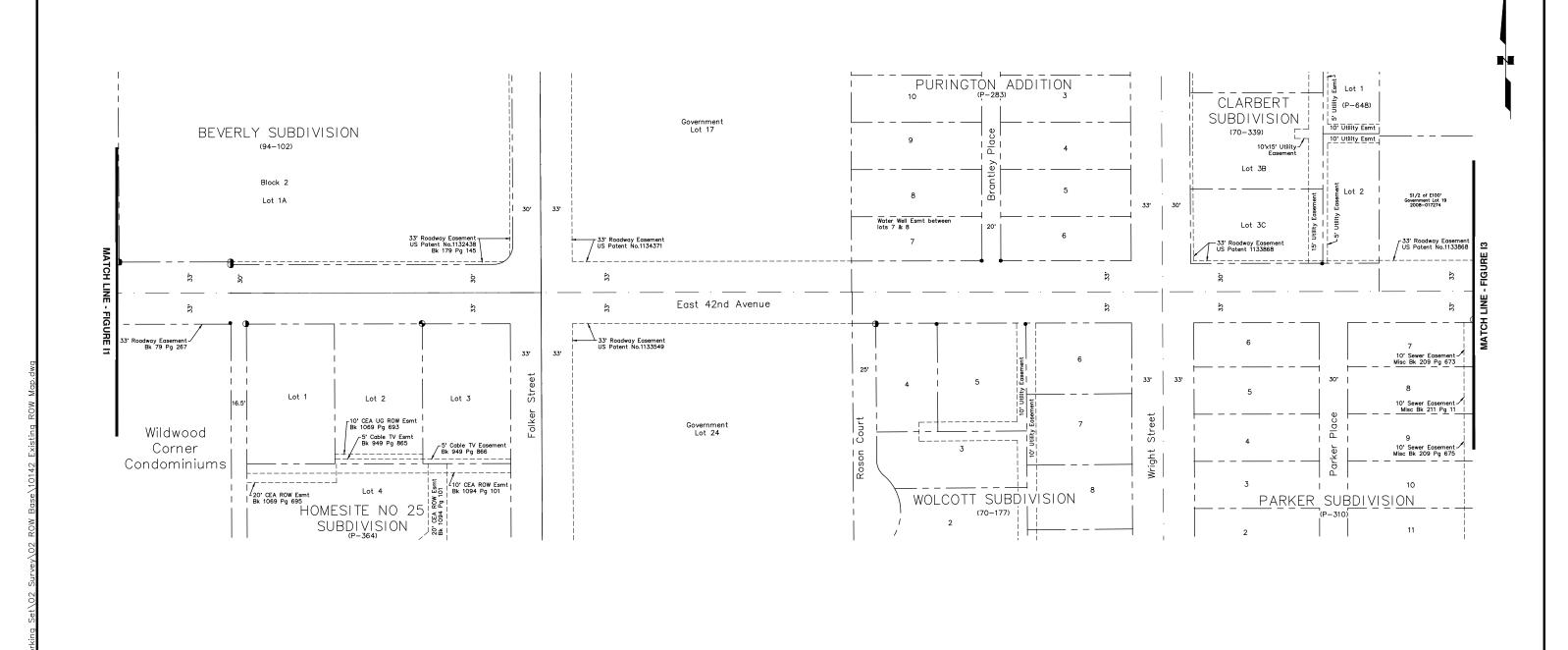
ROUTE: 133899 MILEPOINT: 4.396 STATION NUMBER: 10125449 0 PERMANENT STN SUMMARY: 2013

			l 6	5AM	10PM			PERCENT	OF AADT	FOR DAY	OF WEEK			HISTORY	V	PERCENT
MNTH	MADT	% AADT			- 6AM	MON	TUE	WED	THU		WKDY	SAT	SUN	YEAR	AADT	GROWTH
JAN	28303	93.7		89.4	10.6	102.6	102.7	111.4	111.7	115.4	108.8	86.7	69.5	2013	30203	-3.1
														2012	31155	-2.5
FEB	29839	98.8		89.7	10.3	103.1	107.9	108.1	110.3	111.7	108.2	88.2	70.6	2011	31949	-15.6
														2010	37832	-9.9
MAR	30260	100.2		89.6	10.4	101.2	107.2	109.2	108.7	112.1	107.7	88.6	73.0	2009	41999	0.9
														2008	41614	2.4
APR	31192	103.3		90.2	9.8	104.0	105.9	108.8	108.0	114.7	108.3	87.2	71.4	2007	40645	-0.5
														2006	40847	2.9
MAY	31280	103.6		89.7	10.3	97.0	108.1	110.5	110.2	114.0	108.0	84.1	76.1	2005	39690	-6.2
														2004	42299	-1.1
JUN	32254	106.8		88.7	11.3	106.0	107.8	108.2	109.6	110.7	108.5	84.9	72.9	2003	42775	1.8
														2002	42026	0.0
JUL	30516	101.0		88.5	11.5	110.1	112.5	113.0	100.7	108.5	109.0	81.5	73.6	2001	42046	0.1
														2000	41985	0.7
AUG	31736	105.1		89.5	10.5	105.5	106.6	108.6	109.0	111.3	108.2	82.9	76.1	1999	41688	1.0
														1998	41279	-2.7
SEP	30880	102.2		90.5	9.5	99.5	108.8	109.2	109.8	113.2	108.1	87.6	71.9	1997	42435	1.6
														1996	41785	1.2
OCT	31202	103.3		90.5	9.5	103.5	106.5	108.5	108.3	113.1	108.0	89.4	70.7	1995	41306	-0.6
														1994	41546	2.2
NOV	27870	92.3		90.0	10.0	108.2	112.6	112.8	101.2	108.9	108.7	86.4	70.0	1993	40638	3.1
														1992	39416	11.0
DEC	27106	89.7		88.6	11.4	109.9	108.7	100.5	105.0	114.2	107.7	88.5	73.2	1991	35503	-0.4
														1990	35638	4.5
AADT	30203			89.6	10.4	104.2	107.9	109.1	107.7	112.3	108.3	86.3	72.4	1989	34102	
HIGH DA	AYS 1	ST :	2ND	3RD	4TH	5TH	6TH	7 TH	8TH	9TH	10TH	AVG				
VOLUM	E 371	.93 30	5661	36471	36451	36392	36310	36155	35955	35922	35847	36336				
DAY	05	/31 0	6/14	04/26	05/10	10/04	04/19	07/12	08/23	08/30	06/07					
% AADT	12	3.1 1	21.4	120.8	120.7	120.5	120.2	119.7	119.0	118.9	118.7	120.3				
HIGH H	OURS 1	ST	2ND	3RD	4TH	5TH	6ТН	7 TH	8TH	9 TH	10TH	20TH	30T	Н 40ТІ	H 50TI	H AVG
VOLUM	E 30	003	2967	2958	2941	2938	2938	2930	2917	2907	2906	2895	286	57 285	1 283	4 2941
HOUR	61	PM	6PM	6PM	6PM	6PM	5PM	6PM	6PM	6PM	5PM	6PM	6P1	M 6PN	A 6PN	Л
DAY	04	/04 0	3/19	07/16	10/23	07/10	04/26	06/11	04/17	06/05	10/04	01/11	06/0	04/1	5 04/0	5
% AADT	'	9.9	9.8	9.8	9.7	9.7	9.7	9.7	9.7	9.6	9.6	9.6	9	.5 9.	4 9.	9.7
PERCEN	T OF AAI	OT BY HOU	JR													
1AM	2AM 3A	M 4AM	5AM	6AM	7AM 8	AM 9AM	10AM 11A	M 12PM	1PM 2	PM 3PM	4PM 5P	M 6PM	7PM	8PM 9PN	1 10PM 1	1PM 12AM
1.3	0.9	0.6 0.5	0.7	1.5	3.2	5.5 5.4	4.9	4.7 5.5	6.3	6.2 6.3	6.9	7.7 7.9	6.4	4.9 4.	2 3.6	2.8 2.0

Existing ROW Maps and Easement Spreadsheets

Appendix I





50' 0 50' 100'

ENGINEERING GROUPLIC

3940 ABCTIC BLVD. SUITE 300
ANCHORACE, ALAKA 99503
PHONE: 19071 562-3252
#ACCUSEZ-MAC



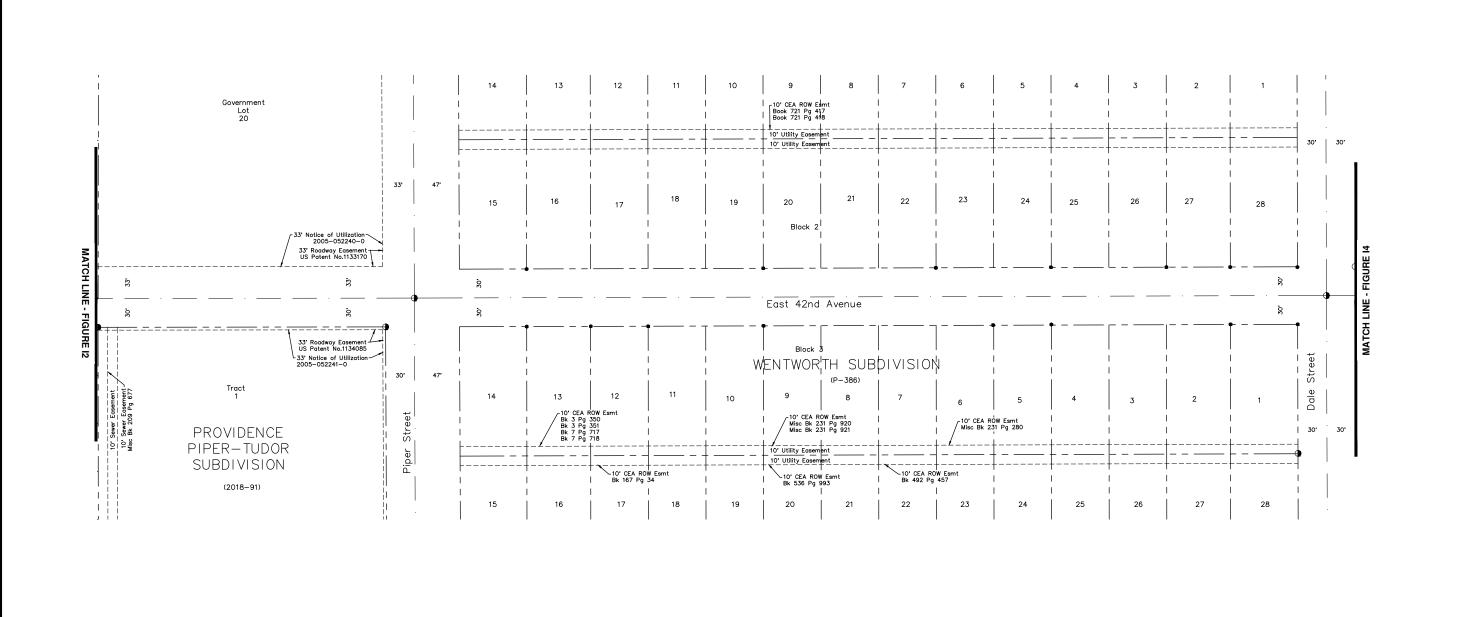
42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

EXISTING ROW MAP

DATE
DEC 2020
SCALE

GRAPHIC FIGURE 12 OF 14

PROJECT: 18-06
STATUS: DSR



50' 0 50' 100'

PROJECT: 18-06
STATUS: DSR





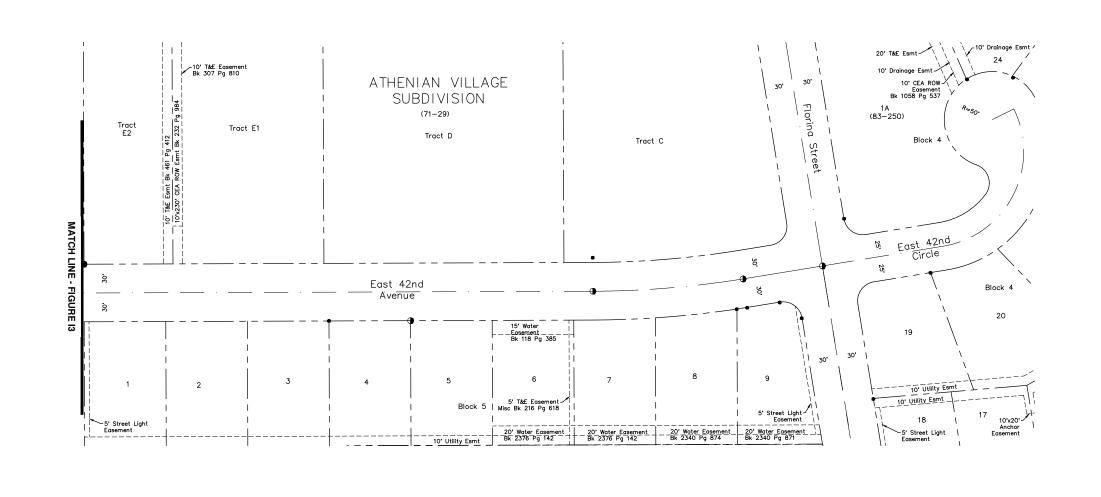
42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

EXISTING ROW MAP

DATE DEC 2020 SCALE

GRAPHIC FIGURE

13 OF 14



50' 0 50' 100'

PROJECT: 18-06
STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

EXISTING ROW MAP

DATE
DEC 2020
SCALE

GRAPHIC FIGURE

14 OF 14

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06

ROW REQUIREMENTS ESTIMATE - FINAL DSR

PARCEL	PUE	SE	TCE	Drainage Easement	# Of TCP
100					0
101			X	X	2
102			X		3
103			X	Х	1
104 105	Х		Х		0
106	X		Х		1
107	X		X		1
108					1
109					0
110					1
111			X		1
112 113					0 2
114					1
115					1
116					1
117			X		1
118			Х		1
119					1
120					1
121					1
122 123					1
124					1
125			Х		1
126					1
127					1
128					4
129					1
130					0
131 132					0
133					1
134					1
135					1
136					1
137					1
138					1
139					1
140 141			X		1
142			X		1
143			^		1
144					1
145					1
146					1
147					2
148			V		2
149 150			X		1
151			Х		1
152			Х		1
153			X		1
154			Х		1
155					1
156	X		X		1
157	X		Х		1
158					1
159 160	X		X		2 1
161	X		X		3
162	Λ		^		1
163					1

Date: 12/21/2020 1 of 2

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06

ROW REQUIREMENTS ESTIMATE - FINAL DSR

PARCEL	PUE	SE	TCE	Drainage Easement	# Of TCP
164					1
165					1
166					1
167					1
168					0
169					2
170					2
171					1
172			Х	Х	2
173					0
174					0
175					0
176			Х		2
177			Х		0
TOTAL	7	0	24	3	83

Date: 12/21/2020 2 of 2

Intersection Departure Sight Triangles

Appendix J

E. 42ND AVENUE & LAUREL STREET INTERSECTION SCALE: GRAPHIC

107+00 111+00 104+00 105+00 103+00 E. 42ND AVENUE DEPARTURE SIGHT TRIANGLE, TYP DECISION POINT, TYP (164)

E. 42ND AVENUE & LAUREL STREET INTERSECTION SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





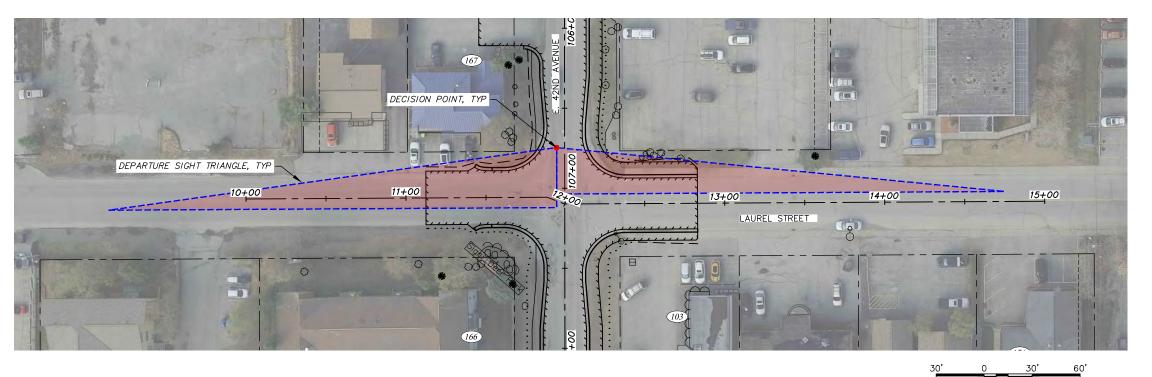
42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

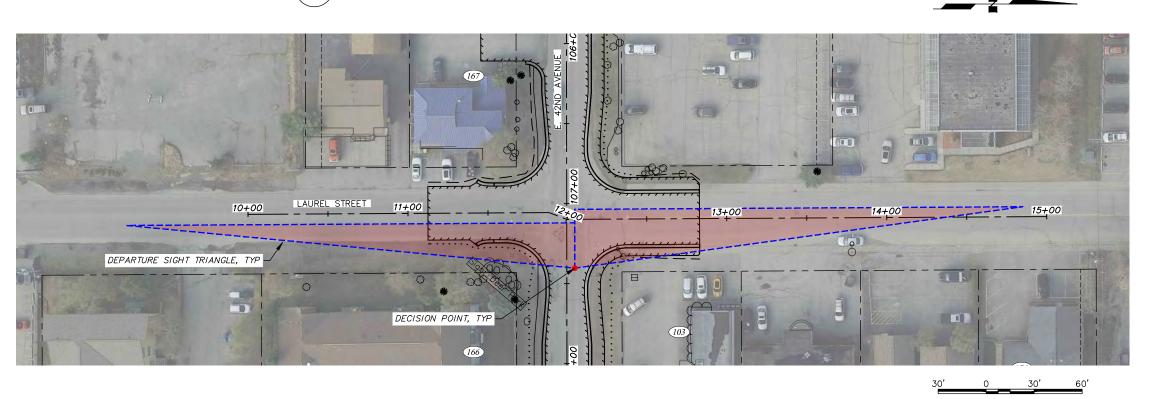
CALE GRAPHIC IGURE J1 OF J15

DEC 2020

ALTERNATIVE 1



E. 42ND AVENUE & LAUREL STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & LAUREL STREET INTERSECTION

SCALE: GRAPHIC

OTE:

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1—19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR FOLKER STREET IS
USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06
STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

SCALE
GRAPHIC
FIGURE

J2 OF J15

DEC 2020

ALTERNATIVE 1

File: J:\JobsData\10142.00 42nd Avenue Upgrade\00 CADD\02 Figures\01 DSR

E. 42ND AVENUE & HICKORY PLACE INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

ENGINEERING GROUP, LLC

PROJECT: 18-06

STATUS: DSR



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

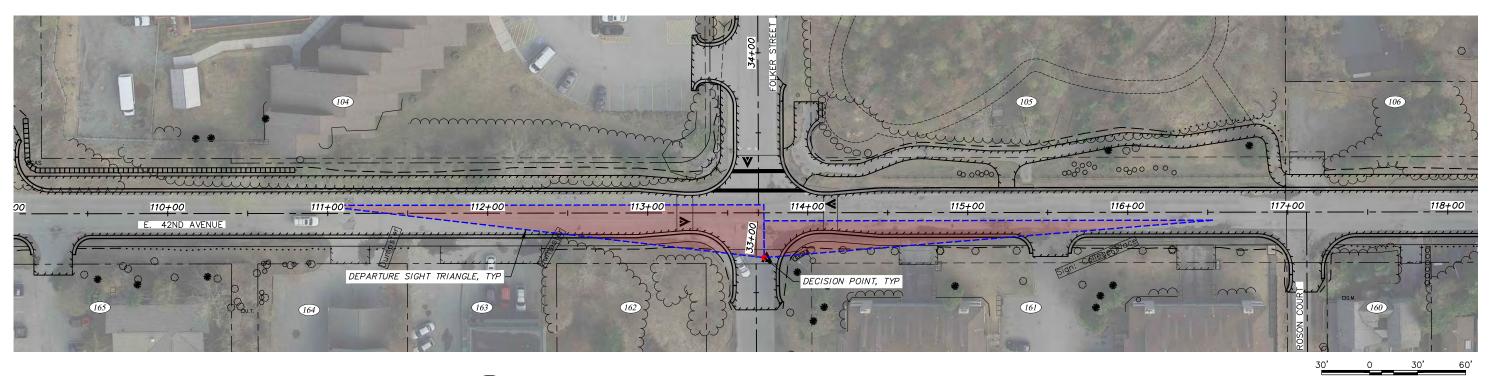
INTERSECTION DEPARTURE SIGHT TRIANGLE

DEC 2020 GRAPHIC IGURE

ALTERNATIVE 1

J3 OF J15

E. 42ND AVENUE & FOLKER STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & FOLKER STREET INTERSECTION SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1—19 OF THE MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





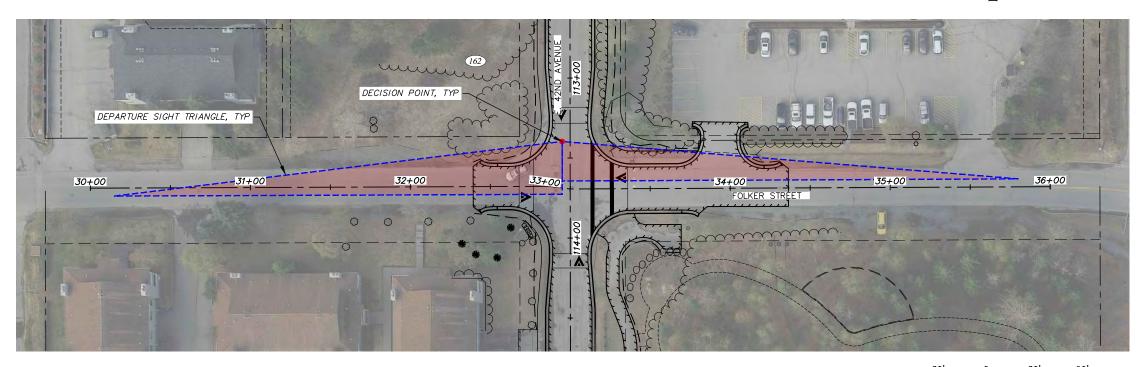
42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

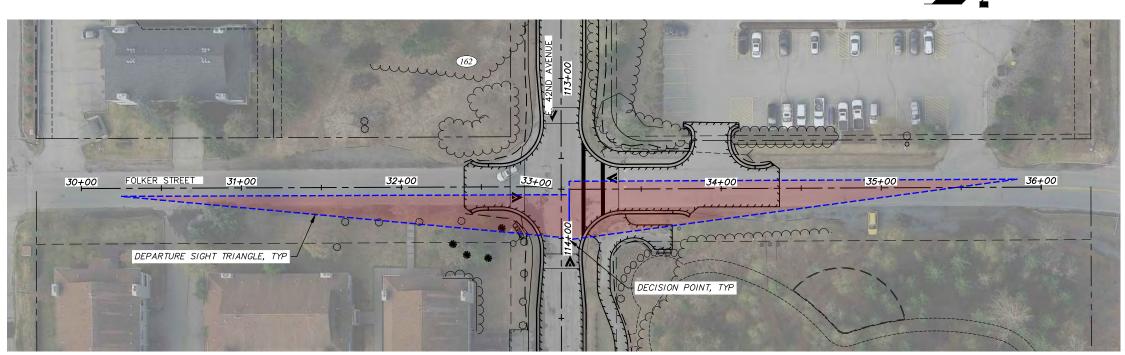
DEC 2020 CALE GRAPHIC IGURE

J4 OF J15

ALTERNATIVE 1



E. 42ND AVENUE & FOLKER STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & FOLKER STREET INTERSECTION

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1—19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR FOLKER STREET IS
USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06

STATUS: DSR



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

DEC 2020 CALE GRAPHIC

ALTERNATIVE 1

IGURE J5 OF J15

E. 42ND AVENUE & ROSON COURT INTERSECTION
SCALE: GRAPHIC

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DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

ALTERNATIVE 1

DEC 2020 SCALE GRAPHIC

FIGURE
J6 OF J15

E. 42ND AVENUE & BRANTLEY PLACE INTERSECTION SCALE: GRAPHIC

E. 42ND AVENUE & PARKER PLACE INTERSECTION

SCALE: GRAPHIC

OTE:

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1—19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06
STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

DEC 2020

INTERSECTION DEPARTURE SIGHT TRIANGLE

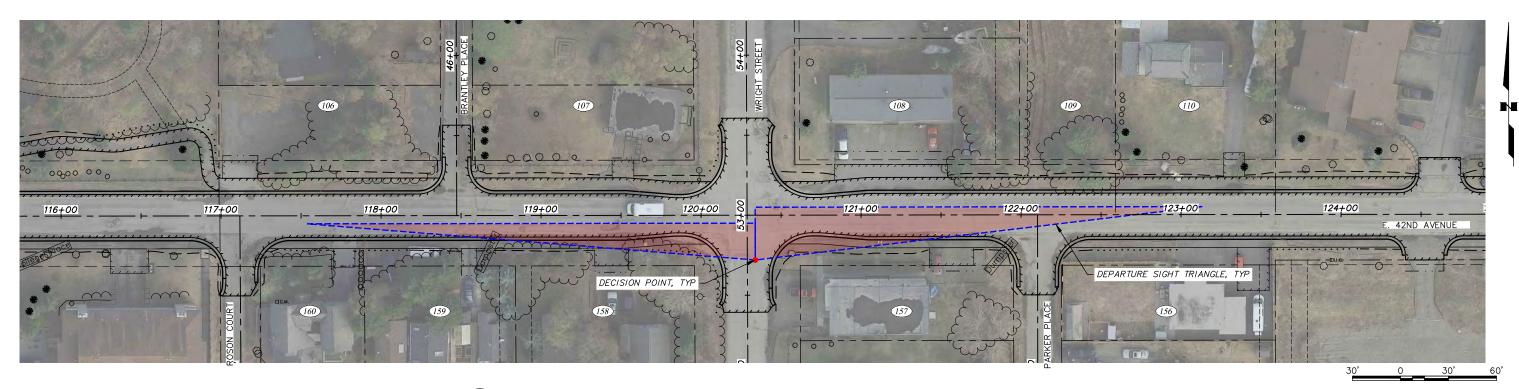
ALTERNATIVE 1

FIGURE

J7 OF J15

GRAPHIC

E. 42ND AVENUE & WRIGHT STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & WRIGHT STREET INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

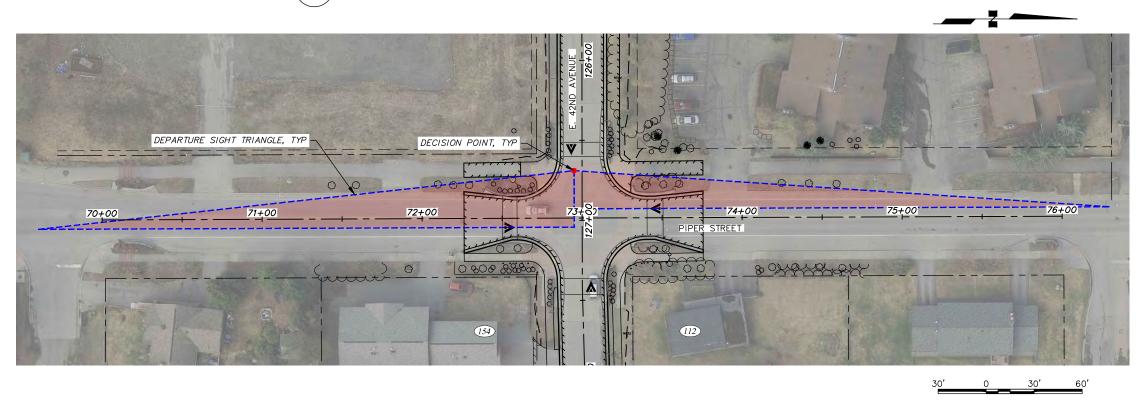
INTERSECTION DEPARTURE SIGHT TRIANGLE

ALTERNATIVE 1

CALE GRAPHIC IGURE J8 OF J15

DEC 2020

E. 42ND AVENUE & PIPER STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & PIPER STREET INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 30 MPH FOR PIPER STREET IS
USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

ALTERNATIVE 1

CALE GRAPHIC

DEC 2020

IGURE J9 OF J15 E. 42ND AVENUE & DALE STREET INTERSECTION SCALE: GRAPHIC

(119) (120) 128 139+00 140+00 136+00 132+00 E. 42ND AVENUE - DEPARTURE SIGHT TRIANGLE, TYP 00° 0° 0° 00° 00° DECISION POINT, TYP (147) 146 (145) 144 143 (142) (141) (138) 137 (136) E. 42ND AVENUE & DALE STREET INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

CALE GRAPHIC IGURE

PROJECT: 18-06

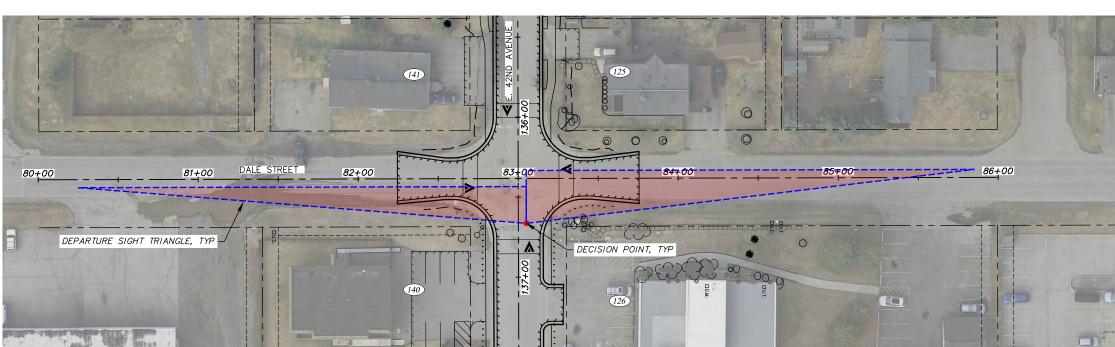
STATUS: DSR

ALTERNATIVE 1

DEC 2020

J10 OF J15

E. 42ND AVENUE & DALE STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & DALE STREET INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 25 MPH FOR DALE STREET IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06

STATUS: DSR



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

DEC 2020 GRAPHIC

IGURE

J11 OF J15

ALTERNATIVE 1

E. 42ND AVENUE & HICKORY PLACE INTERSECTION SCALE: GRAPHIC

(106) (108) FOLKER PARK FOLKER PARK 121+00 117+00 -- 118+00 -120+00 113+00 114+00 € E. 42ND AVENUE 115+00 116+00 DEPARTURE SIGHT TRIANGLE, TYP DECISION POINT, TYP 159 COLLEGE E. 42ND AVENUE & ROSON COURT INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18' FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE IS USED IN SIGHT DISTANCE ANALYSIS.



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

DEC 2020 CALE GRAPHIC

PROJECT: 18-06 STATUS: DSR

ALTERNATIVE 2

IGURE J12 OF J15

E. 42ND AVENUE & BRANTLEY PLACE INTERSECTION SCALE: GRAPHIC

COUNTRY SQUARE CONDOMINIUMS (108) 126+00 118+00 119+00 120+00 121+00 125+00 E. 42ND AVENUE 155 DEPARTURE SIGHT TRIANGLE, TYP

E. 42ND AVENUE & PARKER PLACE INTERSECTION SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

STATUS: DSR



42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

ALTERNATIVE 2

CALE GRAPHIC IGURE J13 OF J15

DEC 2020

PROJECT: 18-06

E. 42ND AVENUE & WRIGHT STREET INTERSECTION SCALE: GRAPHIC

000000 117+00 118+00 119+00 120+00 124+00 116+00 E. 42ND AVENUE DEPARTURE SIGHT TRIANGLE, TYP DECISION POINT, TYP

E. 42ND AVENUE & WRIGHT STREET INTERSECTION SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 25 MPH FOR E. 42ND AVENUE
IS USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

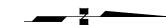
INTERSECTION DEPARTURE SIGHT TRIANGLE

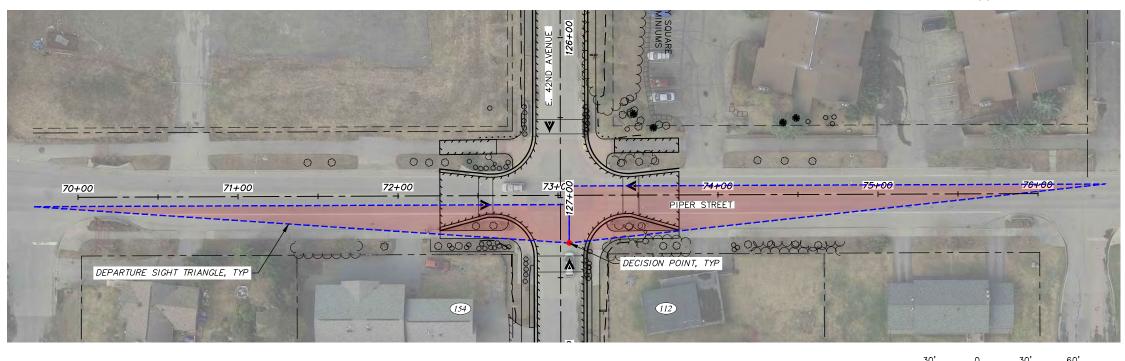
ALTERNATIVE 2

GRAPHIC IGURE J14 OF J15

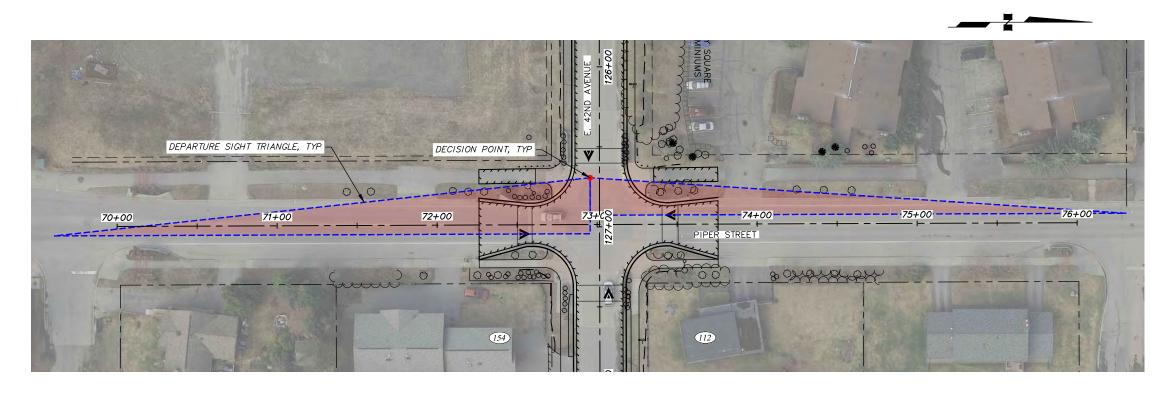
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DEC 2020





E. 42ND AVENUE & PIPER STREET INTERSECTION SCALE: GRAPHIC



E. 42ND AVENUE & PIPER STREET INTERSECTION

SCALE: GRAPHIC

DECISION POINT FOR EACH INTERSECTION IS SETBACK 18'
FROM EDGE OF TRAVELED WAY PER FIGURE 1-19 OF THE
MOA DCM. DESIGN SPEED OF 30 MPH FOR PIPER STREET IS
USED IN SIGHT DISTANCE ANALYSIS.

PROJECT: 18-06 STATUS: DSR





42ND AVENUE UPGRADE LAKE OTIS TO FLORINA STREET

INTERSECTION DEPARTURE SIGHT TRIANGLE

ALTERNATIVE 2

DEC 2020 CALE

GRAPHIC IGURE J15 OF J15

Project Cost Estimates

Appendix K

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE A1

ITEM	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST OLIANT	UNIT PRICE	TOTAL COST
No.	No.		ONIT	QUANT	FACTOR	FACTOR	EST QUANT	UNIT FRICE	TOTAL COST
		adway Improvements	LS	1	1.00	0	1	¢10,000	\$19,000
A-1 A-2	20.02	Storm Water Pollution Prevention Plan (Type 3) Test Pit for Utility Locate	Hour	1 8		0	8	\$19,000 \$800	\$6,400
A-3		Clearing and Grubbing	LS	1	1.00	0	1	\$31,000	\$31,000
A-4	20.07	Remove Sidewalk or Concrete Apron	SY	114	1.00	0	114	\$15	\$1,710
A-5	20.08	Remove Curb and Gutter	LF	412	1.00	0	412	\$7	\$2,884
A-6 A-7	20.09	Remove Pavement	SY	8,954	1.00	0	8,954	\$4	\$35,816
A-7 A-8	20.10	Unusable Excavation Classified Fill and Backfill (Type II)	Ton	12,250 13,780	1.25 1.25	-2 -2	15,300 17,200	\$15 \$17	\$229,500 \$292,400
A-9	20.21	Classified Fill and Backfill (Type II-A)	Ton	9,634	1.25	-2	12,000	\$17	\$204,000
A-10	20.22	Leveling Course	Ton	947	1.08	-1	1,020	\$35	\$35,700
A-11		Geotextile (Type A)	SY	13,038		-1	13,040	\$2	\$26,080
A-12	20.26	Insulation Board (R-9)	SF	86,728		-1	87,600	\$3	\$262,800
A-13 A-14		Insulation Board (R-4.5) Reconstruct Driveway	SF EA	10,373 17	1.01 1.00	-1 0	10,480 17	\$2 \$3,250	\$20,960 \$55,250
A-15		P.C.C. Curb and Gutter (All Types)	LF	3,585	1.00	0	3,585	\$27	\$96,795
A-16		P.C.C. Sidewalk	SY	927	1.00	0	927	\$60	\$55,620
A-17	30.04	P.C.C. Curb Ramp (6" Thick)	EA	39		0	39	\$2,000	\$78,000
A-18		Colored Concrete	SY	41	1.00	0	41	\$160	\$6,560
A-19		Retaining Wall	LS	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00	0	1	\$220,000	\$220,000
A-20 A-21		High-Performance Concrete (8" Thick, Natural, Broom Finish) High-Performance Concrete (8" Thick, Red, Broom Finish)	SY	134 46	1.05 1.05	0	140 48	\$330 \$380	\$46,200 \$18,240
A-21		A.C. Pavement (Class E)	Ton	980	1.05	-1	1,040	\$105	\$109,200
A-23		Remove and Replace Manhole Cone Section	EA	5		0	5	\$1,800	\$9,000
A-24		Remove and Replace Manhole Cover and Frame	EA	2		0	2	\$700	\$1,400
A-28		Construction Survey Measurement	LS	1	1.00	0	1	\$30,000	\$30,000
A-29	65.02	Two-Person Survey Crew	Hour SF	40 189		0	40 189	\$225	\$9,000 \$18,900
A-31 A-32	70.11 70.12	Standard Sign Traffic Maintenance	LS	109	1.00	0	1	\$100 \$150,000	\$18,900 \$150.000
A-33		Remove Bollard	EA	37	1.00	0	37	\$200	\$7,400
A-34	70.16	Temporary Group Mailboxes	LS	1	1.00	0	1	\$10,000	\$10,000
A-37	70.24	Rain Garden	LS	1	1.00	0	1	\$10,000	\$10,000
A-38	75.02	Trees (type to be determined)	EA	10		0	10	\$500	\$5,000
A-39	75.02	Shrubs (type to be determined)	EA	17	1.00	0	17	\$75	\$1,275
A-40 A-41	75.03 75.04	Topsoil (4-inch Depth) Seeding (Schedule A)	MSF MSF	40.5 40.5		0	53 53	\$550 \$450	\$29,150 \$23,850
A-42	75.12	Temporary Tree Protection Fence	LF	233		0	233	\$7	\$1,631
A-43	75.13	Root Pruning	LF	83		0	83	\$25	\$2,075
								TOTAL	\$2,162,796
Schedul	e B - Dra	ainage Improvements							
B-1		Trench Dewatering	LS	1	1.00	0	1	\$3,300	\$3,300
B-2		Trench Excavation and Backfill (Various Depths)	LF	2,616		0	2,616	\$25	\$65,400
B-3 B-4		Furnish Trench Backfill (Type II) Bedding Material (Class D)	Ton	333 2,616	1.30 1.00	0	433 2,616	\$17 \$30	\$7,361
B-4 B-5		Disposal of Unusable or Surplus Material	CY	500		0	650	\$20	\$78,480 \$13,000
B-6		Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP)	LF	572	1.00	0	572	\$60	\$34,320
B-7		Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP)	LF	557	1.00	0	557	\$70	\$38,990
B-8	55.02	Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP)	LF	712		0	712	\$80	\$56,960
B-9		Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP)	LF	363		0	363	\$100	\$36,300
B-10		Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP)	LF	379		0	379	\$125	\$47,375
B-11		Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System	LF EA	33 6		0	33	\$150 \$2,500	\$4,950 \$15,000
B-12 B-13		Connect to Existing Storm Drain System Construct (Type I) Manhole	EA	12		0	6 12	\$2,500 \$5,500	\$15,000 \$66,000
B-13		Construct (Type II) Manhole	EA	8		0	8	\$10,500	\$84,000
B-15		Construct (Type III, 96-inch Diameter) Manhole	EA	1	1.00	0	1	\$22,000	\$22,000
B-16		Construct (Type I) Catch Basin Manhole	EA	1	1.00	0	1	\$7,300	\$7,300
B-17		Construct (Type II) Catch Basin Manhole	EA	1	1.00	0	1	\$10,000	\$10,000
B-18	55.05	Construct (Type II) Bypass Manhole Construct Catch Basin	EA	1		0	1 26	\$25,000 \$4,500	\$25,000 \$117,000
B-19 B-20	55.09 55.11	Remove Manhole	EA EA	26 6		0	26 6	\$4,500 \$1,000	\$117,000 \$6,000
B-20	55.11	Remove Catch Basin	EA	6		0	6	\$1,000	\$5,400
B-22		Construct Open Ditch	LF	435		0	435	\$15	\$6,525
B-23		Culvert (36-Inch, Type S, CPEP)	LF	100		0	100	\$140	\$14,000
B-24	55.22	Oil and Grit Separator	EA	1	1.00	0	1	\$50,000	\$50,000
B-25		Storm Drain Bypass System	LS	1	1.00	0	1	\$6,700	\$6,700
B-26 B-27	55.28	Construct Bioretention Facility Remove Pipe	LS LF	1 117		0	1 117	\$15,000 \$13	\$15,000 \$14,521
D-21	10.07	пешоче гіре	LF	1,117	1.00	0	1,117	TOTAL	\$14,521 \$850,882
								. JIAL	Ψ000,002

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE A1

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
		mination Improvements		Q0/	17101011	17101011			
C-1	80.01	Temporary Illumination	LS	1	1.00	0	1	\$3,333	\$3,333
C-2	80.02	Trench and Backfill (2'W x 3.5'D)	LF	1,560	1.10	-1	1,720	\$9	\$15,480
C-3	80.04	Driven Pile Luminaire Pole Foundations	EA	13	1.00	0	13	\$2,100	\$27,300
C-4	80.04	Load Center Foundation (Type 1A)	EA	1	1.00	0	1	\$4,000	\$4,000
C-5	80.05	Fixed Base Luminaire Pole (26-28')	EA	13	1.00	0	13	\$3,000	\$39,000
C-6	80.05	Spare Fixed Base Luminaire Pole (26-28')	EA	2	1.00	0	2	\$2,250	\$4,500
C-7	80.05	Luminaire Arm (6 - 17 Ft. Length)	EA	15	1.00	0	15	\$700	\$10,500
C-8	80.07	GRC Steel Conduit (2 inch)	LF	1,611	1.10	-1	1,770	\$17	\$30,090
C-9	80.08	Junction Box (Type IA)	EA	14	1.00	0	14	\$700	\$9,800
C-10	80.08	Junction Box (Type II)	EA	2	1.00	0	2	\$1,600	\$3,200
C-11	80.08	Remove Junction Box	EA	2	1.00	0	2	\$500	\$1,000
C-12	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	LF	1,560	1.10	-1	1,720	\$5	\$8,600
C-13	80.14	Single-Meter Pad-Mount Load Center, Type 1A with Lighting Cont	EA	1	1.00	0	1	\$7,000	\$7,000
C-14	80.23	Luminaire (6,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,150	\$1,150
C-15	80.23	Luminaire (8,000 Lm, Medium, Type 2)	EA	10	1.00	0	10	\$1,200	\$12,000
C-16	80.23	Luminaire (10,000 Lm, Medium, Type 2)	EA	2	1.00	0	2	\$1,250	\$2,500
C-17	80.23	Luminaire (14,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,300	\$1,300
C-18	80.23	Luminaire (14,000 Lm, Medium Type 3	EA	1	1.00	0	1	\$1,300	\$1,300
C-19	80.28	Remove Luminaire Pole	EA	1	1.00	0	1	\$700	\$700
								TOTAL	\$182,753

Schedule D - Water Improvements

								TOTAL	\$1,198,470
D-20	70.07	Remove Pipe	LF	1,841	1.00	-1	1,840	\$13	\$23,920
D-19	60.08	Decommission Fire Hydrant Assembly (Single Pumper)	EA	4	1.00	0	4	\$2,000	\$8,000
D-18	60.07	Temporary Water System	LS	1	1.00	0	1	\$80,000	\$80,000
D-17	60.06	Furnish and Install Anode	EA	40	1.00	0	40	\$250	\$10,000
D-16	60.05	Furnish and Install (8" PVC) Water Service Line	LF	179	1.00	-1	180	\$220	\$39,600
D-15	60.05	Furnish and Install (1.5" Copper) Water Service Line	LF	51	1.00	-1	50	\$175	\$8,750
D-14	60.05	Furnish and Install (1" Copper) Water Service Line	LF	272	1.00	-1	270	\$150	\$40,500
D-13	60.04	Furnish and Install Fire Hydrant Assembly (Single Pumper)	EA	5	1.00	0	5	\$9,000	\$45,000
D-12	60.03	Furnish and Install (8") Gate Valve	EA	13	1.00	3	13	\$5,500	\$71,500
D-11	60.02	Connect to Existing Water Line (16")	EA	1	1.00	0	1	\$10,000	\$10,000
D-10	60.02	Connect to Existing Water Line (8")	EA	5	1.00	0	5	\$8,000	\$40,000
D-9	60.02	Connect to Existing Water Line (6")	EA	3	1.00	0	3	\$5,000	\$15,000
D-8	60.02	Furnish and Install (8", PVC DR18) Pipe	LF	2,015	1.00	0	2,015	\$160	\$322,400
D-7	60.02	Furnish and Install (6", PVC DR18) Pipe	LF	10	1.00	0	10	\$150	\$1,500
D-6	20.27	Disposal of Unusable or Surplus Material	CY	7,874	1.10	-2	8,700	\$20	\$174,000
D-5	20.26	Insulation Board (R-20)	SF	280	1.00	1	280	\$5	\$1,400
D-4	20.16	Bedding Material (Class E)	LF	2,025	1.00	-1	2,030	\$30	\$60,900
D-3	20.15	Furnish Trench Backfill (Type II)	Ton	10,130	1.10	-3	11,000	\$16	\$176,000
D-2	20.13	Trench Excavation and Backfill (Various Depths)	LF	2,025	1.00	-3	2,000	\$25	\$50,000
D-1	20.13	Trench Dewatering	LS	1	1.00	0	1	\$20,000	\$20,000

SUMMARY

Schedule A - Roadway Improvements	\$2,162,796
Schedule B - Drainage Improvements	\$850,882
Schedule C - Illumination Improvements	\$182,753
Schedule D - Water Improvements	\$1,198,470
Subtotal	\$4,394,901

Total Estimated Construction Cost: \$4,395,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A1

Utility Relocation Sเ	ımmary								
Alternative 1 - Phase A1									
Electric (ML&P)	\$449,000								
Telephone (ACS)	\$114,000								
Cable Television (GCI)	\$65,000								
Natural Gas (Enstar)	\$134,000								
Subtotal:	\$762,000								
Construction Contingency (15%) \$114,000									
Total Utility Relocation Cost:	\$876,000								

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A1 MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-1	100+76 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	380	LF	\$0	\$0	Assume protect in place
MLP-2	100+81 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	370	LF	\$0	\$0	Assume protect in place
MLP-3	101+06 - 101+50	LT	underground electric line	Conflict with Storm Drain/manhole	Relocate as needed	50	LF	\$500	\$25,000	Assume protect in place
MLP-4	101+50 - 105+63	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	420	LF	\$0	\$0	Assume protect in place
MLP-5	101+50	RT	electric vault	Within Roadway Structural Section	Adjust as needed	1	EA	\$2,500	\$2,500	
MLP-6	101+55 - 101+79	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-7	102+80	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$200	\$5,000	
MLP-8	103+15 - 103+39	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-9	103+80 - 104+05	LT	underground electric line	Within Driveway Section	Protect in place	30	LF	\$0	\$0	
MLP-10	104+00	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$300	\$7,500	
MLP-11	105+49 - 105+60	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-12	105+63	CL	underground crossing	Within Roadway Structural Section/ conflict with storm drain	Relocate as needed	50	LF	\$200	\$10,000	
MLP-13	105+63	RT	Switch Cabinet	Within Roadway Typical Section	Relocate	1	EA	\$20,000	\$20,000	
MLP-14	105+63 - 111+75	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	620	LF	\$200	\$124,000	
MLP-15	107+60	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Included in line relocation
MLP-16	107+30	LT	light pole	Within Pathway Section/to be abandoned	Remove	1	EA	\$1,500	\$1,500	remove light pole
MLP-17	110+55	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Can probably shift pipe to avoid.
MLP-18	111+75 - 113+50	RT	underground electric line in conduit	Within project area	Protect in place	180	LF	\$200	\$36,000	
MLP-19	113+50 - 116+90	RT	underground electric line in conduit	Within Roadway Structural Section	Protect in place	520	LF	\$200	\$104,000	
MLP-20	116+90	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust
MLP-21	116+90 - 117+43	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	60	LF	\$0	\$0	
MLP-22	117+40	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
			<u> </u>					Construction Costs:	\$345,500	

Construction Costs: \$345,500 Engineering/Administration (30%): \$103,650

Total: \$449,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A1

ACS	Utility	Relocation	Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
ACS-1	100+86	CL	underground crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	
ACS-2	100+93	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	
ACS-3	100+86 - 121+43	RT	underground duct system	Within Roadway Structural Section	Relocate as needed	1660	LF	\$20	\$33,200	ACS may chose to abandon this system

Construction Costs: \$87,700 Engineering/Administration (30%): \$26,310 Total: \$114,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A1 GCI Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
GCI-1	100+00	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	

Construction Costs: \$50,000

Engineering/Administration (30%) \$15,000

Total: \$65,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A1 ENSTAR Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
Enstar-1	100+02	CL	underground 4-inch plastic	Potential conflict with Storm Drain	Relocate as needed	50	EA	\$75	\$3,750	
Enstar-2	100+97	CL	underground 4-inch plastic	Within Roadway Structural Section	Relocate as needed	50	LF	\$75	\$3,750	
Enstar-3	101+00 - 102+00	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	100	LF	\$0	\$0	
Enstar-4	102+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$108	\$2,700	
Enstar-5	102+00 - 106+81	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	470	LF	\$0	\$0	
Enstar-6	103+40	CL	underground service	Within Roadway Structural Section	Relocate as needed	1	EA	\$2,250	\$2,250	
Enstar-7	104+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$75	\$1,875	
Enstar-8	106+81	CL	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$108	\$5,400	
Enstar-9	106+81 - 107+50	RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	70	LF	\$125	\$8,750	
Enstar-10	107+50- 117+43	RT/LT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	990	LF	\$75	\$74,250	

Construction Costs: \$102,725
Engineering/Administration (30%) \$30,818

Total: \$134,000

Ver. 5.1 Date: 12/14/2020 **Basis:** Prepared By: CRW

Alternative 1 - Phase A1

Project: 42nd Avenue Upgrade

PROJECT TOTAL

Project Number:	19-019	[B]	=local bond; [S]=state	e grant; [F]= federal gra	nt
DESIGN	Design Management	\$62,980		WEBPAGI	E DATA
Start 20	?? PM&E Design Services	\$0		Environ	\$0
	PM&E Design Survey	\$0		DS	\$192,828
	PM&E Design Soil	\$0		Prelim Dsgn	\$385,657
	Contractual Dsgn Sers (Basic)	\$500,000		Final Dsgn	\$192,828
	Contractual Dsgn Sers (Add'l)	\$133,333		ROW	\$85,000
	Contractual Design Survey	\$50,000		Utilities	\$876,000
	Contractual Design Soils	\$25,000		Const	\$6,763,473
	Miscellaneous	\$0		Total	\$8,495,787
Subtotal	•		\$771,314		
UTILITIES	AWWU	\$0			
Start 20	?? MOA Shoring	\$0			
	ML&P	\$516,000			
	ACS	\$131,000			
	GCI	\$75,000			
	Enstar	\$154,000			
Subtotal	•		\$876,000		
ROW	Real Estate Services	\$34,000			
Start 20	?? Land Acquisition	\$51,000			
Subtotal	•		\$85,000		
CONSTRUCTION	Construction Management	\$96,690			
Start 20	?? Inspection	\$254,910			
	Materials Testing	\$43,950			
	Survey	\$39,555			
	Miscellaneous	\$0			
	Construction Contract	\$4,395,000			
Subtotal	•		\$4,830,105		
MISCELLANEOUS	Bond Overhead (15.0%)	\$1,274,368			
	Grant Overhead (0.0%)	\$0			
	Contingency (15%)	\$659,000			
Subtotal			\$1,933,368		
DDO IF CT TOTAL			00.405.707		

\$8,495,787

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE A2

No. No. CREATED STEADURY TRACTOR EACTOR EAC	ITEM	MASS		Ī	CALC.	CONT.	ROUND			
A-1 2002 Storm Water Pollution Prevention Plan (Type 3) LS			ITEM DESCRIPTION	UNIT				EST QUANT	UNIT PRICE	TOTAL COST
A-2 20.00 Test Par for Utility Locate	Schedul	e A - Ro	adway Improvements			•	•	•	•	
A-3 20.04 Clearing and Grubbing LS 1 1.00 0 1 \$17.000 \$17.000	A-1	20.02	Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	\$10,000	\$10,000
A-5 20.07 Remove Sidewalk or Concrete Apron S.Y 589 1.00 0 589 515 \$8.838 -6 20.09 Remove Dearmand S.Y 3,711 1.00 0 3,76 \$7 \$2.238 -7 20.10 Unusable Executation C.Y 7,944 1.25 -2 9,900 515 \$14.856 -7 20.10 Unusable Executation C.Y 7,944 1.25 -2 10,300 517 \$175.00 -7 20.21 Classified Fill and Backfill (Type III-A) Ton 8,234 1.25 -2 10,300 517 \$175.00 -7 20.21 Leveling Course Ton 5,280 1.25 -2 17,400 517 \$175.00 -7 20.22 Leveling Course Ton 5,280 1.25 -2 1.70 535 \$19.956 -7 20.22 Leveling Course Ton 5,280 1.05 -1 7,620 \$2.2 \$15.24 -7 20.23 Insulation Board (R-9) S.F 50,698 1.01 -1 5,760 \$2.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 1.01 -1 51,200 \$3.3 \$15.300 -7 20.25 Insulation Board (R-9) S.F 50,698 Insulation Board (R-9) S.F 50,700 S.F	A-2	20.03	Test Pit for Utility Locate	Hour	8	1.00	0	8	\$800	\$6,400
A-6 2008 Remove Curb and Gutter LF 376 100 0 376 \$7 \$2,525	A-3	20.04	Clearing and Grubbing	LS	1	1.00	0	1	\$17,000	\$17,000
A-7 20.09 Remove Pavement SY 3.711 1.00 0 3.711 \$4 \$14,944	A-4	20.07	Remove Sidewalk or Concrete Apron	SY	589	1.00	0	589	\$15	\$8,835
A-P 20.10	A-5	20.08	Remove Curb and Gutter	LF	376	1.00	0	376	\$7	\$2,632
A-9 20.21 Classified Fill and Backfill (Type III)	A-6	20.09	Remove Pavement	SY	3,711	1.00	0	3,711	\$4	\$14,844
A-9 20.21 Classified Fill and Backfill (Type II-A) 515,800 1.25 .2 7.400 \$17 \$155,800 A-10 20.22 Leveling Course Ton 529 1.08 .1 570 \$35 \$19,954 A-11 20.25 Geolestile (Type A) \$Y 7.621 1.00 .1 7.620 \$2 \$15,244 A-12 20.26 Insulation Board (R-9) \$F \$50,896 1.01 .1 51,200 \$3 \$15,304 A-13 20.26 Insulation Board (R-9) \$F \$50,896 1.01 .1 \$6,230 \$2 \$12,465 A-14 20.28 Reconstruct Drivway EA 11 1.00 0 11 \$3,250 \$33,515 A-15 A-16 30.02 P.C.C. Cuth and Gutter (All Types) LF 2,197 1.00 0 2,197 \$27 \$59,315 A-16 30.03 P.C.C. Sidwalk \$Y \$597 1.00 0 597 \$60 \$35,524 A-17 30.04 P.C.C. Cuth Ramp (6" Thick) EA 18 1.00 0 18 \$2,000 \$35,000 A-18 30.12 High-Performance Concrete (6" Thick, Natural, Broom Finish) Y 111 1.05 0 18 \$2,000 \$35,000 A-18 30.12 High-Performance Concrete (6" Thick, Natural, Broom Finish) Y 111 1.05 0 18 \$2000 \$35,000 A-21 \$0.06 Remove and Replace Manhole Cone Section EA 2 1.00 0 2 \$15.00 \$3.0	A-7	20.10	Unusable Excavation	CY	7,944	1.25	-2	9,900	\$15	\$148,500
A-10 0.22 Leveling Course Ton 529 1.08 -1 570 \$35 \$19.95 A-11 20.26 Insulation Board (R-9) SF 50.696 1.01 -1 51.200 \$3 \$15.340 A-12 20.26 Insulation Board (R-4) SF 50.696 1.01 -1 51.200 \$3 \$15.340 A-13 20.28 Insulation Board (R-4.5) SF 50.696 1.01 -1 51.200 \$3 \$15.340 A-14 20.28 Reconstruct Driveway EA 11 1.00 0 11 \$3.250 \$35.75 A-15 30.02 P.C. C. Curb and Gutter (MI Types) LF 21.97 1.00 0 21.97 \$27 \$327 \$39.31 A-16 30.03 P.C. C. Gutba and Gutter (MI Types) LF 21.97 1.00 0 597 \$80 \$35.825 A-17 30.44 P.C. C. Urb Ramp (6" Thick) SF 50.70 1.00 0 597 \$80 \$35.825 A-18 30.12 High-Performance Concrete (8" Thick, Natural, Broom Finish) SY 111 1.05 0 116 \$330 \$35.825 A-19 40.06 A.C. Pavement (Class E) 50.06 Remove and Replace Manhole Cone Section EA 2 1.00 0 2 \$1.800 \$35.000 A-20 50.06 Remove and Replace Manhole Cone Section EA 2 1.00 0 2 \$1.800 \$35.000 A-22 50.09 Adjust Cleanout to Finish Grade EA 1 1.00 0 1 \$500 \$500 A-23 60.03 Remove and Replace Wathole Cover and Frame EA 2 1.00 0 2 \$1.800 \$30.000 A-24 50.06 Remove and Replace Wathole Cover and Frame EA 2 1.00 0 2 \$1.800 \$30.000 A-25 60.62 Construction Survey Measurement LS 1 1.00 0 1 \$450	A-8	20.21	Classified Fill and Backfill (Type II)	Ton	8,234	1.25	-2	10,300	\$17	\$175,100
A-11	A-9	20.21	Classified Fill and Backfill (Type II-A)	Ton	5,890	1.25	-2	7,400	\$17	\$125,800
A-12 0.26 Insulation Board (R-9) SF 50,696 1.01 -1 51,200 \$3 \$153,000 A-13 0.26 Reconstruct Driveway EA 11 1.00 0 11 \$3,250 \$35,750 A-14 0.28 Reconstruct Driveway EA 11 1.00 0 11 \$3,250 \$35,750 A-15 30.02 P.C.C. Cut and Gutter (All Types) LF 2.197 1.00 0 2.197 \$27 \$89,315 A-16 30.03 P.C.C. Sidewalk SY 597 1.00 0 597 \$80 \$35,820 A-17 30.04 P.C.C. Cut Pamp (6' Thick) SY 597 1.00 0 597 \$80 \$35,820 A-18 30.12 High-Performance Concrete (8' Thick, Natura, Broom Finish) SY 111 1.05 0 116 \$330 \$38,800 A-18 30.12 High-Performance Concrete (8' Thick, Natura, Broom Finish) SY 111 1.05 0 116 \$330 \$38,800 A-19 40.06 A.C. Pavement (Class E) 500 500 500 500 A-20 50.06 Remove and Replace Mainhole Cone Section EA 2 1.00 0 2 \$1,800 \$3,900 A-20 50.06 Remove and Replace Mainhole Cover and Frame EA 3 1.00 0 2 \$1,800 \$3,000 A-22 50.09 Adjust Cleanout to Finish Grade EA 1 1.00 0 1 \$500 \$500 A-23 60.03 Remove and Replace Mainhole Cover and Frame EA 1 1.00 0 1 \$500 \$500 A-24 50.06 Adjust Key Box EA 2 1.00 0 2 \$5500 \$500 A-25 65.02 Construction Survey Measurement LS 1 1.00 0 1 \$450 \$450 A-26 65.02 Two-Person Survey Crew Hour 40 1.00 0 1 \$450 \$450 A-27 70.08 Remove and Reset Fence LF 262 1.10 0 288 \$40 \$11,520 A-28 60.50 Traffic Maintenance LF 262 1.10 0 288 \$40 \$11,520 A-29 70.12 Traffic Maintenance LF 262 1.10 0 288 \$40 \$11,520 A-29 70.12 Traffic Maintenance LF 262 1.10 0 288 \$40 \$11,520 A-30 70.16 Temporary Fencing LF 262 1.10 0 288 \$10 \$2,500 A-30 70.16 Temporary Fencing LF 262 1.10 0 288 \$10 \$2,500 A-30 70.17 Traffic Maintenance LF 262 1.10 0 0 0 0 0 0 A-30 70.17 Traffic Mainte	A-10	20.22	Leveling Course	Ton	529	1.08	-1	570	\$35	\$19,950
A-14 20.28 Insulation Board (R-4.5) SF 6,170 101 -1 6,230 \$2 \$12.46C	A-11	20.25	Geotextile (Type A)	SY	7,621	1.00	-1	7,620	\$2	\$15,240
A-14 20.28 Reconstruct Driveway EA	A-12	20.26	Insulation Board (R-9)	SF	50,696	1.01	-1	51,200	\$3	\$153,600
A-16 30.02 P.C.C. Curb and Gutter (All Types)	A-13	20.26	Insulation Board (R-4.5)	SF	6,170	1.01	-1	6,230	\$2	\$12,460
A-16 30.03 P.C.C. Sidewalk SY 597 1.00 0 597 \$60 \$35.822	A-14	20.28	Reconstruct Driveway	EA	11	1.00	0	11	\$3,250	\$35,750
A-17 30.04 P.C.C. Curb Ramp (6" Thick) EA 18 1.00 0 18 \$2.000 \$36.000	A-15	30.02	P.C.C. Curb and Gutter (All Types)	LF	2,197	1.00	0	2,197	\$27	\$59,319
A-18	A-16	30.03	P.C.C. Sidewalk	SY			0	597	\$60	\$35,820
A-19 40.06 A.C. Pavement (Class E)	A-17			EA	18	1.00	0	18	\$2,000	\$36,000
A-20 50.06 Remove and Replace Manhole Cone Section EA 2 1.00 0 2 \$1.800 \$3.900 \$2.100 A-21 50.06 Remove and Replace Manhole Cover and Frame EA 3 1.00 0 3 \$7.00 \$2.100 A-22 50.09 Adjust Cleanout to Finish Grade EA 1 1.00 0 1 \$500 \$500 \$5.000 \$4.000 \$2.000 \$4.000 \$2.000 \$2.000 \$4.000 \$2.000 \$4.000 \$2.000 \$4.000 \$2.000 \$4.000 \$2.000 \$4.000 \$2.000 \$4.000 \$2.000 \$4.000 \$4.000 \$2.000 \$4	A-18	30.12	High-Performance Concrete (8" Thick, Natural, Broom Finish)	SY						\$38,280
A-21 50.06 Remove and Replace Manhole Cover and Frame	A-19									\$60,900
A-22 50.09 Adjust Cleanout to Finish Grade										\$3,600
A-23 60.03 Remove and Replace Valve Box Top Section	A-21	50.06	Remove and Replace Manhole Cover and Frame	EA	3	1.00	0	3	\$700	\$2,100
A-24 60.05 Adjust Key Box	A-22	50.09	Adjust Cleanout to Finish Grade	EA	1	1.00	0	1	\$500	\$500
A-25	A-23	60.03	Remove and Replace Valve Box Top Section	EA	2	1.00	0	2	\$500	\$1,000
A-26 65.02 Two-Person Survey Crew Hour 40 1.00 0 40 \$225 \$9.00C A-27 70.10 Remove and Reset Fence LF 262 1.10 0 288 \$40 \$11.52C A-28 70.11 Standard Sign SF 1115 1.00 0 115 \$100 \$11.50C A-29 70.12 Traffic Maintenance LS 1 1.00 0 1 \$80,000 \$80,00C A-30 70.16 Temporary Group Mailboxes LS 1 1.00 0 1 \$80,000 \$80,00C A-31 70.17 Relocate Mailbox EA 7 1.00 0 7 \$500 \$3.50C A-32 70.23 Temporary Fencing LF 262 1.10 0 288 \$10 \$2.88C A-33 70.24 Rain Garden LS 1 1.00 0 1 \$10,000 \$10,00C A-34 75.02 Trees (type to be determined) EA 10 1.00 0 1 \$10,000 \$10,00C A-34 75.02 Shrubs (type to be determined) EA 10 1.00 0 10 \$500 \$5.00C A-36 75.03 Topsoil (4-inch Depth) MSF 24.6 1.30 0 32 \$550 \$11,60C A-38 75.12 Temporary Tree Protection Fence LF 233 1.00 0 233 \$7 \$1.631 A-39 75.13 Roof Pruning LF 83 1.00 0 83 \$25 \$2.075 B-1 20.13 Trench Excavation and Backfill (Various Depths) LF 909 1.00 0 909 \$25 \$2.272 B-3 20.15 Furnish Trench Backfill (Type II) Ton 333 1.30 0 331 \$60 \$1.30C B-4 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 579 \$70 \$4.50C B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 579 \$70 \$4.50C B-6 50.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 5 \$5.00C \$5.00C B-7 50.05 Construct (Type I) Manhole EA 4 4 4 4 4 4 4 4 4		60.05	Adjust Key Box		1	1.00			\$450	\$450
A-27 70.08 Remove and Reset Fence				_						\$20,000
A-28 70.11 Standard Sign SF 115 1.00 0 115 \$100 \$11,500										\$9,000
A-29 70.12 Traffic Maintenance										
A-30 70.16 Temporary Group Mailboxes LS			ů .						,	
A-31 70.17 Relocate Mailbox EA 7 1.00 0 7 \$500 \$3,500	_								. ,	
A-32 70.23 Temporary Fencing			, , ,							
A-33 70.24 Rain Garden LS				_						
A-34 75.02 Trees (type to be determined) EA 10 1.00 0 10 \$500 \$5,000				_						
A-35 75.02 Shrubs (type to be determined)									. ,	
A-36 75.03 Topsoil (4-inch Depth) MSF 24.6 1.30 0 32 \$550 \$17,600				_						
A-37 75.04 Seeding (Schedule A) MSF 24.6 1.30 0 32 \$450 \$14,400			, , ,							
A-38 75.12 Temporary Tree Protection Fence LF 233 1.00 0 233 \$7 \$1,631 A-39 75.13 Root Pruning LF 83 1.00 0 83 \$25 \$2,075 TOTAL \$1,184,461										
A-39 75.13 Root Pruning			, , , , , , , , , , , , , , , , , , ,						,	
Schedule B - Drainage Improvements Schedule B - Drainage Improvements										
B-1 20.13 Trench Dewatering LS 1 1.00 0 1 \$3,300 \$3,300	A-39	75.13	Root Pruning	LF	83	1.00	0	83		
B-1 20.13 Trench Dewatering LS 1 1.00 0 1 \$3,300 \$3,300 B-2 20.13 Trench Excavation and Backfill (Various Depths) LF 909 1.00 0 909 \$25 \$22,725 B-3 20.15 Furnish Trench Backfill (Type II) Ton 333 1.30 0 433 \$17 \$7,361 B-4 20.16 Bedding Material (Class D) LF 909 1.00 0 909 \$30 \$27,270 B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 650 \$20 \$13,000 B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2									TOTAL	\$1,184,461
B-2 20.13 Trench Excavation and Backfill (Various Depths) LF 909 1.00 0 909 \$25 \$22,725 B-3 20.15 Furnish Trench Backfill (Type II) Ton 333 1.30 0 433 \$17 \$7,361 B-4 20.16 Bedding Material (Class D) LF 909 1.00 0 909 \$30 \$27,276 B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 650 \$20 \$13,000 B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,533 B-8 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,550 B-8 55.02 Connect to Existing Storm Drain System	Schedul	e B - Dra	ainage Improvements							
B-3 20.15 Furnish Trench Backfill (Type II) Ton 333 1.30 0 433 \$17 \$7,361 B-4 20.16 Bedding Material (Class D) LF 909 1.00 0 909 \$30 \$27,270 B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 650 \$20 \$13,000 B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 2 \$2,500 \$5,500 B-8 55.04 Connect to Existing Storm Drain Sy	B-1	20.13	Trench Dewatering			1.00	0	1	\$3,300	\$3,300
B-4 20.16 Bedding Material (Class D) LF 909 1.00 0 909 \$30 \$27,270 B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 650 \$20 \$13,000 B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00<	B-2			LF		1.00	0	909	\$25	\$22,725
B-5 20.27 Disposal of Unusable or Surplus Material CY 500 1.30 0 650 \$20 \$13,000 B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,000 B-12 55.11 Remove Manhole EA 3 1.00		20.15	Furnish Trench Backfill (Type II)			1.30	0	433	\$17	\$7,361
B-6 55.02 Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) LF 331 1.00 0 331 \$60 \$19,860 B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,000 B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.27 Storm Drain Bypass System LS 1 1.00 0	B-4			LF	909	1.00	0	909	\$30	\$27,270
B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,000 B-12 55.11 Remove Manhole EA 9 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700	B-5			CY	500	1.30	0	650	\$20	\$13,000
B-7 55.02 Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) LF 579 1.00 0 579 \$70 \$40,530 B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,000 B-12 55.11 Remove Manhole EA 9 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700							0			\$19,860
B-8 55.04 Connect to Existing Storm Drain System EA 2 1.00 0 2 \$2,500 \$5,000 B-9 55.05 Construct (Type I) Manhole EA 5 1.00 0 5 \$5,500 \$27,500 B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,000 B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,490	B-7			LF	579	1.00	0	579	\$70	\$40,530
B-10 55.05 Construct (Type II) Catch Basin Manhole EA 4 1.00 0 4 \$10,000 \$40,000 B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,500 B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,490	B-8									\$5,000
B-11 55.09 Construct Catch Basin EA 9 1.00 0 9 \$4,500 \$40,500 B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,498	B-9	55.05	Construct (Type I) Manhole	EA	5	1.00	0	5	\$5,500	\$27,500
B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,498	B-10	55.05	Construct (Type II) Catch Basin Manhole	EA	4	1.00	0	4	\$10,000	\$40,000
B-12 55.11 Remove Manhole EA 3 1.00 0 3 \$1,000 \$3,000 B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,498	B-11	55.09	Construct Catch Basin	EA	9		0		\$4,500	\$40,500
B-13 55.11 Remove Catch Basin EA 5 1.00 0 5 \$900 \$4,500 B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,498				_						\$3,000
B-14 55.27 Storm Drain Bypass System LS 1 1.00 0 1 \$6,700 \$6,700 B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,490										\$4,500
B-15 70.07 Remove Pipe LF 423 1.00 0 423 \$13 \$5,495				_						\$6,700
					423			423		\$5,499
										\$266,745

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE A2

ITEM	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST QUANT	UNIT PRICE	TOTAL COST	
No.	No.	TEM BEGOTAL TION	Oltil	QUANT	FACTOR	FACTOR	201 00/1111	OHITTHOL	101712 0001	
Schedu	Schedule C - Illumination Improvements									
C-1	80.01	Temporary Illumination	LS	1	1.00	0	1	\$3,333	\$3,333	
C-2	80.02	Trench and Backfill (2'W x 3.5'D)	LF	1,161	1.10	-1	1,280	\$9	\$11,520	
C-3	80.04	Driven Pile Luminaire Pole Foundations	EA	8	1.00	0	8	\$2,100	\$16,800	
C-4	80.05	Fixed Base Luminaire Pole (26-28')	EA	8	1.00	0	8	\$3,000	\$24,000	
C-5	80.05	Spare Fixed Base Luminaire Pole (26-28')	EA	2	1.00	0	2	\$2,250	\$4,500	
C-6	80.05	Luminaire Arm (6 - 17 Ft. Length)	EA	10	1.00	0	10	\$700	\$7,000	
C-7	80.07	GRC Steel Conduit (2 inch)	LF	1,330	1.10	-1	1,460	\$17	\$24,820	
C-8	80.08	Junction Box (Type IA)	EA	12	1.00	0	12	\$700	\$8,400	
C-9	80.08	Remove Junction Box	EA	1	1.00	0	1	\$500	\$500	
C-10	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	LF	1,311	1.10	-1	1,440	\$5	\$7,200	
C-11	80.14	Single-Meter Pad-Mount Load Center, Type 1A with Lighting Cont	EA	0	1.00	0	0	\$7,000	\$0	
C-12	80.23	Luminaire (8,000 Lm, Medium, Type 2)	EA	6	1.00	0	6	\$1,200	\$7,200	
C-13	80.23	Luminaire (10,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,250	\$1,250	
C-14	80.23	Luminaire (14,000 Lm, Medium Type 2)	EA	2	1.00	0	2	\$1,300	\$2,600	
C-15	80.23	Luminaire (14,000 Lm, Medium Type 3	EA	1	1.00	0	1	\$1,300	\$1,300	
C-16	80.28	Remove Luminaire Pole	EA	2	1.00	0	2	\$700	\$1,400	
								TOTAL	\$121,823	

Schedule D - Water Improvements

OU.IOuu		ator improvemente							
D-1	20.13	Trench Dewatering	LS	1	1.00	0	1	\$10,000	\$10,000
D-2	20.13	Trench Excavation and Backfill (Various Depths)	LF	859	1.00	-3	1,000	\$25	\$25,000
D-3	20.15	Furnish Trench Backfill (Type II)	Ton	6,621	1.10	-3	7,000	\$16	\$112,000
D-4	20.16	Bedding Material (Class E)	LF	859	1.00	-1	860	\$30	\$25,800
D-5	20.27	Disposal of Unusable or Surplus Material	CY	4,594	1.10	-2	5,100	\$20	\$102,000
D-6	60.02	Furnish and Install (6", PVC DR18) Pipe	LF	20	1.00	0	20	\$150	\$3,000
D-7	60.02	Furnish and Install (8", PVC DR18) Pipe	LF	839	1.00	0	839	\$160	\$134,240
D-8	60.02	Connect to Existing Water Line (6")	EA	2	1.00	0	2	\$5,000	\$10,000
D-9	60.02	Connect to Existing Water Line (8")	EA	2	1.00	0	2	\$8,000	\$16,000
D-10	60.03	Furnish and Install (8") Gate Valve	EA	7	1.00	3	7	\$5,500	\$38,500
D-11	60.04	Furnish and Install Fire Hydrant Assembly (Single Pumper)	EA	2	1.00	0	2	\$9,000	\$18,000
D-12	60.05	Furnish and Install (1" Copper) Water Service Line	LF	79	1.00	-1	80	\$150	\$12,000
D-13	60.05	Furnish and Install (1.5" Copper) Water Service Line	LF	101	1.00	-1	100	\$175	\$17,500
D-14	60.05	Furnish and Install (8" PVC) Water Service Line	LF	17	1.00	-1	20	\$220	\$4,400
D-15	60.06	Furnish and Install Anode	EA	16	1.00	0	16	\$250	\$4,000
D-16	60.07	Temporary Water System	LS	1	1.00	0	1	\$40,000	\$40,000
D-17	60.08	Decommission Fire Hydrant Assembly (Single Pumper)	EA	2	1.00	0	2	\$2,000	\$4,000
D-18	70.07	Remove Pipe	LF	1,031	1.00	-1	1,030	\$13	\$13,390
								TOTAL	\$589,830

SUMMARY

Schedule A - Roadway Improvements	\$1,184,461
Schedule B - Drainage Improvements	\$266,745
Schedule C - Illumination Improvements	\$121,823
Schedule D - Water Improvements	\$589,830
Subtotal	\$2,162,859

Total Estimated Construction Cost: \$2,163,000

Utility Relocation Summary							
Alternative 1 - Pha	ase A2						
Electric (ML&P)	\$26,000						
Telephone (ACS)	\$26,000						
Cable Television (GCI)	\$17,000						
Natural Gas (Enstar)	\$80,000						
Subtotal:	\$149,000						
Construction Contingency (15%) \$22,000							
Total Utility Relocation Cost:	\$171,000						

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A2 **MLP Utility Relocation Summary**

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-1	117+43 - 118+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	110	LF	\$0	\$0	
MLP-2	117+40	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-3	118+50 - 120+50	RT	underground electric line in conduit	Within project area	Protect in place	200	LF	\$0	\$0	
MLP-4	120+15	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	
MLP-5	120+50 - 127+40	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	710	LF	\$0	\$0	
MLP-6	122+50	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-7	127+40	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust
MLP-8	127+40	CL	2 - underground crossing in conduit	Within Roadway Structural Section/potential storm drain	Lower as needed	25	LF	\$400	\$10,000	

Construction Costs: \$20,000 \$6,000

Engineering/Administration (30%):

\$26,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A2 ACS Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
ACS-1	117+43 - 127+50	RT	underground duct system	Within Roadway Structural Section	Relocate as needed	1010	LF	\$20	\$20,200	ACS may chose to abandon this system

Construction Costs: \$20,200 Engineering/Administration (30%): \$6,060 Total: \$26,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A2 GCI Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
GCI-1	120+00	CL	overhead crossing - C	Verify overhead clearance	Protect in place	1	EA	\$0	\$0	
GCI-2	125+11 - 126+62	LT	underground coaxial cable	Within Roadway Structural Section	Relocate as needed	160	LF	\$80	\$12,800	

Construction Costs: \$12,800 Engineering/Administration (30%) \$3,840

Total: \$17,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase A2 ENSTAR Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
Enstar-1	117+43- 118+50	RT/LT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	110	LF	\$75	\$8,250	
Enstar-2	118+50 - 120+50	LT	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	200	LF	\$75	\$15,000	assume replace to plastic
Enstar-3	120+50	CL	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$125	\$6,250	
Enstar-4	120+50 - 122+50	RT	underground 2-inch steel	Within project area	Protect in Place	200	LF	\$0	\$0	
Enstar-5	122+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$125	\$3,125	
Enstar-6	122+50 - 126+20	RT	underground 2-inch steel	Within project area	Protect in Place	370	LF	\$0	\$0	
Enstar-7	126+20 - 127+70	LT/RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	150	LF	\$150	\$22,500	
Enstar-8	126+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$140	\$3,500	
Enstar-9	127+70 - 128+03	RT	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	40	LF	\$75	\$3,000	assume replace to plastic

Construction Costs: \$61,625
Engineering/Administration (30%) \$18,488

Total: \$80,000

Date: 12/14/2020 Basis: Prepared By: CRW Ver. 5.1

Alternative 1 - Phase A2

Project: 42nd Avenue Upgrade

Project Number: 19-019 [B]=local bond; [S]=state grant; [F]= federal grant

Project Number:	19-019	[B]	=local bond; [S]=state	e grant; [F]= federal gra	nt
DESIGN	Design Management	\$32,445		WEBPAGE	E DATA
Start 20??	PM&E Design Services	\$0		Environ	\$0
	PM&E Design Survey	\$0		DS	\$185,195
	PM&E Design Soil	\$0		Prelim Dsgn	\$370,389
	Contractual Dsgn Sers (Basic)	\$500,000		Final Dsgn	\$185,195
	Contractual Dsgn Sers (Add'l)	\$133,333		ROW	\$39,000
	Contractual Design Survey	\$50,000		Utilities	\$172,000
	Contractual Design Soils	\$25,000		Const	\$3,368,671
	Miscellaneous	\$0		Total	\$4,320,450
Subtotal			\$740,778	_	_
UTILITIES	AWWU	\$0			
	MOA Shoring	\$0			
	ML&P	\$30,000			
	ACS	\$30,000			
	GCI	\$20,000			
	Enstar	\$92,000			
Subtotal	•		\$172,000		
ROW	Real Estate Services	\$27,000			
	Land Acquisition	\$12,000			
Subtotal	1		\$39,000		
CONCEDUCTION	Construction Management	¢51 012			
CONSTRUCTION	Construction Management Inspection	\$51,912 \$138,422			
Start 20?	Materials Testing	\$138,432 \$21,630			
	Survey	\$21,630			
	Miscellaneous	\$0			
	Construction Contract	\$2,163,000			
Subtotal		\$2,100,000	\$2,396,604		
	_				
MISCELLANEOUS	Bond Overhead (15.0%)	\$648,067			
	Grant Overhead (0.0%)	\$0			
	Contingency (15%)	\$324,000			
Subtotal		_	\$972,067		
PROJECT TOTAL			\$4,320,450		

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE B

ITEM	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST QUANT	UNIT PRICE	TOTAL COST
No. Schedule	No. e A - Ro	adway Improvements		QUANT	FACTOR	FACTOR			
A-1		Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	\$29,000	\$29,000
A-2		Test Pit for Utility Locate	Hour	8		0	8	\$800	\$6,400
A-3 A-4		Clearing and Grubbing Remove Sidewalk or Concrete Apron	LS	703	1.00 1.00	0	703	\$47,000 \$15	\$47,000
A-4 A-5		Remove Curb and Gutter	LF	788	1.00	0	788	\$13	\$10,545 \$5,516
A-6		Remove Pavement	SY	12,665	1.00	0	12,665	\$4	\$50,660
A-7		Unusable Excavation	CY	20,194	1.25	-2	25,200	\$15	\$378,000
A-8		Classified Fill and Backfill (Type II)	Ton	22,014	1.25	-2	27,500	\$17	\$467,500
A-9 A-10		Classified Fill and Backfill (Type II-A) Leveling Course	Ton Ton	15,524 1,476	1.25 1.08	-2 -1	19,400 1,590	\$17 \$35	\$329,800 \$55,650
A-11		Geotextile (Type A)	SY	20,658	1.00	-1	20,660	\$2	\$41,320
A-12		Insulation Board (R-9)	SF	137,424	1.01	-1	138,800	\$3	\$416,400
A-13		Insulation Board (R-4.5)	SF	16,542	1.01	-1	16,710	\$2	\$33,420
A-14 A-15		Reconstruct Driveway P.C.C. Curb and Gutter (All Types)	EA LF	28 5,782	1.00 1.00	0	28 5,782	\$3,250 \$27	\$91,000 \$156,114
A-15 A-16		P.C.C. Sidewalk	SY	1,524	1.00	0	1,524	\$60	\$91,440
A-17		P.C.C. Curb Ramp (6" Thick)	EA	57	1.00	0	57	\$2,000	\$114,000
A-18		Colored Concrete	SY	41	1.00	0	41	\$160	\$6,560
A-19		Retaining Wall	LS	1	1.00	0	1	\$220,000	\$220,000
A-20 A-21		High-Performance Concrete (8" Thick, Natural, Broom Finish) High-Performance Concrete (8" Thick, Red, Broom Finish)	SY	244 46	1.05 1.05	0	257 48	\$330 \$380	\$84,810 \$18,240
A-21		A.C. Pavement (Class E)	Ton	1,528	1.05	-1	1,620	\$105	\$170,100
A-23		Remove and Replace Manhole Cone Section	EA	7	1.00	0	7	\$1,800	\$12,600
A-24		Remove and Replace Manhole Cover and Frame	EA	5		0	5	\$700	\$3,500
A-25		Adjust Cleanout to Finish Grade	EA	1	1.00	0	1	\$500	\$500
A-26 A-27		Remove and Replace Valve Box Top Section Adjust Key Box	EA EA	2 1	1.00	0	1	\$500 \$450	\$1,000 \$450
A-28		Construction Survey Measurement	LS	1	1.00	0	1	\$50.000	\$50,000
A-29	65.02	Two-Person Survey Crew	Hour	40	1.00	0	40	\$225	\$9,000
A-30		Remove and Reset Fence	LF	262	1.10	0	288	\$40	\$11,520
A-31 A-32		Standard Sign Traffic Maintenance	SF LS	303 1	1.00 1.00	0	303 1	\$100 \$240,000	\$30,300 \$240,000
A-33		Remove Bollard	EA	37	1.00	0	37	\$240,000	\$7,400
A-34		Temporary Group Mailboxes	LS	1	1.00	0	1	\$10,000	\$10,000
A-35		Relocate Mailbox	EA	7	1.00	0	7	\$500	\$3,500
A-36		Temporary Fencing	LF	262	1.10	0	288	\$10	\$2,880
A-37 A-38		Rain Garden Trees (type to be determined)	LS EA	1 20	1.00 1.00	0	20	\$10,000 \$500	\$10,000 \$10,000
A-39		Shrubs (type to be determined)	EA	33	1.00	0	33	\$75	\$2,475
A-40		Topsoil (4-inch Depth)	MSF	65.1	1.30	0	85	\$550	\$46,750
A-41		Seeding (Schedule A)	MSF	65.1	1.30	0	85	\$450	\$38,250
A-42 A-43		Temporary Tree Protection Fence Root Pruning	LF LF	467 167	1.00	0	467 167	\$7 \$25	\$3,269 \$4,175
A-43	73.13	Noot Franing	LI	107	1.00		107	TOTAL	\$3,321,044
Schodule	o B - Dra	ainage Improvements							+=,===,===
B-1		Trench Dewatering	LS	1	1.00	0	1	\$6,600	\$6,600
B-2	20.13	Trench Excavation and Backfill (Various Depths)	LF	3,525	1.00	0	3,525	\$25	\$88,125
B-3		Furnish Trench Backfill (Type II)	Ton	666		0	866	\$17	\$14,722
B-4		Bedding Material (Class D)	LF	3,525		0	3,525	\$30	\$105,750
B-5 B-6		Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP)	CY LF	1,000 902	1.30 1.00	0	1,300 902	\$20 \$60	\$26,000 \$54,120
B-7		Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP)	LF	1,136	1.00	0	1,136	\$70	\$79,520
B-8		Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP)	LF	712	1.00	0	712	\$80	\$56,960
B-9		Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP)	LF	363	1.00	0	363	\$100	\$36,300
B-10		Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP)	LF	379	1.00	0	379	\$125	\$47,375
B-11 B-12		Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System	LF EA	33 8	1.00 1.00	0	33 8	\$150 \$2,500	\$4,950 \$20,000
B-12 B-13		Construct (Type I) Manhole	EA	17	1.00	0	17	\$2,500	\$20,000
B-14		Construct (Type II) Manhole	EA	8		0	8	\$10,500	\$84,000
B-15		Construct (Type III, 96-inch Diameter) Manhole	EA	1	1.00	0	1	\$22,000	\$22,000
B-16		Construct (Type I) Catch Basin Manhole	EA	1	1.00	0	1	\$7,300	\$7,300
B-17 B-18		Construct (Type II) Catch Basin Manhole Construct (Type II) Bypass Manhole	EA EA	5 1	1.00 1.00	0	5 1	\$10,000 \$25,000	\$50,000 \$25,000
B-10 B-19		Construct Catch Basin	EA	35		0	35	\$4,500	\$157,500
B-20		Remove Manhole	EA	9		0	9	\$1,000	\$9,000
B-21		Remove Catch Basin	EA	11	1.00	0	11	\$900	\$9,900
B-22		Construct Open Ditch	LF	435		0	435	\$15	\$6,525
B-23 B-24		Culvert (36-Inch, Type S, CPEP) Oil and Grit Separator	LF EA	100	1.00	0	100	\$140 \$50,000	\$14,000 \$50,000
B-25		Storm Drain Bypass System	LS	1	1.00	0	1	\$13,400	\$13,400
		Construct Bioretention Facility	LS	1	1.00	0	1	\$15,000	\$15,000
B-26	55.28	Construct Bioretention racinty							+ ,
		Remove Pipe	LF	1,540	1.00	0	1,540	\$13 TOTAL	\$20,020 \$1,117,567

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE B

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedul	e C - Illu	imination Improvements							
C-1	80.01	Temporary Illumination	LS	2	1.00	0	2	\$3,333	\$6,666
C-2	80.02	Trench and Backfill (2'W x 3.5'D)	LF	2,721	1.10	-1	2,990	\$9	\$26,910
C-3	80.04	Driven Pile Luminaire Pole Foundations	EA	21	1.00	0	21	\$2,100	\$44,100
C-4	80.04	Load Center Foundation (Type 1A)	EA	1	1.00	0	1	\$4,000	\$4,000
C-5	80.05	Fixed Base Luminaire Pole (26-28')	EA	21	1.00	0	21	\$3,000	\$63,000
C-6	80.05	Spare Fixed Base Luminaire Pole (26-28')	EA	3	1.00	0	3	\$2,250	\$6,750
C-7	80.05	Luminaire Arm (6 - 17 Ft. Length)	EA	25	1.00	0	25	\$700	\$17,500
C-8	80.07	GRC Steel Conduit (2 inch)	LF	2,941	1.10	-1	3,240	\$17	\$55,080
C-9	80.08	Junction Box (Type IA)	EA	26	1.00	0	26	\$700	\$18,200
C-10	80.08	Junction Box (Type II)	EA	2	1.00	0	2	\$1,600	\$3,200
C-11	80.08	Remove Junction Box	EA	3	1.00	0	3	\$500	\$1,500
C-12	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	LF	2,871	1.10	-1	3,160	\$5	\$15,800
C-13	80.14	Single-Meter Pad-Mount Load Center, Type 1A with Lighting Cont	EA	1	1.00	0	1	\$7,000	\$7,000
C-14	80.14	Luminaire (6,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,200	\$1,200
C-15	80.23	Luminaire (8,000 Lm, Medium, Type 2)	EA	16	1.00	0	16	\$1,200	\$19,200
C-16	80.23	Luminaire (10,000 Lm, Medium, Type 2)	EA	3	1.00	0	3	\$1,250	\$3,750
C-17	80.23	Luminaire (14,000 Lm, Medium Type 2)	EA	3	1.00	0	3	\$1,300	\$3,900
C-18	80.23	Luminaire (14,000 Lm, Medium Type 3	EA	2	1.00	0	2	\$1,300	\$2,600
C-19	80.23	Spare Luminaire (6,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$950	\$950
C-20	80.23	Spare Luminaire (8,000 Lm, Medium, Type 2)	EA	2	1.00	0	2	\$1,000	\$2,000
C-21	80.23	Spare Luminaire (10,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,050	\$1,050
C-22	80.23	Spare Luminaire (14,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,100	\$1,100
C-23	80.23	Spare Luminaire (14,000 Lm, Medium Type 3)	EA	1	1.00	0	1	\$1,100	\$1,100
C-24	80.28	Remove Luminaire Pole	EA	3	1.00	0	3	\$700	\$2,100
·				-				TOTAL	\$308,656

Schedule D - Water Improvements

								TOTAL	\$1,776,000
D-20	70.07	Remove Pipe	LF	2,872	1.00	-1	2,870	\$13	\$37,310
D-19	60.08	Decommission Fire Hydrant Assembly (Single Pumper)	EA	6	1.00	0	6	\$2,000	\$12,000
D-18	60.07	Temporary Water System	LS	1	1.00	0	1	\$110,000	\$110,000
D-17	60.06	Furnish and Install Anode	EA	56	1.00	0	56	\$250	\$14,000
D-16	60.05	Furnish and Install (8" PVC) Water Service Line	LF	196	1.00	-1	200	\$220	\$44,000
D-15	60.05	Furnish and Install (1.5" Copper) Water Service Line	LF	152	1.00	-1	150	\$175	\$26,250
D-14	60.05	Furnish and Install (1" Copper) Water Service Line	LF	351	1.00	-1	350	\$150	\$52,500
D-13	60.04	Furnish and Install Fire Hydrant Assembly (Single Pumper)	EA	7	1.00	0	7	\$9,000	\$63,000
D-12	60.03	Furnish and Install (8") Gate Valve	EA	20	1.00	3	20	\$5,500	\$110,000
D-11	60.02	Connect to Existing Water Line (16")	EA	1	1.00	0	1	\$10,000	\$10,000
D-10	60.02	Connect to Existing Water Line (8")	EA	7	1.00	0	7	\$8,000	\$56,000
D-9	60.02	Connect to Existing Water Line (6")	EA	5	1.00	0	5	\$5,000	\$25,000
D-8	60.02	Furnish and Install (8", PVC DR18) Pipe	LF	2,854	1.00	0	2,854	\$160	\$456,640
D-7	60.02	Furnish and Install (6", PVC DR18) Pipe	LF	30	1.00	0	30	\$150	\$4,500
D-6	20.27	Disposal of Unusable or Surplus Material	CY	12,468	1.10	-2	13,700	\$20	\$274,000
D-5	20.26	Insulation Board (R-20)	SF	280	1.00	1	280	\$5	\$1,400
D-4	20.16	Bedding Material (Class E)	LF	2,884	1.00	-1	2,880	\$30	\$86,400
D-3	20.15	Furnish Trench Backfill (Type II)	Ton	16,751	1.10	-3	18,000	\$16	\$288,000
D-2	20.13	Trench Excavation and Backfill (Various Depths)	LF	2,884	1.00	-3	3,000	\$25	\$75,000
D-1	20.13	Trench Dewatering	LS	1	1.00	0	1	\$30,000	\$30,000

SUMMARY

Schedule A - Roadway Improvements	\$3,321,044
Schedule B - Drainage Improvements	\$1,117,567
Schedule C - Illumination Improvements	\$308,656
Schedule D - Water Improvements	\$1,776,000
Subtotal	\$6,523,267

Total Estimated Construction Cost: \$6,523,000

Utility Relocation Summary					
Alternative 1 - Ph	ase B				
Electric (ML&P)	\$475,000				
Telephone (ACS)	\$140,000				
Cable Television (GCI)	\$82,000				
Natural Gas (Enstar)	\$214,000				
Subtotal:	\$911,000				
Construction Contingency (15%) \$137,000					
Total Utility Relocation Cost: \$1,048,000					

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase B MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-1	100+76 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	380	LF	\$0	\$0	Assume protect in place
MLP-2	100+81 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	370	LF	\$0	\$0	Assume protect in place
MLP-3	101+06 - 101+50	LT	underground electric line	Conflict with Storm Drain/manhole	Relocate as needed	50	LF	\$500	\$25,000	Assume protect in place
MLP-4	101+50 - 105+63	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	420	LF	\$0	\$0	Assume protect in place
MLP-5	101+50	RT	electric vault	Within Roadway Structural Section	Adjust as needed	1	EA	\$2,500	\$2,500	
MLP-6	101+55 - 101+79	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-7	102+80	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$200	\$5,000	
MLP-8	103+15 - 103+39	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-9	103+80 - 104+05	LT	underground electric line	Within Driveway Section	Protect in place	30	LF	\$0	\$0	
MLP-10	104+00	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$300	\$7,500	
MLP-11	105+49 - 105+60	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-12	105+63	CL	underground crossing	Within Roadway Structural Section/ conflict with storm drain	Relocate as needed	50	LF	\$200	\$10,000	
MLP-13	105+63	RT	Switch Cabinet	Within Roadway Typical Section	Relocate	1	EA	\$20,000	\$20,000	
MLP-14	105+63 - 111+75	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	620	LF	\$200	\$124,000	
MLP-15	107+60	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Included in line relocation
MLP-16	107+30	LT	light pole	Within Pathway Section/to be abandoned	Remove	1	EA	\$1,500	\$1,500	remove light pole
MLP-17	110+55	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Can probably shift pipe to avoid.
MLP-18	111+75 - 113+50	RT	underground electric line in conduit	Within project area	Protect in place	180	LF	\$200	\$36,000	
MLP-19	113+50 - 116+90	RT	underground electric line in conduit	Within Roadway Structural Section	Protect in place	520	LF	\$200	\$104,000	
MLP-20	116+90	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust
MLP-21	116+90 - 118+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	160	LF	\$0	\$0	
MLP-22	117+40	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-23	118+50 - 120+50	RT	underground electric line in conduit	Within project area	Protect in place	200	LF	\$0	\$0	
MLP-24	120+15	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	
MLP-25	120+50 - 127+40	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	710	LF	\$0	\$0	
MLP-26	122+50	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-27	127+40	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase B MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-28	127+40	CL	2 - underground crossing in conduit	Within Roadway Structural Section/potential storm drain	Lower as needed	25	LF	\$400	\$10,000	

Construction Costs: \$365,500

Engineering/Administration (30%): \$109,650

Total: \$475,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase B ACS Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
ACS-1	100+86	CL	underground crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	
ACS-2	100+93	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	
ACS-3	100+86 - 127+50	RT	underground duct system	Within Roadway Structural Section	Relocate as needed	2670	LF	\$20	\$53,400	ACS may chose to abandon this system

Construction Costs: \$107,900
Engineering/Administration (30%): \$32,370

Total: \$140,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase B GCI Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
GCI-1	100+00	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	
GCI-2	120+00	CL	overhead crossing - C	Verify overhead clearance	Protect in place	1	EA	\$0	\$0	
GCI-3	125+11 - 126+62	LT	underground coaxial cable	Within Roadway Structural Section	Relocate as needed	160	LF	\$80	\$12,800	

Construction Costs: \$62,800 Engineering/Administration (30%) \$18,840

Total: \$82,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase B ENSTAR Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	Lengths Used for Rounding	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
Enstar-1	100+02	CL	underground 4-inch plastic	Potential conflict with Storm Drain	Relocate as needed	50	50	EA	\$75	\$3,750	
Enstar-2	100+97	CL	underground 4-inch plastic	Within Roadway Structural Section	Relocate as needed	50	50	LF	\$75	\$3,750	
Enstar-3	101+00 - 102+00	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	100	100	LF	\$0	\$0	
Enstar-4	102+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	25	LF	\$108	\$2,700	
Enstar-5	102+00 - 106+81	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	470	470	LF	\$0	\$0	
Enstar-6	103+40	CL	underground service	Within Roadway Structural Section	Relocate as needed	1	1	EA	\$2,250	\$2,250	
Enstar-7	104+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	25	LF	\$75	\$1,875	
Enstar-8	106+81	CL	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	50	50	LF	\$108	\$5,400	
Enstar-9	106+81 - 107+50	RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	69	70	LF	\$125	\$8,750	
Enstar-10	107+50- 118+50	RT/LT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	1100	1100	LF	\$75	\$82,500	
Enstar-11	118+50 - 120+50	LT	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	200	200	LF	\$75	\$15,000	assume replace to plastic
Enstar-12	120+50	CL	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	50	50	LF	\$125	\$6,250	
Enstar-13	120+50 - 122+50	RT	underground 2-inch steel	Within project area	Protect in Place	200	200	LF	\$0	\$0	
Enstar-14	122+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	25	LF	\$125	\$3,125	
Enstar-15	122+50 - 126+20	RT	underground 2-inch steel	Within project area	Protect in Place	370	370	LF	\$0	\$0	
Enstar-16	126+20 - 127+70	LT/RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	150	150	LF	\$150	\$22,500	
Enstar-17	126+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	25	LF	\$140	\$3,500	
Enstar-18	127+70 - 128+03	RT	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	33	40	LF	\$75	\$3,000	assume replace to plastic

Construction Costs: \$164,350 Engineering/Administration (30%) \$49,305 Total: \$214,000 Date: 12/14/2020 Basis: Prepared By: CRW Ver. 5.1

Project: 42nd Avenue Upgrade

Project Number: 19-019 [B]=local bond; [S]=state grant; [F]= federal grant

WEBPAGE DATA						
Environ	\$0					
DS	\$376,443					
Prelim Dsgn	\$752,885					
Final Dsgn	\$376,443					
ROW	\$124,000					
Utilities	\$1,048,000					
Const	\$9,987,924					
Total	\$12,665,695					

Alternative 1 - Phase B

DESIGN		Design Management	\$89,104
	Start 20??	PM&E Design Services	\$0
		PM&E Design Survey	\$0
		PM&E Design Soil	\$0
		Contractual Dsgn Sers (Basic)	\$1,000,000
		Contractual Dsgn Sers (Add'l)	\$266,667
		Contractual Design Survey	\$100,000
		Contractual Design Soils	\$50,000
		Miscellaneous	\$0
Subtotal		•	

Subtotal \$1,505,771

UTILITIES	AWWU	\$0
Start 20?	? MOA Shoring	\$0
	ML&P	\$546,000
	ACS	\$161,000
	GCI	\$94,000
	Enstar	\$247,000

Subtotal \$1,048,000

ROW	Real Estate Services	\$61,000
Start 20??	Land Acquisition	\$63,000

Subtotal \$124,000

CONSTRUCTION	Construction Management	\$130,460
Start 20??		\$339,196
	Materials Testing	\$65,230
	Survey Miscellaneous	\$52,184
		\$0
	Construction Contract	\$6,523,000

Subtotal \$7,110,070

MISCELLANEOUS	Bond Overhead (15.0%)	\$1,899,854
	Grant Overhead (0.0%)	\$0
	Contingency (15%)	\$978,000

Subtotal \$2,877,854

PROJECT TOTAL \$12,665,695

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE C

ITEM	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST OLIANT	UNIT PRICE	TOTAL COST
No.	No.		OINII	QUANT	FACTOR	FACTOR	EST QUANT	UNIT FRICE	TOTAL COST
Schedul		adway Improvements							
A-1		Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	\$18,000	\$18,000
A-2	20.03	Test Pit for Utility Locate	Hour	8	1.00	0	8	\$800	\$6,400
A-3		Clearing and Grubbing	LS	1	1.00	0	1	\$70,000	\$70,000
A-4		Remove Curb and Gutter	LF	1,652	1.00	0	1,652	\$7	\$11,564
A-5	20.09	Remove Pavement	SY	7,585	1.00	0	7,585	\$4	\$30,340
A-6	20.10	Unusable Excavation	CY	10,874	1.25	-2	13,600	\$15	\$204,000
A-7	20.21	Classified Fill and Backfill (Type II)	Ton	11,213	1.25	-2	14,000	\$17	\$238,000
A-8	20.21	Classified Fill and Backfill (Type II-A)	Ton	8,495	1.25	-2	10,600	\$17	\$180,200
A-9	20.22	Leveling Course	Ton	584	1.08	-1	630	\$35	\$22,050
A-10	20.25	Geotextile (Type A)	SY	10,036	1.00	-1	10,040	\$2	\$20,080
A-11	20.26	Insulation Board (R-9)	SF	66,762	1.01	-1	67,430	\$3	\$202,290
A-12	20.26	Insulation Board (R-4.5)	SF	11,376	1.01	-1	11,490	\$2	\$22,980
A-13	20.28	Reconstruct Driveway	EA	47	1.00	0	47	\$3,250	\$152,750
A-14	30.02	P.C.C. Curb and Gutter (All Types)	LF	3,417	1.00	0	3,417	\$27	\$92,259
A-15	30.03	P.C.C. Sidewalk	SY	1,966	1.00	0	1,966	\$60	\$117,960
A-16		P.C.C. Curb Ramp (6" Thick)	EA	6	1.00	0	6	\$2,000	\$12,000
A-17		Retaining Wall	LS	1	1.00	0	1	\$220,000	\$220,000
A-18		High-Performance Concrete (8" Thick, Natural, Broom Finish)	SY	108	1.05	0	114	\$330	\$37,620
A-19	40.06	A.C. Pavement (Class E)	Ton	604	1.06	-1	640	\$105	\$67,200
A-20		Remove and Replace Manhole Cover and Frame	EA	2	1.00	0	2	\$700	\$1,400
A-21		Remove and Replace Valve Box Top Section	EA	11	1.00	0	11	\$500	\$5,500
A-22		Adjust Key Box	EA	14	1.00	0	14	\$450	\$6,300
A-23		Construction Survey Measurement	LS	1	1.00	0	1	\$30,000	\$30,000
A-24		Two-Person Survey Crew	Hour	40	1.00	0	40	\$225	\$9,000
A-25		Remove and Reset Fence	LF	323	1.10	0	355	\$40	\$14,200
A-26		Standard Sign	SF	176	1.00	0	176	\$100	\$17,600
A-27	70.12	Traffic Maintenance	LS	1	1.00	0	1	\$140,000	\$140,000
A-28	70.16	Temporary Group Mailboxes	LS	1	1.00	0	1	\$10,000	\$10,000
A-29	70.17	Relocate Mailbox	EA	20	1.00	0	20	\$500	\$10,000
A-30	70.23	Temporary Fencing	LF	323	1.10	0	355	\$10	\$3,550
A-31	70.24	Rain Garden	LS	1	1.00	0	1	\$10,000	\$10,000
A-32	75.02	Trees (type to be determined)	EA	10	1.00	0	10	\$500	\$5,000
A-33		Shrubs (type to be determined)	EA	17	1.00	0	17	\$75	\$1,275
A-34	75.03	Topsoil (4-inch Depth)	MSF	37.7	1.30	0	49	\$550	\$26,950
A-35	75.04	Seeding (Schedule A)	MSF	37.7	1.30	0	49	\$450	\$22,050
A-36		Temporary Tree Protection Fence	LF	233	1.00	0	233	\$7	\$1,631
A-37		Root Pruning	LF	83	1.00	0	83	\$25	\$2,075
I.								TOTAL	\$2,042,224
البامماما	- D D	aluana luunna ramanta							
		ainage Improvements		4	4.00			#0.000	***
B-1		Trench Dewatering	LS	1 540	1.00	0	1 540	\$3,300	\$3,300
B-2		Trench Excavation and Backfill (Various Depths)	LF	1,519	1.00	0	1,519	\$25	\$37,975
B-3		Furnish Trench Backfill (Type II)	Ton	333	1.30	0	433	\$17	\$7,361
B-4		Bedding Material (Class D)	LF	1,519	1.00	0	1,519	\$30	\$45,570
B-5		Disposal of Unusable or Surplus Material	CY	500	1.30	0	650	\$20	\$13,000
B-6		Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP)	LF	216	1.00	0	216	\$60	\$12,960
B-7		Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP)	LF	526	1.00	0	526	\$70	\$36,820
B-8		Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP)	LF	777	1.00	0	777	\$80	\$62,160
B-9		Connect to Existing Storm Drain System	EA	2	1.00	0	2	\$2,500	\$5,000
B-10		Construct (Type I) Manhole	EA	5	1.00	0	5	\$5,500	\$27,500
B-11		Construct (Type II) Manhole	EA	1	1.00	0	1	\$10,500	\$10,500
B-12		Construct (Type I) Catch Basin Manhole	EA	1	1.00	0	1	\$7,300	\$7,300
B-13	55.05	Construct (Type II) Catch Basin Manhole	EA	3	1.00	0	3	\$10,000	\$30,000
B-14	55.09	Construct Catch Basin	EA	9	1.00	0	9	\$4,500	\$40,500
B-15	55.11	Remove Manhole	EA	3	1.00	0	3	\$1,000	\$3,000
D 40	55.11	Remove Catch Basin	EA	3	1.00	0	3	\$900	\$2,700
B-16						0	1	\$6,700	
B-16 B-17	55.27	Storm Drain Bypass System	LS	1	1.00	U	I	φ0,700	\$0,700
		Storm Drain Bypass System Remove Pipe	LS	1,316	1.00	0	1,316	\$13	\$6,700 \$17,108

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 1 - PHASE C

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedul	le C - Illu	mination Improvements							
C-1	80.01	Temporary Illumination	LS	1	1.00	0	1	\$3,333	\$3,333
C-2	80.02	Trench and Backfill (2'W x 3.5'D)	LF	1,624	1.10	-1	1,790	\$9	\$16,110
C-3	80.04	Driven Pile Luminaire Pole Foundations	EA	9	1.00	0	9	\$2,100	\$18,900
C-4	80.04	Load Center Foundation (Type 1A)	EA	1	1.00	0	1	\$4,000	\$4,000
C-5	80.05	Fixed Base Luminaire Pole (26-28')	EA	9	1.00	0	9	\$3,000	\$27,000
C-6	80.05	Spare Fixed Base Luminaire Pole (26-28')	EA	2	1.00	0	3	\$2,250	\$6,750
C-7	80.05	Luminaire Arm (6 - 17 Ft. Length)	EA	11	1.00	0	11	\$700	\$7,700
C-8	80.07	GRC Steel Conduit (2 inch)	LF	1,685	1.10	-1	1,850	\$17	\$31,450
C-9	80.08	Junction Box (Type IA)	EA	14	1.00	0	14	\$700	\$9,800
C-10	80.08	Junction Box (Type II)	EA	2	1.00	0	2	\$1,600	\$3,200
C-11	80.08	Remove Junction Box	EA	8	1.00	0	8	\$500	\$4,000
C-12	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	LF	1,624	1.10	-1	1,790	\$5	\$8,950
C-13	80.14	Single-Meter Pad-Mount Load Center, Type 1A with Lighting Cont	EA	1	1.00	0	1	\$7,000	\$7,000
C-14	80.23	Luminaire (8,000 Lm, Medium, Type 2)	EA	8	1.00	0	8	\$1,200	\$9,600
C-15	80.23	Luminaire (10,000 Lm, Medium, Type 2)	EA	4	1.00	0	4	\$1,250	\$5,000
C-16	80.23	Luminaire (14,000 Lm, Medium Type 2)	EA	2	1.00	0	2	\$1,300	\$2,600
C-17	80.23	Spare Luminaire (8,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,000	\$1,000
C-18	80.23	Spare Luminaire (10,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,050	\$1,050
C-19	80.23	Spare Luminaire (14,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,100	\$1,100
C-20	80.28	Remove Load Center	EA	1	1.00	0	1	\$1,500	\$1,500
C-21	80.28	Remove Luminaire Pole	EA	7	1.00	0	7	\$700	\$4,900
								TOTAL	\$174,943

SUMMARY

Schedule A - Roadway Improvements \$2,042,224 Schedule B - Drainage Improvements Schedule C - Illumination Improvements \$369,454 \$174,943 \$2,586,621

Total Estimated Construction Cost: \$2,587,000

Utility Relocation Summary							
Alternative 1 - Phase C							
Electric (ML&P)	\$30,000						
Telephone (ACS)	\$12,000						
Cable Television (GCI)	\$5,000						
Natural Gas (Enstar)	\$160,000						
Subtotal:	\$207,000						
Construction Contingency (15%)	\$31,000						
Total Utility Relocation Cost: \$238,000							

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase C MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-1	131+59	RT	Light pole(ML&P owned)	To be abandoned	Remove	1	EA	\$1,500	\$1,500	
MLP-2	131+59 - 132+29	RT	overhead electric line (lighting)	To be abandoned	Remove	70	LF	\$0	\$0	
MLP-3	133+54	CL	overhead crossing - electric/telephone/cable	Verify overhead clearance	Protect in place	50	LF	\$0	\$0	
MLP-4	136+66	CL	underground electric line - direct bury	Within Roadway Structural Section	Relocate as needed	50	LF	\$200	\$10,000	
MLP-5	136+67	RT	Light pole(ML&P owned)	To be abandoned	Remove	1	EA	\$1,500	\$1,500	
MLP-6	141+68	CL	underground crossing	Within Roadway Structural Section	Lower as needed	50	LF	\$200	\$10,000	
MLP-7	144+14	CL	2 - underground electric lines - direct bury (1 abandoned)	Within Roadway Structural Section	Relocate as needed	50	LF	\$0	\$0	possibly both abandoned

Construction Costs: \$23,000

Engineering/Administration (30%): \$6,900

Total: \$30,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase C ACS Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
ACS-1	141+69	CL	underground copper telecom crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	
ACS-2	144+14	CL	underground copper telecom crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	

Construction Costs: \$9,000 Engineering/Administration (30%): \$2,700 Total: \$12,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase C GCI Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
GCI-1	133+52	CL	overhead crossing - C	Verify overhead clearance	Protect in place	1	EA	\$0	\$0	
GCI-2	136+84	CL	underground crossing - C	Within Roadway Structural Section/conflict with storm drain	Relocate as needed	50	LF	\$80	\$4,000	

Construction Costs: \$4,000 Engineering/Administration (30%) \$1,200

Total: \$5,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 1 - Phase C ENSTAR Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
Enstar-1	128+03 - 136+75	RT	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	880	LF	\$75	\$66,000	assume replace to plastic
Enstar-2	136+20	CL	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$108	\$5,400	
Enstar-3	136+75 - 144+00	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	730	LF	\$0	\$0	
Enstar-4	Varies	CL	multiple services across 42nd Avenue	Within Roadway Structural Section	Relocate as needed	23	EA	\$2,250	\$51,750	

Construction Costs: \$123,150
Engineering/Administration (30%) \$36,945

Total: \$160,000

Ver. 5.1 Date: 12/14/2020 **Basis:** Prepared By: CRW

Alternative 1 - Phase C

Project: 42nd Avenue Upgrade

PROJECT TOTAL

Project Number:	19-019	[B]	=local bond; [S]=stat	e grant; [F]= federal gra	nt
DESIGN	Design Management	\$38,805		WEBPAGE	E DATA
Start 20	?? PM&E Design Services	\$0		Environ	\$0
	PM&E Design Survey	\$0		DS	\$186,785
	PM&E Design Soil	\$0		Prelim Dsgn	\$373,569
	Contractual Dsgn Sers (Basic)	\$500,000		Final Dsgn	\$186,785
	Contractual Dsgn Sers (Add'l)	\$133,333		ROW	\$37,000
	Contractual Design Survey	\$50,000		Utilities	\$238,000
	Contractual Design Soils	\$25,000		Const	\$4,009,079
	Miscellaneous	\$0		Total	\$5,031,217
Subtotal	•		\$747,138		
UTILITIES	AWWU	\$0			
Start 20	?? MOA Shoring	\$0			
	ML&P	\$34,000			
	ACS	\$14,000			
	GCI	\$6,000			
	Enstar	\$184,000			
Subtotal	•		\$238,000		
ROW	Real Estate Services	\$35,000			
Start 20	?? Land Acquisition	\$2,000			
Subtotal	•		\$37,000		
CONSTRUCTION	Construction Management	\$62,088			
Start 20	?? Inspection	\$165,568			
	Materials Testing	\$25,870			
	Survey	\$25,870			
	Miscellaneous	\$0			
	Construction Contract	\$2,587,000			
Subtotal	•		\$2,866,396		
MISCELLANEOUS	Bond Overhead (15.0%)	\$754,683			
	Grant Overhead (0.0%)	\$0			
	Contingency (15%)	\$388,000			
Subtotal			\$1,142,683		

\$5,031,217

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 2

	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST QUANT	UNIT PRICE	TOTAL COST
No. Schedu	No.	padway Improvements		QUANT	FACTOR	FACTOR			
A-1	1	Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	\$44,000	\$44,000
A-2		Test Pit for Utility Locate	Hour	8		0	8	\$800	\$6,400
A-3		Clearing and Grubbing	LS	1	1.00	0	1	\$70,000	\$70,000
A-4 A-5		Remove Sidewalk or Concrete Apron Remove Curb and Gutter	SY	708	1.00	0	708	\$15	\$10,620 \$17,195
A-6		Remove Pavement	SY	2,455 20,298	1.00	0	2,455 20,298	\$7 \$4	\$17,185 \$81,192
A-7		Unusable Excavation	CY	32,013	1.25	-2	40,000	\$15	\$600,000
A-8		Classified Fill and Backfill (Type II)	Ton	33,549	1.25	-2	41,900	\$17	\$712,300
A-9	20.21	Classified Fill and Backfill (Type II-A)	Ton	23,890	1.25	-2	29,900	\$17	\$508,300
A-10		Leveling Course	Ton	1,987	1.08	-1	2,150	\$35	\$75,250
A-11		Geotextile (Type A)	SY	30,804	1.00	-1	30,800	\$2	\$61,600
A-12 A-13		Insulation Board (R-9) Insulation Board (R-4.5)	SF SF	204,914	1.01 1.01	-1 -1	206,960	\$3	\$620,880
A-13		Reconstruct Driveway	EA	25,591 47	1.01	0	25,850 47	\$2 \$3,250	\$51,700 \$152,750
A-15		P.C.C. Curb and Gutter (All Types)	LF	9,068	1.00	0	9,068	\$27	\$244,836
A-16		P.C.C. Sidewalk	SY	4,372	1.00	0	4,372	\$60	\$262,320
A-17	30.04	P.C.C. Curb Ramp (6" Thick)	EA	63	1.00	0	63	\$2,000	\$126,000
A-18		Colored Concrete	SY	41	1.00	0	41	\$160	\$6,560
A-19		Retaining Wall	LS	1	1.00	0	1	\$220,000	\$220,000
A-20		High-Performance Concrete (8" Thick, Natural, Broom Finish)	SY	651	1.05	0	684	\$330	\$225,720
A-21		High-Performance Concrete (8" Thick, Red, Broom Finish) A.C. Pavement (Class E)	SY Ton	50	1.05 1.06	-1	52	\$380 \$105	\$19,760 \$228,900
A-22 A-23		Remove and Replace Manhole Cone Section	EA	2,057 7	1.06	0	2,180 7	\$1,800	\$228,900 \$12,600
A-24		Remove and Replace Manhole Cover and Frame	EA	7		0	7	\$700	\$4,900
A-25		Adjust Cleanout to Finish Grade	EA	1	1.00	0	1	\$500	\$500
A-26		Remove and Replace Valve Box Top Section	EA	13		0	13	\$500	\$6,500
A-27	60.05	Adjust Key Box	EA	15	1.00	0	15	\$450	\$6,750
A-28		Construction Survey Measurement	LS	1	1.00	0	1	\$80,000	\$80,000
A-29		Two-Person Survey Crew	Hour	40		0	40	\$225	\$9,000
A-30 A-31		Remove and Reset Fence Standard Sign	LF SF	585 470		0	644 470	\$40 \$100	\$25,760 \$47,000
A-31		Traffic Maintenance	LS	1	1.00	0	1	\$350,000	\$350,000
A-33		Remove Bollard	EA	37	1.00	0	37	\$200	\$7,400
A-34		Temporary Group Mailboxes	LS	1	1.00	0	1	\$10,000	\$10,000
A-35		Relocate Mailbox	EA	27	1.00	0	27	\$500	\$13,500
A-36		Temporary Fencing	LF	585	1.10	0	644	\$10	\$6,440
A-37		Rain Garden	LS	1	1.00	0	1	\$10,000	\$10,000
A-38		Trees (type to be determined)	EA EA	30	1.00	0	30	\$500 \$75	\$15,000
A-39 A-40		Shrubs (type to be determined) Topsoil (4-inch Depth)	MSF	50 100.9		0	50 131	\$75 \$550	\$3,750 \$72,050
A-41		Seeding (Schedule A)	MSF	100.9		0	131	\$450	\$58,950
A-42		Temporary Tree Protection Fence	LF	700		0	700	\$7	\$4,900
A-43	75.13	Root Pruning	LF	250	1.00	0	250	\$25	\$6,250
								TOTAL	\$5,097,523
		rainage Improvements							
B-1		Trench Dewatering	LS						
B-2	20.13			1	1.00	0	1	\$10,000	\$10,000
B-3	00 45	Trench Excavation and Backfill (Various Depths)	LF	5,044	1.00	0	5,044	\$25	\$126,100
В 1		Furnish Trench Backfill (Type II)	LF Ton	5,044 1,000	1.00 1.30	0	5,044 1,300	\$25 \$17	\$126,100 \$22,100
B-4 B-5	20.16	Furnish Trench Backfill (Type II) Bedding Material (Class D)	LF Ton LF	5,044 1,000 5,044	1.00 1.30 1.00	0 0	5,044 1,300 5,044	\$25 \$17 \$30	\$126,100 \$22,100 \$151,320
B-5	20.16 20.27	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material	LF Ton LF CY	5,044 1,000 5,044 1,500	1.00 1.30 1.00 1.30	0 0 0 0	5,044 1,300 5,044 1,950	\$25 \$17 \$30 \$20	\$126,100 \$22,100 \$151,320 \$39,000
	20.16 20.27 55.02	Furnish Trench Backfill (Type II) Bedding Material (Class D)	LF Ton LF	5,044 1,000 5,044	1.00 1.30 1.00 1.30 1.00	0 0	5,044 1,300 5,044	\$25 \$17 \$30	\$126,100 \$22,100 \$151,320
B-5 B-6	20.16 20.27 55.02 55.02	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP)	LF Ton LF CY LF	5,044 1,000 5,044 1,500 1,119	1.00 1.30 1.00 1.30 1.00	0 0 0 0	5,044 1,300 5,044 1,950 1,119	\$25 \$17 \$30 \$20 \$60	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140
B-5 B-6 B-7	20.16 20.27 55.02 55.02 55.02 55.02	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP)	LF Ton LF CY LF LF LF LF	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363	1.00 1.30 1.00 1.30 1.00 1.00 1.00	0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662	\$25 \$17 \$30 \$20 \$60 \$70	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340
B-5 B-6 B-7 B-8 B-9 B-10	20.16 20.27 55.02 55.02 55.02 55.02 55.02	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP)	LF Ton LF CY LF LF LF LF LF LF	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375
B-5 B-6 B-7 B-8 B-9 B-10 B-11	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.02	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP)	LF Ton LF CY LF LF LF LF LF LF LF	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.02 55.04	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System	LF Ton LF CY LF	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.02 55.04 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole	LF Ton LF CY LF LF LF LF LF LF LF LF LF EA EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10	1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.02 55.04 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole	LF Ton LF CY LF LF LF LF LF LF LF LF LF EA EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22	1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.02 55.04 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type III) Manhole Construct (Type III, 96-inch Diameter) Manhole	LF Ton LF CY LF LF LF LF LF LF LF LF LF EA EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$22,000 \$94,500 \$22,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole	LF Ton LF CY LF LF LF LF LF LF LF LF EA EA EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type II) 96-inch Diameter) Manhole Construct (Type I) Catch Basin Manhole	LF Ton LF CY LF	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000 \$7,300	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$22,000 \$94,500 \$22,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19	20.16 20.27 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III, 96-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Bypass Manhole Construct (Type II) Bypass Manhole	LF Ton LF CY LF LF LF LF LF EA EA EA EA EA EA EA EA EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 2 2 8 1	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$198,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III, 96-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Bypass Manhole Construct Catch Basin Remove Manhole	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 1 2 8 8 1 44	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$155 \$2,500 \$5,500 \$10,500 \$7,300 \$10,000 \$25,000 \$4,500 \$1,000	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$198,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Bypass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 1 2 8 8 1 1 44 12	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 12	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$1,0	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$198,000 \$12,600 \$12,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-22	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.11 55.11	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type II), 96-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Sypass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin Construct Open Ditch	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 1 2 8 8 1 1 44 44 12 14	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 12 14 435	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$1,0	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$1198,000 \$12,600 \$12,600 \$12,600
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-22 B-23	20.16 20.27 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type II) Se-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Sppass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin Construct Open Ditch Culvert (36-Inch, Type S, CPEP)	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 22 9 1 2 8 1 44 44 12 14 435	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 44 435 100	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$5,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$1,0	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$198,000 \$12,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-22 B-23 B-24	20.16 20.27 55.02 55.02 55.02 55.02 55.04 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.05 55.09 55.11 55.11 55.11 55.12 55.20	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III, 96-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Spypass Manhole Construct (Type II) Bypass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin Construct Open Ditch Culvert (36-Inch, Type S, CPEP) Oil and Grit Separator	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 1 2 2 8 1 4 4 4 4 4 4 5 100 100 100 100 100 100 100 100 100 1	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 12 14 435 100 1	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$10,00	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$198,000 \$12,600 \$12,600 \$6,525 \$14,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-21 B-22 B-23 B-24 B-25	20.16 20.27 55.02 55.02 55.02 55.02 55.02 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III) Manhole Construct (Type III) Sp-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Spyass Manhole Construct (Type II) Bypass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin Construct Open Ditch Culvert (36-Inch, Type S, CPEP) Oil and Grit Separator Storm Drain Bypass System	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 22 9 11 22 8 8 11 44 12 14 435 100	1.00 1.30 1.00 1.30 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 44 435 100	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$1,000 \$14,500 \$1,000 \$1,	\$126,100 \$22,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$22,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$25,000 \$12,000 \$14,600 \$25,000 \$14,600 \$25,000 \$14,600 \$25,000 \$12,000 \$22,000
B-5 B-6 B-7 B-8 B-9 B-10 B-11 B-12 B-13 B-14 B-15 B-16 B-17 B-18 B-19 B-20 B-21 B-22 B-23 B-24	20.16 20.27 55.02 55.02 55.02 55.02 55.04 55.05	Furnish Trench Backfill (Type II) Bedding Material (Class D) Disposal of Unusable or Surplus Material Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (30-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (36-Inch, Type S, CPEP) Furnish, Install, and Televise Pipe (48-Inch, Type S, CPEP) Connect to Existing Storm Drain System Construct (Type I) Manhole Construct (Type II) Manhole Construct (Type III, 96-inch Diameter) Manhole Construct (Type II) Catch Basin Manhole Construct (Type II) Spypass Manhole Construct (Type II) Bypass Manhole Construct Catch Basin Remove Manhole Remove Catch Basin Construct Open Ditch Culvert (36-Inch, Type S, CPEP) Oil and Grit Separator	LF Ton LF CY LF LF LF LF LF EA	5,044 1,000 5,044 1,500 1,119 1,662 1,488 363 379 33 10 22 9 1 1 2 2 8 1 4 4 4 4 4 4 5 100 100 100 100 100 100 100 100 100 1	1.00 1.30 1.30 1.00 1.30 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,044 1,300 5,044 1,950 1,119 1,662 1,488 363 379 33 10 22 9 1 2 8 1 44 12 14 435 100 1	\$25 \$17 \$30 \$20 \$60 \$70 \$80 \$100 \$125 \$150 \$2,500 \$10,500 \$22,000 \$7,300 \$10,000 \$25,000 \$4,500 \$10,00	\$126,100 \$22,100 \$151,320 \$39,000 \$67,140 \$116,340 \$119,040 \$36,300 \$47,375 \$4,950 \$25,000 \$121,000 \$94,500 \$22,000 \$14,600 \$80,000 \$12,000 \$112,000 \$12,000 \$12,000 \$14,600 \$80,000 \$55,000

ENGINEER'S ESTIMATE - FINAL DSR - ALTERNATIVE 2

ITEM	MASS	ITEM DESCRIPTION	UNIT	CALC.	CONT.	ROUND	EST QUANT	UNIT PRICE	TOTAL COST
No.	No.			QUANT	FACTOR	FACTOR			
		umination Improvements				,			
C-1		Temporary Illumination	LS	1	1.00	0	1	\$10,000	\$10,000
C-2		Trench and Backfill (2'W x 3.5'D)	LF	4,110		-1	4,520	\$9	\$40,680
C-3		Driven Pile Luminaire Pole Foundations	EA	25	1.00	0	25	\$2,100	\$52,500
C-4		Load Center Foundation (Type 1A)	EA	2	1.00	0	2	\$4,000	\$8,000
C-5		Fixed Base Luminaire Pole (26-28')	EA	25	1.00	0	25	\$3,000	\$75,000
C-6		Luminaire Arm (6 - 17 Ft. Length)	EA	31	1.00	0	31	\$700	\$21,700
C-7		GRC Steel Conduit (2 inch)	LF	4,520		-1	4,970	\$17	\$84,490
C-8	80.08	Junction Box (Type IA)	EA	28	1.00	0	28	\$700	\$19,600
C-9	80.08	Junction Box (Type II)	EA	4	1.00	0	4	\$1,600	\$6,400
C-10	80.08	Remove Junction Box	EA	7	1.00	0	7	\$500	\$3,500
C-11	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	LF	5,178	1.10	-1	5,700	\$5	\$28,500
C-12	80.14	Single-Meter Pad-Mount Load Center, Type 1A with Lighting Contro	EA	2	1.00	0	2	\$7,000	\$14,000
C-13	80.23	Luminaire (8,000 Lm, Medium, Type 2)	EA	2	1.00	0	2	\$1,200	\$2,400
C-14	80.23	Luminaire (10,000 Lm, Medium, Type 2)	EA	10	1.00	0	10	\$1,250	\$12,500
C-15	80.23	Luminaire (14,000 Lm, Medium Type 2)	EA	13	1.00	0	13	\$1,300	\$16,900
C-16	80.23	Luminaire (14,000 Lm, Medium Type 3	EA	1	1.00	0	1	\$1,300	\$1,300
C-17	80.23	Luminaire (16,000 Lm, Medium Type 2)	EA	3	1.00	0	3	\$1,350	\$4,050
C-18	80.23	Luminaire (16,000 Lm, Medium Type 3)	EA	1	1.00	0	1	\$1,350	\$1,350
C-19	80.23	Luminaire (18,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,400	\$1,400
C-20	80.23	Spare Luminaire (8,000 Lm, Medium, Type 2)	EA	1	1.00	0	1	\$1,000	\$1,000
C-21	80.23	Spare Luminaire (10,000 Lm, Medium, Type 2)	EA	2	1.00	0	2	\$1,050	\$2,100
C-22	80.23	Spare Luminaire (14,000 Lm, Medium Type 2)	EA	2	1.00	0	2	\$1,100	\$2,200
C-23	80.23	Spare Luminaire (14,000 Lm, Medium Type 3)	EA	1	1.00	0	1	\$1,100	\$1,100
C-24	80.23	Spare Luminaire (16,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,150	\$1,150
C-25	80.23	Spare Luminaire (16,000 Lm, Medium Type 3)	EA	1	1.00	0	1	\$1,150	\$1,150
C-26	80.23	Spare Luminaire (18,000 Lm, Medium Type 2)	EA	1	1.00	0	1	\$1,200	\$1,200
C-27	80.28	Remove Load Center	EA	1	1.00	0	1	\$1,500	\$1,500
C-28	80.28	Remove Luminaire Pole	EA	7	1.00	0	7	\$700	\$4,900
								TOTAL	\$420,570

Schedule D - Water Improvements

D-1	20.13	Trench Dewatering	LS	1	1.00	0	1	\$30,000	\$30,000
D-2	20.13	Trench Excavation and Backfill (Various Depths)	LF	2,884	1.00	-3	3,000	\$25	\$75,000
D-3	20.15	Furnish Trench Backfill (Type II)	Ton	16,576	1.10	-3	18,000	\$16	\$288,000
D-4	20.16	Bedding Material (Class E)	LF	2,884	1.00	-1	2,880	\$30	\$86,400
D-5	20.26	Insulation Board (R-20)	SF	280	1.00	1	280	\$5	\$1,400
D-6	20.27	Disposal of Unusable or Surplus Material	CY	12,468	1.10	-2	13,700	\$20	\$274,000
D-7	60.02	Furnish and Install (6", PVC DR18) Pipe	LF	30	1.00	0	30	\$150	\$4,500
D-8	60.02	Furnish and Install (8", PVC DR18) Pipe	LF	2,854	1.00	0	2,854	\$160	\$456,640
D-9	60.02	Connect to Existing Water Line (6")	EA	5	1.00	0	5	\$5,000	\$25,000
D-10	60.02	Connect to Existing Water Line (8")	EA	7	1.00	0	7	\$8,000	\$56,000
D-11	60.02	Connect to Existing Water Line (16")	EA	1	1.00	0	1	\$10,000	\$10,000
D-12	60.03	Furnish and Install (8") Gate Valve	EA	20	1.00	3	20	\$5,500	\$110,000
D-13	60.04	Furnish and Install Fire Hydrant Assembly (Single Pumper)	EA	7	1.00	0	7	\$9,000	\$63,000
D-14	60.05	Furnish and Install (1" Copper) Water Service Line	LF	350	1.00	-1	350	\$150	\$52,500
D-15	60.05	Furnish and Install (1.5" Copper) Water Service Line	LF	151	1.00	-1	150	\$175	\$26,250
D-16	60.05	Furnish and Install (8" PVC) Water Service Line	LF	195	1.00	-1	200	\$220	\$44,000
D-17	60.06	Furnish and Install Anode	EA	56	1.00	0	56	\$250	\$14,000
D-18	60.07	Temporary Water System	LS	1	1.00	0	1	\$110,000	\$110,000
D-19	60.08	Decommission Fire Hydrant Assembly (Single Pumper)	EA	6	1.00	0	6	\$2,000	\$12,000
D-20	70.07	Remove Pipe	LF	2,872	1.00	-1	2,870	\$13	\$37,310
								TOTAL	\$1,776,000

Schedule A - Roadway Improvements	\$5,097,523
Schedule B - Drainage Improvements	\$1,487,018
Schedule C - Illumination Improvements	\$420,570
Schedule D - Water Improvements	\$1,776,000
Subtotal	\$8 781 111

Total Estimated Construction Cost: \$8,780,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06

Utility Relocation Summary						
Alternative 2						
Electric (ML&P)	\$505,000					
Telephone (ACS)	\$152,000					
Cable Television (GCI)	\$87,000					
Natural Gas (Enstar)	\$373,000					
Subtotal:	\$1,117,000					
Construction Contingency (15%)	\$168,000					
Total Utility Relocation Cost: \$1,285,000						

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 2 MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-1	100+76 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	380	LF	\$0	\$0	Assume protect in place
MLP-2	100+81 - 104+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	370	LF	\$0	\$0	Assume protect in place
MLP-3	101+06 - 101+50	LT	underground electric line	Conflict with Storm Drain/manhole	Relocate as needed	50	LF	\$500	\$25,000	Assume protect in place
MLP-4	101+50 - 105+63	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	420	LF	\$0	\$0	Assume protect in place
MLP-5	101+50	RT	electric vault	Within Roadway Structural Section	Adjust as needed	1	EA	\$2,500	\$2,500	
MLP-6	101+55 - 101+79	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-7	102+80	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$200	\$5,000	
MLP-8	103+15 - 103+39	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-9	103+80 - 104+05	LT	underground electric line	Within Driveway Section	Protect in place	30	LF	\$0	\$0	
MLP-10	104+00	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$300	\$7,500	
MLP-11	105+49 - 105+60	LT	underground electric line	Within Driveway Section	Protect in place	25	LF	\$0	\$0	
MLP-12	105+63	CL	underground crossing	Within Roadway Structural Section/ conflict with storm drain	Relocate as needed	50	LF	\$200	\$10,000	
MLP-13	105+63	RT	Switch Cabinet	Within Roadway Typical Section	Relocate	1	EA	\$20,000	\$20,000	
MLP-14	105+63 - 111+75	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	620	LF	\$200	\$124,000	
MLP-15	107+60	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Included in line relocation
MLP-16	107+30	LT	light pole	Within Pathway Section/to be abandoned	Remove	1	EA	\$1,500	\$1,500	remove light pole
MLP-17	110+55	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	Can probably shift pipe to avoid.
MLP-18	111+75 - 113+50	RT	underground electric line in conduit	Within project area	Protect in place	180	LF	\$200	\$36,000	
MLP-19	113+50 - 116+90	RT	underground electric line in conduit	Within Roadway Structural Section	Protect in place	520	LF	\$200	\$104,000	
MLP-20	116+90	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust
MLP-21	116+90 - 118+50	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	160	LF	\$0	\$0	
MLP-22	117+40	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-23	118+50 - 120+50	RT	underground electric line in conduit	Within project area	Protect in place	200	LF	\$0	\$0	
MLP-24	120+15	RT	underground electric line in conduit	Potential conflict with storm drain	Verify Depth, lower as needed	25	LF	\$0	\$0	
MLP-25	120+50 - 127+40	RT	underground electric line in conduit	Within Roadway Structural Section	Relocate as needed	710	LF	\$0	\$0	
MLP-26	122+50	RT	underground electric line in conduit	Conflict with Storm Drain/catch basin	Relocate as needed	25	LF	\$0	\$0	
MLP-27	127+40	RT	electric vault	Within Cut Section	Adjust as needed	1	EA	\$10,000	\$10,000	maybe able to adjust

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 2 MLP Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
MLP-28	127+40	CL	2 - underground crossing in conduit	Within Roadway Structural Section/potential storm drain	Lower as needed	25	LF	\$400	\$10,000	
MLP-29	131+59	RT	Light pole(ML&P owned)	To be abandoned	Remove	1	EA	\$1,500	\$1,500	
MLP-30	131+59 - 132+29	RT	overhead electric line (lighting)	To be abandoned	Remove	70	LF	\$0	\$0	
MLP-31	133+54	CL	overhead crossing - electric/telephone/cable	Verify overhead clearance	Protect in place	50	LF	\$0	\$0	
MLP-32	136+66	CL	underground electric line - direct bury	Within Roadway Structural Section	Relocate as needed	50	LF	\$200	\$10,000	
MLP-33	136+67	RT	Light pole(ML&P owned)	To be abandoned	Remove	1	EA	\$1,500	\$1,500	
MLP-34	141+68	CL	underground crossing	Within Roadway Structural Section	Lower as needed	50	LF	\$200	\$10,000	
MLP-35	144+14	CL	2 - underground electric lines - direct bury (1 abandoned)	Within Roadway Structural Section	Relocate as needed	50	LF	\$0	\$0	possibly both abandoned

Construction Costs: \$38

\$388,500

Engineering/Administration (30%): \$116,550

Total: \$505,000

CRW Engineering Group, LLC 18-06 42nd Ave_Alt 2 Utility Estimate.xlsx

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 2

ACS Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
ACS-1	100+86	CL	underground crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	
ACS-2	100+93	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	
ACS-3	100+86 - 127+50	RT	underground duct system	Within Roadway Structural Section	Relocate as needed	2670	LF	\$20	\$53,400	ACS may chose to abandon this system
ACS-4	141+69	CL	underground copper telecom crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	
ACS-5	144+14	CL	underground copper telecom crossing	Within Roadway Structural Section	Relocate as needed	50	LF	\$90	\$4,500	

Construction Costs: \$116,900 Engineering/Administration (30%): \$35,070

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 2 GCI Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST	COMMENTS
GCI-1	100+00	CL	underground crossing - FO	Potential conflict with storm drain	Relocate as needed	100	LF	\$500	\$50,000	
GCI-2	120+00	CL	overhead crossing - C Verify overhead clearance		Protect in place	1	EA	\$0	\$0	
GCI-3	125+11 - 126+62	LT	underground coaxial cable	Within Roadway Structural Section	Relocate as needed	160	LF	\$80	\$12,800	
GCI-4	133+52	CL	overhead crossing - C	rossing - C Verify overhead clearance		1	EA	\$0	\$0	
GCI-5	136+84	CL	underground crossing - C	Within Roadway Structural Section/conflict with storm drain	Relocate as needed	50	LF	\$80	\$4,000	

Construction Costs: \$66,800 Engineering/Administration (30%) \$20,040

Total: \$87,000

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06 Alternative 2

ENSTAR Utility Relocation Summary

ld No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	cost	COMMENTS
Enstar-1	100+02	CL	underground 4-inch plastic	Potential conflict with Storm Drain	Relocate as needed	50	EA	\$75	\$3,750	
Enstar-2	100+97	CL	underground 4-inch plastic	Within Roadway Structural Section	Relocate as needed	50	LF	\$75	\$3,750	
Enstar-3	101+00 - 102+00	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	100	LF	\$0	\$0	
Enstar-4	102+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$108	\$2,700	
Enstar-5	102+00 - 106+81	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	470	LF	\$0	\$0	
Enstar-6	103+40	CL	underground service	Within Roadway Structural Section	Relocate as needed	1	EA	\$2,250	\$2,250	
Enstar-7	104+00	RT	underground 1-1/4-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$75	\$1,875	
Enstar-8	106+81	CL	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$108	\$5,400	
Enstar-9	106+81 - 107+50	RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	70	LF	\$125	\$8,750	
Enstar-10	107+50- 118+50	RT/LT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	1100	LF	\$75	\$82,500	
Enstar-11	118+50 - 120+50	LT	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	200	LF	\$75	\$15,000	assume replace to plastic
Enstar-12	120+50	CL	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$125	\$6,250	
Enstar-13	120+50 - 122+50	RT	underground 2-inch steel	Within project area	Protect in Place	200	LF	\$0	\$0	
Enstar-14	122+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$125	\$3,125	
Enstar-15	122+50 - 126+20	RT	underground 2-inch steel	Within project area	Protect in Place	370	LF	\$0	\$0	
Enstar-16	126+20 - 127+70	LT/RT	underground 2-inch plastic	Within Roadway Structural Section	Relocate as needed	150	LF	\$150	\$22,500	
Enstar-17	126+50	RT	underground 2-inch steel	Conflict with proposed catch basin	Relocate in place	25	LF	\$140	\$3,500	
Enstar-18	127+70 - 136+75	RT	underground 2-inch steel	Within Roadway Structural Section	Relocate as needed	910	LF	\$75	\$68,250	assume replace to plastic
Enstar-19	136+20	CL	underground 1-1/4-inch steel	Within Roadway Structural Section	Relocate as needed	50	LF	\$108	\$5,400	
Enstar-20	136+75 - 144+00	RT	underground 1-1/4-inch steel	Within project area	Protect in Place	730	LF	\$0	\$0	
Enstar-21	Varies	CL	multiple services across 42nd Avenue	Within Roadway Structural Section	Relocate as needed	23	EA	\$2,250	\$51,750	
-	•						Conc	ruction Costs:	\$286,750	-

Construction Costs: \$286,750 Engineering/Administration (30%) \$86,025

Total: \$373,000

12/14/2020		Dasis:	Г	repared by: CK	vv	vei. 5. i
Project: 42nd	Avenue U	Jpgrades		Alte	ernative 2	
Project Number	er:	19-019	[]	B]=local bond; [S]=state	grant; [F]= federal gra	nt
		•				
DESIGN		Design Management	\$114,154		WEBPAG	
S	Start 20??	PM&E Design Services	\$0		Environ	\$0
		PM&E Design Survey	\$0		DS	\$559,789
		PM&E Design Soil	\$0		Prelim Dsgn	\$1,119,577
		Contractual Dsgn Sers (Basic)	\$1,500,000		Final Dsgn	\$559,789
		Contractual Dsgn Sers (Add'l)	\$400,000		ROW	\$164,000
		Contractual Design Survey	\$150,000		Utilities	\$1,280,000
		Contractual Design Soils	\$75,000		Const	\$13,377,414
		Miscellaneous	\$0		Total	\$17,060,568
Subtotal				\$2,239,154		
UTILITIES		AWWU	\$0			
	Start 2022	MOA Shoring	\$0 \$0			
b	siari 20::	ML&P	\$580,000			
		ACS	\$170,000			
		GCI	\$170,000			
		Enstar	\$430,000			
Subtotal		Elistai	\$430,000	\$1,280,000		
Suototui				\$1,280,000		
ROW		Real Estate Services	\$97,000			
S	Start 20??	Land Acquisition	\$67,000			
Subtotal		•		\$164,000		
CONCEDIC	DION:	la de la viena	#150.060			
CONSTRUCT		Construction Management	\$158,060			
۵	Start 20??	Inspection	\$412,712			
		Materials Testing	\$87,811			
		Survey	\$61,468			
		Miscellaneous	\$0			
		Construction Contract	\$8,781,111			
Subtotal				\$9,501,162		
MISCELLAN	EOUS	Bond Overhead (15.0%)	\$2,559,085			
		Grant Overhead (0.0%)	\$0			
		Contingency (15%)	\$1,317,167			
Subtotal		/	· ·	\$3,876,252		
PROJECT TO)TAL			\$17,060,568		
I ROULET TO			=	Ψ17,000,500		

Prepared By:

CRW

Ver. 5.1

12/14/2020

Basis:

Public Involvement

Appendix L



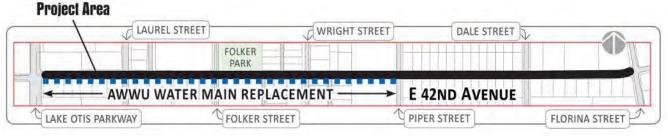


Project Scope and Background

This project will upgrade approximately 4,350 feet of East 42nd Avenue between Lake Otis Parkway and Florina Street to meet current Municipality of Anchorage (MOA) design criteria for a local roadway. Improvements are expected to include a new roadway structural section, pedestrian facilities, drainage improvements, traffic calming, street lighting, landscaping, and will replace approximately 3,000 feet of water main (as shown in map below).

The University Area Community Council has listed 42nd Avenue as their highest-priority project for many years and it is also listed in the 2016 U-Med District Plan as a roadway in need of improvement. The existing roadway is narrow with gravel shoulders in many areas, no pedestrian facilities, and discontinuous storm drain and lighting infrastructure. Numerous breaks in the existing cast iron water main indicates that it needs to be replaced.

Map of Project Area



Project Schedule and Funding

Data Collection.....Fall 2018/Spring 2019 Design Alternatives......Summer 2019 Design Study Report.....Summer 2020

Design Phase.....Spring 2021

The project is funded through the design study phase. No funding for design or construction has been received at this time.

How to Get Involved

Visit the project website to sign up for email updates, view project documents, and stay current on upcoming meetings. You can also send comments or questions to the project team.

Project Team

Holly Spoth-Torres

Public Involvement Lead Huddle AK

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Anchorage Water & Wastewater Utility

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Meeting Summary

42nd Avenue Upgrade – Lake Otis Parkway to Florina Street (PM&E# 18-06)

SUBJECT: University Area Community Council (UACC) Meeting

LOCATION: University Baptist Church, 4313 Wright Street DATE: Wednesday, November 7, 2018, 7:00 PM

ATTENDEES: Russ Oswald (Project Management & Engineering), Holly Spoth-Torres (Huddle AK), 15-20 UACC Members

Summary

Russ and Holly attended the UACC meeting to provide information about the kick-off of the 42nd Avenue Upgrade project, answer any initial project questions, and listen to any preliminary comments and feedback from council members. The following topics were covered during a 15-minute presentation:

- The MOA, in coordination with AWWU, is investigating potential upgrades to 42nd Ave. between Lake Otis Parkway and Florina Street. The project team is in the information gathering phase of the project. Improvements could include a new road foundation, pedestrian facilities (sidewalks), street lighting, new asphalt, new storm drains, replacement of 3000 ft of water main (fire hydrants, new water service connection, pipe material and size upgrades). PM&E is coordinating with AWWU to implement road and water improvement projects simultaneously for funding efficiency and to minimize construction disruption to the neighborhood.
- There will be multiple opportunities for people to get information and stay involved in the
 project. The project team will present at the UACC a few times within the next year. There will
 be two public open houses; one likely in the late spring of 2019 and one in the fall of 2019.
 There is a project website with up-to-date project information. Finally, anyone can sign up for
 email updates to be notified when there are project updates.
- The Final Design Study Report is anticipated to be complete in February of 2020, so that design funds can be bonded for in April of 2020, preparing for construction in 2021 or 2022.
- A postcard was mailed to more than 1600 residents and property owners near the project corridor providing the same information.
- Residents should expect to receive a project questionnaire in January of 2019 to provide additional information to the project team during the information gathering phase of the project.

Comments/Questions from UACC Members

A UACC resident asked if the AWWU portion of the project could be completed before the anticipated construction of 2021 or 2022. They indicated that 2 or 3 breaks in the water system have already occurred and they don't think the system will last that long! Russ answered that the road project and AWWU project will progress together for construction in 2021 or 2022. However, if another break does occur, AWWU has construction techniques to complete fixes in the interim (slip-lining). Follow Up from AWWU: The level of service of this pipe has reached a point in which AWWU has prioritized the repair or replacement of this portion of the water system. That does not mean that the system will cease to function, but it could mean that another break may occur between



the time of project initiation to construction of the replacement system. AWWU operations and maintenance (O&M) crews are on standby 24/7 to tackle any emergency breaks and will typically have a compromised pipe by back in service within 24 hours or less. Crews can sometimes make repairs with the system under pressure, thus customers may see little or no impact to water service. Being a steward to rate payers in both of level of service and the rates, AWWU sees coordinating this project with PM&E's work being more beneficial in terms of cost, impacts and service than to complete it sooner as a standalone project.

- A UACC resident asked why the water main replacement was only going to Piper and not the entire length of the project corridor. Russ and Holly didn't know the specific reason, but will coordinate with AWWU and provide a response back to the council. Follow-up from AWWU: AWWU's Strategic Asset Services Section (SASS) reviewed historical break information, lifecycle model, and performed pipe condition assessment to conclude that the pipe east of Piper Street does not need to be replaced with this road project. The pipe condition assessment indicated that the pipe east of Piper Street had an average pipe wall loss of 8%. The pipe being replaced in conjunction with the PM&E 42nd Avenue Road project has a history of more breaks and in places has an average pipe wall loss approaching 40%. The age of the both areas of piping is nearly the same, thus there is much less corrosion on the pipe east of Piper Street.
- There was a comment about cars speeding down 42nd Avenue. Russ indicated that the project team would consider speeding during the information gathering phase and discuss possible solutions with the Municipal Traffic Department.
- A resident asked if the storm drains would be replaced. Russ answered that it was typical to
 upgrade stormwater infrastructure during road projects as the existing systems are typically old
 and don't meet current design criteria.
- A resident asked if lighting would be part of the project. In their opinion, it is too dark, and the streets don't feel safe for vehicles or pedestrians. Russ answered that street lighting will be considered as an option and presented as an alternative for all stakeholders to consider.
- A resident asked if curb and gutter would be included in the project. Russ responded that during
 the information gathering phase, the project team would analyze existing conditions (utilities,
 how much ROW is available, etc.) and then develop a range of feasible road section for further
 analysis and public comment.
- A resident commented that it would be nice if the project designers could avoid placing manhole covers in the pathway of vehicle tires.
- A resident asked about the current funding in-hand and if there was a construction estimate.
 Russ answered that there is \$700K in bond funds to complete analysis and the design study report. A very rough and preliminary construction estimate is 18 million. By coupling this project with AWWU's planned upgrades, there are cost savings.



Meeting Summary

Date: October 2, 2019; 7:00 – 9:15 pm

Presenters: James Armstrong (AWWU), Justin Keene (CRW) & Holly Spoth-Torres (Huddle AK)

Location: University Baptist Church, 4313 Wright Street

Project: 42nd Avenue Upgrade – Lake Otis Parkway to Florina Street

Project No: 18-06 (CRW#10142.00)

Subject: University Area Community Council (UACC) Meeting

Attendees: About 30 UACC Members

Summary:

 Justin presented a brief project update with a display board showing the project limits (attached) and invited UACC members to Open House #1. He The following topics were covered during the 5 minute presentation:

- The MOA PM&E, in coordination with AWWU, is planning to upgrade 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements could include a new road foundation, pedestrian facilities (sidewalks), street lighting, new asphalt, new storm drains, replacement of 3,000 ft of water main from Lake Otis Parkway to Piper Street. PM&E is coordinating with AWWU to implement road and water improvement projects simultaneously for funding efficiency and to minimize construction disruption to the neighborhood. It's likely that this project will be phased construction due to funding.
- After a summer of site investigations including a survey, geotechnical investigations, traffic analysis, and a community questionnaire, the project team is ready to present a range of conceptual roadway design cross-sections for the community to view, understand, and provide comments and feedback.
- The dates of the upcoming Open House #1 (see attached flyer) were announced:

Open House #1

Thursday, October 17th

4:30 - 6:30 PM

University Baptist Church

4313 Wright Street, Same room as the UACC meeting room.

- PM&E/AWWU welcomes and encourages the public and UACC members to attend this Open House to review and comment on the conceptual project information and provide feedback about existing conditions along the corridor.
- Documents can be reviewed and comments can also be provided via the project website: <u>www.42ndAvenueUpgrade.com</u>

Comments/Questions from UACC Members:

A UACC member asked if the project could be completed before the anticipated construction dates
of 2022/2023. They indicated that 2 or 3 breaks in the water system have already occurred and they
don't think the system will last that long! They were concerned at the length of time the project was
taking. James answered that the road project and AWWU project will progress together for

October 2, 2019
42nd Avenue Upgrade – Lake Otis Parkway to Florina Street
University Area Community Council (UACC) Meeting

construction in 2022/2023. This follows a typical capital project prioritization process for both the MOA and AWWU. However, if another break does occur, AWWU will fix water main so that it functions until completely replaced. Being a steward to rate payers in both of level of service and the rates, AWWU sees coordinating this project with PM&E's work being more beneficial in terms of cost, impacts and service than to complete it sooner as a standalone project. Holly added that projects like the 42nd Ave Upgrade project are needed all over the Anchorage Bowl and that the Assembly and Municipal Departments do their best to prioritize capital projects to deal with the most significant community needs.

- A UACC member asked why the water main replacement was only going to Piper Street and not the entire length of the project corridor. AWWU's Strategic Asset Services Section (SASS) reviewed historical break information, lifecycle model, and performed pipe condition assessment to conclude that the pipe east of Piper Street does not need to be replaced with this road project. The pipe condition assessment indicated that the pipe east of Piper Street had an average pipe wall loss of 8%. The pipe being replaced in conjunction with the PM&E 42nd Avenue Road project has a history of more breaks and in places has an average pipe wall loss approaching 40%. The age of the both areas of piping is nearly the same, thus there is much less corrosion on the pipe east of Piper Street.
- A UACC member asked about the current funding in-hand and if there was a construction estimate.
 Justin answered that initial capital project planning by the MOA estimates \$9.5 million, but until the
 project team gets into more detailed design, it is difficult to estimate. By coupling this project with
 AWWU's planned upgrades, there are cost savings. Due to funding constraints it is likely that
 construction could be phased over multiple years.
- A UACC member commented that they would like to see a safe crosswalk at 42nd Ave. and Folker St. so that people can walk safely between the Horizon House and Folker Park.
- A resident asked about heavy equipment located on 43rd Ave and wondered if this work was related to the 42nd Ave Upgrade project. James responded that this was a different AWWU project which he is also the Project Manager, the project is the E 43rd Avenue Piper to Dale Water Rehabilitation.

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137	1. Role model good driving habits.
138	2. Ask children who are walking to put away mobile devices that can distract them
139	3. Put reflective stickers or materials on outer clothing and bags or children.
140	KIDS:
141	1. Walk on sidewalks and use crosswalks. If no sidewalk is available, walk facing
142	oncoming traffic.
143	2. Wear reflective clothing and blinking lights.
144	3. Always look left, right, then left again before crossing any street.
145	c. UACC FCC Representative: Al Milspaugh. No FCC meeting last month.
146	Old Business- None
147 6.	New Business and Public Comment
148	A. 42 nd Ave Project Resolution-Pipeline Leak, Replacement & Associated Roadbed-
149	James Armstrong, AWWU and Russ Oswald, PM&E

k, Replacement & Associated Roadbedwald, PM&E

Paul Stang introduced the resolution that addresses the continuing water main breakage problem affecting residents on 42nd Avenue and "wasting' of scarce funds in the continual piecemeal repair of the waterline. The resolution described the effects of these breaks on local residents. Barbara Garner also provided additional background information on the latest December 15th water main break on 42nd Avenue. She indicated there were 3 breaks on 42nd Avenue between Folker and Wright in 12 hours on this date. She said there was some water damage in homes within this area. Compared to previous cleanup efforts, AWWU, through their contractors did a good job in water removal and house cleanup.

Russ Oswald said that the project is a high priority for the Muni and AWWU, but construction will not start until at least 2023. Russ said that the water line needs to be replaced from Lake Otis to Piper while the road needs reconstruction from Lake Otis to Florina (further east). There was comment on what needs to be done to move it up to 2020 instead of 2023. Paul Stang indicated that the number of breaks on 42nd Avenue should make for a higher priority for the project. He said that there probably aren't too many areas that need both the road repair and water line reconstruction. James Armstrong indicated that this is not that unusual for the aging Anchorage infrastructure and is not that unusual a project. He also said that 2023 construction date is a somewhat expedited schedule given normal funding cycles. The timing of the project will be for design funds to be approved in Aprils Road and Drainage bond, final design by, construction in 2022-23, and 2024-26 landscape and other 2nd phase projects being complete.

There was question about whether the water line needs to replaced right now and not wait for the road design and subsequent construction, particularly to save on multiple repair costs. The reply was that this would be a very expensive process, and would not save money. James estimated that it would add an additional \$1,500,000 to the cost of \$19,000,000 for the project. The standalone pipeline reconstruction repair could double the cost of the pipeline replacement, with costs of upwards to \$2,000,000. Since the breaks cost "only" \$10,000 to \$15,000 to repair, so it makes economic sense to just do the repairs until the total project (road and waterline) can re reconstructed in sync.

Paul Stang made the point that this does not factor in community impacts and residents can anticipate further water damage from certain future breaks. Paul also wanted to know whether one break can cause further failures, and what can be done to assess the condition of the pipe. In replying was about the condition of the pipe, James indicated that "pinging"

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the pipe indicates that the ductal pipe west of Piper has about 10% wall thickness remaining. The cast iron pipe east is about 50%.

This makes replacement of the pipe west of Piper priority for the area. The pipe replacement will be with PVC, which is not subject to failure from joint expansion due to pressure fluctuations. Al Milspaugh wanted to know whether the earthquake and subsequent needed repairs has had an impact on when the 42nd Avenue project can proceed. James indicated that these repairs have been completed and do not now affect the timing of construction. Andy Josephson wanted to know how residents that have received water damage were and re-made whole by the Muni. James and Russ indicated that Muni's Risk Management Department deals with this. They didn't know the specific process, but said the impacted residents should go to the muni website, or could contact him at 907-343-6196. He also provided his business cards with this information.

Russ and James indicated they are ready to try to speed up the process, so they have no objection to the resolution being passed. Barbara Garner asked about how may breaks residents will need to suffer through before the pipe is repaired in 2023. They said they didn't know, but thought the muni might not want to spend additional millions to replace just the water line in 2020 because of the cost. Paul Stang thought he would talk with Assembly members to see if they can get the project done sooner. With that a motion was made to table the resolution. *There was no objection to tabling the motion*.

B. Anchorage Gospel Rescue Mission Conditional Use Permit-Melissa Branch, Big City Engineers

The project is designed to improve the services to clients at the mission, but will not increase its capacity. It would also improve the parking at the site and enhance the landscaping. There would be a new wooden structure on the north side of the facility. The kitchen would be to the north, food storage would be even further to the north, and the current kitchen would be converted into a dining facility. Upstairs would be support services and a classroom. The structure would be a low profile gable structure. The paint would match the current facility. The parking would be improved by defining the spaces at the rear of the facility. The front of the facility would be cleaned up with new landscaping and better defined access to the front entrance. *There was no opposition by the UACC to the proposal as presented*.

C. UACC Comments: Muni Case 2020-0014 Ernie Turner Center Site Re-Zone

Paul Stang detailed three Cook Inlet Tribal Councils (CITC) responses to the concerns that were surfaced by the UACC to the Ernie Turner Plan. First, the Tudor entrances will be eliminated, lessening the safety concerns brought up by UACC comments. Second, they do not plan on providing 148 parking spaces as previously indicated. They will work with the Muni to define the adequate number. They will also follow the stipulations on designs that are indicated in the UMED Plan. It was decided the UACC Executive Board will draft a new letter to CITC to revise UACC comments on the plan. Paul asked whether UACC supported the Board completing this letter. *There was unanimous consent on the proposal*.

D. Election of UACC Officers/Call for Nominations of Board Members

It was moved to nominate the current UACC President Paul Stang, Vice President Al Milspaugh, Secretary /Treasurer Steve Zemke, and Members at Large Krista Scott and Joanie Nardini for the same positions for the 2020 calendar year. There were no other

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ter drainage, along with physical abrasion from turbid running water caused the galvanized coating to be worn off and subject to excessive corrosion and subsequent failure. To alleviate this, new construction will include corrugated plastic pipe which is not subject to corrosion. Krista Davis had a question about who would bear the cost of storm drainage system in the large area just to the east of the project area. This area is currently undeveloped. Justin indicated that the developer in the area would be required to put in the drainage system and road system to meet standards stipulated in Title 21.

B. Resolution: Funding Priority for East 42nd Ave project between Folker and Wright Street- Paul Stang

Paul introduced this resolution (Attachment 4) that had been tabled from January meeting. Barbara Garner with second by Krista Davis moved to approve the resolution as presented. During discussion, Paul emphasized that reconstruction of this portion of 42nd Avenue has long been the UACC's highest priority for construction projects. Mark Fink questioned whether we should say that 42nd Avenue waterline reconstruction should be the highest priority for all of Anchorage. Paul Stang responded by stating that the water breakage issue has been a high priority for the last 20 years, but has not been dealt with other than emergency measures after breakage and flooding has occurred. The resolution states that the problem is constant and is getting much worse. Al Milspaugh noted that at the FCC level, Community Councils also asked that their road flooding projects go first to establish their priority. The question was called for vote on the motion. The vote for this motion was 16 for, 1 opposed, with no abstentions.

C. Election: FCC Rep/Alternates, Board Members/Standing Committee Chairmen: Safety (Community Protection), Parks & Recreation, & Others- Paul Stang

Paul asked for nominations for Executive Board members for the New Year. These are the FCC representative and the two alternatives to the FCC. Al Milspaugh, the current representative, described the duties for the FCC representative, primarily attending the FCC meeting once a month, provide UACC input to the FCC, and reporting back to the UACC on what was decided. Al Milspaugh was nominated as the FCC representative. Joanie Nardini was nominated for the FCC alternate representative. There were no other nominations for these positions. The vote for these nominations was 16 for, 0 opposed, with no abstentions

Paul Stang asked for nominations and election for the UACC Standing Committee Chairpersons for Safety, Parks and Recreation, Traffic and Transportation, and Planning and Zoning). Al Milspaugh was nominated for the



Open House #1 Summary

Date: October 17, 2019 **Attendees:** See Sign-In Sheet

Reporter: Holly Spoth-Torres, Huddle AK

Location: University Baptist Church, 4313 Wright Street

Project: 42nd Avenue Upgrade Lake Otis Parkway to Florina Street

Project no: PM&E #18-06

Subject: Open House #1 Summary

Summary

The first Open House for the 42nd Avenue Upgrade from Lake Otis Parkway to Florina Street was held on Thursday, October 17th from 4:30 pm to 6:30 pm at the University Baptist Church at 4313 Wright Street which is located near the project limits. The goal of the meeting was to present the project to the community in an open format where attendees could talk to project representatives one-on-one and provide general feedback. Conceptual typical roadway cross-sections that were established in the Final Technical Memorandum were presented to the public for their comments.

The project team had a variety of project information presented on boards and scrolls including:

- Conceptual roadway cross-sections improvements for three different segments;
- Summary of Proposed Improvements
- Proposed AWWU watermain improvement cross-section;
- Project timeline; and,
- Project aerial scrolls: these showed the extent of the project area as well as conceptual crosssection options for different segments.

Attendees provided feedback by speaking with project representatives and writing their comments on either comment sheets or directly on the aerial scrolls.

A copy of all the meeting materials and a summary of comments are included as attachments to this report.

Open House Advertising

<u>Community Council:</u> The project Open House was announced by Justin Keene and Holly Spoth-Torres at the University Area Community Council meeting on Wednesday, October 2nd, 2019.

<u>Mailing:</u> A mailer invitation to the Open House was sent by postcard via the USPS mail on October 1st, 2019.

<u>Web:</u> The project Open House details, including the date, time, and location, were posted on the project website on September 30th, 2019.



<u>E-mail:</u> Two Constant Contact emails were sent to the project email list announcing the Open House:

- 1. Announce Open House (10-2-2019)
- 2. Reminder for Open House (10-14-2019)

Open House Follow-up

Following the Open House, the graphical displays will made available on the project website. An email will be sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend.

Attachments

- 1. Comment Summary
- 2. Written Comments Received
- 3. Sign-in Sheet
- 4. Graphical displays and maps
- 5. Advertisements



Open House #1 Comment Summary

Date: October 17, 2019

Project: 42nd Avenue Upgrade Lake Otis Parkway to Florina Street

Project no: PM&E #18-06

Subject: Open House Scroll Comments

Source	Comment
Segments A & B	Downhill becomes icy and stops become difficult (east of Laurel St).
Segments A & B	Icy and slippery (east of Laurel St).
Segments A & B	Difficult for pedestrians (between Folker and Laurel).
Segments A & B	Narrow/dark (between Folker and Laurel).
Segments A & B	Consider a traffic circle here? (intersection of Folker and 42 nd)
Segments A & B	Ponding/Standing Water (intersection of Folker and 42 nd)
Segments A & B	All the 4-way stops in corridor seem warranted (intersection of Folker and 42 nd)
Segments A & B	Disagree to 4-way stop (intersection of Folker and 42 nd)
Segments A & B	Most people park here (west of Folker Park). Very few park along 42nd.
Segments A & B	People parked along here during park dedication. (south of Folker park)
Segments A & B	Parcel 111 In favor of street lights in favor of pedestrian facilities (west of
	Piper).
Segments A & B	Concerned about losing trees. Suggest planting new trees. (west of Piper)
Segments A & B	Supportive of 8-foot path
Segments A & B	8-foot path good for elderly
Segments A & B	Like Option 1 better than Option 2
Segment C	Very very busy intersection; look at traffic circle? (Piper and 42 nd)
Segment C	Pedestrians have to wait a long time to cross; need pedestrian signs (crossing Piper).
Segment C	Causes sight issues but does provide place to sit and rest (northeast corner of Piper and 42 nd).
Segment C	Speeding (between Dale and Piper).
Segment C	Steep drive grade! (at lot 151) Reduce buffer width to lessen slope.
	Remove/don't include sidewalk?
Segment D	Sight issues with bush and dumpster (Florina and 42 nd).
Segment D	Ponding (Florina and 42 nd).
Segment D	Give someone this much and they will park. Give an inch take a mile (3.5-foot
	shoulders).
Segment D	Reduce roadway improvements to narrow it up.

PUBLIC COMMENT FORM

YTU	PM&E PROJECT #18-06
	42 ND AVENUE
	UPGRADE
FUTURE	PROJECT LAKE OTIS PARKWAY TO FLORINA STREET
NAME	
ADDRESS	
EMAIL	
PHONE	
Check her	e to sign up for email project updates!
COMMENTS	
COMMENTS:	
	PAVENEMENT, MORE GREEN SPACE,
SEN	FWALK, NORTH SIDE OF ROAD FOR NORTHERN FRIENDLY
Me DATE	STREET DEDICATED PARKING - SMOW REMOVAL ISSUES
DRAMAGE	IS ISSUE ON 42ND BETWEEN PIPER + DAGE
TRAFIC	CALMING - FIX CUTRTHROUGH TRAFFIC
BY ADU	ING DIVERTERS AT 4200 + DAUS
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LEAST	FIX "RASED" INTERSECTION NOT BYILT
R164T.	Please submit this comment form to any member of the project team or send to:

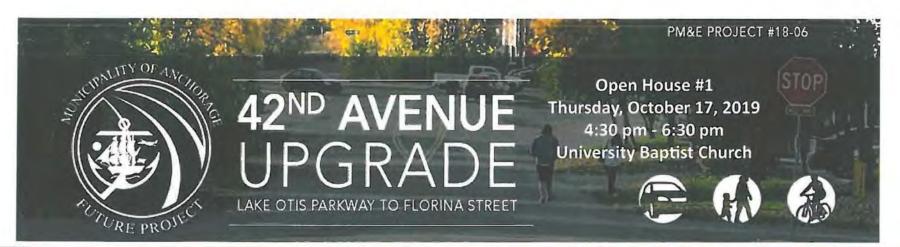
Please submit this comment form to any member of the project team or send to:

CRW Engineering Group, LLC • 3940 Arctic Boulevard, Suite 300 • Anchorage, AK 99503

Email: Comments@CRWEng.com

www.42AvenueUpgrade.com

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Peter Petersen Rita Spencer			K	of allegy get them
Tom Alkin Son		1		
BARBARA GARNER Sandy Baker		1		
Paige Brown		1		
Phillip TDGVi		†		idus V
Joanie Nardini Marcylles Lauinger		+ +		
ALLEN POLLARD(2)		3		
Seanene Forthey				



NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
ERIC KNAPP (CONCEPT) Mark Larroque	3			V
Lew Brown Unrigha Metzger			1	
Michael Huff	<u>, </u>			Y



LAKE OTIS PARKWAY TO FLORINA STREET

Project Timeline



^{*} Construction for this project is not yet funded. Anticipate phased construction. Limits of project phasing have not been set.



LAKE OTIS PARKWAY TO FLORINA STREET

Summary of Proposed Improvements

- Roadway base and asphalt pavement
- Curb and gutter
- Piped drainage system
- Pedestrian facilities
- Street lighting
- 3,000 feet of water main replacement







42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

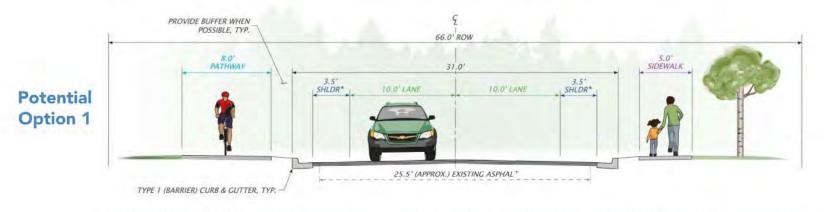
Questionnaire Responses (Completed Feb 2019)

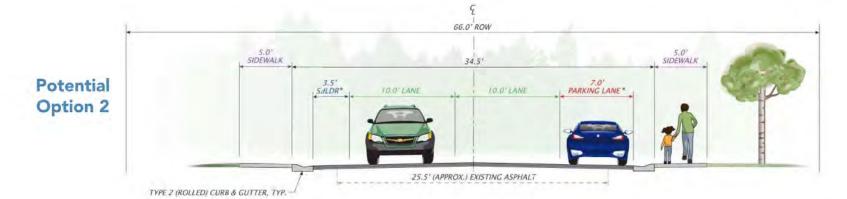
	QUESTIONS		ANSWERS	
			No	
1	Do you have concerns about speeding along 42 nd Avenue?	27	14	
2	Do you think there should be on-street parking along 42 nd Avenue?	17	24	
3	Have you noticed any sight distance problems along 42 nd Avenue?	17	23	
4	Pedestrian facilities will be constructed as part of the proposed improvements. Should pedestrian facilities be constructed on both sides of the roadway?	25	16	
5	Are you aware of any drainage problems within the project area that need to be corrected?	21	20	



LAKE OTIS PARKWAY TO FLORINA STREET

Segments A & B - Lake Otis Parkway to Piper Street

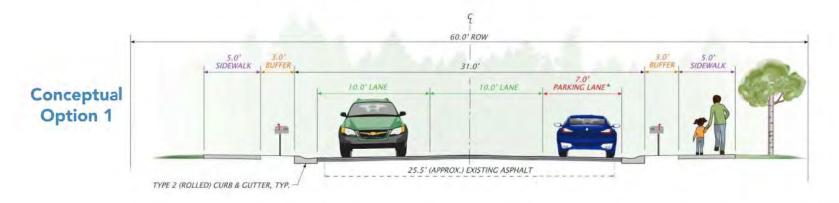






LAKE OTIS PARKWAY TO FLORINA STREET

Segment C - Piper Street to Dale Street



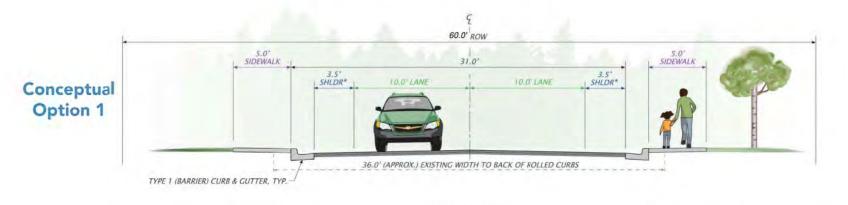
Conceptual Option 2

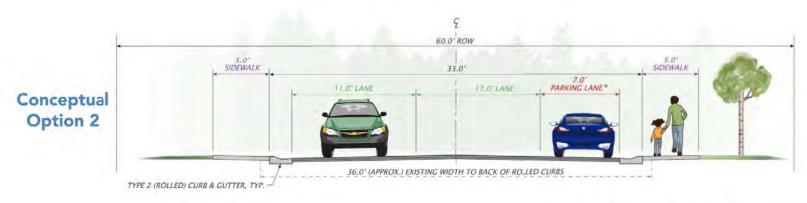
Type 2 (ROLLED) CURB & GUTTER, TYP.



LAKE OTIS PARKWAY TO FLORINA STREET

Segment D - Dale Street to Florina Street

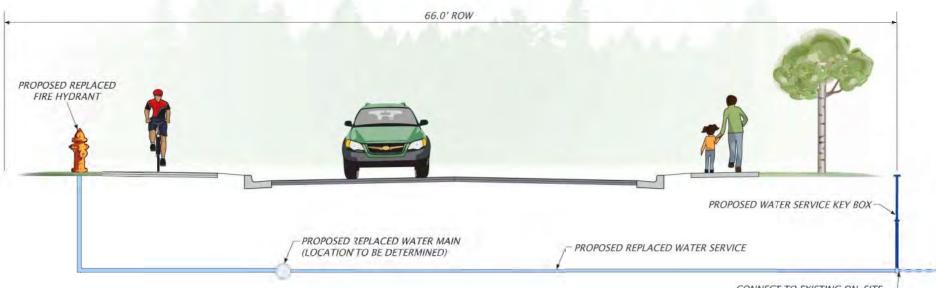






LAKE OTIS PARKWAY TO FLORINA STREET

Proposed Water Improvements – Lake Otis Parkway to Piper Street



CONNECT TO EXISTING ON-SITE WATER SERVICE WHERE REQUIRED

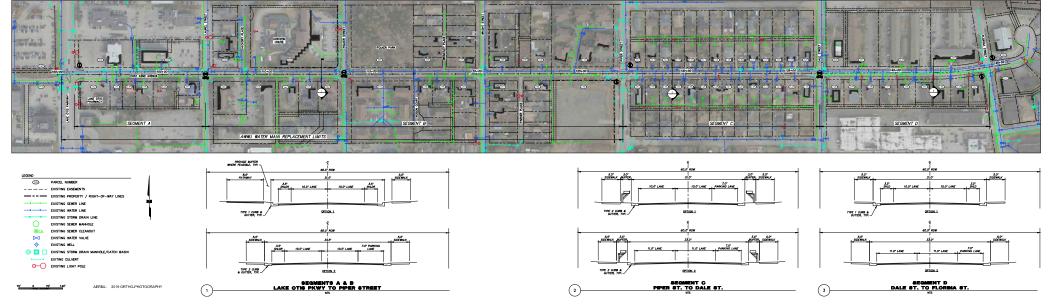








LAKE OTIS PARKWAY TO FLORINA STREET







The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- New asphalt pavement
- New storm drain system
- New pedestrian facilities
- Improved street lighting
- 3,000 ft of water main replacement

OPEN HOUSE #1: October 17, 2019, 4:30 pm - 6:30 pm

Univeristy Baptist Church, 4313 Wright Street

Attend the meeting to see a variety of alternatives that show what the roadway improvements could look like. We want to know what **you** think about potential road design concepts.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church 4313 Wright Street

TIME: 4:30 - 6:30 pm Stop by anytime!

Talk to a project representative to ask questions, learn about the project, and tell us what you think.

For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres,
Public Involvement

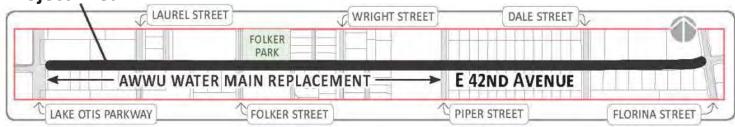
(907) 223-0136 • comments@crweng.com

www.42ndAvenueUpgrade.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503

Project Area



42nd **Avenue Upgrade**

Lake Otis Parkway to Florina Street







www.42ndAvenueUpgrade.com

Holly Spoth-Torres

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Wednesday, October 2, 2019 9:33 AM

To: Holly Spoth-Torres

Subject: You Are Invited! 42nd Avenue Upgrade - Open House #1



YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church, 4313 Wright Street

TIME: 4:30 PM - 6:30 PM (stop by anytime!)

Attend the meeting to see a variety of alternatives that show what 42nd Avenue roadway improvements could look like. We want to know what YOU think about potential road design concepts.

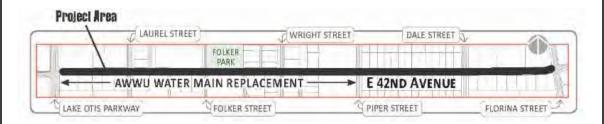
PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

New road foundation

- New pedestrian facilities
- Improved street lighting
- New asphalt pavement
- New storm drain system
- Replacement of 3,000 feet of existing AWWU water main:
 - Fire hydrant type and spacing improvements
 - Water service connection sizing study and upgrade
 - Hydraulic and flow analysis including a pipe sizing study
 - Flow control and redundancy planning
 - · Pipe material selection

PROJECT AREA



GET INVOLVED

- 1. Attend Open House #1 on October 17, 2019 anytime between 4:30 PM and 6:30 PM at University Baptist Church (4313 Wright Street).
- 2. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com





PROJECT WEBSITE

Holly Spoth-Torres

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Monday, October 14, 2019 1:27 PM

To: Holly Spoth-Torres

Subject: REMINDER: This week! You Are Invited! 42nd Avenue Upgrade - Open House #1



REMINDER: YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church, <u>4313 Wright Street</u>

TIME: 4:30 PM - 6:30 PM (stop by anytime!)

Attend the meeting to see a variety of alternatives that show what 42nd Avenue roadway improvements could look like. We want to know what YOU think about potential road design concepts.

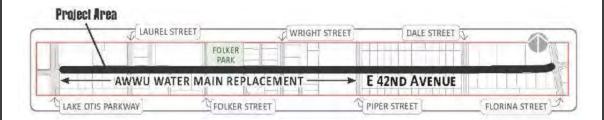
PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

New road foundation

- New pedestrian facilities
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- Replacement of 3,000 feet of existing AWWU water main:
 - Fire hydrant type and spacing improvements
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PROJECT AREA



GET INVOLVED

- 1. Attend Open House #1 on October 17, 2019 anytime between 4:30 PM and 6:30 PM at University Baptist Church (4313 Wright Street).
- 2. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com





PROJECT WEBSITE

Justin Keene

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW

Engineering Group LLC <comments@crweng.com>

Sent: Monday, October 28, 2019 10:33 AM

To: Justin Keene

Subject: Thank you for attending! 42nd Avenue Upgrade - Open House #1 & Business

Stakeholder Meeting

Categories: Filed by Newforma



Thank you for attending!

Thank you for attending Open House #1 or the Business Stakeholder Meeting. It was great to meet you and talk about what the 42nd Avenue roadway improvements could look like. Your input and comments are important to the project team. If you want to provide additional comments or if you weren't able to attend, you can view meeting documents and provide comments via project website. Finally, as the project progresses you will receive email updates at important milestones.

www.42ndavenueupgrade.com

PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

- New road foundation
- New pedestrian facilities
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- New asphalt pavement
- New storm drain system
- Replacement of 3,000 feet of existing AWWU water main:
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PROJECT AREA



GET INVOLVED

Visit the project website for meeting schedules and project documents.

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Email: Comments@CRWEng.com





PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

Unsubscribe jkeene@crweng.com

<u>Update Profile</u> | <u>About Constant Contact</u>

Sent by comments@crweng.com in collaboration with



Try email marketing for free today!



Business Stakeholder Meeting Summary

Date: October 24, 2019 **Attendees:** See Sign-In Sheet

Reporter: Holly Spoth-Torres, Huddle AK

Location: University Baptist Church, 4313 Wright Street

Project: 42nd Avenue Upgrade Lake Otis Parkway to Florina Street

Project no: PM&E #18-06

Subject: Business Stakeholder Meeting Summary

Summary

The Business Stakeholder Meeting for the 42nd Avenue Upgrade from Lake Otis Parkway to Florina Street was held on Thursday, October 24th from 2:00 pm to 4:00 pm at the University Baptist Church at 4313 Wright Street which is located near the project limits. The goal of the meeting was to present the project to businesses in the corridor in an open format setting where attendees could talk to project representatives one-on-one and provide feedback. As a business in the project area, one-on-one time with project representatives is valuable as the project progresses. It is necessary to understand the complexities of business operations. Conceptual typical roadway cross-sections that were established in the Final Technical Memorandum were presented for comments.

The project team had a variety of project information presented on boards and scrolls including:

- Conceptual roadway cross-sections improvements for three different segments;
- Summary of Proposed Improvements
- Proposed AWWU watermain improvement cross-section;
- · Project timeline; and,
- Project aerial scrolls: these showed the extent of the project area as well as conceptual crosssection options for different segments.

Attendees provided feedback by speaking with project representatives and writing their comments on either comment sheets or directly on the aerial scrolls. A copy of all the meeting materials and a summary of comments are included as attachments to this report.

Business Stakeholder Meeting Advertising

<u>Door to Door:</u> In order to make personal contact and introductions with building owners, business owners and property managers, Holly Spoth-Torres went door-to-door for 4-hours on Thursday, October 10th. Holly distributed a Business Stakeholder meeting invitation and collected contacts to be added to the project email list.

E-mail: Two emails were sent to the business/building owners and property managers:

- 1. Announce Business Stakeholder Meeting (10-14-2019)
- 2. Reminder for Open House (10-23-2019)



Business Stakeholder Meeting

Following the Business Stakeholder meeting, the graphical displays will be made available on the project website. An email will be sent to the project email list thanking those who were able to attend and giving updates to those who were not able to attend.

Attachments

- 1. Comment Summary
- 2. Sign-in Sheet
- 3. Advertisements
- 4. Meeting Presentation Materials



Business Stakeholder Meeting Comment Summary

Date: October 24, 2019

Project: 42nd Avenue Upgrade Lake Otis Parkway to Florina Street

Project no: PM&E #18-06

Subject: Open House Scroll Comments

Source	Comment
Segments A & B	Medical facilities need to be provided temporary water during construction.
Segments A & B	Please provide as much notice as possible for water disruption.
Segments A & B	Please switch/transition water service during non-business hours.
Segments A & B	The Geneva Woods Birth Center operates 24 hours/day, 365 days per year
Segments A & B	There are trees near/in the ROW on the north side of the Geneva Woods property. The Cottonwood are OK to remove, but would like to salvage, relocate, or transplant the Spruce.
Segments A & B	Geneva Woods Birth Center has a stub to connect to the storm drain system, however since they completed their parking lot improvements (dry well, swale, and other landscape improvements), all drainage is contained on site and ponding no longer occurs.



42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

Business Stakeholder Meeting Thursday, October 24, 2019 2:00 pm - 4:00 pm University Baptist Church







NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Kirsten McDaniel Brad Cruz				

From: Holly Spoth-Torres

Sent: Monday, October 14, 2019 11:53 AM

To: Justin Keene

Cc: Bill Johnson; Makela, Julie A; Armstrong, James R.

Subject: 42nd Ave Upgrade - Follow Up - Business Stakeholder Meeting

42nd Avenue Upgrade Stakeholder:

You are receiving this email because you are a business owner, building manager, and/or building owner near 42nd Ave. I've spoken with almost all of you inperson or over the phone. First, I want to <u>THANK YOU</u> for your time! It was nice to meet all of you while sharing a little information about the Municipality of Anchorage 42nd Avenue Upgrade Project.

Second, I wanted to follow up in writing so you have all the information we talked about at your fingertips. This email has the following:

- Link to the project website with the most updated project information (schedules, meetings, documents, contacts, link to provide comments, etc.) http://42ndavenueupgrade.com/
- Information below (scroll to bottom of email) about the Business Stakeholder Meeting on Thursday, October 24th from 2 PM 4 PM at University Baptist Church (4313 Wright Street).
- My contact details are below. Don't hesitate to call or write if you have questions about the project or need more information.

After this email, we will add you to the project email list and you will receive eNewsletters periodically at important milestones and when there is new information to share.

Holly Spoth-Torres
Principal



721 Depot Drive | Anchorage, AK 99501 Cell and Text (907) 223-0136 www.huddleak.com





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- · New asphalt pavement
- · New storm drain system
- · New pedestrian facilities
- · Improved street lighting
- . 3,000 ft of water main replacement

BUSINESS STAKEHOLDER MEETING: October 24, 2019, 2:00 pm - 4:00 pm Univeristy Baptist Church, 4313 Wright Street

Attend the meeting to see a variety of alternatives that show what the roadway improvements could look like. We want to know what **you** think about potential road design concepts.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

October 2019

YOU ARE INVITED

BUSINESS STAKEHOLDER MEETING

WHEN: Thursday, October 24, 2019

WHERE: University Baptist Church 4313 Wright Street

> TIME: 2:00 - 4:00 pm Stop by anytime!

Talk to a project representative, ask questions, learn about the project, and tell us what you think.

For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres, Public Involvement

(907) 223-0136 · comments@crweng.com

www.42ndAvenueUpgrade.com

From: Holly Spoth-Torres

Sent: Wednesday, October 23, 2019 8:25 AM

To: Justin Keene

Cc: Bill Johnson; Makela, Julie A; Armstrong, James R.

Subject: REMINDER: 42nd Ave Upgrade - Business Stakeholder Meeting - TOMORROW

42nd Avenue Upgrade Stakeholder:

Meeting reminder. See below!

From: Holly Spoth-Torres

Sent: Monday, October 14, 2019 11:53 AM **To:** Justin Keene <jkeene@crweng.com>

Cc: Bill Johnson

Sjohnson@crweng.com>; Makela, Julie A <julie.makela@anchorageak.gov>; Armstrong, James R. <James.Armstrong@awwu.biz>

Subject: 42nd Ave Upgrade - Follow Up - Business Stakeholder Meeting

42nd Avenue Upgrade Stakeholder:

You are receiving this email because you are a business owner, building manager, and/or building owner near 42nd Ave. I've spoken with almost all of you inperson or over the phone. First, I want to <u>THANK YOU</u> for your time! It was nice to meet all of you while sharing a little information about the Municipality of Anchorage 42nd Avenue Upgrade Project.

Second, I wanted to follow up in writing so you have all the information we talked about at your fingertips. This email has the following:

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- My contact details are below. Don't hesitate to call or write if you have questions about the project or need more information.

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Holly Spoth-Torres

Principal





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October 2019

YOU ARE INVITED

BUSINESS STAKEHOLDER MEETING

WHEN: Thursday, October 24, 2019

WHERE: University Baptist Church 4313 Wright Street

> TIME: 2:00 - 4:00 pm Stop by anytime!

Talk to a project representative, ask questions, learn about the project, and tell us what you think.

For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres, Public Involvement

(907) 223-0136 · comments@crweng.com

www.42ndAvenueUpgrade.com



LAKE OTIS PARKWAY TO FLORINA STREET

Project Timeline



^{*} Construction for this project is not yet funded. Anticipate phased construction. Limits of project phasing have not been set.



LAKE OTIS PARKWAY TO FLORINA STREET

Summary of Proposed Improvements

- Roadway base and asphalt pavement
- Curb and gutter
- Piped drainage system
- Pedestrian facilities
- Street lighting
- 3,000 feet of water main replacement







42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

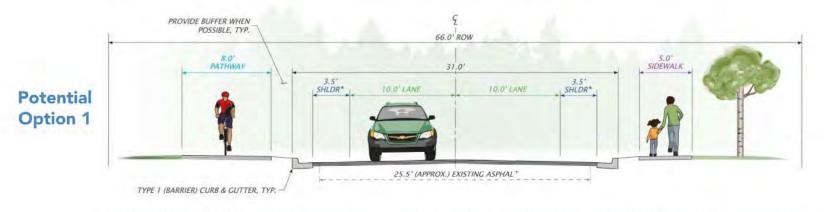
Questionnaire Responses (Completed Feb 2019)

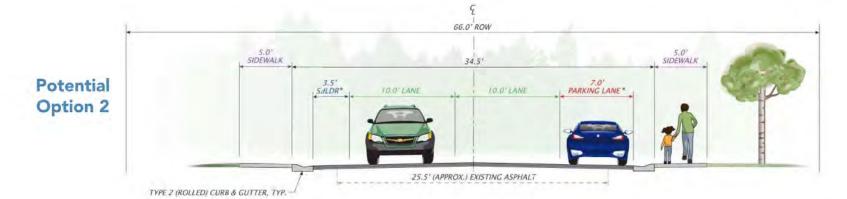
QUESTIONS		ANSWERS	
	QUESTIONS		No
1	Do you have concerns about speeding along 42 nd Avenue?	27	14
2	Do you think there should be on-street parking along 42 nd Avenue?	17	24
3	Have you noticed any sight distance problems along 42 nd Avenue?	17	23
4	Pedestrian facilities will be constructed as part of the proposed improvements. Should pedestrian facilities be constructed on both sides of the roadway?	25	16
5	Are you aware of any drainage problems within the project area that need to be corrected?	21	20



LAKE OTIS PARKWAY TO FLORINA STREET

Segments A & B - Lake Otis Parkway to Piper Street

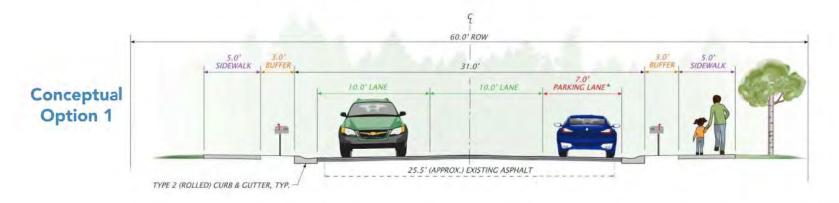






LAKE OTIS PARKWAY TO FLORINA STREET

Segment C - Piper Street to Dale Street



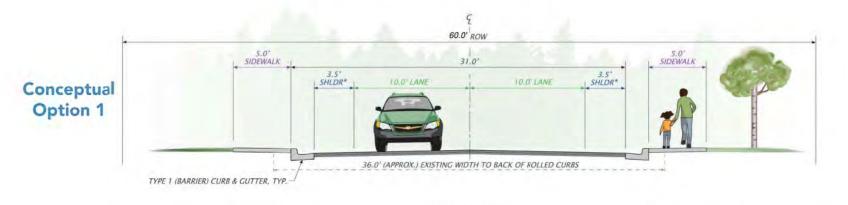
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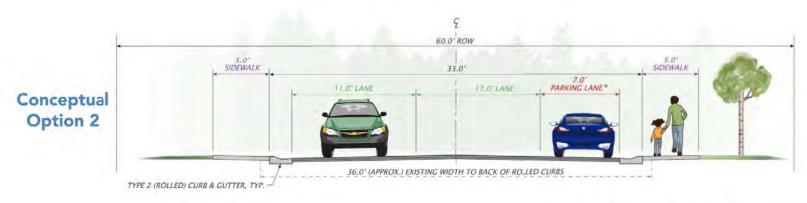
Type 2 (ROLLED) CURB & GUTTER, TYP.



LAKE OTIS PARKWAY TO FLORINA STREET

Segment D - Dale Street to Florina Street

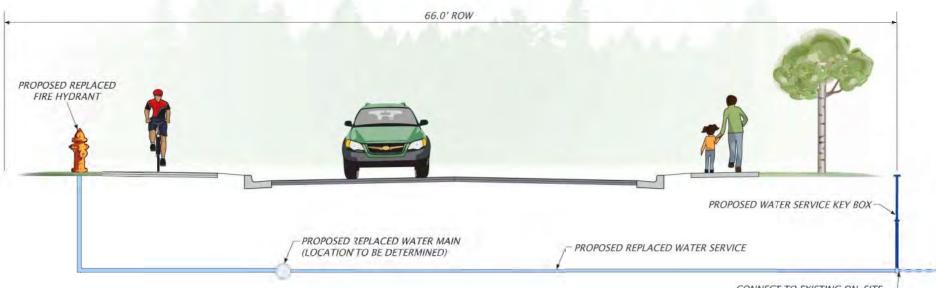






LAKE OTIS PARKWAY TO FLORINA STREET

Proposed Water Improvements – Lake Otis Parkway to Piper Street



CONNECT TO EXISTING ON-SITE WATER SERVICE WHERE REQUIRED

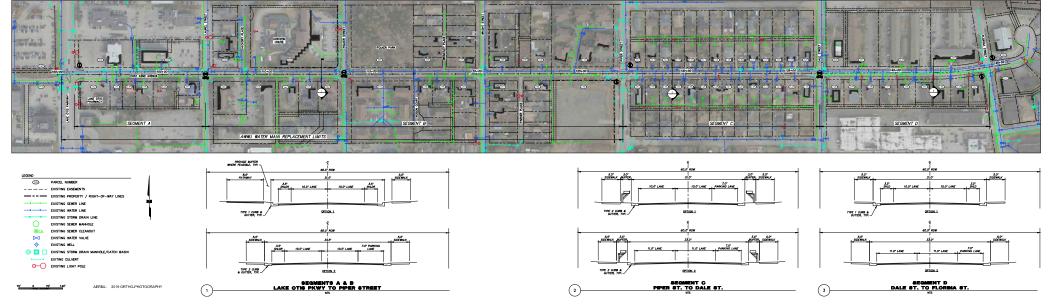








LAKE OTIS PARKWAY TO FLORINA STREET



From: Justin Keene <jkeene@crweng.com>
Sent: Friday, November 09, 2018 3:52 PM

To:

Subject: RE: 42nd Ave Upgrade

Hello Steve,

I'm the Design Project Manager for the 42nd Avenue Upgrade project, thank you for your e-mail.

We apologize that the flyer didn't make it out to better coincide when our survey crews began surveying out along E. 42nd Avenue. However rest assured that we have not been onto your property surveying in the backyard and typically don't need to access backyard properties unless we have a unique situation where we need to pick up a back property corner. If we do need access to your property, we'll coordinate with you to gain approval before entering into your backyard. I also left a voice mail with you by calling . If you would like to discuss in more detail don't hesitate to call me back at 646-5632 at your convenience or if you have any questions, comments or concerns throughout the project.

If you would like to sign up for Constant Contact e-mail updates throughout the project duration please let me know or feel free to sign up by selecting this link:

https://visitor.r20.constantcontact.com/manage/optin?v=001ESuSGaJpYPCtQdwUHDv-Kx-XmkvBW7UxUf1d Ci55dqlLbAVe4z 7xTzDVtfSUZephRlZZ9ONqEB8horjxO2qSlxwSGm9nqwwdfzR6FvR7M%3D

Again, sorry for the misstep and hope you have a nice weekend.

Thank you, Justin

Justin Keene, PE

Civil Engineer

CRW Engineering Group, LLC

3940 Arctic Blvd, Ste. 300 Anchorage AK 99503 Office 907-562-3252 | Direct 907-646-5632 www.crweng.com

From:

Sent: Friday, November 9, 2018 6:02 AM

To: Comments **Cc:** Cheryl Evans

Subject: 42nd Ave Upgrade

Thanks for sending out the flyer on the upgrade. I'm not sure who is responsible for project timing and your notifications but I think that a flyer that comes in the mail yesterday (November 8) saying to expect to see survey crews in the neighborhood in late October is a little late. Should have gone out before the crews started their work. P.S, if those crews were in the back yard of my property putting up stakes and had to go through my gate to the back yard, I would have liked to see a notice on my front door saying something like,

hey we were here doing what not,	instead of me coming home and sayi	ng, what the I know it isn't
required but it would be neighborl	у.	

v/r, E. 42nd Ave.

From: Justin Keene <jkeene@crweng.com>
Sent: Thursday, October 03, 2019 11:13 AM

To:

Cc: Oswald, Russ H.; Makela, Julie A; Bill Johnson; Holly Spoth-Torres

Subject: RE: You Are Invited! 42nd Avenue Upgrade - Open House #1

Good Morning Karen,

Thank you for your comment regarding the request for a crosswalk. We understand that the University Area Community Council has been requesting a crosswalk be installed at the Folker Street/42nd Avenue north side crossing location. We will add your comment to our master comment list and will coordinate with the MOA Traffic Department about a crosswalk at this location as we develop our design for upgrades to 42nd Avenue.

Note, MOA would like to meet with the you and the residents at Horizon House to present the material from 42nd Avenue Upgrade Open House #1 in case some of your residents can't attend the Open House #1. They will be coordinating with you within the next month to setup a meeting.

Thank you, Justin

Justin Keene, PE

Principal/Civil Engineer

CRW Engineering Group, LLC

3940 Arctic Blvd, Ste. 300 Anchorage AK 99503 Office 907-562-3252 | Direct 907-646-5632 www.crweng.com

Hello,

I wanted to voice my opinion regarding the crosswalk that needs to be put in by Providence Horizon House. I walk often with residents over to Folker Park. Cars do not stop for people with walkers at times. Please for the safety of our elders please put in a marked cross-walka the corner of Folker and 42nd street.



From: CRW Engineering Group LLC [mailto:crwadmin@crweng.ccsend.com] On Behalf Of CRW Engineering Group LLC

Sent: Wednesday, October 02, 2019 9:33 AM

From:	Justin Keene <jkeene@crweng.com></jkeene@crweng.com>
Sent:	Thursday, December 05, 2019 2:20 PM

To: Makela, Julie A

Cc: Oswald, Russ H.; Erica <u>Jensen; Holly Spoth-Torres</u>

Subject: 18-06 42nd Avenue -) Phone Call Summary

Hi Julie,

I caught up with Parcel 1) today to see if was still planning on submitting comments based upon the concepts presented at the first Open House & after she reviewed the Final Tech Memo posted on the website, here is a summary of our conversation:

- hasn't had time to provide written comments yet. not sure when or if she is going to have time so she gave me some verbal comments that I told her I would share with PM&E.
- would like to see the street width be narrower than what was presented in the concept cross sections to try and dissuade speeding and minimize traffic using the roadway.
- really would like to see less vehicular traffic using 42nd Avenue and promote traffic to use 40th Avenue instead.
- wants our 42nd Avenue improvements to focus on increasing safety for the neighborhood, especially the non-motorized traffic.
- I asked if thought we should install a pedestrian facility on both sides of the roadway and she explained that if vehicular traffic is lower on the roadway then only one pedestrian facility is really needed. However she wasn't against providing two pedestrian facilities since it would provide increased safety for non-motorized traffic.

Thanks, Justin

Justin Keene, PE

Principal/Civil Engineer

CRW Engineering Group, LLC

3940 Arctic Blvd, Ste. 300 Anchorage AK 99503 Office 907-562-3252 | Direct 907-646-5632 www.crweng.com

From:

Sent: Monday, November 19, 2018 7:46 PM

To: comments@crweng.com; Holly Spoth-Torres

Subject: 42nd Avenue Upgrade

This is a public comment on the 42nd Avenue Upgrade project: the section of Folker Street in front of Providence Horizon House (immediately north of 42nd) does not have sidewalks. The 42nd Ave Upgrade project should add sidewalks to Folker St, for the safety of the senior citizens at PHH who like to get out and walk around the block, or across the street to Folker Park, or to the shops along Tudor.

Ideally, the 42nd Avenue Upgrade project would add sidewalks on both sides of Folker from Tudor to 41st.

At a minimum, the 42nd Avenue Upgrade project should add a sidewalk from the PHH parking area south entrance to the proposed crosswalk shown in the 2017 updated Folker Park site plan (see link below).

These comments are from:

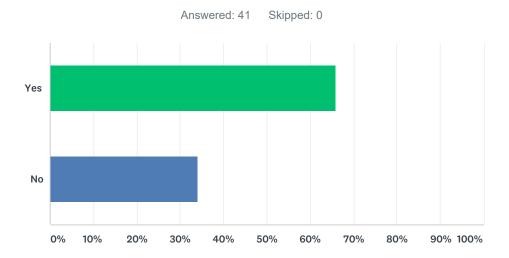


links:

www.42ndAvenueUpgrade.com

https://www.muni.org/Departments/parks/Documents/Folker%20Site%20Plan.pdf

Q1 Do you have any concerns about speeding along 42nd Avenue within the project limits? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	65.85%	27
No	34.15%	14
TOTAL		41

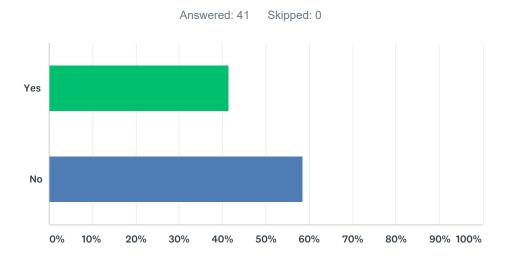
#	PLEASE EXPLAIN.	DATE
1	Yes, I've almost been hit several times walking from Horizon House to Folker Park. There is no crosswalk or sidewalk.	2/28/2019 2:31 PM
2	they speed now even with frost heaves on 42nd	2/27/2019 3:41 PM
3	Transient traffic from appartments at end of 42nd as well as cutthrough traffic. Diverters at Dale and roundabout at 42nd and Piper would help.	2/27/2019 10:54 AM
4	Excessive speeds on Florina and 42nd have been witnessed many times. This is a concern of mine, in that, I have tenants with young children who play in the front yard.	2/25/2019 9:16 PM
5	We have had two mail boxes knocked out in the time that we have lived her. It is better since Tudor Bingo moved and 40th Street was upgraded.	2/24/2019 5:16 PM
6	Occasionally vehicles speed along 42th, but not very often. BTW, 40th is like a racetrack during the summer at night.	2/21/2019 2:36 PM
7	Cars roll through the stop sign not looking for traffic or pedistrations.	2/18/2019 10:11 AM
8	water main replacement- will this affect businesses in the immediate area during business hours (mainly medical offices)?	2/13/2019 1:55 PM
9	Cars already speed so I don't believe that will change.	2/12/2019 8:48 PM
10	With the new park going in and more traffic, I hope that speeding will be at a minimum on 42nd.	2/12/2019 6:41 AM
11	some cars and even larger cargo vans speed. Besides being dangerous for children and adults walking the speeding vehicles hit potholes and other bumps and the impact reverberates into the houses. Sometimes feels like a small earthquake in the house. There are stop signs on 42nd at Dale and at Piper but people stop then speed for one block then stop again.	2/12/2019 6:16 AM
12	This street has residents who live along the road. Once the improvements are made, drivers may opt to use this nicely paved road to go east/west. Sidewalks and street lighting must be a part of the improvements. The Folker park is not well lighted. Street lights on E 42nd will help.	2/11/2019 2:24 PM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

13	With minimal pedestrian areas and drivers moving quickly there are often seeding cars near pedestrians.	2/10/2019 10:03 AM
14	People in a hurry to get to prov or the university cut through 42nd.	2/10/2019 8:41 AM
15	It is not uncommon to see vehicles speed down 42nd after turning from piper and is concerning due to lack of lighting and pedestrian walkways(a lot of people walk down 42nd)	2/9/2019 8:49 AM
16	Current speeding cut through traffic of transients and Providence visitors/employees make it unsafe for walkers and children in the neighborhood.	2/7/2019 11:58 AM
17	more in the evening than during the day.	2/6/2019 2:03 PM
18	The stretch between Piper and Dale is notorious for speeding. From Piper to Lake Otis less so but people still do. From Dale to Florina isn't bad because so many people park on the side of the road, though if that were to change than I could see speeding being and issue there as well.	2/5/2019 10:16 PM
19	I lived there, people constantly speeding and bottoming out their vehicles in the beat up road.	2/5/2019 8:08 PM
20	traffic too fast for the condition of the road	2/5/2019 5:39 PM
21	Haven't noticed it before.	2/5/2019 3:40 PM
22	I've heard that speeding has been a historical issue along 42nd. Especially since it's a school bus route with kids waiting in the dark. Lots of stop signs please.	2/3/2019 11:23 AM
23	Vehicles rush by constantly, including large delivery vehicles.	2/3/2019 8:08 AM
24	especially in summer, people travel over speed limit	2/2/2019 10:07 AM
25	Folker-42nd intersection often busy, all streets. Cut-thru traffic common. 42nd from W still used to access Piper-Tudor signal. Does appear more using LakeOtis-40th to Tudor via round-a-bout. Others using Folker to reach 40th.	2/1/2019 7:37 PM

Q2 Do you think there should be on-street parking along 42nd Avenue within the project limits? Please check one.

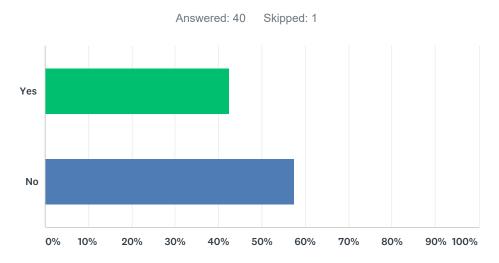


ANSWER CHOICES	RESPONSES	
Yes	41.46%	17
No	58.54%	24
TOTAL		41

#	PLEASE EXPLAIN WHERE YOU THINK PARKING SHOULD BE PROVIDED, OR IF NOT, WHY NOT?	DATE
1	I believe the apartments have adequate parking	2/28/2019 5:17 PM
2	Residents park along 42nd, but we need sidewalks.	2/28/2019 2:31 PM
3	No spaceno one parks on the road now	2/27/2019 3:41 PM
4	We should have offstreet parking overnight. Otherwise it will interfere with snow removal and blight the neighborhood.	2/27/2019 10:54 AM
5	Parking and a walking path.	2/25/2019 9:16 PM
6	it is more convenient for people who live here, but I don't care if it is there or not.	2/24/2019 5:16 PM
7	In certain areas, yes, but generally parking should not be needed.	2/21/2019 2:36 PM
8	Possible along the areas where there are single family residences, depending upon how it affects the owners of those residents.	2/20/2019 6:52 AM
9	The street is not wide enough for parking. Adding parking would take away from the development of Folker Park.	2/18/2019 10:11 AM
10	I don't think there's enough room for parking on the street. There is very little now.	2/12/2019 8:48 PM
11	Parking could be on Folker infront of park entrance. West side of the park. Directly across from Prodvidence Horizon House.	2/12/2019 6:41 AM
12	the people next to me have many cars and occasionally they park one of them for several days in front of my house. Makes it really difficult for the post office truck to deliver to my mail box. I would be OK with maximum 2 hour parking for visitors but probably unrealistic to enforce. Seems like most people have driveways that accommodate multiple cars.	2/12/2019 6:16 AM
13	will shrink flow traffic lane	2/11/2019 4:40 PM

14	Between Laurel east to Wright street. Folker park needs parking for park users. Depending on what happens on the property at 42nd and Piper, that development may need overflow parking - so maybe extend on street all the way to Piper as well.	2/11/2019 2:24 PM
15	The area is heavily residential and space is limited . I would prefer Pedestrian and bike allotments over parking.	2/10/2019 10:03 AM
16	People already dump their cars along here.	2/10/2019 8:41 AM
17	If there is space it would be nice, but pedestrian walkways should come first	2/9/2019 8:49 AM
18	Because codes require adequate offstreet parking. If street parking is allowed, it should be prohibited overnight to allow for snow removal.	2/7/2019 11:58 AM
19	More by folker park if the renovations are going to be completed and the park is going to be more popular.	2/7/2019 11:08 AM
20	It is not needed. Everyone seems to have plenty of parking.	2/6/2019 10:30 PM
21	on street parking is convenient when my kids visit, but if there are going to be sidewalks this might not be possible.	2/6/2019 2:03 PM
22	This would only be good on certain stretches of road and not along the whole length. The ideal places for on-street parking would be Laurel to Wright, and Dale to Florina. These are the only lengths of 42nd Avenue that people regularly use for on-street parking, and the other stretches not mentioned would only increase the likelihood of accidents. This would also solve some of the speeding issue between Dale and Florina as I commented previously.	2/5/2019 10:16 PM
23	Driveway off street parking. No need for snowplows to have to go around vehicles.	2/5/2019 8:08 PM
24	Somewhere off the street. People park on the side of the street all the time already. Hard to drive around sometimes.	2/5/2019 3:40 PM
25	This would be nice, especially by the park. Also, a lot of people tend to park awkwardly along parts of 42nd, which in the winter conditions can make it hard to navigate.	2/3/2019 8:22 PM
26	Homes need on-street parking for visitors. Maybe 2 hour limited?	2/3/2019 11:23 AM
27	Maintain current parking on private property, driveways, car ports, garages. It's not legal to park on 42nd overnight except weekends. Rare to see vehicles parked overnight parallel w/ street - at least between Lake O and Piper.	2/1/2019 7:37 PM
28	This would be helpful between Dale street and Florina Street where there is a lot of housing.	2/1/2019 3:08 PM

Q3 Have you noticed any sight distance problems along 42nd Avenue within the project limits that need to be corrected? (i.e. trees, signs or structures that block your view when you are driving, or that block a driver's view of you when you are walking or bicycling) Please check one.



ANSWER CHOICES	RESPONSES	
Yes	42.50%	17
No	57.50%	23
TOTAL		40

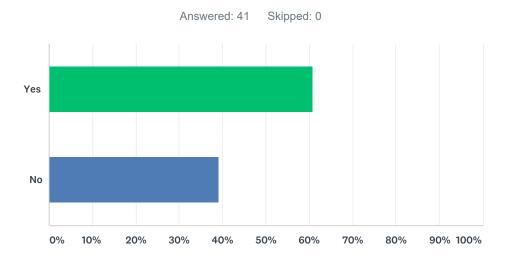
#	IF YES, PLEASE EXPLAIN AND IDENTIFY THE LOCATION.	DATE
1	The vehicles parked on the street	2/28/2019 5:17 PM
2	Several of the intersections have over-grown vegetation either on private property or in the ROW.	2/28/2019 2:31 PM
3	At Piper and 42nd the decorative things make this a difficult corner to sight around	2/27/2019 3:41 PM
4	There are collector street vegetation improvements on Piper that should be encouraged and continued as part of traffic calming designs. More green space shoild be encouraged as it will slow traffic. Please don't take our trees.	2/27/2019 10:54 AM
5	A few trees and shrubs need to be trimmed. More maintenance than anything else.	2/21/2019 2:36 PM
6	Bushes and structures at intersection of 42nd and Piper block view.	2/20/2019 6:52 AM
7	the piper intersection area.	2/14/2019 9:32 AM
8	The corner of 42nd and Piper seems really well done.	2/12/2019 6:16 AM
9	Dumpsters placed in the ROW are an eye sore and a disgrace. As part of this road improvement, work with those property owners to relocate those internal to their property.	2/11/2019 2:24 PM
10	At 42nd and wright it is unclear sometimes for drivers whether to stop or Go on through . Trees and snow sometimes are problems here .	2/10/2019 10:03 AM
11	Turning right onto 42nd from Wright street(it can be difficult to see cars coming from the left)	2/9/2019 8:49 AM
12	Although the park could be more appealing and looked after.	2/6/2019 10:30 PM
13	large boulder in right of way Alders overgrown	2/6/2019 7:38 PM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

The intersection at 42nd and Piper is a dangerous corner for any compact to mid-size vehicles, as the large bushes and trees obstruct most of your vision would trying to turn onto or from Piper. This is also true for the other intersections along Piper, which have similar designs in bushes and trees. The walls are not obstructive and actually serve as a safety measure in case of slides, for both vehicles and pedestrians waiting to cross.	2/5/2019 10:16 PM
42nd going west and turning north or south on Piper has horrible visibility from all that artsy decorative crap at the intersection.	2/5/2019 8:08 PM
At the corner of Florina and 42 there is a huge bush that blocks vision in the summertime	2/4/2019 4:34 AM
Better lighting at corssings, without ample street lights people tend to miss or not understand which intersections are thru and which are stops.	2/3/2019 8:22 PM
This is a problem all over the city. Unpruned plants growing out too close to intersections. I'm originally from Madison, WI. The city there would just cut out plants that were i the right-of-way.	2/3/2019 11:23 AM
42nd-Piper shrubs block Piper traffic (I trim in warm months). Difficult for 42nd vehicles to enter Piper during higher traffic periods. Keep lower Piper tree branches pruned. They block 42nd traffic view. 42nd-Wright similar on SW corner. Many vehicles move faster than 25mph between Folker-Piper.	2/1/2019 7:37 PM
	the large bushes and trees obstruct most of your vision would trying to turn onto or from Piper. This is also true for the other intersections along Piper, which have similar designs in bushes and trees. The walls are not obstructive and actually serve as a safety measure in case of slides, for both vehicles and pedestrians waiting to cross. 42nd going west and turning north or south on Piper has horrible visibility from all that artsy decorative crap at the intersection. At the corner of Florina and 42 there is a huge bush that blocks vision in the summertime Better lighting at corssings, without ample street lights people tend to miss or not understand which intersections are thru and which are stops. This is a problem all over the city. Unpruned plants growing out too close to intersections. I'm originally from Madison, WI. The city there would just cut out plants that were i the right-of-way. 42nd-Piper shrubs block Piper traffic (I trim in warm months). Difficult for 42nd vehicles to enter Piper during higher traffic periods. Keep lower Piper tree branches pruned. They block 42nd traffic view. 42nd-Wright similar on SW corner. Many vehicles move faster than 25mph between Folker-

Q4 Pedestrian facilities (sidewalks, pathways) will be constructed as part of the proposed improvements. Should pedestrian facilities be provided on both sides of the roadway? Please check one.

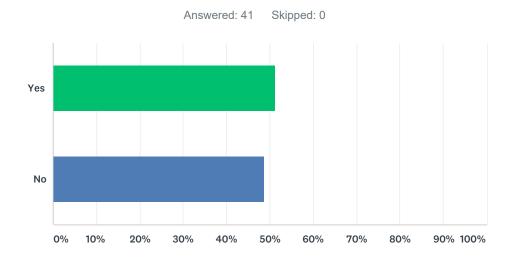


ANSWER CHOICES	RESPONSES	
Yes	60.98%	25
No	39.02%	16
TOTAL		41

#	PLEASE EXPLAIN.	DATE
1	save \$	2/28/2019 5:17 PM
2	Not necessarily, but if not on both sides then crosswalks should be provided at intersections so that a safe, ADA route is provided.	2/28/2019 2:31 PM
3	I have seen foot traffic increase significantly in the last 15 years	2/27/2019 3:41 PM
4	One side only, preferably on the north side of the street with more southern exposure to assist with northern friendly design.	2/27/2019 10:54 AM
5	Pedestrian scale lighting is needed, bollard lighting, along with some sort of pedestrian walkway areas.	2/21/2019 2:36 PM
6	Sidewalks need to be on both sides for safety reasons. A pedestrian should walk against traffic as to see what is coming toward them.	2/18/2019 10:11 AM
7	I think only one side of the road will work for all.	2/12/2019 8:48 PM
8	Folker park will have a perimeter trail so that the muni would not have to put a sidewalk on that side of the street by the park.	2/12/2019 6:41 AM
9	This would mean that there would be no on street parking. Pedestrian walkway on both sides would be really nice. What does that mean for front easements? How much front yard would we lose. How does that affect the road width?	2/12/2019 6:16 AM
10	nice to have and provides a safer passage during winter snow	2/11/2019 4:40 PM
11	I would like bike and pedestrians to have designated areas . I don't have the expertise to say if it should be both or one side.	2/10/2019 10:03 AM
12	One side should be sufficient	2/10/2019 8:41 AM
13	I think one side would be sufficient. Preferably on the side that is closest to Tudor	2/9/2019 8:49 AM

14	Unnecessary expense and loss of natural vegetation. One side should be sufficient.	2/7/2019 11:58 AM
15	Midtown is becoming increasing urban, bike facilities on both side of the road would encourage more non-motorized transportation, increase safety for current pedestrians/cyclists and decrease congestion due to traffic. The addition of pedestrian facilities is the most efficient way (per dollar) to improve our transit system, decrease environmental impacts (like pollution) and increase public health by encouraging exercise. Please put pedestrian facilities on both side of the road.	2/7/2019 11:11 AM
16	One side is enough.	2/7/2019 10:22 AM
17	I think that pedestrian facilities are a great idea.	2/6/2019 2:03 PM
18	Need sidewalks Along 42nd Avenue to Lake Otis. A lot of foot traffic and Elders trying to walk on this street.	2/6/2019 9:50 AM
19	Yes, everywhere along 42nd would work with sidewalk on both sides, except the stretch between Piper and Dale; it is already rather tight and I think it wouldn't be necessary to have sidewalk on both sides. I think which side would be best determined by the planning crew.	2/5/2019 10:16 PM
20	There is absolutely no walkway now and a high volume of pedestrians. Huge apartment and condo complexes along 42nd, plus the college campus and homeless. Massive foot traffic!	2/5/2019 8:08 PM
21	Just on one side is enough.	2/5/2019 3:40 PM
22	Not necessary, a single sidewalk would be ample.	2/3/2019 8:22 PM
23	My answer is based on if there is space. I've noticed that east of Piper, the whole curb in front of some dwellings is driveway. That makes on-street parking, sidewalks and plowing difficult to pull off.	2/3/2019 11:23 AM
24	Unsure. What is standard?	2/3/2019 8:08 AM
25	We have lots of foot traffic on e. 42nd & it's much safer w/ sidewalks	2/2/2019 10:07 AM
26	Tall, wooded vegetation on S sides keeps plowed snow from sun access. N side of 42nd melts a month earlier than S side. Muni plowed snow from Roson Ct is moved around corner onto 42nd. Similar these blocks. Muni does blow excess snow onto private property, major cause for delayed S side melting. Most Springs snow has not melted until third week of May.	2/1/2019 7:37 PM
27	In the dark it is hard to see pedestrians walking in the road.	2/1/2019 3:08 PM

Q5 Are you aware of any drainage problems within the project area that need to be corrected? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	51.22%	21
No	48.78%	20
TOTAL		41

#	IF YES, PLEASE EXPLAIN.	DATE
1	YESmost intersections, especially the intersection of Folker St and E 42nd has a massive pot holes. Numerous pot holes all along E 42nd, the whole road is like dodging craters.	2/28/2019 2:31 PM
2	just general lack of drains along 42nd Ave	2/27/2019 3:41 PM
3	Major drainage issues on 42nd betwen Piper and Dale.	2/27/2019 10:54 AM
4	Not sure on this one, I think it has improved recently. There was an area between Dale and Piper that was a problem in the past.	2/24/2019 5:16 PM
5	Intersections collect too much water.	2/21/2019 2:36 PM
6	the drain on the northwest corner of Folker and 42nd is not large enough and gets clogged up easily. This cause water to build up across 42nd. Thus creating a dangerous situation.	2/18/2019 10:11 AM
7	Yes Yes!! The drainage manhole in front of my house floods and water backs up past my driveway (several inches) with a small lake in front of the neighboring house. Then it freezes and turns to slush!	2/12/2019 6:16 AM
8	Ponding that occurs due to depressions on the road. This is especially challenging during freeze thaw in the late winter/early spring.	2/11/2019 2:24 PM
9	42nd And Wright 42nd And folker	2/10/2019 10:03 AM
10	The road is pretty uneven with some big dips so there are epic puddles at some of the intersections.	2/8/2019 9:50 PM
11	Major drainage issues exist, causing large puddles every time it rains.	2/7/2019 11:58 AM
12	When rain/ snow melt there is are standing puddles @/near the intersections of 42nd and lake Otis and 42nd and Folker.	2/7/2019 11:11 AM
13	Rain water runs off 42nd Ave and onto low-lying properties between Laurel and Lake Otis.	2/6/2019 7:38 PM
14	At College Place Condominiums Entrance way.	2/6/2019 9:50 AM
	- · · · · · · · · · · · · · · · · · · ·	

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

15	Between Piper and Dale get flooded whenever we have heavy rains, and between Laurel and Wright there are frequently large pools of water along both sides of 42nd.	2/5/2019 10:16 PM
16	Oh my god my house is 3220 east 42nd. The whole street in that vicinity floods every spring break up, has huge puddles during rain that have nowhere to drain, warm and melting spells during winter are a constant problem. My neighbors and I have been dealing with this lack of drainage forever!	2/5/2019 8:08 PM
17	puddles form between Folker st and Lauel st.	2/5/2019 5:39 PM
18	SW corner of 42nd and Wright has a drain, but still frequently floods.	2/3/2019 11:23 AM
19	beyond Piper, our area routinely floods during break up	2/3/2019 8:08 AM
20	between Piper and Dale we always have water backup	2/2/2019 10:07 AM
21	42nd ponding after rains, or during snow melt. 42nd-Folker has long history of breakup season ponds.	2/1/2019 7:37 PM
22	Folker street has terrible drainage especially after a rain.	2/1/2019 3:08 PM

Q6 If you could change three (3) things about the 42nd Avenue roadway within the project limits, what would they be?

Answered: 35 Skipped: 6

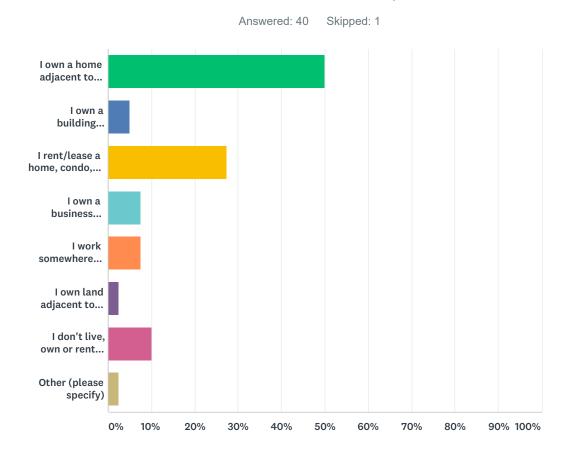
ANSWER CHOICES	RESPONSES	
Priority #1	100.00%	35
Priority #2	88.57%	31
Priority #3	82.86%	29

#	PRIORITY #1	DATE
1	Crosswalks at Folker St. and E 42nd with access to park	2/28/2019 2:31 PM
2	make it happen	2/27/2019 3:41 PM
3	Drainage	2/27/2019 10:54 AM
4	Lighting	2/25/2019 9:16 PM
5	get rid of all the pott holes, cracks and bumps in the road	2/24/2019 5:16 PM
6	Pedestrian scale lighting, bollard type	2/21/2019 2:36 PM
7	add sidewalks	2/18/2019 10:11 AM
8	Smooth road surface	2/17/2019 2:55 PM
9	People pay more attention to the stop signs.	2/12/2019 8:48 PM
10	More street lights	2/12/2019 6:41 AM
11	stop people from speeding!	2/12/2019 6:16 AM
12	Sidewalks	2/11/2019 2:24 PM
13	Pedestrian and bike area	2/10/2019 10:03 AM
14	Safety for pedestrians and cyclists	2/10/2019 8:41 AM
15	Pedestrian walkways	2/9/2019 8:49 AM
16	Sidewalks would be great. There is so much foot traffic on that road.	2/8/2019 9:50 PM
17	Improved drainage	2/7/2019 11:58 AM
18	Seperated pedestrian Facilites	2/7/2019 11:11 AM
19	Sidewalks	2/7/2019 11:08 AM
20	Maybe level out the hill down by the union hall. That is very bad in the winter.	2/7/2019 10:22 AM
21	Visual appeal	2/6/2019 10:30 PM
22	sidewalks and crosswalks	2/6/2019 7:38 PM
23	potholes	2/6/2019 2:03 PM
24	Road Condition	2/6/2019 9:50 AM
25	Less obstructions, more visibility.	2/5/2019 10:16 PM
26	Drainage	2/5/2019 8:08 PM
27	improved surface	2/5/2019 5:39 PM
28	Maintain the roads. The roads right now are full of potholes.	2/5/2019 3:40 PM
29	Level and repave	2/4/2019 4:34 AM

Safer for pedestrians and bicyclists 2/3/2019 11:23 AM Speeding 2/3/2019 8:08 AM for awwu to replace old water lines to include piper to dale, they are just as old as those up to piper Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. 2/1/2019 7:37 PM It's a warm weather playground.			
Speeding 23/2019 8.08 AM	30	Potholes	2/3/2019 8:22 PM
for awwu to replace old water lines to include piper to dale, they are just as old as those up to piper 2/2/2019 10.07 AM Non-motorized safety, History of multiple pedestrians, runners, bikers, skateboarders, scoolers. It's a warm weather pilayround. Intersection Laurel and 42nd is very loy & steep in the winter which makes it hard to stop at the stop sign. PRIORITY #2 PRIORITY #2 Make it happen soon 2/27/2019 3.41 PM	31	Safer for pedestrians and bicyclists	2/3/2019 11:23 AM
Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. It's a warm weather playground. It's a warm weather playground. PRIORITY #2 SIDEN SIDEN SIDEN PRIORITY #2 PRIORITY #2 Make it happen soon 2272/2019 3.41 PM 2282/2019 2.31 PM 2272/2019 3.41 PM 2272/2019 4.41 PM 2272/2019 5.16 PM All Pedestrian walkway 5 Maybe a roundabouts so there aren't so many stops 6 Raised intersections to slow traffic 7 improve sewer drainage 8 Pedestrian/bike crossing notification at Piper St. crossing 9 I vish there would be less traffic. 10 place to cross for residents to PHH into the Folker park 11 address the flooding issue in front of my house (3241) 12 Ponding/repave street 13 Lighting 14 Lighting 15 Lighting 16 Setter lighting 17 Traffic calming, add roundabout at Piper/42nd 18 Better lighting 19 Lighting 2010/2019 8.49 AM 19 Lighting 2010/2019 8.49 AM 10 Lighting 2010/2019 8.49 AM 11 Sidewalks need to be added 10 Sidewalks need to be added 2012/2019 9.50 PM 2012/2019 9.50 PM 2012/2019 1.158 AM 2012/2019 1.158	32	Speeding	2/3/2019 8:08 AM
It's a warm weather playground.	33	for awwu to replace old water lines to include piper to dale, they are just as old as those up to piper	2/2/2019 10:07 AM
Soloward	34		2/1/2019 7:37 PM
11 Sidewalk along entire corridor 2/28/2019 2:31 PM 2 make it happen soon 2/27/2019 3:41 PM 33 Traffic calming 2/27/2019 10:54 AM 44 Pedestrian walkway 2/25/2019 9:16 PM 55 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:38 PM 7 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 8:48 PM 10 place to cross for residents to PHH into the Folker park 2/12/2019 8:44 PM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 12 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting would be nice too. Would make it feel safer at night. 2/10/2019 8:49 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/10/2019 11:58 AM	35		2/1/2019 3:08 PM
22 make it happen soon 2/27/2019 3:41 PM 33 Traffic calming 2/27/2019 10:54 AM 44 Pedestrian walkway 2/25/2019 9:16 PM 55 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:36 PM 77 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 8:48 PM 10 place to cross for residents to PHH into the Folker park 2/12/2019 8:48 PM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 11 ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting 2/10/2019 8:41 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/4/2nd 2/17/2019 11:58 AM 18 Increas	#	PRIORITY #2	DATE
Traffic calming 2/27/2019 10:54 AM Pedestrian walkway 2/25/2019 9:16 PM 2/25/2019 9:26 PM 2/25/2019 9:26 PM 2/25/2019 9:25 PM 2/25/2019 9:24 PM 2/25/2019 9:25 PM 2/25/2019 9:	1	Sidewalk along entire corridor	2/28/2019 2:31 PM
44 Pedestrian walkway 2/25/2019 9:16 PM 55 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:36 PM 7 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 5:55 PM 9 I wish there would be less traffic 2/12/2019 8:48 PM 10 place to cross for residetins to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 12 Ponding/repave street 2/11/2019 6:16 AM 13 Lighting 2/10/2019 6:10 AM 14 Better lighting 2/10/2019 10:03 AM 15 Lighting 2/10/2019 8:41 AM 15 Lighting 2/10/2019 8:41 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased street lighting/ nightime visibility (people walk down the road in the dark with dark cibrles and are hard to see)	2	make it happen soon	2/27/2019 3:41 PM
5 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 6 Raised intersections to slow traffic 2/21/2019 2:36 PM 7 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 6:41 AM 10 place to cross for resideths to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:41 AM 12 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting 2/9/2019 8:49 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased street lighting/ nightime visibility (people walk down the road in the dark with dark 2/7/2019 11:11 AM 19 lighting 2/7/2019 11:03 AM 20 Sidewalks 2/6/2019 3:03 PM </td <td>3</td> <td>Traffic calming</td> <td>2/27/2019 10:54 AM</td>	3	Traffic calming	2/27/2019 10:54 AM
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Improve sewer drainage	5	Maybe a roundabouts so there aren't so many stops	2/24/2019 5:16 PM
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1 wish there would be less traffic.	7	improve sewer drainage	2/18/2019 10:11 AM
place to cross for resideths to PHH into the Folker park 2/12/2019 6.41 AM	8	Pedestrian/bike crossing notification at Piper St. crossing	2/17/2019 2:55 PM
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Ponding/repave street	10	place to cross for residetns to PHH into the Folker park	2/12/2019 6:41 AM
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Better lighting	12	Ponding/repave street	2/11/2019 2:24 PM
Lighting	13	Lighting	2/10/2019 10:03 AM
Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM Increased street lighting/ nightime visibility (people walk down the road in the dark with dark clothes and are hard to see) Ilighting 2/7/2019 11:11 AM Sidewalks 2/6/2019 10:30 PM 2/6/2019 7:38 PM 2/2 42nd between dale and piper is the WORST. Please fix. It's like a roller coaster. 2/6/2019 2:03 PM Sidewalks need to be added 2/6/2019 9:50 AM Speed bumps to prevent speeding. 2/5/2019 10:16 PM Curb and sidewalk 2/5/2019 8:08 PM Lighting 2/3/2019 8:22 PM Lighting Lots of stops to keep cars below 25mph Drainage 3/1/2019 7:37 PM More lighting 2/1/2019 3:08 PM	14	Better lighting	2/10/2019 8:41 AM
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clothes and are hard to see) lighting	17	Traffic calming, add roundabout at Piper/42nd	2/7/2019 11:58 AM
20 Sidewalks 2/6/2019 10:30 PM 21 storm water runoff 2/6/2019 7:38 PM 22 42nd between dale and piper is the WORST. Please fix. It's like a roller coaster. 2/6/2019 2:03 PM 23 Sidewalks need to be added 2/6/2019 9:50 AM 24 Speed bumps to prevent speeding. 2/5/2019 10:16 PM 25 Curb and sidewalk 2/5/2019 8:08 PM 26 pedestrian facilities 2/5/2019 5:39 PM 27 Lighting 2/3/2019 8:22 PM 28 Lots of stops to keep cars below 25mph 2/3/2019 11:23 AM 29 Drainage 2/3/2019 8:08 AM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM 31 More lighting 2/1/2019 3:08 PM	18		2/7/2019 11:11 AM
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Curb and sidewalk 2/5/2019 8:08 PM 2/6 pedestrian facilities 2/5/2019 5:39 PM 2/7 Lighting 2/3/2019 8:22 PM 2/8 Lots of stops to keep cars below 25mph 2/3/2019 11:23 AM 2/9 Drainage 30 Keep 42nd narrow, signed intersections, slow vehicles 31 More lighting 2/5/2019 8:08 PM 2/3/2019 8:22 PM 2/3/2019 11:23 AM 2/3/2019 7:37 PM 31 More lighting	23	Sidewalks need to be added	2/6/2019 9:50 AM
26 pedestrian facilities 2/5/2019 5:39 PM 27 Lighting 2/3/2019 8:22 PM 28 Lots of stops to keep cars below 25mph 2/3/2019 11:23 AM 29 Drainage 2/3/2019 8:08 AM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM 31 More lighting 2/1/2019 3:08 PM	24	Speed bumps to prevent speeding.	2/5/2019 10:16 PM
Lighting 2/3/2019 8:22 PM 2/3/2019 8:22 PM 2/3/2019 8:22 PM 2/3/2019 11:23 AM 2/3/2019 8:08 AM 2/3/2019 8:08 AM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM 31 More lighting 2/1/2019 3:08 PM	25	Curb and sidewalk	2/5/2019 8:08 PM
Lots of stops to keep cars below 25mph 2/3/2019 11:23 AM 2/9 Drainage 30 Keep 42nd narrow, signed intersections, slow vehicles 31 More lighting 2/3/2019 11:23 AM 2/3/2019 8:08 AM 2/1/2019 7:37 PM 2/1/2019 3:08 PM	26	pedestrian facilities	2/5/2019 5:39 PM
29 Drainage 2/3/2019 8:08 AM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM 31 More lighting 2/1/2019 3:08 PM	27	Lighting	2/3/2019 8:22 PM
Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM More lighting 2/1/2019 3:08 PM	28	Lots of stops to keep cars below 25mph	2/3/2019 11:23 AM
31 More lighting 2/1/2019 3:08 PM	29	Drainage	2/3/2019 8:08 AM
	30	Keep 42nd narrow, signed intersections, slow vehicles	2/1/2019 7:37 PM
# PRIORITY #3 DATE	31	More lighting	2/1/2019 3:08 PM
	#	PRIORITY #3	DATE

1	Slow down the traffic with design	2/28/2019 2:31 PM
2	make it happen asap :]	2/27/2019 3:41 PM
3	Pedestrian improvements	2/27/2019 10:54 AM
4	Speed bumps to slow down flow	2/25/2019 9:16 PM
5	restrooms at the Folker park	2/24/2019 5:16 PM
6	fix drainage	2/21/2019 2:36 PM
7	sufficient street lighting	2/18/2019 10:11 AM
8	Continued maintenance	2/12/2019 8:48 PM
9	speed bumps to keep pedestrains safe	2/12/2019 6:41 AM
10	make it more pedestrian and bicycle friendly	2/12/2019 6:16 AM
11	Drainage	2/11/2019 2:24 PM
12	Drainage	2/10/2019 10:03 AM
13	More police presence	2/10/2019 8:41 AM
14	Enforce speed limit	2/9/2019 8:49 AM
15	Fixing the road so it is less prone to potholes and frost heaves. Those are also epic along that road, though they do act as natural speed bumps which is why speeding isn't a huge issue there.	2/8/2019 9:50 PM
16	Pedestrian friendly features	2/7/2019 11:58 AM
17	Make the crossing @ Piper street more pedestrain friendly (eg round about, flashing ped x-ing sign or something to this effect)	2/7/2019 11:11 AM
18	plowing sidewalks in winter	2/7/2019 11:08 AM
19	Accessibility	2/6/2019 10:30 PM
20	i would love to have sidewalks.	2/6/2019 2:03 PM
21	Lighting needs to be better for safety.	2/6/2019 9:50 AM
22	Better light along the entire length, similar to 40th Avenue upgrade.	2/5/2019 10:16 PM
23	Road bed	2/5/2019 8:08 PM
24	bike facilities	2/5/2019 5:39 PM
25	Walkways	2/3/2019 8:22 PM
26	Limit driveway width	2/3/2019 11:23 AM
27	Potholes	2/3/2019 8:08 AM
28	Maintain the full grown natural landscaping.	2/1/2019 7:37 PM
29	bike lanes	2/1/2019 3:08 PM

Q7 What best describes you? (please check all that apply, but you must select at least one!)



ANSWER CHOICES	RESPON	SES
I own a home adjacent to 42nd Avenue within the project limits (single family home, duplex, condo, apartment).	50.00%	20
I own a building adjacent to 42nd Avenue within the project limits.	5.00%	2
I rent/lease a home, condo, duplex, apartment, office, or building adjacent to 42nd Avenue within the project limits.	27.50%	11
I own a business adjacent to 42nd Avenue within the project limits.	7.50%	3
I work somewhere adjacent to 42nd Avenue within the project limits.	7.50%	3
I own land adjacent to 42nd Avenue within the project limits.	2.50%	1
I don't live, own or rent property adjacent to 42nd Avenue within the project limits, but I live nearby and/or drive, walk, or bike in the project area.	10.00%	4
Other (please specify)	2.50%	1
Total Respondents: 40		

#	OTHER (PLEASE SPECIFY)	DATE
1	I drive/bike it everyday and my kid does too.	2/3/2019 11:26 AM

2/5/2019 3:42 PM

2/4/2019 4:37 AM

2/3/2019 8:24 PM

2/3/2019 8:09 AM

2/2/2019 10:12 AM

Q8 Please help us by providing your property location and contact information. We will only use this information to help aid in design solutions to solve any issues you identify in the next series of questions.

Answered: 31 Skipped: 10

ANSWER CHOICES	3	RESPONSES	
Name		93.55%	29
Physical Address		100.00%	31
Phone		90.32%	28
# NAM	E		DATE
1			2/28/2019 5:18 PM
2 Personal Co	ntact Information REMOVED		2/27/2019 3:43 PM
3			2/25/2019 9:23 PM
4			2/24/2019 5:17 PM
5			2/20/2019 6:53 AM
6			2/18/2019 10:14 AM
7			2/17/2019 2:56 PM
8			2/12/2019 8:50 PM
9			2/12/2019 6:20 AM
10			2/11/2019 4:42 PM
11			2/10/2019 10:04 AM
12			2/9/2019 8:51 AM
13			2/8/2019 9:51 PM
14			2/7/2019 12:00 PM
15			2/7/2019 11:13 AM
16			2/7/2019 11:12 AM
17			2/7/2019 10:24 AM
18			2/6/2019 7:39 PM
19			2/6/2019 2:08 PM
20			2/6/2019 9:51 AM
21			2/5/2019 10:18 PM
22			2/5/2019 8:10 PM
23			2/5/2019 5:40 PM
0.4			0/5/00/10 0 10 50/4

24

25

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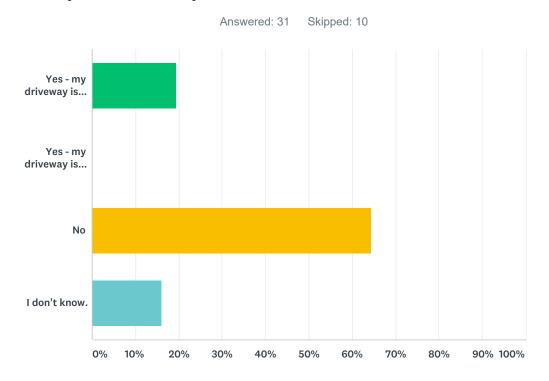
27

28

29	B B Garner	2/1/2019 7:47 PM
#	PHYSICAL ADDRESS	DATE
1	3501 E 42nd Ave #112	2/28/2019 5:18 PM
2	3111 E 42nd Ave #A	2/27/2019 3:43 PM
3	3111 E 42nd Ave	2/27/2019 10:37 AM
4	4200 Florina st.	2/25/2019 9:23 PM
5	3320 E 42nd Ave	2/24/2019 5:17 PM
6	3320 E. 42nd Ave	2/20/2019 6:53 AM
7	4140 Folker Street	2/18/2019 10:14 AM
8	3251 East 41st	2/17/2019 2:56 PM
9	4120 Laurel St	2/13/2019 1:56 PM
10	4211 Folker St E202	2/12/2019 8:50 PM
11	3241 East 42nd Avenue	2/12/2019 6:20 AM
12	1865 E Tudor Rd	2/11/2019 4:42 PM
13	2936 Kimberlie court	2/10/2019 10:04 AM
14	3061 E 42nd Ave 703	2/9/2019 8:51 AM
15	2400 E 42nd Ave	2/8/2019 9:51 PM
16	3160 E 42nd Ave	2/7/2019 12:00 PM
17	4231 Folker St Unit 102	2/7/2019 11:13 AM
18	4230 Folker St APT A 103	2/7/2019 11:12 AM
19	3001 e 42 ave apt 105.	2/7/2019 10:24 AM
20	2400 E 42nd Ave	2/6/2019 7:39 PM
21	2740 E 42nd Ave #B201 Anchorage, AK 99508	2/6/2019 2:08 PM
22	2700 E. 42nd Avenue #A201	2/6/2019 9:51 AM
23	3301 East 43rd Ave	2/5/2019 10:18 PM
24	3220 east 42nd avenue	2/5/2019 8:10 PM
25	4201 Folker St.	2/5/2019 5:40 PM
26	4131 Florina St Apt 7 Anchorage, AK 99508	2/5/2019 3:42 PM
27	3531 E 42nd Ave Apt 417	2/4/2019 4:37 AM
28	4231 Laurel St Apt 320	2/3/2019 8:24 PM
29	3211 E 42nd Ave	2/3/2019 8:09 AM
30	3301 e. 42nd ave. and also 3250 e. 42nd ave./anch ak 99508	2/2/2019 10:12 AM
31	2814 East 42nd Avenue	2/1/2019 7:47 PM
#	PHONE	DATE
1		2/28/2019 5:18 PM
2	Personal Contact Information REMOVED	2/27/2019 3:43 PM
3		2/25/2019 9:23 PM
4		2/24/2019 5:17 PM
5		2/20/2019 6:53 AM
6		2/17/2019 2:56 PM
7		2/13/2019 1:56 PM

8		2/12/2019 8:50 PM
9	Personal Contact Information REMOVED	2/12/2019 6:20 AM
10		2/10/2019 10:04 AM
11		2/9/2019 8:51 AM
12		2/8/2019 9:51 PM
13		2/7/2019 12:00 PM
14		2/7/2019 11:13 AM
15		2/7/2019 11:12 AM
16		2/7/2019 10:24 AM
17		2/6/2019 7:39 PM
18		2/6/2019 2:08 PM
19		2/6/2019 9:51 AM
20		2/5/2019 10:18 PM
21		2/5/2019 8:10 PM
22		2/5/2019 5:40 PM
23		2/5/2019 3:42 PM
24		2/4/2019 4:37 AM
25		2/3/2019 8:24 PM
26		2/3/2019 8:09 AM
27		2/2/2019 10:12 AM
28		2/1/2019 7:47 PM

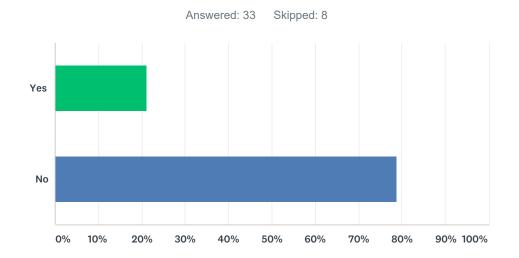
Q9 Is your driveway constructed with concrete or heated?



ANSWER CHOICES	RESPONSES	
Yes - my driveway is concrete.	19.35%	6
Yes - my driveway is concrete AND heated.	0.00%	0
No	64.52%	20
I don't know.	16.13%	5
TOTAL		31

#	PLEASE EXPLAIN.	DATE
1	asphalt	2/27/2019 3:43 PM
2	The complex has a parking lot.	2/18/2019 10:14 AM
3	NA	2/13/2019 1:56 PM
4	blacktop	2/12/2019 6:20 AM
5	I believe country square is asphalt	2/9/2019 8:51 AM
6	Asphalt driveway/parking structure non-heated	2/7/2019 11:12 AM
7	Asphalt	2/6/2019 9:51 AM
8	asphalt surface	2/5/2019 5:40 PM
9	just gravel at this point	2/2/2019 10:12 AM
10	Driveway is asphalt.	2/1/2019 7:47 PM

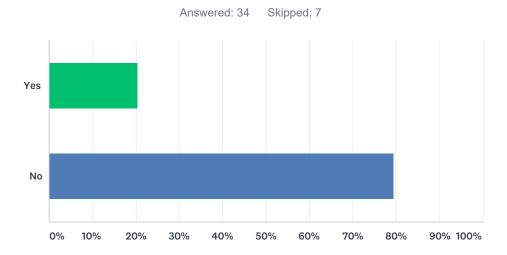
Q10 Have you experienced groundwater problems in your crawl space or basement? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	21.21%	7
No	78.79%	26
TOTAL		33

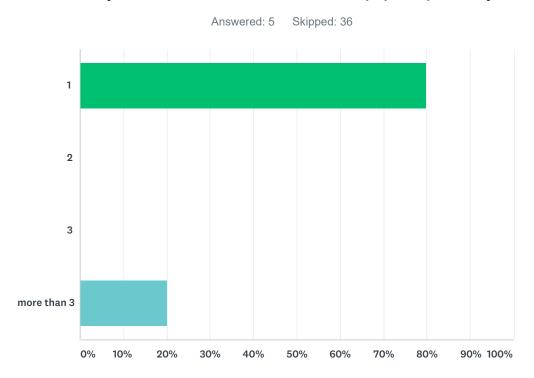
#	IF YES, PLEASE EXPLAIN.	DATE
1	2012 flooding occured Was told by MUNI that it was due to a business located east of us	2/27/2019 3:43 PM
2	When storage unit building was constructed it diverted water towards my building.	2/25/2019 9:23 PM
3	NA	2/13/2019 1:56 PM
4	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:13 AM
5	French drains dont drain fast.	2/7/2019 10:24 AM
6	In the past we've had flooded basements	2/5/2019 8:10 PM
7	Not sure.	2/3/2019 8:24 PM
8	Fills with water every few years	2/3/2019 8:09 AM
9	When AWWU cast iron waterline broke NW corner of this Lot 4, Wolcott Sub. Water flowed S via driveway, under the house, onto 2/3 of garage floor, S along E side of house into botanical garden. Was 6" depth thruout garden. Many perennials were destroyed.	2/1/2019 7:47 PM

Q11 Do you have a foundation drain or sump pump? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	20.59%	7
No	79.41%	27
TOTAL		34

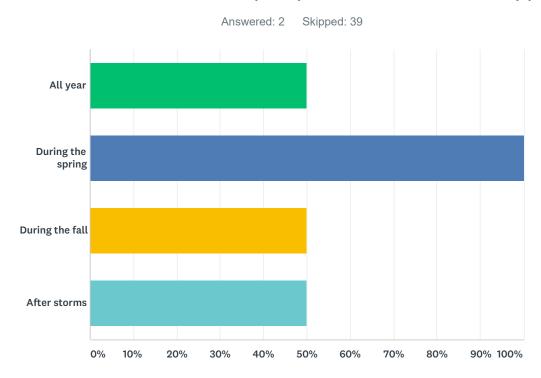
Q12 How many foundation drains or sump pumps do you have?



ANSWER CHOICES	RESPONSES	
1	80.00%	4
2	0.00%	0
3	0.00%	0
more than 3	20.00%	1
TOTAL		5

#	WHERE ARE THEY LOCATED AND TO WHERE DO THEY DRAIN?	DATE
1	On South-side of building, draining south.	2/25/2019 9:25 PM
2	I don't know	2/12/2019 8:51 PM
3	I believe each building has a drain in our garage. Unknown location of where they drain to	2/9/2019 8:52 AM
4	Garage floor drains.	2/7/2019 10:25 AM
5	drains outside the building	2/6/2019 7:40 PM
6	In the parking garage	2/6/2019 9:52 AM
7	It's a manual one I have to hook up when it floods	2/3/2019 8:10 AM

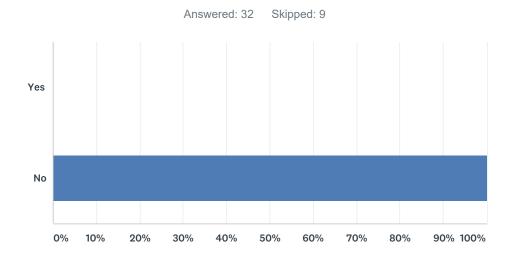
Q13 How often does the pump run? Select all that apply.



ANSWER CHOICES	RESPONSES	
All year	50.00%	1
During the spring	100.00%	2
During the fall	50.00%	1
After storms	50.00%	1
Total Respondents: 2		

#	OTHER (PLEASE SPECIFY).	DATE
1	No idea	2/12/2019 8:51 PM
2	Never goes on	2/6/2019 7:40 PM
3	It is a drain	2/6/2019 9:52 AM

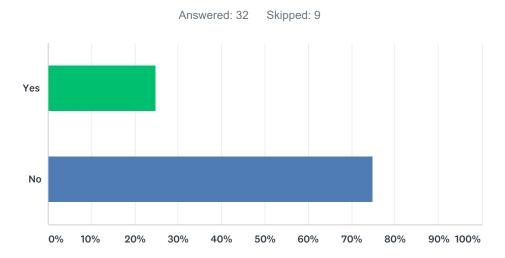
Q14 Do you have any known issues with your water service? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	32
TOTAL		32

#	IF YES, PLEASE EXPLAIN.	DATE
1	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:14 AM
2	I am on a well	2/3/2019 8:11 AM

Q15 Are there any special conditions on your property that you feel the design team should be aware of?



ANSWER CHOICES	RESPONSES	
Yes	25.00%	8
No	75.00%	24
TOTAL		32

#	IF YES, PLEASE EXPLAIN.	DATE
1	Sidewalks need to include handicap wheelchair and walker access as required by law.	2/18/2019 10:16 AM
2	Our portable water is provided by a well on our property. Interference/disturbance to groundwater table could impact our potable water supply.	2/17/2019 2:58 PM
3	many of these houses were built in the 1960s and may still have the old buried sewer/water enclosures. Mine caved in about 10 years ago.	2/12/2019 6:24 AM
4	Our property hasn't had No problems with drainage but all around us during break up there are problematic drainage areas . The road at wright and Kimberlie seems to develop pot holes very frequently likely secondary to drainage problems	2/10/2019 10:06 AM
5	Country Square uses our ground level yard area near 42nd to plow snow in a pile to avoid the cost of hauling. We would be appreciative if any upgrades would keep any impact on that ability to a minimum.	2/9/2019 8:54 AM
6	We need to have 24/7 access to our property for our patients. We are a functioning birth center, with patients arriving in labor at any hour of the day or night, potentially. We are also concerned about construction noise during the day, as I'm sure other businesses around us are as well. We hope there's a plan to mitigate the worst of all that??	2/8/2019 9:53 PM
7	no public parking in condo complex, sidewalks to/around folker park would be amazing	2/7/2019 11:14 AM
8	Part of our property and our neighbor to the West are below road grade.	2/6/2019 7:41 PM
9	vision triangles and any need to remove vegetation	2/5/2019 5:41 PM
10	I live at Deer Park apartments, and am concerned with the ability to safely pull in to and out of our parking lot when the project is going on. Also, given the location of the project, is something being done to make sure that Eastbound traffic can flow smoothly? Many use Piper to access eastbound Tudor, we have 40th to get to Piper, but will it be enough?	2/3/2019 8:27 PM

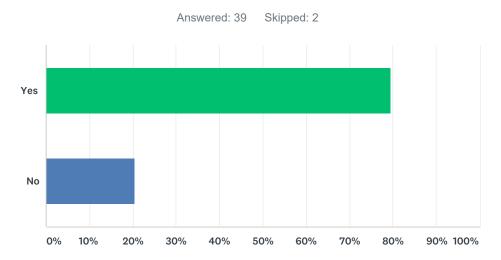
11	Maintained woodsy trees/vegetation between house and ROW. There is a Lodgepole Pine with	2/1/2019 8:00 PM
	upper 360 vinyl fencing near ROW. Originally 42nd had 66' width. MOA reduced it to 60ft,	
	returning 3ft to adjacent N & S property owners. Required \$3K for each owner to process. College	
	Place condos were built 1983 - the extra 3ft included when they bought their 2 acre property.	

Q16 Did we miss anything? Please include any other comments you may have.

Answered: 16 Skipped: 25

#	RESPONSES	DATE
1	I just want to be able to pull in and out of my residence	2/28/2019 5:20 PM
2	There are kids and seniors in this neighborhood, what will you do to provide safer pedestrian facilities?	2/28/2019 2:32 PM
3	Don't make the road and pedestrian surfaces any wider than necessary. Most roads are unnecessarily wide and this encourages speeding and decreases green and permeable spaces.	2/27/2019 10:57 AM
4	Can't think of anything that was missed.	2/21/2019 2:38 PM
5	Try to keep away from any designs that need additional upkeep after they are made. An example is the round abouts that have bushes planted and then it is left to let weeds grow. Waste of money. Another is decorative concrete barriers and 42nd and Piper. All scratched up by snow removal equipment.	2/20/2019 7:06 AM
6	How is the actual project going to be paid for?	2/18/2019 10:18 AM
7	Please design the project work schedule to be respectful of the surrounding neighborhood and the impact of noise and construction on the lives of local residents.	2/17/2019 3:01 PM
8	Thanks so much for taking my input!	2/12/2019 6:43 AM
9	I sometimes drive 42nd toward lake otis wish there were provisions to turn left.	2/11/2019 4:45 PM
10	This area is one of the few adjoining residential areas near the Providence and UAA campus. Residents who live here can walk, bike to these campus for class or services once the road is fixed and lighted, ensuring greater safety.	2/11/2019 2:27 PM
11	The intersection of laurel st and 42nd is extremely slick in the winter and is hard to stop at when icy. Integration of pedestrian faculties with/through Folker park may increase its usage and help decrease crime in the area. The park as is gets little use.	2/7/2019 11:15 AM
12	There are lots of pedestrians on this street.	2/6/2019 7:41 PM
13	no. I think it's wonderful.	2/6/2019 2:09 PM
14	Consider roundabouts in place of 4-Way stops in some locations. I feel it could be more efficient, or just change them to 2-Way stops for better traffic flow along 42nd.	2/5/2019 10:21 PM
15	Can think of anything right now. Thanks !	2/3/2019 11:27 AM
16	Will there be any changes to Folker park along 42nd avenue?	2/1/2019 3:11 PM

Q17 Can we send you future project updates via email?



ANSWER CHOICES	RESPONSES	
Yes	79.49%	31
No	20.51%	8
TOTAL		39

#	PLEASE ENTER YOUR EMAIL HERE:	Personal Contact Information REMOVED	DATE
1			2/28/2019 5:20 PM
2			2/27/2019 3:43 PM
3			2/27/2019 10:37 AM
4			2/25/2019 9:27 PM
5			2/24/2019 5:18 PM
6			2/21/2019 2:38 PM
7			2/20/2019 7:06 AM
8			2/18/2019 10:18 AM
9			2/17/2019 3:01 PM
10			2/12/2019 8:51 PM
11			2/12/2019 6:43 AM
12			2/12/2019 6:24 AM
13			2/11/2019 2:27 PM
14			2/10/2019 10:06 AM
15			2/9/2019 8:58 AM
16			2/8/2019 9:53 PM
17			2/7/2019 11:15 AM
18			2/7/2019 11:14 AM
19			2/7/2019 10:26 AM
20			2/6/2019 7:41 PM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

21	I don't have an email address.	2/6/2019 2:09 PM
22		2/5/2019 10:21 PM
23		2/5/2019 8:10 PM
24		2/5/2019 5:41 PM
25		2/5/2019 3:42 PM
26		2/3/2019 8:27 PM
27		2/3/2019 11:27 AM
28		2/3/2019 8:11 AM
29		2/2/2019 10:13 AM
30		2/1/2019 8:01 PM
31		2/1/2019 3:11 PM





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- New asphalt pavement
- New storm drain system
- New pedestrian facilities
- Improved street lighting
- 3,000 ft of water main replacement

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

Starting in late October, expect to see geotechnical and survey crews in your neighborhood. They will be drilling within the public right-of-way to collect soil and groundwater data, and mapping important features including driveways, utilities, and building corners. Thank you in advance for your patience, and please use caution when driving near the field crews.

How to get involved:

- Attend the University Area Community Council Meeting: The project team will present updates at a few council meetings starting late 2018.
- Attend a public open house:
 Two open house meetings are planned for 2019.
- Visit the project website for meeting schedules, project documents, and to sign up for e-mail updates.

For more information and to sign up for e-mail updates, please visit the web page or contact:

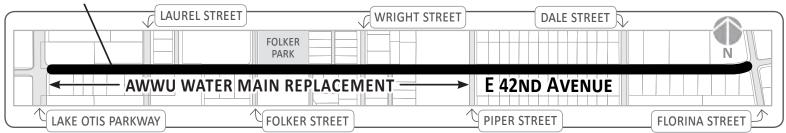
Holly Spoth-Torres, Public Involvement

(907) 223-0136 • comments@crweng.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503

Project Area



42nd **Avenue Upgrade**

Lake Otis Parkway to Florina Street







FILL OUT THE PROJECT QUESTIONNAIRE:

To access the questionnaire visit:

www.42ndAvenueUpgrade.com

- Visit the project website to fill out an online questionnaire by February 28, 2019.
- Tell us about existing conditions along 42nd Avenue.
- Tell us what improvements you think are needed.





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
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- New asphalt pavement
- Improved street lighting
- New storm drain system
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We Want to Hear From You!

FILL OUT THE PROJECT QUESTIONNAIRE:

www.42ndAvenueUpgrade.com



The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for design or construction has been rogrammed at this time. For more information, to sign up for e-mail updates, or if you **prefer to take the questionnaire over the phone,** please call:

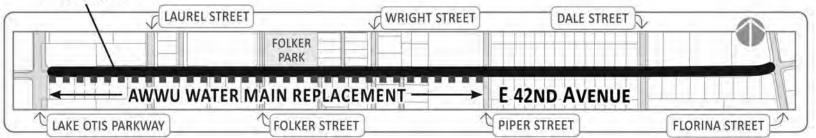
Holly Spoth-Torres,
Public Involvement

(907) 223-0136 • comments@crweng.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503

Project Area



42nd Avenue Upgrade

Lake Otis Parkway to Florina Street







TAKE THE ONLINE QUESTIONNAIRE AT: www.42ndAvenueUpgrade.com





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- New asphalt pavement
- New storm drain system
- New pedestrian facilities
- Improved street lighting
- 3,000 ft of water main replacement

OPEN HOUSE #1: October 17, 2019, 4:30 pm - 6:30 pm University Baptist Church, 4313 Wright Street

Attend the meeting to see a variety of alternatives that show what the roadway improvements could look like. We want to know what **you** think about potential road design concepts.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for construction has been received at this time.

YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church 4313 Wright Street

TIME: 4:30 - 6:30 pm Stop by anytime!

Talk to a project representative to ask questions, learn about the project, and tell us what you think.

For more information and to sign up for e-mail updates, please visit the web page or contact:

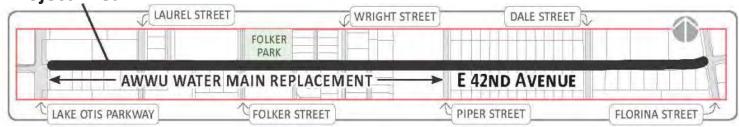
Holly Spoth-Torres, Public Involvement

(907) 223-0136 • comments@crweng.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503

Project Area



42nd **Avenue Upgrade**

Lake Otis Parkway to Florina Street







From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Tuesday, November 06, 2018 11:08 AM

To: Holly Spoth-Torres

Subject: 42nd Avenue Upgrade - Project Update



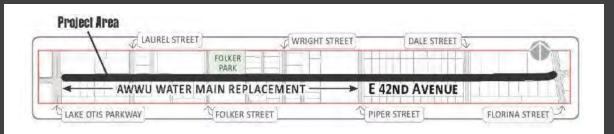
PROJECT UPDATE

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

- New road foundation
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- New asphalt pavement
- New storm drain system
- Replacement of 3,000 feet of existing AWWU water main:
 - · Fire hydrant type and spacing improvements
 - · Water service connection sizing study and upgrade
 - Hydraulic and flow analysis including a pipe sizing study
 - · Flow control and redundancy planning
 - Pipe material selection

Starting this winter, expect to see geotechnical and survey crews in your neighborhood. Crews will be drilling within the public right-of-way to collect soil and groundwater data, and mapping important features including driveways, utilities, and building corners. Thank you in advance for your patience, and please use caution when driving near the field crews.

PROJECT AREA



HOW TO GET INVOLVED

- 1. Attend the University Area Community Council Meeting: The project team will present updates at a few council meetings starting in late 2018. The first presentation will be at the Wednesday, November 7, 2018 meeting.
- 2. Attend a public open house: Two open house meetings are planned for 2019.
- 3. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com

PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

<u>Unsubscribe holly@huddleAK.com</u>

<u>Update Profile</u> | <u>About our service provider</u>

Sent by comments@crweng.com in collaboration with



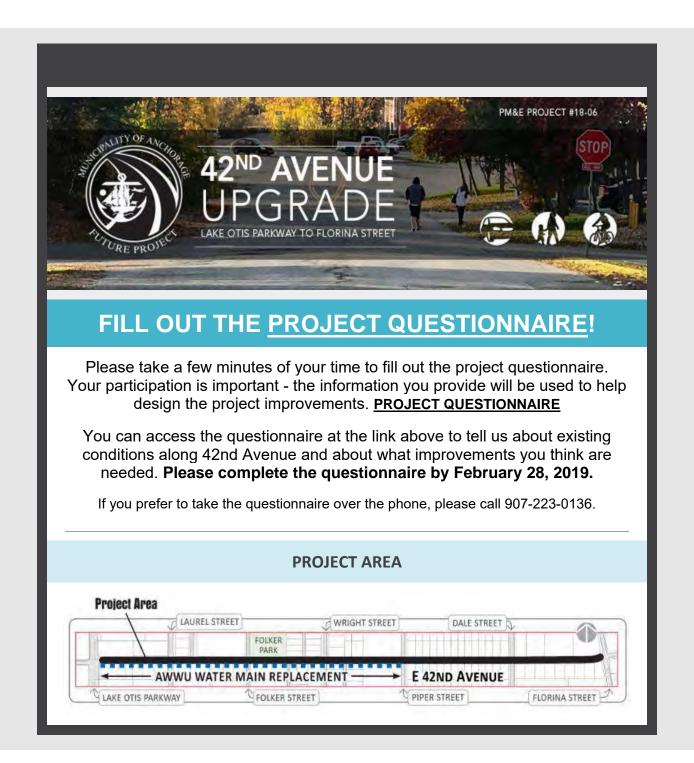
From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Friday, February 01, 2019 2:30 PM

To: Holly Spoth-Torres

Subject: 42nd Avenue Upgrade - Project Questionnaire



PROJECT INFORMATION

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

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The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for design or construction has been programmed at this time.

PROJECT QUESTIONNAIRE

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com

PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

Unsubscribe holly@huddleAK.com

<u>Update Profile</u> | <u>About our service provider</u>

Sent by comments@crweng.com in collaboration with



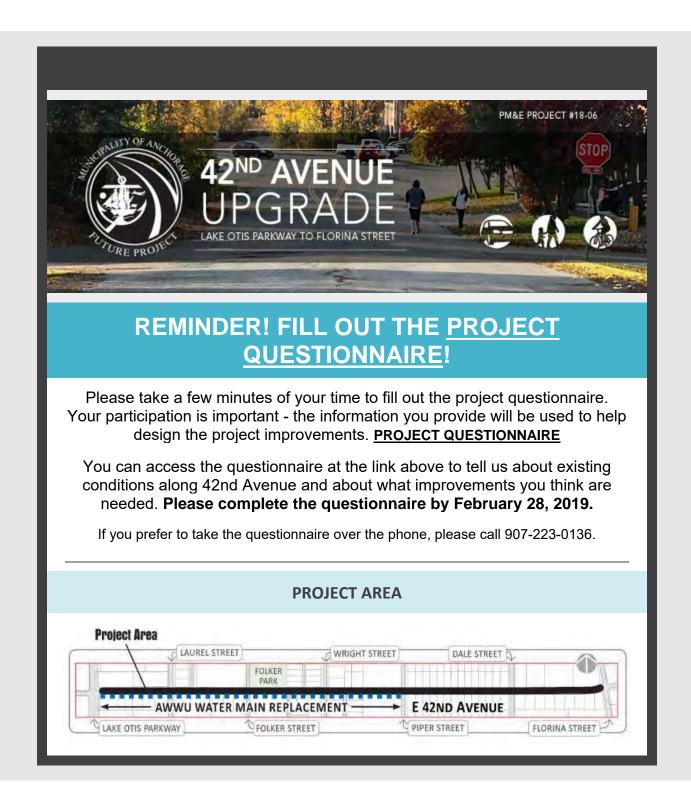
From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Wednesday, February 27, 2019 10:27 AM

To: Holly Spoth-Torres

Subject: REMINDER! Did You Complete the 42nd Avenue Upgrade Project Questionnaire?



PROJECT INFORMATION

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

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PROJECT QUESTIONNAIRE

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com

PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

Unsubscribe holly@huddleAK.com

<u>Update Profile</u> | <u>About our service provider</u>

Sent by comments@crweng.com in collaboration with



From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Friday, March 29, 2019 11:26 AM

To: Holly Spoth-Torres

Subject: Upcoming Field Work - 42nd Avenue Upgrade Project



Surveyors will be in your neighborhood!

Beginning in April, survey crews will be in the project area. You will see surveyors working in the project area as they collect data and measurements. Survey work will continue throughout the entire month of April, at a minimum. Please drive with caution near the crews.

If you have any questions, please don't hesitate to contact us!

PROJECT CONTACTS

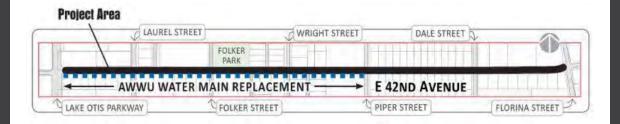
Holly Spoth-Torres
Public Involvement
Huddle AK
907-223-0136
holly@huddleak.com

Julie Makela, PE
Project Administrator
Municipality of Anchorage
Project Management & Engineering Department
907-343-7598

julie.makela@anchorage.gov



PROJECT AREA



PROJECT INFORMATION

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

- New road foundation
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The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Wednesday, April 24, 2019 8:20 AM

To: Holly Spoth-Torres

Subject: Upcoming Field Work - 42nd Avenue Upgrade Project



Geotechnical crews will be in your neighborhood!

Beginning in late April or early May, geotechnical crews will be in the project area. You will see crews working as they collect data and measurements about subsurface soil conditions. Please drive with caution near the crews.

If you have any questions, please don't hesitate to contact us!

PROJECT CONTACTS

Holly Spoth-Torres Public Involvement Huddle AK 907-223-0136 holly@huddleak.com Julie Makela, PE
Project Administrator
Municipality of Anchorage
Project Management & Engineering Department
907-343-7598

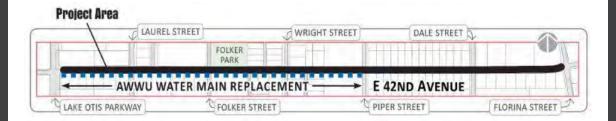
julie.makela@anchorage.gov







PROJECT AREA



PROJECT INFORMATION

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

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For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Wednesday, October 2, 2019 9:33 AM

To: Holly Spoth-Torres

Subject: You Are Invited! 42nd Avenue Upgrade - Open House #1



YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church, <u>4313 Wright Street</u>

TIME: 4:30 PM - 6:30 PM (stop by anytime!)

Attend the meeting to see a variety of alternatives that show what 42nd Avenue roadway improvements could look like. We want to know what YOU think about potential road design concepts.

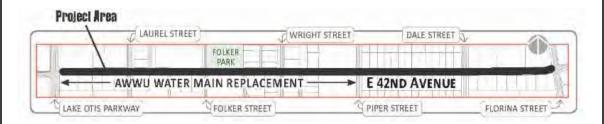
PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

New road foundation

- New pedestrian facilities
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- Replacement of 3,000 feet of existing AWWU water main:
 - Fire hydrant type and spacing improvements
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 - Hydraulic and flow analysis including a pipe sizing study
 - Flow control and redundancy planning
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PROJECT AREA



GET INVOLVED

- 1. Attend Open House #1 on October 17, 2019 anytime between 4:30 PM and 6:30 PM at University Baptist Church (4313 Wright Street).
- 2. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com





PROJECT WEBSITE

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Monday, October 14, 2019 1:27 PM

To: Holly Spoth-Torres

Subject: REMINDER: This week! You Are Invited! 42nd Avenue Upgrade - Open House #1



REMINDER: YOU ARE INVITED!

OPEN HOUSE #1

WHEN: Thursday, October 17, 2019

WHERE: University Baptist Church, <u>4313 Wright Street</u>

TIME: 4:30 PM - 6:30 PM (stop by anytime!)

Attend the meeting to see a variety of alternatives that show what 42nd Avenue roadway improvements could look like. We want to know what YOU think about potential road design concepts.

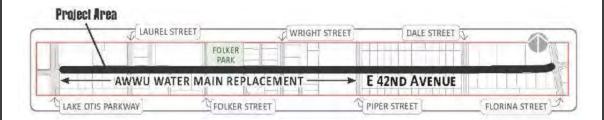
PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

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PROJECT AREA



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Email: Comments@CRWEng.com





PROJECT WEBSITE

Holly Spoth-Torres

From: CRW Engineering Group LLC <crwadmin@crweng.ccsend.com> on behalf of CRW Engineering

Group LLC <comments@crweng.com>

Sent: Monday, October 28, 2019 10:33 AM

To: Holly Spoth-Torres

Subject: Thank you for attending! 42nd Avenue Upgrade - Open House #1 & Business Stakeholder Meeting



Thank you for attending!

Thank you for attending Open House #1 or the Business Stakeholder Meeting. It was great to meet you and talk about what the 42nd Avenue roadway improvements could look like. Your input and comments are important to the project team. If you want to provide additional comments or if you weren't able to attend, you can view meeting documents and provide comments via project website. Finally, as the project progresses you will receive email updates at important milestones.

www.42ndavenueupgrade.com

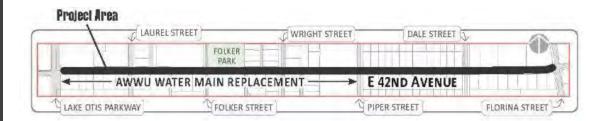
PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

New road foundation

- · New pedestrian facilities
- Improved street lighting
- New asphalt pavement
- New storm drain system
- Replacement of 3,000 feet of existing AWWU water main:
 - Fire hydrant type and spacing improvements
 - Water service connection sizing study and upgrade
 - Hydraulic and flow analysis including a pipe sizing study
 - Flow control and redundancy planning
 - · Pipe material selection

PROJECT AREA



GET INVOLVED

Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: Comments@CRWEng.com





PROJECT WEBSITE

Holly Spoth-Torres

From: CRW Engineering Group LLC <comments@crweng.com>

Sent: Friday, January 17, 2020 2:31 PM

To: Holly Spoth-Torres

Subject: 2020 Anchorage Transportation Fair - 42nd Avenue Upgrade



Anchorage Transportation Fair

The 42nd Avenue Upgrade project will be presented at the **2020 Anchorage Transportation Fair** along with many other upcoming transportation projects. Attend to learn about the project, view preliminary designs, see meeting schedules, and talk to project representatives.

Anchorage Transportation Fair

WHEN: Thursday, January 23, 2020 3:00 PM - 7:00 PM

WHERE: UAA Alaska Airlines Center

3550 Providence Drive

The Transportation Fair is FREE! Anyone can attend. There is no fee for parking.



TRANSPORTATION FAIR

An open house showcasing transportation projects and plans in Anchorage

THURSDAY, JANUARY 23, 2020 3 TO 7 PM

ALASKA AIRLINES CENTER 3550 PROVIDENCE DRIVE

The Anchorage Transportation Fair is free and open to the public. There is no cost for parking and you can take bus routes 10, 20 or 55.

PROJECTS AND PLANS INCLUDE:
TRANSIT ON THE MOVE,
2040 METROPOLITAN TRANSPORTATION PLAN,
RESURFACING COMMERCIAL DRIVE,
DOWNTOWN LIGHTING AND SIGNALS UPGRADE,
& MANY MORE!

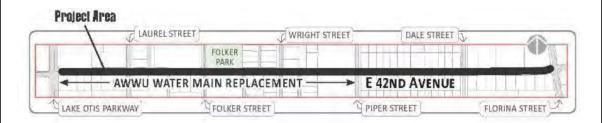
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PROJECT AREA



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PROJECT WEBSITE

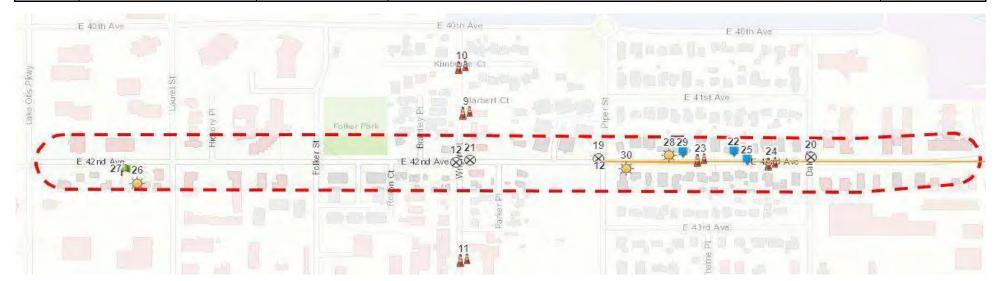
CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

<u>Unsubscribe holly@huddleak.com</u>

<u>Update Profile | About Constant Contact</u>

42nd Avenue Interactive Map Summary

Comment ID	Comment Category	For whom is this an issue?	Additional Information	CreationDate
Lines				
12	High vehcle speeds or volumes	Pedestrians	cut through traffic, courriers, pizza delivery, appartments near university	10/31/2019 5:26 PM
Points				
9	Maintenance/repair needed here			10/31/2019 5:26 PM
10	Maintenance/repair needed here			10/31/2019 5:26 PM
11	Maintenance/repair needed here			10/31/2019 5:26 PM
12	Add/improve crossing or connection			10/31/2019 5:26 PM
			Raised intersection was NOT implemented correct.	
			Intersection is NOT raised up as it was supposed to be,	
19	Add/improve crossing or connection	Drivers	so Piper traffic is too fast and the traffic calming design that was intended is not working.	10/31/2019 5:26 PM
			Consider adding raised intersection or roundabout here.	
20	Add/improve crossing or connection	Drivers	Cuthrough traffic can sometimes cause congestion, and people regularly blow stopsigns.	10/31/2019 5:26 PM
			Consider adding roundabout here.	
21	Add/improve crossing or connection	Drivers	Would slow traffic and alleviate some congestion at peak travel times.	10/31/2019 5:26 PM
			Make it northern friendly by adding sidewalks to north side of road if they are added.	
22	Add your own idea	Pedestrians	This will give more sun exposure and less ice/cold. We have lots of elderly and even blind walkers.	10/31/2019 5:26 PM
	Maintenance/repair needed here			10/31/2019 5:26 PM
	Maintenance/repair needed here	Pedestrians	Major drainage issues leave standing water, practially a lake each rainfall or breakup.	10/31/2019 5:26 PM
			Offsite parking unnecessary. Each property should have adequate offstreet parking.	
25	Add your own idea	Drivers	We need more green space and less pavement.	10/31/2019 5:26 PM
	Add/improve lighting here	Pedestrians	A streetlamp somewhere around here would be nice	10/31/2019 5:26 PM
	I travel to a destination here	Drivers	24/7 business access needed to birth center for laboring families and staff. Literally 24/7.	10/31/2019 5:26 PM
28	Add/improve lighting here	Pedestrians	It is very dark in this area.	10/31/2019 5:26 PM
	Add your own idea	Drivers	Add drainage. Lots of water pooling after heavy rains and during break-up.	10/31/2019 5:26 PM
30	Add/improve lighting here	Drivers	Extremely difficult to see pedestrians when turning east on 42nd from Piper.	10/31/2019 5:26 PM





Open House # Summary

Date: October 14, 2020

Attendees: Attendance List Attached **Reporter:** Michelle Fehribach, Huddle AK

Location: Virtual

Project: 42nd Avenue Upgrade **Project No.:** PM&E #18-06

Subject: Open House #2 Meeting Summary

Summary

The second public open house for the 42nd Avenue Upgrade from Lake Otis Parkway to Florina Street was held on Wednesday, October 14, 2020, from 5-6:30pm. The goal of the virtual meeting was to discuss the Draft Design Study Report, show Preferred Alternative 1, and for the public to provide feedback to the project team. Attendees viewed a presentation and then asked questions and commented on the project. Attendees could ask questions verbally or via the meeting's chat box.

The presentation included:

- Project Location
- Project Timeline
- Project Existing Conditions, with images
- Draft Design Study Report Information
- Preferred Alternative 1, including cross sections and plan views for the four segments of the project

Open House Advertising

<u>Community Council:</u> Justin Keene attended the University Area Community Council meeting on Wednesday, October 7, 2020, to provide a brief project update and announce the open house to the community.

<u>Mailing:</u> A postcard mailer was sent out via USPS to 1,659 addresses in the project area announcing the open house on September 29, 2020.

<u>Web:</u> The project website (<u>www.42ndAvenueUpgrade.com</u>) was updated with the open house meeting information, including date, time, and link and call-in number on September 24, 2020. The open house presentation was posted to the project website in advance of the meeting on October 12, 2020.

<u>Email:</u> A Constant Contact email invitation to Virtual Open House #2 was sent out to the project list on September 29, 2020. A reminder email was sent out on October 12, 2020.



Open House Follow Up

An enewsletter was sent out to the project email list on October 15, 2020, thanking those who were able to attend and providing updates to those who were not able to make it. All the open house materials and a self-guided virtual tour were uploaded to the project website on October 15, 2020. The self-guided virtual tour has been viewed 131 times, as of November 3, 2020.

Attachments

- 1. Meeting Presentation
- 2. Meeting Chat
- 3. Questions, Answers, & Comments
- 4. Attendance List
- 5. Meeting Announcements (Postcard, Emails; Community Council Minutes, Summary, and Alert)
- 6. Emailed Comments (since March 6, 2020)



LAKE OTIS PARKWAY TO FLORINA STREET

Public Open House #2

Draft Design Study Report Wednesday, October 14th, 2020



LAKE OTIS PARKWAY TO FLORINA STREET

AGENDA

- Welcome & Introductions
- Sign In
- Meeting Procedures & Etiquette
- Project Presentation
- Q&A
- How to Stay Involved & Submit Comments



LAKE OTIS PARKWAY TO FLORINA STREET

Project Team

MOA PM&E

Project Manager: Russ Oswald, PE

Public Information Officer: Chelsea Ward-Waller

<u>AWWU</u>

Project Manager: James Armstrong, PE

Design Team – CRW Engineering Group, LLC

Project Manager: Justin Keene, PE

Project Engineer: Erica Jensen, PE, PTOE

Public Involvement: Holly Spoth-Torres

Website: www.42ndavenueupgrades.com



Project Management & Engineering Department
Anchorage Water & Wastewater Utility

42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

SIGN IN



LAKE OTIS PARKWAY TO FLORINA STREET

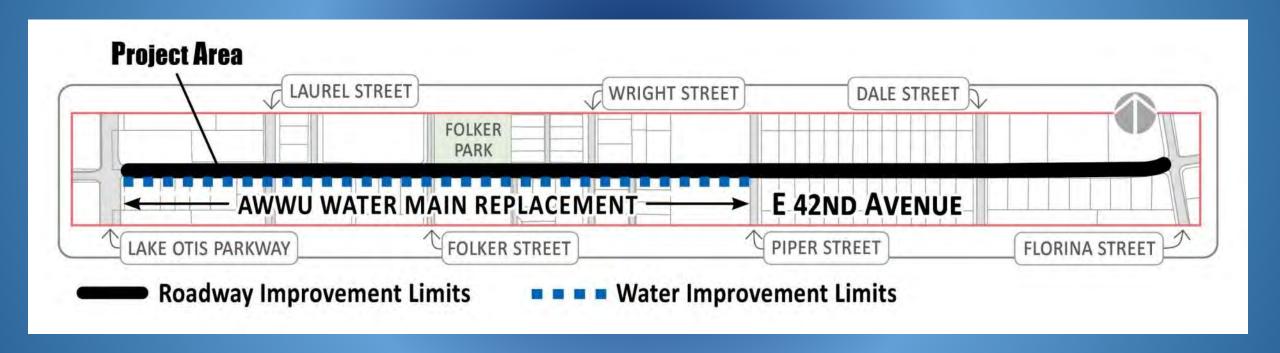
MEETING PROCEDURES & ETIQUETTE

- Please keep your microphone muted during the presentation.
- Please keep your camera turned off during the presentation.
- Please use the chat window if you have questions during the presentation.
- You will have the opportunity to provide comments and/or ask questions after the presentation is complete by turning on your microphone and/or your camera. You can also submit questions using the chat window.
- Please keep in mind, the meeting and the chat are being recorded.



LAKE OTIS PARKWAY TO FLORINA STREET

PROJECT LOCATION





LAKE OTIS PARKWAY TO FLORINA STREET





LAKE OTIS PARKWAY TO FLORINA STREET

PROJECT PURPOSE AND NEED

- The purpose of the project is to upgrade 42nd
 Avenue to meet current MOA Design Criteria for a local roadway and to replace the existing water main from Lake Otis Parkway to Piper Street.
- The project corridor is narrow with no pedestrian facilities and discontinuous drainage facilities and lighting infrastructure.
- The project is listed as the University Area Community Council's highest priority capital project for 2020.



42nd Avenue viewing west at Laurel Street



LAKE OTIS PARKWAY TO FLORINA STREET

PROJECT EXISTING CONDITIONS

- Existing Right-of-Way (ROW) Width =
 - > 66 feet from Lake Otis Parkway to Piper Street
 - > 60 feet from Piper Street to Florina Street
- Posted Speed Limit = 25 MPH
- Typically strip paved roadway with no curb and gutter except for east of Dale Street, no pedestrian facilities except for at Folker Park
- There are four distinct segments along 42nd Avenue



42nd Avenue Snow-Free Conditions



42nd Avenue Snowy Conditions



LAKE OTIS PARKWAY TO FLORINA STREET

Four Distinct Segments

- A. Segment A Lake Otis Parkway to Laurel Street: mostly businesses, with a few single family homes
- B. Segment B Laurel Street to Piper Street: businesses, Folker Park, multi-family and single family homes
- C. Segment C Piper Street to Dale Street: High density single and multi-family homes
- D. Segment D Dale Street to Florina Street: One business, high-density multi-family homes



Segment A with businesses and some full frontage driveways



Segment C with high-density single and multi-family homes



LAKE OTIS PARKWAY TO FLORINA STREET

Draft Design Study Report (published in June 2020)

- Two Alternatives were presented with varying roadway sections per segment per Alternative.
- Alternative 1 is recommended as the preferred alternative since it balances the needs of the various segments of roadway. Alternative 1 typical sections will be discussed in more detail below.
- Conceptual Traffic Calming and Pedestrian Safety Types and Locations
 presented in Draft DSR and noted below may change during detailed design.



LAKE OTIS PARKWAY TO FLORINA STREET

Draft Design Study Report (published in June 2020)

Other proposed improvements:

- Insulated roadway base and asphalt pavement
- Piped drainage system
- Pedestrian facilities on both sides of the roadway
- Traffic calming and pedestrian safety upgrades
- Street lighting
- 3,000 feet of water main replacement from Lake Otis Parkway to Piper Street
- Utility relocation as required for improvements

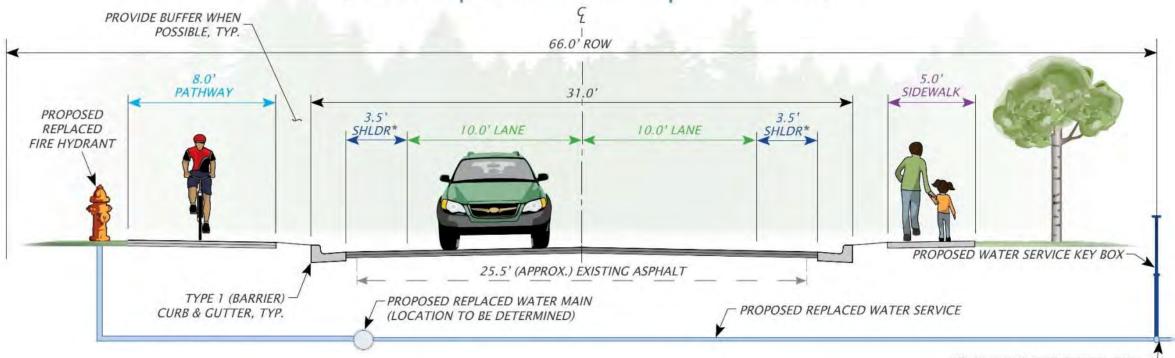


LAKE OTIS PARKWAY TO FLORINA STREET

Segments A & B – Lake Otis Parkway to Piper Street

Alternative 1

(with Proposed Water Improvements)



CONNECT TO EXISTING ON-SITE WATER SERVICE WHERE REQUIRED



Anchorage Water & Wastewater Utility

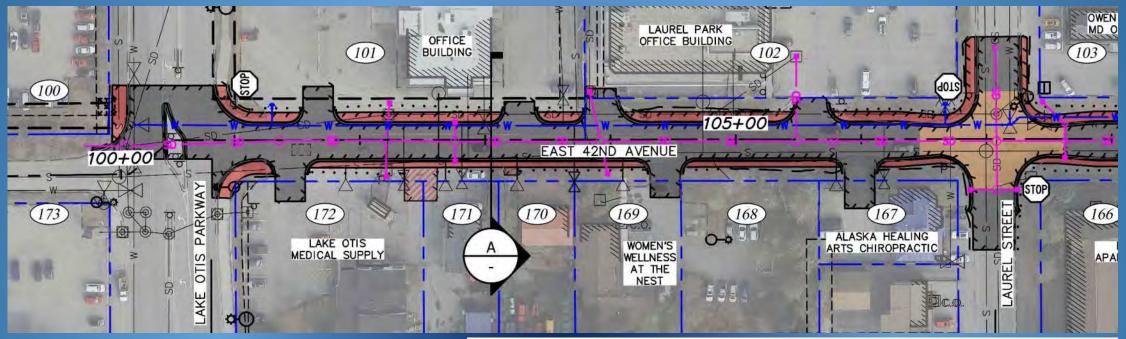
42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

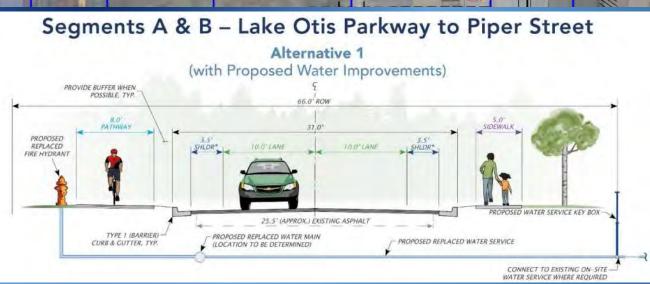
LEGEND FOR PLAN VIEWS SHOWN BELOW

E	PARCEL NUMBER EXISTING EASEMENTS EXISTING PROPERTY / RIGHT-OF-WAY LINES	PROPOSED PAVEMENT PROPOSED PEDESTRIAN FACILITY
	EXISTING SEWER LINE EXISTING WATER LINE EXISTING STORM DRAIN LINE EXISTING SEWER MANHOLE EXISTING SEWER CLEANOUT EXISTING WATER VALVE EXISTING FIRE HYDRANT EXISTING WELL EXISTING STORM DRAIN MANHOLE/CATCH BASIN EXITING CULVERT	PROPOSED DRIVEWAY RECONSTRUCTION PROPOSED CONCEPTUAL TRAFFIC CALMING FEATURE PROPOSED STORM DRAIN PROPOSED STORM DRAIN STRUCTURE PROPOSED WATER PROPOSED WATER VALVE PROPOSED FIRE HYDRANT PROPOSED RETAINING WALL
\$ −○ E	EXISTING LIGHT POLE	

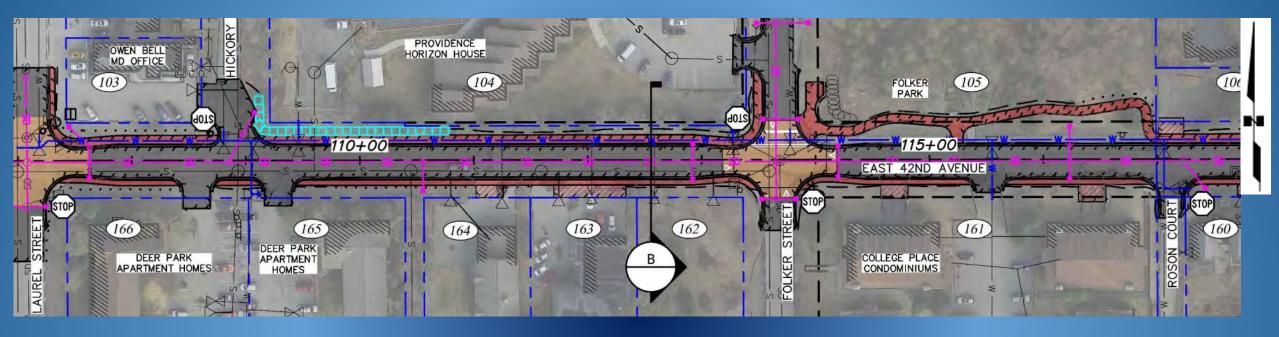
SEGMENT A — LAKE OTIS PARKWAY TO LAUREL STREET



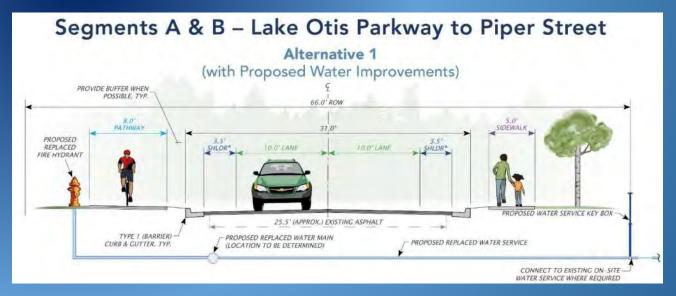
- Neckdown at Laurel Street
- Stop signs for Laurel Street traffic only, 42nd Avenue will not have stop signs since not warranted



SEGMENT B — LAUREL STREET TO ROSON COURT



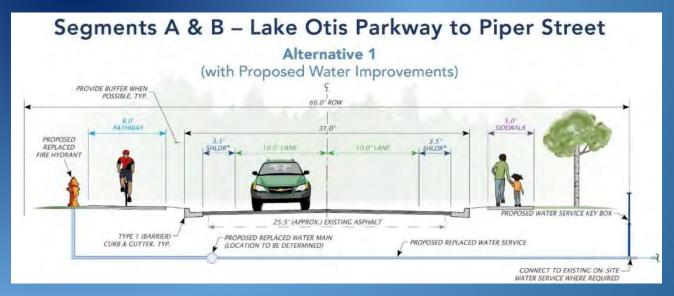
- Raised intersection with neckdown
 & striped crosswalk at north side crossing at Folker Street
- Stop signs for Folker Street traffic only, 42nd Avenue will not have stop signs since not warranted



SEGMENT B — ROSON COURT TO PIPER STREET



- Neckdown at Wright Street. Stop signs for Wright Street traffic only, 42nd Avenue will not have stop signs since not warranted
- Raised intersection with neckdown at Piper Street and stop signs on 42nd Avenue





LAKE OTIS PARKWAY TO FLORINA STREET

SEGMENT B — SIGHT DISTANCE ISSUES AT PIPER STREET

- Existing landscape features including landscape walls and vegetation hinder the intersection departure sight distance making it hard to see oncoming traffic along Piper Street.
- A number of collisions at the intersection likely attributed to these existing features.
- These features will be removed as part of the 42nd Avenue project.



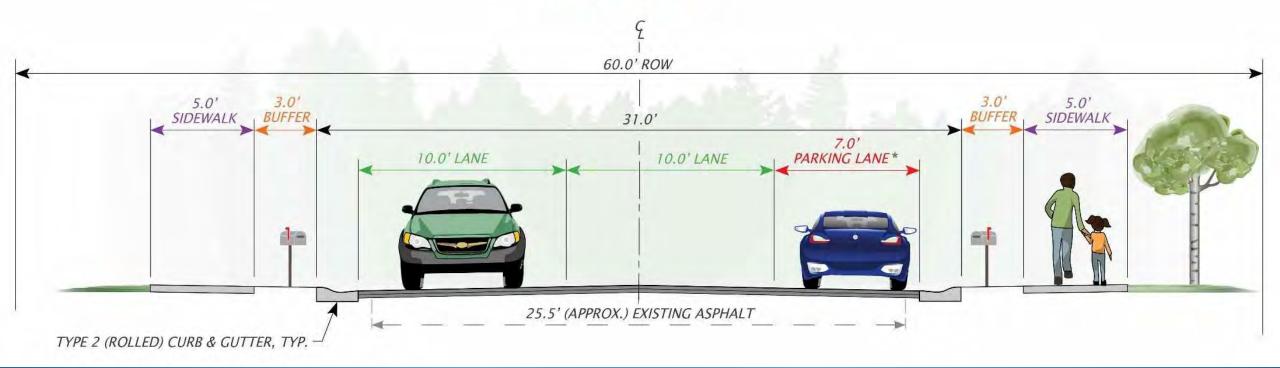
West side of the 42nd Avenue & Piper Street intersection viewing north



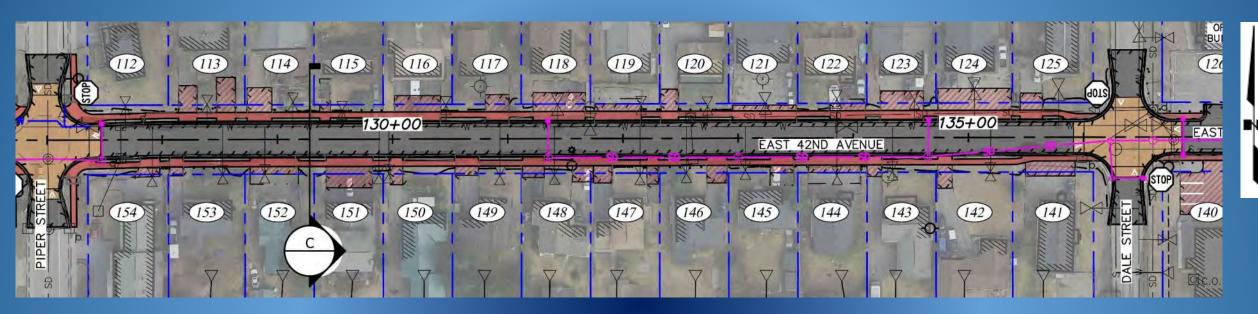
LAKE OTIS PARKWAY TO FLORINA STREET

Segment C - Piper Street to Dale Street

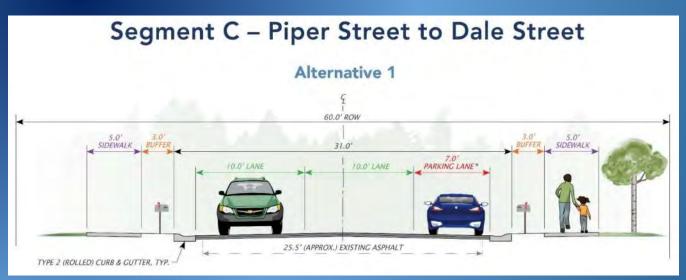
Alternative 1



SEGMENT C — PIPER STREET TO DALE STREET



 Raised intersection with neckdown at Dale Street. Stop signs for Dale Street traffic only, 42nd Avenue will not have stop signs since not warranted

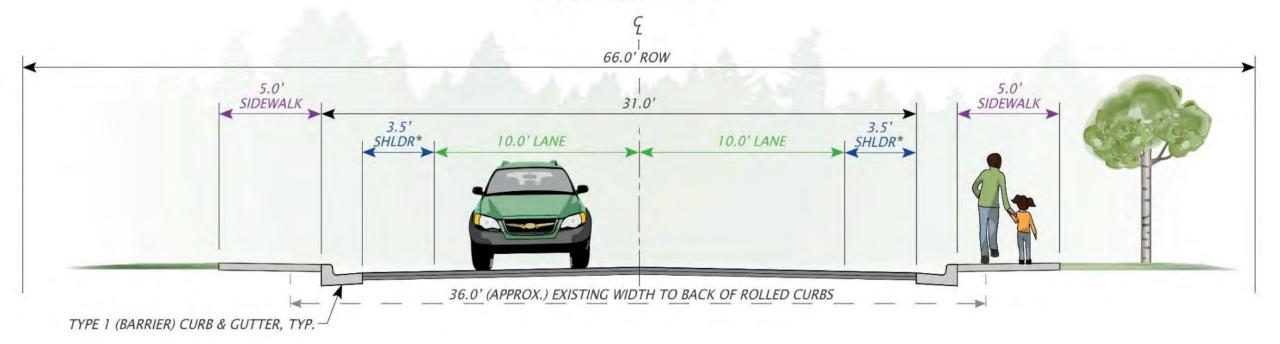




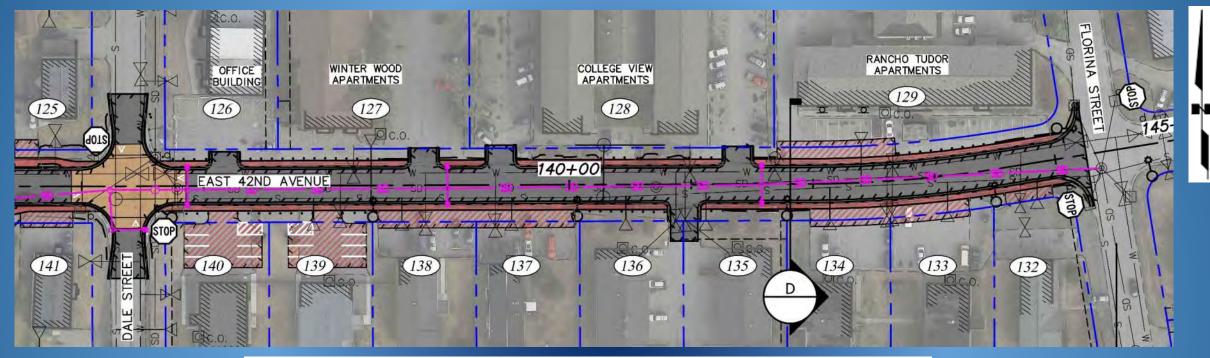
LAKE OTIS PARKWAY TO FLORINA STREET

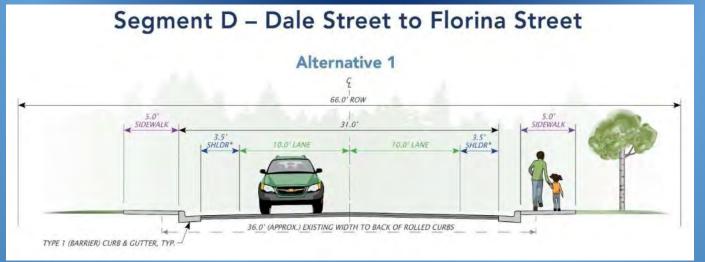
Segment D – Dale Street to Florina Street

Alternative 1



SEGMENT D — DALE STREET TO FLORINA STREET







LAKE OTIS PARKWAY TO FLORINA STREET

NEXT STEPS

Final DSR:

- Incorporate comments from stakeholders
- Route for signatures and approval by MOA Agencies (PM&E, Traffic)

Design (not currently funded):

- Start design in April 2021 pending roadway bond approval
- Implement preferred alternative from DSR
- Additional public meetings after 65% complete and 95% complete designs

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Project Management & Engineering Department
Anchorage Water & Wastewater Utility

42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

QUESTIONS?

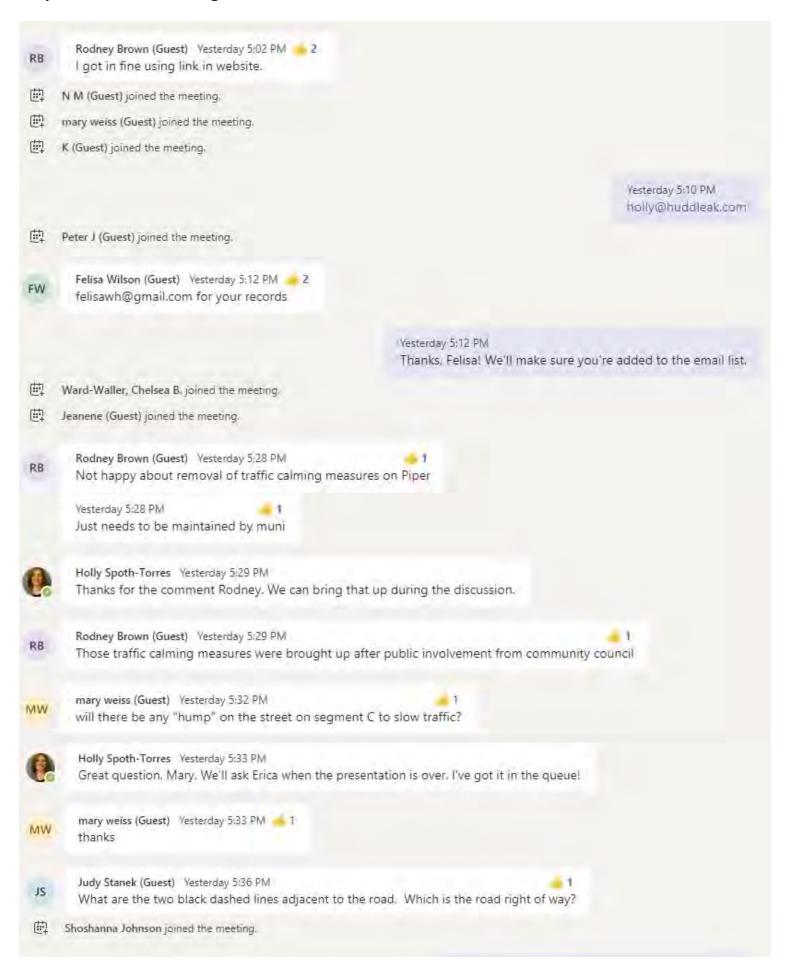


LAKE OTIS PARKWAY TO FLORINA STREET

How to Stay Involved & Submit Comments

- Your questions and comments today will be documented.
- Email future comments and questions to holly@huddleak.com
- All project documents & meeting materials will be available at http://42ndavenueupgrade.com/
- There will also be a self-guided virtual public meeting available on the website.

Open House #2 Meeting Chat



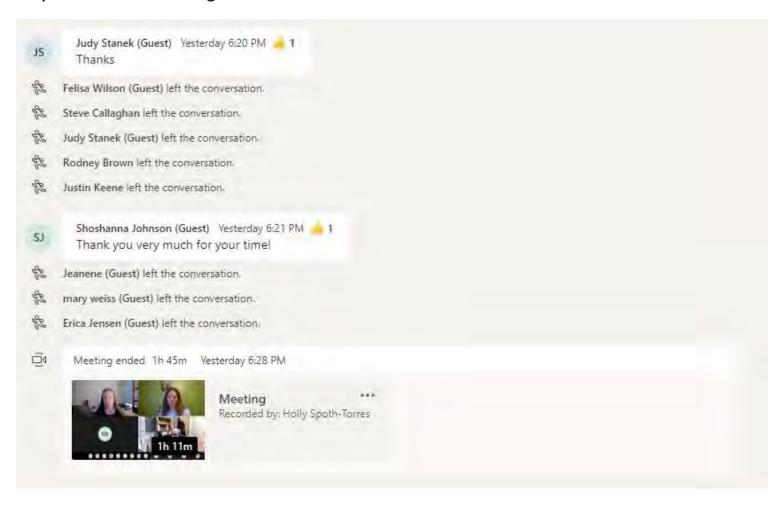
Open House #2 Meeting Chat



Open House #2 Meeting Chat



Open House #2 Meeting Chat



Question and Answer					
Public Comment/Question	Answer (if applicable)				
Not happy about removal of traffic calming measures on Piper. Just needs to be maintained by muni. Those traffic calming measures were brought up after public involvement from community council. People fly by and the raised intersection wasn't installed correctly.	Talking with Traffic about this. Starting to talk about what Traffic will let be put back in because of changes with sight distances because of changes with this intersection with this improvement. We're at the early stages right now. We don't know what its going to look like at the end at this point, but we'll all in agreement that that was part of an approved system overall and we're going to try and maintain as much of it as the Traffic Department is going to allow.				
Will there be any "hump" on the street on segment C to slow traffic? People easily go 40-50 mph. Over the summer, there was roadwork and installed a temp traffic hump and traffic slowed down.	Definitely will look at most appropriate traffic calming feature. Speed humps have mixed reviews. Some studies show they do zero to slow down traffic because you get somebody slowing down right before the speed hump and speeding up right after it. There's also studies that show that they're really detrimental to the parcels located right next to it because they get all the people slamming on their brakes right before and speeding up right after so speed humps come with a lot of different aspects that we have to look at. We will absolutely look at them but they are a little more complicated than say a neckdown or a raised intersection that doesn't have that stop/start aspect that a speed hump would have. We will be looking at most appropriate traffic calming for each segment of the roadway.				
Do neckdowns only occur at intersections?	There are mid-block neckdowns usually in conjuction with a pedestrian crosswalk. Helps to highlight that there is a pedestrian crosswalk here and reduces the distance the pedestrian has to cross because the curb is farther in, but typically neckdowns are at intersections for a couple reasons. It prevents vehicles from parking too close to the intersection, going back to the sight distance, does hinder sight distance and it also reduces the distance a ped has to cross which gives the pedestrian priority in that situation by reducing the time they're in the roadway.				

What are the two black dashed lines adjacent to the road? Which is the road right of way? The concern is that there may be large, mature trees in the way that need to not just be removed for the easement gradient.

This other black line that I see you are looking at, that's what we call a cut line. So when we changed the elevation of the roadway, the existing ground for a cut line is here, we have to match this existing ground. We can't just leave this hole. This black little dashed line is where this limit is for cutting. It indicates where we have to cut to match existing ground. So if the existing ground is all the way up here, we have to come in and do some grading and remove some earth in order to make our roadway improvements and allow proper drainage and all those other things that are necessary. You'll likely see road and ground disturbance up to that line. Those trees are on property and that means based on initial disturbance limits these trees would not be impacted, they would be protected. What we do in detailed design is look at these trees and we have established trees, we put a root protection zone. The contractor comes in and constructs a little root protection around this tree so that way it's very clear that this tree needs to be maintained.

Thank you for including traffic calming on this project. Unfortunately, neck downs are dangerous for bicyclists on the roadway because it forces them suddenly into motorized traffic. What other types of traffic calming would be options for this project?

That is a definitely one of the trade offs of neckdowns. It does take away that shoulder that is used by bicyclists frequently at intersections. It changes the curb line. For local roadways, we do tend to consider neckdowns more than say a collector and definitely not an arterial. Specifically on this one because we are not adding pavement markings we will not have a designated bike lane. It doesn't remove the downside of the neckdown, but because we don't have a designated bike lane it doesn't force bicyclists to leave their designated lane. They would have to travel in the roadway for that section of roadway or there are designated pedestrian facilities. And again, you're mixing modes either pedestrians and bicyclists or bicyclists and vehicles - and ideally you don't mix modes. But for the context of a local road, a neckdown is one of the options we're considering. We are looking at others. Gateway features can be considered a traffic calming feature, speed humps, other features we will look at but it's balancing the pros and cons of each traffic calming feature while considering the context of the road. This is generally a lower volume road so it might be not the worst downside compared to the others.

Why is the water main replacement only from Lake Otis to Piper and not all the way to Florina?

Some are made better than others. The part that we're replacing is older, has a lot of use, in poor shape and needs to be replaced. The portion to the east of Piper St is in much better shape. Low use and it looks pretty good. Two different kinds of mains: one is cast iron and one is ductal iron. One has a history of breaks, and one doesn't. One needs maintenance, in this case replacement, and one does not.

Regarding individual mailboxes between Piper and Dale was any thought given to locking cluster mailboxes? Why was the bike trail placed on the north side instead of the southside of the road? I have some difficulty	Yes. Most people would assume these are the preferred alternative. However to actually install cluster mailboxes you would be very surprised at the logistical hoops we have to jump thorugh. Every single homeowner within the affected area has to agree to move to a cluster mailbox. If even one homeowner says no, then it's done. Ownership is tough too - is it the muni's, is it the post office. It's been shot down on past projects. When we looked at the adhacent items, one of them that stood out is Folker Park and Providence Horizon House which does have a residence communitiy. That was the initial reason, to continue what is existing with those two facilities. N/A
walking so cluster mailboxes would not work for me.	The gateway feature was a higger item, it was part of a planning process for
What kind of landscaping will be added?	The gateway feature was a bigger item, it was part of a planning process for this area. This level of landscaping in terms of gateway feature, we don't anticipate that level along the project corridor. It is a local road, which per code, does not require a specific type, style, or volume of landscaping. We do know landscaping will be impacted with construction. We don't know exactly but normally it's a combo of trees and shrubs and plants to provide aesthetics but not encourage loitering, sleeping, or other aspects that you don't want. We have a landscape architect on the team who is skilled at this and who will have that answer during the detailed design.
Segment C, why are two sidewalks and offstreet parking required? That is a lot of pavement and will affect existing users.	What is required is wider than what we are proposing. If you look at the muni code and the design element requirements, a road like this which is a local road with individual houses actually requires two parking lanes and 11' travel lanes. Would significantly impact use and adjacent properties so we proposed reducing it (removing parking lane and 10' tavel lanes) it functions as a traffic calming feature so that is another benefit. We do know people park on the street so we want to accommodate it. Did a parking study and there are a couple locations where people are always parked. The area has established residential homes and some of them are very close to the ROW. We wanted to minimize the impacts so we narrowed the vehicular traffic area. We wanted to provide double pedestrian facilities, based on use in the area.
Will the neckdowns narrow the road too much when there is snow and ice in the winter? I'm concerned about the road getting blocked.	One of the negative maintenance side effects of neckdowns. It requires the snow plow operator to know where the curb narrows. You will often see vertical markers around the neckdown so that the plow operator knows. Frequently what happens is the shoulder doesn't get plowed but it gets plowed up to the curb at the neckdown. So the road doesn't get any more narrow than it is at the neckdown. It will function more as traffic calming. It won't be blocked.

I am concerned about	Snow plows will sometimes block sidewalks but Street Maintenance will come
snow storage. Who will	in with a plow or loader and load all that snow out to open up the sidewalks.
maintain sidewalks in	There will be periods of time where they won't be passable. It will depend on
winter?	how much snow and how frequent the snows are every winter.
Concerned about driveway	When doing a road design, we look at that. When we look at the roadway, if
access. Steep cuts will be	we know that a driveway is way up here, we will actually raise the elevation of
required for wider roads. I	the road. You come in and you have a little bit of a curb but you don't have
am concerned my sedan	something that will prevent your car from using it. Your car won't bottom out.
won't be able to entire my	Instead of making the whole driveway steeper, because then your car slides
driveway with such a wide	down the driveway in the middle of winter. We talk to each homeowner. We
road design.	look at can we provide a level parking area with a reasonable slope and then
	back to the roadway. Looking at all the impacts on the property is actually
	how we set the elevation of the roadway.

Full Name	User Action	Timestamp
Holly Spoth-Torres	Joined	10/14/2020, 5:22:06 PM
Michelle Fehribach	Joined before	10/14/2020, 5:22:06 PM
Michelle Fehribach	Left	10/14/2020, 5:22:00 PM 10/14/2020, 6:24:56 PM
Justin Keene	Joined before	10/14/2020, 5:22:06 PM
Justin Keene	Left	10/14/2020, 5:22:00 PM 10/14/2020, 6:21:12 PM
Rodney Brown	Joined before	10/14/2020, 5:22:06 PM
Rodney Brown	Left	10/14/2020, 5:22:00 PM 10/14/2020, 6:21:04 PM
Bryan	Joined before	10/14/2020, 5:22:06 PM
•	Left	
Bryan	Joined before	10/14/2020, 6:20:47 PM 10/14/2020, 5:22:06 PM
Emily Weiser (Guest)	Left	
Emily Weiser (Guest)	Joined before	10/14/2020, 5:56:41 PM
Oswald, Russ H.		10/14/2020, 5:22:06 PM
Oswald, Russ H.	Left	10/14/2020, 6:21:27 PM
mary weiss (Guest)	Joined before	10/14/2020, 5:22:06 PM
mary weiss (Guest)	Left	10/14/2020, 6:22:00 PM
Felisa Wilson (Guest)	Joined before	10/14/2020, 5:22:06 PM
Felisa Wilson (Guest)	Left	10/14/2020, 6:20:57 PM
Armstrong, James R.	Joined before	10/14/2020, 5:22:06 PM
Armstrong, James R.	Left	10/14/2020, 6:20:49 PM
+1 907-306-4537	Joined before	10/14/2020, 5:22:06 PM
+1 907-306-4537	Left	10/14/2020, 6:05:05 PM
Erica Jensen (Guest)	Joined before	10/14/2020, 5:22:06 PM
Erica Jensen (Guest)	Left	10/14/2020, 6:24:29 PM
N M (Guest)	Joined before	10/14/2020, 5:22:06 PM
N M (Guest)	Left	10/14/2020, 6:20:46 PM
K (Guest)	Joined before	10/14/2020, 5:22:06 PM
K (Guest)	Left	10/14/2020, 5:43:59 PM
Judy Stanek (Guest)	Joined before	10/14/2020, 5:22:06 PM
Judy Stanek (Guest)	Left	10/14/2020, 6:21:03 PM
Peter J (Guest)	Joined before	10/14/2020, 5:22:06 PM
Peter J (Guest)	Left	10/14/2020, 6:04:37 PM
Ward-Waller, Chelsea B.	Joined	10/14/2020, 5:22:59 PM
Ward-Waller, Chelsea B.	Left	10/14/2020, 6:20:59 PM
Jeanene (Guest)	Joined	10/14/2020, 5:23:15 PM
Jeanene (Guest)	Left	10/14/2020, 6:21:23 PM
Shoshanna Johnson	Joined	10/14/2020, 5:36:07 PM
Shoshanna Johnson	Left	10/14/2020, 6:21:39 PM
Steve Callaghan	Joined	10/14/2020, 5:56:56 PM
Steve Callaghan	Left	10/14/2020, 6:21:03 PM





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- New asphalt pavement
- New storm drain system
- New pedestrian facilities
- Improved street lighting
- 3,000 ft of water main replacement

VIRTUAL OPEN HOUSE #2: October 14, 2020, 5:00 pm - 6:30 pm

Microsoft Teams: https://bit.ly/33wU6gu

We recently published the Draft Design Study Report (DSR) which presents roadway design alternatives. The DSR can be viewed and downloaded for review and comment on the project website. Attend this virtual event to discuss the Draft DSR and provide comments to the project team. Your feedback is important and will inform the final design.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for design or construction has been received at this time.

YOU ARE INVITED!

VIRTUAL OPEN HOUSE #2

Wednesday, October 14, 2020 5:00 - 6:30 PM Due to covid-19, Open House #2 will be a virtual event. You can logon with a computer, tablet, or smartphone, or you can call the teleconference line listed below.

Call: 1-833-452-0188 Conference ID: 188-633-150#



SCAN ME

If you have questions or need assistance to participate, please contact:

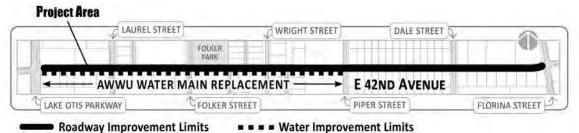
Holly Spoth-Torres, Public Involvement
(907) 223-0136 • comments@crweng.com

Can't make it? After October 14th you can participate in a **self-guided virtual open house** and provide comments by visiting the project web page.

www.42ndAvenueUpgrade.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503



42nd Avenue Upgrade

Lake Otis Parkway to Florina Street







www.42ndAvenueUpgrade.com

Michelle Fehribach

From: Holly Spoth-Torres

Sent: Tuesday, September 29, 2020 4:52 PM

To: Michelle Fehribach

Subject: FW: You Are Invited! 42nd Avenue Upgrade - Virtual Open House #2

From: CRW Engineering Group LLC <comments@crweng.com>

Sent: Tuesday, September 29, 2020 4:30 PM **To:** Holly Spoth-Torres <Holly@huddleAK.com>

Subject: You Are Invited! 42nd Avenue Upgrade - Virtual Open House #2



YOU ARE INVITED!

VIRTUAL OPEN HOUSE #2

WHEN: Wednesday, October 14, 2020 WHERE: Virtual Event with Microsoft Teams

TIME: 5:00 PM - 6:30 PM

EVENT LINK: https://bit.ly/33wU6gu

CALL IN: 1-833-452-0188, Conference ID: 188-633-150#

Attend this virtual event to discuss the Draft Design Study Report (DSR) and provide comments on the roadway design alternatives. Your feedback is important and will inform the final design. We have recently published the Draft DSR which presents roadway design alternatives. The Draft DSR can be viewed and downloaded for review and comment on the project website.

You do not need a Microsoft Teams account to participate. Click the link at the time of the event to join virtually, view the presentation, and ask questions in the Q&A box. You can also participate by phone at the number listed above.

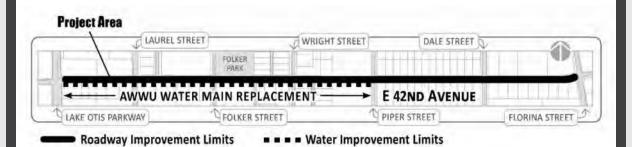
If you have questions or need assistance to participate, please contact:
Holly Spoth-Torres, Public Involvement
(907) 223-0136

PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

- New road foundation
- New pedestrian facilities
- Improved street lighting
- New asphalt pavement
- New storm drain system
- Replacement of 3,000 feet of existing AWWU water main:
 - Fire hydrant type and spacing improvements
 - Water service connection sizing study and upgrade
 - Hydraulic and flow analysis including a pipe sizing study
 - Flow control and redundancy planning
 - Pipe material selection

PROJECT AREA



GET INVOLVED

- 1. Can't make it? After October 14th you will be able to participate in a self-guided virtual open house and provide comments by visiting the project website.
- 2. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: CRWEng.com





PROJECT WEBSITE

Michelle Fehribach

From: CRW Engineering Group LLC <comments@crweng.com>

Sent: Monday, October 12, 2020 3:01 PM

To: Michelle Fehribach

Subject: Reminder! 42nd Ave Upgrade Virtual Open House #2 This Week



YOU ARE INVITED!

REMINDER: VIRTUAL OPEN HOUSE #2

WHEN: Wednesday, October 14, 2020 WHERE: Virtual Event with Microsoft Teams

TIME: 5:00 PM - 6:30 PM

EVENT LINK: https://bit.ly/33wU6gu

CALL IN: 1-833-452-0188, Conference ID: 188-633-150#

A copy of the meeting presentation will be posted on the project website for

you to review in advance, if you'd like.

Attend this virtual event to discuss the Draft Design Study Report (DSR) and provide comments on the roadway design alternatives. Your feedback is important and will inform the final design. We have recently published the Draft DSR which presents roadway design alternatives. The Draft DSR can be

viewed and downloaded for review and comment on the <u>project</u> website.

You do not need a Microsoft Teams account to participate. Click the link at the time of the event to join virtually, view the presentation, and ask questions in the Q&A box. You can also participate by phone at the number listed above.

If you have questions or need assistance to participate, please contact:

Holly Spoth-Torres, Public Involvement

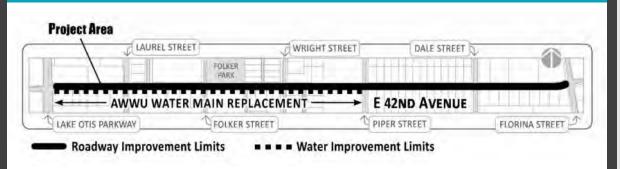
(907) 223-0136

PROJECT BACKGROUND

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PROJECT AREA



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- 2. Visit the project website for meeting schedules and project documents.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: CRWEng.com





PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

<u>Unsubscribe michelle@huddleak.com</u>

<u>Update Profile</u> | <u>About our service provider</u>

Sent by comments@crweng.com powered by



Michelle Fehribach

From: CRW Engineering Group LLC <comments@crweng.com>

Sent: Thursday, October 15, 2020 4:34 PM

To: Michelle Fehribach

Subject: Thank You for Attending the 42nd Ave Upgrade Open House #2!



LATEST NEWS

THANK YOU FOR ATTENDING VIRTUAL OPEN HOUSE #2!

Thank you to everyone who was able to join and learn more about the preferred alternative for the 42nd Avenue Upgrade project!

If you weren't able to make it or would like to review the materials, the presentation is posted on the project website. There is also a self-guided virtual tour available on the website and here: https://arcg.is/10r5ni0

We recorded everyone's comments and questions. If you have anything else you would like us to know, please don't hesitate to get in touch.

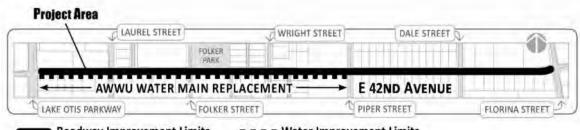
Visit the project website: <u>42ndavenueupgrade.com</u>

PROJECT BACKGROUND

The Municipality of Anchorage is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include:

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PROJECT AREA



Roadway Improvement Limits

- - - Water Improvement Limits

GET INVOLVED

- 1. Visit the project website for meeting schedules and project documents.
- 2. The presentation and a self-guided tour are available on the project website.

For more information and to sign up for email updates, contact project staff or visit the project website:

Email: CRWEng.com





PROJECT WEBSITE

CRW Engineering Group LLC | 3940 Arctic Boulevard, Suite 300, Anchorage, AK 99503

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<u>Update Profile</u> | <u>About our service provider</u>

Sent by comments@crweng.com powered by



UACC MEETING MINUTESOctober 7, 2020

- Opening and Welcome and Introductions The meeting, via Zoom, was called to order by President Paul Stang at 7:00 pm. Al Milspaugh acted as host for the Zoom meeting. Al Milspaugh announced that the meeting will be live streamed and recorded. These will be available via Zoom and Facebook apps, and as such no privacy should be expected. Paul said that the normal introductions would be suspended. There were 36 people present during portions of the meeting (Attachment 1).
- **2. Approval of Prior Months Minutes:** Al Milspaugh, with Susan Share seconding, moved to approve the September 2, 2020 minutes. The minutes were approved by unanimous vote 9/0.
- 3. Approval of the Agenda: Paul Stang introduced tonight's agenda. Susan Klein moved to approve to the agenda, with Al Milspaugh second. The agenda was passed by unanimous vote of 9/0.

4. Informational Reports

A. Reports From Public Servants and Elected Officials

- **a. State Senator Bill Wielechowski-** Bill discussed three items. These were; 1) his work with the Therapeutic Task Force, 2) a letter sent to the Lt. Governor to request an increase in mail in ballot drop boxes and, 3) the State court found that witness signatures are not required on mail in ballots. On the latter Bill recommended one should still provide the witness signature until there is final disposition of the case.
- **b. State Senator Elvi Gray-Jackson-** For details on Elvi Gray Jackson's written report to UACC. See Attachment 2.
- **c. State House Representative Andy Josephson-** Andy reported activities that he has been involved with lately particularly with the Finance Committee.
- d. State Representative Ivy Sponholz- Ivy discussed the impact of COVID-19 on the State economy. She highlighted the high unemployment rates, how relief funds have expired, and how gig workers are not covered by previous relief. She asked that individuals contact their Senators to ask for the passing of a new Federal relief bill. She also mentioned that interest in mail in voting is extremely high with 110,000 ballots already mailed out, and that the deadline for requesting a ballot is October 25th. She mentioned that vote by mail ballots may not be tallied until November 18th. Paul Stang noted that absentee ballots and vote by mail can be considered synonymous.
- **e. Assembly Chair Felix Rivera-** Felix reported the following items. He said the Assembly will be debating whether to extend the COVID-19 Emergency Declaration since it will expire on October 16th. He also said the Assembly will also be examining an Ordinance that would require body cameras be employed by the Anchorage Police Department.
- f. Assembly Member-Pete Peterson- Pete reported that Taxi fees will be temporarily lowered to reflect the impact that COVID-19 has had on the industry. He indicated the MLP sale to Chugach Electric should be finalized by end of October or early November. The large payment from this sale the MOA will receive will be put into trust funds to help lower future overall municipal taxes.
- **g.** Assembly Member Forrest Dunbar:- Forrest reported the Assembly is considering removing the tax exemption on vaping products. He indicated that the Municipality

- offered to help the State run its mail in ballot effort, using the example of how Anchorage helped Juneau out on their recent election which resulted in their highest turnout. He mentioned the four capital improvement projects of interest to UACC that are funded for this year: 1) Campbell Creek trail improvements and way finding; 2) 42nd Ave upgrades; 3) extension of access of MLK across Elmore Drive, and 4) Image/Reflection Lake Drive improvements
- h. Margo Bellamy-Anchorage School Board- Margo said that the ASD plan to hold in person classes is delayed until at least October15th. There will be a weekly update. She mentioned long time School Board member Starr Marsett will be retiring with her last meeting on January 5th. She discussed the progress for honoring School Board Member and State legislator Bettye Davis by naming a school within the District for her. She said that a tasked committee recommended renaming East High for Bettye Davis, but the Superintendent recommended an alternative of renaming Fairview Elementary and the East High Auditorium for her. Marguerite Iverson asked whether the outreach for renaming the schools was done Community wide. Margo replied that it was only done in the affected neighborhoods. Marguerite also mentioned that news had reported that Charter Schools would receive some CARES Act funding. Margo said that this was correct and the ASD Board considered that Charter School kids are part of the District and that the Charter Schools are a good model.
- B. **UAA Representative Ryan Buccholdt** Ryan indicated that the 2025 UAA strategic plan is ongoing. He also indicated that documents dealing with UAA 2025 Strategic Plan work will be on the UAA website. For detailed information "Google" their website. He said he will have the contractor tasked with developing alternatives to adapt the UAA Campus Master Plan to this strategic plan be available for a presentation for our November meeting.
- C. Reports from UACC Committees/Ad Hoc Chair Persons.
 - a. Parks and Rec Subcommittee- Steve Callaghan, Chair- Steve reported that the University Lake Park improvements, specially the relocation of the parking lot and trial on the southwest corner will be completed next year. He also said that Folker Park needs an additional bond of \$200K to complete improvements for the playground and the trail system. He also indicated the Reflexology Path construction is moving forward but will not be completed until next year due to weather conditions. Al Milspaugh asked whether any Folker Street crossing signage has been completed. Steve replied that none has been completed, and Al said that he would follow up with the Muni to ascertain the statues.
 - **b.** FCC Representative -Al Milspaugh: Al Milspaugh reported the FCC meets the third Wednesday of the month, from 6 to 8 PM. It's open to all, currently virtually via Zoom.
 - **c. Safety Committee-Al Milspaugh:-** Al discussed safety tips while walking alone. He said to always walk with confidence and be aware of the environment around you. He also said that APD has reported less overall crime in Anchorage.

5. New Business and Public Comment

A. Debate on Ballot Measure 1: North Slope Oil Production Tax Increase Initiative-AK State Sen. Bill Wielechowski (for) & Mr. Bill Popp (against)

Argument for Passing: Senator Bill Wielechowski detailed the cost to the State from SB 21 tax structure with resulted in loss of \$1 billion per year and \$5 billion in 5 years from oil tax revenues. He said the new tax structure would raise the minimum tax

rate from 4 % to 10% and the corporate rate to 15%. He said net production taxes have collapsed from a five-year average of \$3.8 billion before SB21 to less than zero after SB21. He said that under the new tax structure our taxes would still be much lower than other states. He also use the example of Conoco Phillips, where 68% of their company profits come from Alaska, but only 12% of their investment goes to Alaska Oil fields.

Argument for rejection: Mr. Bill Popp stated the primary issue with Ballot Measure 1 would be the impact to the Alaska economy which currently is in a five year recession. He said that the oil industry is a major driver of our economy and provide 77,000 jobs and \$7.6 billion in wages, and \$3.8 B to State and local governments in taxes. Bill indicated that the new tax structure was written by small group and did not include all stakeholders. He indicated that there is a big risk of reduced oil production from oil companies if production taxes are raised, hence lower number of jobs and large impact to the economy. He said that some of the lack of new oil production is the result of the collapse of oil prices, not the SB21 tax structure.

Rebuttal for: Bill said that the argument that Measure 1 tax structure does not reflect stakeholders is specious. He indicated that the SB 21 was written by Conoco Philips tax attorneys and has greatly benefited the oil companies while the State economy has still greatly suffered. Examples are that BP laid off 500 people, oil field investments have plummeted, and the oil companies pay less in taxes than they get in credits from those investments that they do make.

Rebuttal Against: Mr. Popp indicated that SB 21 was and is a detailed oil tax legislation that deals with a complex system that was passed by the state legislature. He said the lack of tax revenues is the result of the unforeseen and continued collapse of oil prices. He stressed the way out of state budget problem would be through increase in oil production, and not the increase in oil tax rates. He said that any new oil tax structure needs to reflect the complexities of the oil industry, not the simplistic system advocated in Measure 1, which put the future economy at risk.

Question and Answer Period- There were no questions for the debaters.

B. Debate on Ballot Measure 2: The Alaska Top-Four Ranked Choice Voting and Campaign Finance Laws Initiative-Mr. Jason Grenn (For) & Sen. Mike Prax (against)

Argument For: Mr. Grenn indicated the Measure would give a stronger voice for voters. It would open primaries, so that independent voters (the majority in Alaska) could vote for members of either party in the primaries, which they currently can't do under the current closed primary system. The top 4 candidates in the primary would move on to the general election, regardless of party affiliation. The general election would be held under a rank choice system where each voter can rank up to four candidates. Mr. Grenn discussed the process of this system. The other aspect of the measure is to rein in the power that "Dark Money" exerts in the current elections. The measure requires that any donation over \$2,000 would require that full disclosure of the donors name would be revealed.

Argument Against: Sen. Prax said that it doesn't meet the need of one person one vote. He said that party primaries are actually an "organic" ranked choice and provide opportunity of any voter to show up and make their voice known in creation of the party platform. Members of the party can elect the candidate of their choice and their party platform, so

- voters know better where candidate stands. He said the Measure would take away the party platform influence and voters will not know what candidates actually support.
 - **Rebuttal For:** Jason said that parties can endorse the candidate of their choice so voters can know the stance of the candidate in relation to the party's platform. Jason also said the measure has broad support across the State. Examples are many Native Alaskan groups and the Alaska League of Women Voters as well as many elected officials.
 - **Rebuttal Against:** Mr. Prax indicated that the Measure is very dense and deals with 26 pages and 70 sections of Alaska State Statues, so it's hard to ascertain what the passing of the measure would mean to voters. He says that the "Dark Money" decision is already been decided through the Citizen United case and found to be OK. Finally, he said that the Measure takes away voters individual choice.
 - Question and Answer Period- Susan Klein had a question about how top contributors are listed. Jason indicated that if the contribution was over \$2,000 they would be listed, and the contributors had 24 hours to notify APOC that the denotation had been made, so they can be added to the list. Bill Wielechowski noted that on the Alaska for election website a video is available for one to understand how ones votes are distributed to candidates are based on the ranking distribution the voter gave them. Mike Prax argued that the voting process would take too much time. It also does not allow individuals an opportunity to change a political party's platform. Paul Stang noted that on October 14th Alaska Common Ground (ACG) would be holding a forum on the Measure. One must pre-register with them to participate. Also, the ACG had a forum on Measure 1 last night and a video of the proceeding is available on the ACG website.

C. Muni's 42nd Ave. Upgrade Project-Status Report- Juston Keene, CRW Engineeing

Justin said that he is the design engineer for the project and there will be a virtual open house on October 14th from 5 to 6:30 PM. He said the project consists of a full reconstruction of 42nd Avenue from Lake Otis to Florina. This includes lighting, water and waste, pavement, gutters, curbing and pedestrian facilities. He said the draft design has been published, at www.42ndAvenue Upgrade.com, with various alternatives. Instructions for logging on to the virtual open house are also available on the site. He would appreciate review comments of the draft final design. Finally, he said that final design would be bond issues for 2021, and construction on the 2023 bond issues.

D. Neighborhood Traffic Calming Program-Al Milspaugh

Al explained that the muni examined potential traffic calming needs within various neighborhoods during 2014 and 2017. They have developed an Excel spreadsheet listing these neighborhood streets. Criteria used to identify the need for traffic calming is whether 85% of cars are traveling at or below the speed limit. If so then there is not a need for traffic calming measures. 42nd Avenue, 43rd Avenue, Image Drive and Vance Drives were part of this project. All of these were found to be below the 85% threshold criteria, so would not qualify for traffic calming measures. The MOA wants a response to these findings by Thanksgiving. It's proposed that the members review the report and come prepared to comment, so a vote on comments can be completed during the November meeting.

E. Public Comments/Open Dialog- None

180	
181	F. Adjournment: Susan Share moved to adjourn the meeting. Steve Zemke seconded. The
182	meeting was adjourned by unanimous consent around 8:30 pm.
183	
184	
185	Paul R. Stang, UACC President
186	

Attachment 1- October 7, 2020 Attendance Log

187 188

Name	Affiliation
Al Milspaugh	UACC Vice President
Steve Zemke	UACC Secretary/Treasurer
Paul Stang	UACC President
Steve Callaghan	UACC Parks and Rec Subcommittee Chair
Joanie Nardini	UACC Executive Board Member at Large
Krista Scott	UACC P&Z Subcommittee Chair
Mike Prax	UACC Visitor
Marguerite Iverson	UACC Member
Ryan Buccholdt	UACC Member
Mary Lu Harle	UACC Member
Senator Elvi Gray-Jackson	UACC Visitor
Barbara Garner	UACC Member
Keith Bauguess	UACC Visitor
Bill Wielechowski	UACC Visitor
Della Grey	UACC Member
Felix Rivera	UACC Visitor
Andy Josephson	UACC Member
Pete Peterson	UACC Visitor
Kate Wedemeyer	UACC Member
Ivy Sponholz	UACC Member
Forrest Dunbar	UACC Visitor
Marguerite Iverson	UACC Member
Susan Share	UACC Member
Susan Klein	UACC Member
Margo Bellamy	UACC Visitor
Bill Popp	UACC Visitor
Tammy Means	UACC Visitor
Karen Cameron	UACC Visitor
Rita Spenser	UACC Visitor
Katherine Pfeiffer	UACC Visitor
Felissa Wilson	UACC Visitor

Paul Stang Steve Callaghan UACC President Steve Callaghan UACC Parks and Rec Subcommittee Chair Joanie Nardini Wacc Executive Board Member at Large Krista Scott UACC P&Z Subcommittee Chair Mike Prax UACC Visitor Marguerite Iverson Warguerite Iverson Wary Lu Harle UACC Member Weith Bauguess UACC Visitor Walter Weith Bauguess UACC Visitor Walter Walt	Steve Zemke	UACC Secretary/Treasurer		
Joanie Nardini Krista Scott UACC P&Z Subcommittee Chair Mike Prax UACC Member Ryan Buccholdt UACC Member Marguerite Iverson Wary Lu Harle UACC Member Senator Elvi Gray-Jackson UACC Visitor UACC Member Wary Lu Harle UACC Member Senator Elvi Gray-Jackson UACC Visitor UACC Member Felix Rivera UACC Visitor UACC Member UACC Member Vete Peterson UACC Member UACC Visitor	Paul Stang	UACC President		
Krista Scott Mike Prax UACC Visitor Marguerite Iverson Wary Lu Harle UACC Member Mary Lu Harle UACC Member Barbara Garner Wacc Visitor Walce Member Weith Bauguess Wacc Visitor Wacc Member Wacc Member Wacc Member Wacc Member Wacc Member Wacc Wisitor Wacc Wisitor Wacc Visitor Wacc Visitor Wacc Visitor Wacc Visitor Wacc Visitor Wacc Wisitor Wacc Wisitor Wacc Wisitor Wacc Wisitor Wacc Wisitor Wacc Wember Wacc Wedemeyer Wacc Member Wacc Wisitor Wacc Wember Wacc Wisitor Wacc Wember Wacc Wisitor Wacc Wember Wacc Wisitor Wacc Wember Wacc Wisitor	Steve Callaghan	UACC Parks and Rec Subcommittee Chair		
Mike Prax Marguerite Iverson Marguerite Iverson Mary Lu Harle Senator Elvi Gray-Jackson Bill Wielechowski Della Grey Felix Rivera Andy Josephson Vacc Member Vacc Member Wacc Visitor UACC Member Felix Rivera UACC Member Fete Peterson UACC Member Vy Sponholz UACC Member Vy Sponholz UACC Member Vacc Member UACC Member Vy Sponholz UACC Member UACC Member UACC Member Vy Sponholz UACC Member UACC Member UACC Member Vy Sponholz UACC Member UACC Member UACC Member UACC Visitor Marguerite Iverson UACC Member UACC Visitor	Joanie Nardini	UACC Executive Board Member at Large		
Marguerite Iverson Ryan Buccholdt UACC Member Mary Lu Harle UACC Member UACC Member Senator Elvi Gray-Jackson UACC Visitor Barbara Garner UACC Member Keith Bauguess UACC Visitor Bill Wielechowski UACC Visitor Della Grey UACC Member Felix Rivera UACC Visitor Andy Josephson UACC Wember Pete Peterson UACC Member VaCC Member VaCC Member VaCC Member VaCC Member UACC Member VaCC Member UACC Visitor Marguerite Iverson UACC Member Susan Share UACC Member Susan Klein UACC Member UACC Visitor	Krista Scott	UACC P&Z Subcommittee Chair		
Ryan Buccholdt Mary Lu Harle UACC Member Senator Elvi Gray-Jackson Barbara Garner UACC Member Wacc Visitor Barlbara Garner UACC Member Keith Bauguess Bill Wielechowski UACC Visitor Della Grey UACC Member Felix Rivera UACC Visitor Andy Josephson UACC Member Pete Peterson Wacc Member UACC Member Wacc Wedemeyer UACC Member Forrest Dunbar UACC Member UACC Member Wacc Member UACC Wisitor Marguerite Iverson UACC Member Susan Share UACC Member UACC Member UACC Member UACC Wisitor UACC Visitor	Mike Prax	UACC Visitor		
Mary Lu Harle Senator Elvi Gray-Jackson Barbara Garner Wacc Member Keith Bauguess UACC Visitor Bill Wielechowski UACC Visitor Della Grey UACC Member Felix Rivera UACC Member Felix Rivera UACC Visitor Wacc Visitor UACC Visitor Wacc Wember Pete Peterson UACC Visitor Wacc Wember Vy Sponholz UACC Member Forrest Dunbar UACC Visitor Warguerite Iverson UACC Member Susan Share UACC Member UACC Member UACC Member UACC Member UACC Member UACC Visitor Warguerite Iverson UACC Member UACC Member UACC Member UACC Member UACC Member UACC Visitor Warguerite Iverson UACC Member UACC Visitor UACC Visitor Warguerite Iverson UACC Visitor UACC Visitor UACC Visitor Warguerite Iverson UACC Visitor	Marguerite Iverson	UACC Member		
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Lynn Franks UACC Visitor	Alex Murphy	UACC Visitor		
	Paul Bauer	UACC Visitor		
Pryon Silva	Lynn Franks	UACC Visitor		
DI YALL VISILUI	Bryan Silva	UACC Visitor		

194	Attachment 2- Senator Gray-Jackson's Notes, University Area
195	Community Council, September 7, 2020
196	
197	Welcome to Fall!
198	<u>Census</u>
199	• A Federal judge has issued a <u>preliminary injunction</u> requiring the U.S.
200	Census to continue the headcount through the <i>end</i> of October.
201	• For further assistance you can contact - <u>2020census.gov.</u>
202	Commercial Fishing
203	• The U.S. Department of Agriculture is offering around \$530 million to
204	help the U.S. seafood industry deal with retaliatory tariffs from foreign
205	governments.
206	• The funding for the Seafood Trade Relief Program will support several
207	fisheries in Alaska including crab, cod, pollock, and salmon.
208	Minimum Wage Increase
209	The minimum wage in Alaska will <u>increase</u> slightly in 2021.
210	• Current minimum wage = \$10.19
211	• 2021 minimum wage = \$10.34
212	
213	Property Tax Exemptions
214	Did you know that, because of State law, the Municipality of Anchorage has
215	several types of property tax exemptions that could benefit you and/or
216	someone you know? You could be eligible to exempt \$50,000 (Residential Property Tax) and an additional \$150,000 (Senior Citizen/Disabled Veteran) of
217218	the assessed value of your home.
219	Senior Citizen Exemption
220	Disabled veteran Exemption
221	Residential Exemption
222	Military Service Widow / Widower Exemption
223	
	•
224	Nonprofit Exemption Descriptor Property Francisco
225226	Business Property Exemption
227	See the link below for full details:
228	http://www.muni.org/Departments/finance/property_appraisal/Exemption/Pages/default.aspx
229	If you are not receiving my monthly newsletter, and interested, please let me know.

230 Interim: 907-269-0174
231 Session: 907-465-4930
232 Email: Keith.Bauguess@akleg.gov
233
234
235
236



Meeting Summary

Date: October 7, 2020; 7:00 – 9:00 pm

Presenter: Justin Keene (CRW)
Location: Virtual Zoom Meeting

Project: 42nd Avenue Upgrade – Lake Otis Parkway to Florina Street

Project No: 18-06 (CRW#10142.00)

Subject: University Area Community Council (UACC) Meeting

Attendees: About 38 UACC Members

Summary:

• Justin presented a brief project update and invited UACC members to Open House #2. The following topics were covered during the 5 minute presentation:

- The MOA PM&E, in coordination with AWWU, is planning to upgrade 42nd Avenue between Lake Otis Parkway and Florina Street. Improvements are expected to include a new road foundation, new asphalt pavement, new pedestrian facilities, improved street lighting, new storm drain system and replacement of 3,000 feet of water main from Lake Otis Parkway to Piper Street. PM&E is coordinating with AWWU to implement road and water improvement projects simultaneously for funding efficiency and to minimize construction disruption to the neighborhood. It's likely that this project will be phased construction due to funding.
- The Draft Design Study Report (DDSR) was published in June 2020 and presents roadway design alternatives and a preferred alternative. The DDSR can be viewed and downloaded for review and comment on the project website: www.42ndavenueupgrade.com
- O The date of the upcoming virtual Open House #2 (see attached flyer) was announced:

Virtual Open House #2

Wednesday, October 14, 2020

5:00 - 6:30 PM

Microsoft Teams Meeting

Attendees can logon with a computer, tablet or smart phone, or call in

Logon and call in information can be found on the project website

- The Open House #2 will consist of a presentation beginning at 5 pm. After the presentation, attendees will have the opportunity to ask questions and provide comments to the project team.
- PM&E/AWWU welcomes and encourages the public and UACC members to attend this Open House to review and comment on the information presented. The virtual meeting will be recorded so that folks can still view the meeting if they are not available to attend. A self-guided virtual open house will also be provided on the website. Comments can be provided after the Open House via the project website or by e-mailing members of the project team.
- Project Schedule Update: Currently 42nd Avenue is scheduled to receive design funding in April 2021 pending MOA Roadway Bond approval. The first phase of construction is not scheduled to begin until 2023 pending MOA Roadway Bond approval.
- No guestions were asked by UACC members.





The Municipality of Anchorage (MOA) is planning to upgrade E. 42nd Avenue between Lake Otis Parkway and Florina Street (see map on back). Improvements are expected to include:



- New road foundation
- New asphalt pavement
- New storm drain system
- New pedestrian facilities
- Improved street lighting
- 3,000 ft of water main replacement

VIRTUAL OPEN HOUSE #2: October 14, 2020, 5:00 pm - 6:30 pm

Microsoft Teams: https://bit.ly/33wU6gu

We recently published the Draft Design Study Report (DSR) which presents roadway design alternatives. The DSR can be viewed and downloaded for review and comment on the project website. Attend this virtual event to discuss the Draft DSR and provide comments to the project team. Your feedback is important and will inform the final design.

The MOA has contracted with CRW Engineering Group, LLC to provide preliminary engineering and design services. The project is funded through the Design Study Report (DSR) phase. No funding for design or construction has been received at this time.

YOU ARE INVITED!

VIRTUAL OPEN HOUSE #2

Wednesday, October 14, 2020 5:00 - 6:30 PM Due to covid-19, Open House #2 will be a virtual event. You can logon with a computer, tablet, or smartphone, or you can call the teleconference line listed below.

Call: 1-833-452-0188 Conference ID: 188-633-150#



SCAN ME

If you have questions or need assistance to participate, please contact:

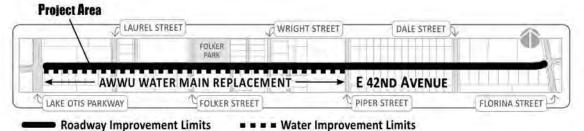
Holly Spoth-Torres, Public Involvement
(907) 223-0136 • comments@crweng.com

Can't make it? After October 14th you can participate in a **self-guided virtual open house** and provide comments by visiting the project web page.

www.42ndAvenueUpgrade.com



3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503



42nd Avenue Upgrade

Lake Otis Parkway to Florina Street







www.42ndAvenueUpgrade.com

Michelle Fehribach

From: Holly Spoth-Torres

Sent: Friday, October 9, 2020 10:29 AM

To: Michelle Fehribach

Subject: FW: FCC Alert - MOA 42nd Avenue Upgrade Open House - Wednesday, October 14, 2020, 5-6:30 pm

For the file 😊

From: Bill Johnson

Sent: Friday, October 09, 2020 8:07 AM

To: Justin Keene < jkeene@crweng.com>; Holly Spoth-Torres < Holly@huddleAK.com>

Cc: Erica Jensen < EJensen@crweng.com >

Subject: FW: FCC Alert - MOA 42nd Avenue Upgrade Open House - Wednesday, October 14, 2020, 5-6:30 pm

FYI, The FCC has advertised the 42nd Avenue open house.

From: Community Councils Center [mailto:info@communitycouncils.org]

Sent: Thursday, October 8, 2020 12:01 PM **To:** Bill Johnson < bjohnson@crweng.com >

Subject: FCC Alert - MOA 42nd Avenue Upgrade Open House - Wednesday, October 14, 2020, 5-6:30 pm





FCC Informational Alert

MOA 42nd Avenue Upgrade 2nd Open House Wednesday, October 14, 2020 from 5:00-6:30 Attend this virtual event to discuss the Draft Design Study Report (DSR) and provide comments to the project team. Your feedback is important and will inform the final design.

Join by clicking this LINK or CALL IN: 1-833-452-0188, Conference ID: 188-633-150#

Open House #2 Postcard Invitation

42nd Avenue Upgrade website

This communication is being sent out by the Federation of Community Councils, Inc. on behalf of the Municipality of Anchorage. The contents of the communication are the responsibility of the Municipality of Anchorage, not of the Federation of Community Councils, Inc.

Community Councils Center www.communitycouncils.org info@communitycouncils.org 277-1977

Federation of Community Councils | 1057 West Fireweed Lane, Suite 100, Anchorage, AK 99503

<u>Unsubscribe bjohnson@crweng.com</u>

<u>Update Profile</u> | <u>About our service provider</u>

Sent by info@communitycouncils.org powered by

Michelle Fehribach

From: Holly Spoth-Torres

Sent: Wednesday, September 16, 2020 3:19 PM

To: Michelle Fehribach

Subject: FW: Q about E42nd-Lake Otis-Piper pipe Rehab

Holly 907.223.0136



From: Justin Keene <jkeene@crweng.com>
Sent: Wednesday, September 16, 2020 3:13 PM
To: chad harder >

Cc: Holly Spoth-Torres < Holly@huddleAK.com>; James Armstrong PE < james.armstrong@awwu.biz>; Oswald, Russ H.

<russell.oswald@anchorageak.gov>

Subject: RE: Q about E42nd-Lake Otis-Piper pipe Rehab

Hi Chad,

Regarding the 42nd Avenue roadway improvements, we currently don't anticipate our roadway improvements extending to your property on either Wright or Brantley Street as our improvements our focused on 42nd Avenue. Current funding for construction of the 42nd Avenue project is not expected until 2023.

Please don't hesitate to contact me if you have any additional questions. You can also sign up for 42nd Avenue project updates by signing up here.

Thanks, Justin

Justin Keene, PE

Principal/Civil Engineer

CRW Engineering Group, LLC

3940 Arctic Blvd, Ste. 300 Anchorage AK 99503 Office 907-562-3252 | Direct 907-646-5632 www.crweng.com

From: Armstrong, James R. [mailto:James.Armstrong@awwu.biz]

Sent: Wednesday, September 16, 2020 2:59 PM **To:** chad harder >

Cc: Holly Spoth-Torres ASLA < Holly@HuddleAK.com >; Justin Keene < jkeene@crweng.com >

Subject: RE: Q about E42nd-Lake Otis-Piper pipe Rehab

Chad,

Thank you for the question. I have both a sewer and water project on 42^{nd} and they are not in the same footprint. Your inquiry references sewer, which is not being installed near you. However water is being installed in 42^{nd} near you but is not coming north towards your address.

Along with the water project is a road project. The road project may need to make some improvements towards you, but the extent is not fully defined right now. I'm copying the overall projects' public involvement coordinator with this email so that she has record of your question and can forward it on to the road side of the project if needed. The project will have a phased approached that appears to be over two years of construction. However due to funding limitations those two years of construction may be out 1-4 years and even separated by a year or two.

Here is the link to the project webpage that may be of some help now and into the future. Link → http://42ndavenueupgrade.com/

Best of luck in your gardening efforts.

Sincerely,

James Armstrong, P.E.

Project Manager – Engineering Division Anchorage Water & Wastewater Utility Email: james.armstrong@awwu.biz

Direct: 907-564.2776 Cell: 907.317.7387

From: chad harder > Sent: Wednesday, September 16, 2020 1:18 PM

To: Armstrong, James R. < <u>James.Armstrong@awwu.biz</u>> **Subject:** Q about E42nd-Lake Otis-Piper pipe Rehab

This is an email from an external entity. DO NOT click links or open attachments unless you recognize the sender and know the content is sa

Hi James. I'm a homeowner on Wright St with a duplex access via Brantley. We're putting in a garden near Brantley next spring, and I'm figuring out elevations right now. I'm wondering how far North of 42nd on Brantley and Wright will improvements go with the sewer improvement project go, if at all? I'm at second house. Also interested in a guess on when it will actually happen. Thanks for your time, cheers.

Chad Harder

--

Sent from Gmail Mobile

Michelle Fehribach

From: Holly Spoth-Torres

Sent: Wednesday, September 30, 2020 10:58 AM

To: Michelle Fehribach

Subject: 42nd Ave Phonecall Comment

I just received a phone call from a Providence employee about the 42nd Ave project. (Barbara, please add this comment to the file?

She said that recently 43rd Ave was a terrible mess during construction but now that the construction is complete, she is so happy. The results of the project are great making the difficult construction period worth it.

She knows that 42nd Ave will be similar, difficult during construction, but the results will be an improvement. She wants to communicate her support for the project.

Summary of Driveway Grades

Appendix M

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06

ALTERNA	TIVE 1 - D	RIVEWAY	SUMMA	ARY		
SHEET	24205	CENTERLINE		EXISTING	PROPOSED	
	PARCEL	REFERENCE		GRADE	GRADE	REMARKS
		STATION	OFFSET			
B1.1	172	101+44.4	RT	-3.6%	-4.8%	
B1.1	101 West	101+66.8	LT	-3.5%	-5.9%	
B1.1	171/172	102+48.6	RT	-8.3%	-5.7%	
B1.1	170	103+20.9	RT	-6.2%	-6.2%	
B1.1	101 East	103+27.4	LT	-4.7%	-8.7%	
B1.1	102 West	103+92.4	LT	1.0%	1.0%	
B1.1	169	104+43.8	RT	-1.2%	-1.7%	
B1.1	102 East	105+60.6	LT	3.9%	1.2%	
B1.1	167	105+98.8	RT	14.5%	13.5%	
B1.2	166	108+56.8	RT	-6.5%	-6.0%	
B1.2	165	109+28.3	RT	-10.6%	-4.4%	
B1.2	164	111+13.9	RT	1.3%	1.5%	
B1.2	163	112+09.5	RT	-1.6%	3.5%	
B1.2	161 West	114+69.1	RT	2.5%	2.4%	
B1.2	161 Middle	115+52.7	RT	1.0%	1.3%	
B1.3	161 East	116+42.7	RT	-0.4%	4.3%	
B1.3	106	117+11.4	LT	5.0%	8.4%	
B1.3	160	117+77.0	RT	1.4%	1.7%	
B1.3	159	118+55.0	RT	-0.8%	3.5%	
B1.3	158	119+44.0	RT	1.5%	3.4%	
B1.3	107	119+51.2	LT	0.3%	2.0%	
B1.3	108	121+18.7	LT	9.3%	10.0%	
B1.3	157	121+56.6	RT	7.5%	8.7%	
B1.3	110	123+33.1	LT	5.7%	5.5%	
B1.3	156	123+35.1	RT	1.4%	0.6%	
B1.4	155	124+52.2	RT	-10.1%	-3.4%	
B1.4	111	124+60.6	LT	0.8%	2.6%	
B1.4	154	127+88.9	RT	9.4%	9.8%	
B1.4	153	128+12.3	RT	10.4%	6.7%	
B1.4	113 West	128+21.2	LT	3.6%	1.0%	
B1.4	113 East	128+55.4	LT	2.3%	0.5%	
B1.4	114	128+84.5	LT	3.8%	1.7%	
B1.4	152	128+97.3	RT	8.6%	6.5%	
B1.4	115	129+41.4	LT	1.4%	1.0%	
B1.4	151	129+62.4	RT	10.8%	10.8%	
B1.4	150	130+03.4	RT	9.5%	9.4%	
B1.4	116	130+21.7	LT	3.1%	4.6%	
B1.4	149	130+64.4	RT	2.7%	4.3%	
B1.4	117	130+90.9	LT	4.5%	5.7%	

42nd Avenue Upgrade - Lake Otis Parkway to Florina Street MOA Project No. 18-06

ALTERNATIVE 1 - DRIVEWAY SUMMARY (CONTINUED)						
CENTERLINE CENTROLD						
SHEET	PARCEL	REFER		EXISTING	PROPOSED	REMARKS
		STATION	OFFSET	GRADE	GRADE	
B1.5	148 West	131+22.3	RT	2.4%	6.8%	
B1.5	118	131+44.7	LT	4.2%	7.7%	
B1.5	148 East	131+65.2	RT	3.2%	3.7%	
B1.5	147 West	131+82.6	RT	2.8%	3.4%	
B1.5	119	131+95.5	LT	6.9%	8.6%	
B1.5	147 East	132+25.8	RT	5.1%	3.7%	
B1.5	120	132+41.1	LT	2.0%	1.7%	
B1.5	146	132+81.6	RT	3.0%	1.6%	
B1.5	121	133+23.1	LT	5.6%	5.6%	
B1.5	145	133+38.0	RT	2.1%	2.0%	
B1.5	144	133+83.7	RT	3.4%	1.4%	
B1.5	122	133+95.4	LT	6.9%	8.3%	
B1.5	143	134+18.3	RT	4.3%	4.5%	
B1.5	123	134+42.2	LT	6.7%	8.8%	
B1.5	142	134+79.6	RT	3.4%	7.0%	
B1.5	124	135+05.4	LT	7.4%	8.0%	
B1.5	125	135+54.6	LT	7.1%	8.8%	
B1.5	141	135+71.1	RT	7.3%	8.2%	
B1.5	140	137+11.3	RT	5.3%	4.7%	
B1.5	126	137+17.2	LT	12.5%	10.3%	
B1.5	139	138+08.8	RT	4.7%	6.3%	
B1.6	127 West	138+80.6	LT	12.0%	N/A	DRIVEWAY WON'T BE RECONSTRUCTED
B1.6	127 East	138+80.6	LT	7.1%	7.5%	
B1.6	138	138+83.4	RT	8.2%	8.8%	
B1.6	128 West	139+43.9	LT	4.6%	7.5%	
B1.6	137	139+58.0	RT	5.3%	8.4%	
B1.6	135/136	140+94.1	RT	0.9%	0.8%	
B1.6	128 East	141+38.4	LT	0.8%	3.5%	
B1.6	129 West	141+81.6	LT	0.8%	4.5%	
B1.6	134 West	142+13.8	RT	1.5%	3.4%	
B1.6	129 Middle	142+22.0	LT	2.9%	4.7%	
B1.6	134 East	142+44.8	RT	3.3%	1.4%	
B1.6	133 West	142+80.3	RT	3.0%	1.6%	
B1.6	133 East	143+11.3	RT	3.3%	3.1%	
B1.6	129 East	143+46.4	LT	11.0%	N/A	DRIVEWAY WON'T BE RECONSTRUCTED
B1.6	132	143+72.4	RT	3.2%	4.2%	

Business List

Appendix N

I. Businesses along the 42nd Avenue Upgrade Project Corridor

- 1) 4201 Lake Otis Parkway (Parcel 172)
 - a) Lake Otis Medical Supply
 - b) DG's Espresso (drive thru coffee stand)
- 2) 2400 E. 42nd Avenue (Parcel 169)
 - a) Women's Wellness at the Nest
 - b) Geneva Woods Birth Center
- 3) 2401 E. 42nd Avenue (Parcel 102) Laurel Park Office Building Various Businesses
 - a) Alaska Speech & Hearing Clinic LLC Suite 101
 - b) Anchorage Project Access Suite 104
 - c) Veritas Wealth Management Suite 202
 - d) Pediatric Neurology Clinic of Alaska Suite 306
- 4) 2490 E. 42nd Avenue (Parcel 167) Alaska Healing Arts Chiropractic, Inc.
- 5) 2501 E. 42nd Avenue (Parcel 103) Owen R. Bell, MD, APC
- 6) 4140 Folker Street (Parcel 104) Providence Horizon House
- 7) 3401 E. 42nd Avenue (Parcel 126) Office Building Various Businesses
 - a) Cindy and Vic's R&R, Inc Suite 101

Final Technical Memorandum

Appendix O



Final Technical Memorandum

Date: September 27, 2019

To: Julie Makela, PE; Russ Oswald, PE, LS (MOA PM&E)

Stephanie Mormilo, PE; Kris Langley (MOA Traffic)
Paul VanLandingham (MOA Street Maintenance)

From: Justin Keene, PE; Erica Jensen, PE, PTOE (CRW Engineering Group, LLC)

Project: 42nd Avenue Upgrade

Project No: PM&E #18-06 (CRW#10142.00)

Subject: Final Technical Memorandum

A. Purpose and Background

The Municipality of Anchorage Project Management and Engineering (MOA PM&E) has contracted with CRW Engineering Group, LLC to provide professional services to develop and evaluate alternatives to upgrade East 42nd Avenue (42nd Avenue) from Lake Otis Parkway to Florina Street (see <u>Figure 1</u> for project boundary). The purpose of the project is to upgrade 42nd Avenue to meet current MOA Design Criteria for a local roadway; improvements also include replacing the water main from Lake Otis Parkway to Piper Street.

The purpose of this Technical Memorandum is to gain concurrence from MOA PM&E, MOA Traffic Department, and MOA Street Maintenance Department on the conceptual roadway design elements before presenting the concepts to the public and beginning the Design Study Report (DSR). A meeting was held on August 5th, 2019 with PM&E, Traffic, and Street Maintenance to discuss the conceptual roadway design elements. The draft Technical Memorandum was submitted for their review and comment. Review comments and responses from the draft Technical Memorandum are included in APPENDIX C and have been incorporated into this Final Technical Memorandum.

B. Existing Conditions

1. Neighborhood Context and Zoning

42nd Avenue from Lake Otis Parkway to Florina Street is a local road situated north of Tudor Road and south of the Providence Medical Center complex and University of Alaska Anchorage (UAA) campus.

The neighborhood is zoned RO "Residential Office", R-2M "Mixed Residential", and R-3 "Mixed Residential". There are four distinct context segments along 42nd Avenue in the project area as defined below:

Segment	From (street)	To (street)	Characteristics
Α	Lake Otis Parkway	Laurel Street	Businesses with off-street parking
			Primarily multi-family residential, with defined
В	Laural Chraat	Piper Street	driveways to off-street parking, Folker Park is
В	B Laurel Street		located north of 42 nd Avenue and east of Folker
			Street along this segment
			Primarily single to four-plex family homes with
С	Piper Street	Dale Street	closely spaced driveways, individual mailboxes,
			and close setbacks to structures
D	Dale Street	Florina Street	High density multi-family residential, many with
D	שמוב אוו כפנ	Tiorina Street	full-frontage driveways





250' 0 250' 500'

└ PROJECT AREA

42ND AVENUE UPGRADE LAKE OTIS PARKWAY TO FLORINA STREET

PROJECT AREA

Project No: 10142.00 Drawn By: EJ

Scale: GRAPHIC

Date: 9-27-2019

Figure: 1

FILE NAME: J:\JobsData\10142.00 42nd Avenue Upgrade\00

2. Traffic and Parking

The posted speed along the entire project corridor is 25 miles per hour (mph). Existing annual average daily traffic (AADT) volumes and 85th percentile speeds (data collected over a four day period in late June and early July) are shown in <u>TABLE 1</u>. The traffic data collected was adjusted for day and month, based on the nearest permanent traffic recorder. For reference, historic traffic data from 2006, before upgrades to the parallel collector roadway of East 40th Avenue were completed, are shown in <u>TABLE 2</u>. Traffic volumes along 42nd Avenue have dropped significantly following the completion of the parallel collector roadway, 40th Avenue. Crash data from 2012-2017 are summarized in <u>TABLE 3</u>.

Due to the close proximity to the UAA campus, the multi-family apartments in the project area often house students attending UAA. Another traffic volume study, including pedestrian volumes and a parking study, will be conducted in early October 2019, when UAA is in session. The results of these studies will be presented in the DSR.

	• •	
Location	AADT	85 th Percentile speed (mph)
42 nd Avenue at Folker Park	1,663	29
42 nd Avenue between Piper	661	26

Table 1. Existing Conditions – Traffic Data (2019)

Table 2	Historic	Traffic	Data	(2006)
---------	----------	----------------	------	--------

Location	AADT	85 th Percentile speed (mph)
42 nd Avenue: Lake Otis Parkway to Piper Street	4,500	29
42 nd Avenue: Piper Street to Florina Street	2,200	29

Table 3. Existing Conditions – Crash Data (2012-2017)

Street	Cross-Street Reference	Total Number of Crashes	Number of Crashes involving bicycle/ pedestrian	Number of Intersection Related Crashes
42 nd Avenue	Lake Otis Parkway	2	1	2
42 nd Avenue	Laurel Street	3	0	3
42 nd Avenue	Folker Street	2	0	2
42 nd Avenue	Wright Street	6	0	6
42 nd Avenue	Piper Street	12	0	11
42 nd Avenue	Dale Street	2	1	2

A parking study was conducted to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were

also noted during the study. The parking study was based on observations from four separate site visits. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening and took place on Wednesday, June 26, 2019 and Saturday, June 29, 2019 (see APPENDIX A for the parking study memo). Parking demand is summarized below in TABLE 4. Generally the off-street parking lots appeared to provide adequate parking with some lots nearly full during some of the site visits.

Table 4. On-street parking demand summary

Segment	Maximum on-street parking demand observed (vehicle count)
A (Lake Otis to Laurel)	0
B (Laurel to Piper)	0
C (Piper to Dale)	6
D (Dale to Florina)	8

3. Intersection and Access Control

There are eleven side streets within the project corridor, inclusive of Lake Otis Parkway and Florina Street. Of these, four are three-way intersections, with the side street not continuing across 42nd Avenue: Hickory Place, Roson Court, Brantley Place, and Parker Place. Of the eleven intersections, six require 42nd Avenue traffic to stop, including the west terminus of the project at Lake Otis Parkway, Laurel Street, Folker Street, Piper Street, Dale Street, and the east terminus of the project at Florina Street intersections. Of these six, three intersections are all-way stop intersections: Laurel Street, Folker Street, and Dale Street. An all-way stop analysis at these three intersections shall be completed during the DSR to determine whether the all-way stop control warrants from the Manual on Uniform Traffic Control Devices (MUTCD) are currently met.

4. Roadway and Drainage

The existing roadway grades in the project area are generally very flat, between 0.1% and 0.8% with the exception of one hill, with a grade of approximately 4.0%. The existing conditions of the roadway pavement is generally poor with cracking, settling, and ponding. There is no curb and gutter along 42^{nd} Avenue, except between Dale Street and Florina Street. There are no sidewalks along 42^{nd} Avenue except there is a separated pathway north of 42^{nd} Avenue within Folker Park. Three side streets have curb and gutter and sidewalks: Lake Otis Parkway, Laurel Street, and Piper Street. The intersection of 42^{nd} Avenue and Piper Street is a raised intersection.

Other existing roadway conditions are summarized in TABLE 5 on the following page.

Table 5. Existing Conditions - 42nd Avenue

Item	Value	Notes
Right-of-Way (ROW) Width: Lake Otis Parkway to Piper Street Piper Street to Florina Street	66 ft. 60 ft.	Existing improvements are centered in the ROW
Roadway width: Lake Otis Parkway to Dale Street ¹ Dale Street to Florina Street ²	26 ft. 36 ft.	
Curb type Lake Otis Parkway to Dale Street Dale Street to Florina Street	N/A rolled	No curb along 42 nd Avenue from Lake Otis Parkway to Dale Street
Sidewalk width	N/A	No sidewalks along 42 nd Avenue; separated pathway parallel to 42 nd Avenue within Folker Park
Posted speed	25 mph	

- 1. Roadway width is measure from edge of pavement to edge of pavement
- 2. Roadway width is measured from back of curb to back of curb

The existing storm drain system along 42nd Avenue is discontinuous and aged. East of Piper Street, the roadway drainage flows north to outfall along Dale Street and Piper Street. At Wright Street and Folker Street, storm drainage flows south to the Alaska Department of Transportation and Public Facilities (ADOT&PF) Tudor Road storm drain system before it returns back to 42nd Avenue along Laurel Street. This system then flows westward across Lake Otis Parkway and outfalls into the headwaters of Fish Creek, just west of Lake Otis Parkway. This system has no treatment structures.

The Anchorage 2040 Land Use Plan lists 42nd Avenue as a Greenway-Supported Development (GSD) Corridor as, historically, the headwaters of Fish Creek were located at approximately 42nd Avenue and Laurel Street. GSD elements include restoring creek sections or other natural features, when redeveloping areas. The MOA Assembly recently passed a resolution (AR No. 2018-277) supporting daylighting of Fish Creek.

5. Utilities

The neighborhood is generally served by public sewer and water, with the exception of three parcels that are served by a water well. The project area also includes existing "shallow" utilities and associated appurtenances such as electric, cable television, natural gas, and telephone/communication lines, junction boxes, pedestals, etc. Further information regarding the existing water and sewer systems and shallow utilities, and any impacts to these systems, will be analyzed and discussed in the DSR.

6. Illumination

42nd Avenue, within the project area, only has continuous roadway lighting from Dale Street to Florina Street. Otherwise, illumination currently only exists at intersections. It is anticipated that the roadway lighting along the project corridor will upgraded to meet current MOA lighting standards. A full illumination analysis and design recommendations will be provided in the DSR.

C. Survey Questionnaire

A survey questionnaire was mailed and e-mailed out to the neighborhood in February of 2019. A total of 40 responses were received, of which 35 lived, worked, or owned property along the project corridor and 5 live nearby and/or walk, drive, or bike regularly along the project corridor (see <u>APPENDIX B</u> for survey responses). Relevant roadway related responses to the questions are summarized in <u>TABLE 6</u>.

Question	Answers
Do you have concerns about speeding along 42 nd Avenue? ¹	Yes (27) No (14)
Do you think there should be on-street parking along 42 nd Avenue?	No (24) Yes (17)
Have you noticed any sight distance problems along 42 nd Avenue?	No (23) Yes (17)
Pedestrian facilities will be constructed as part of the proposed improvements. Should pedestrian facilities be constructed on both sides of the roadway? ¹	Yes (25) No (16)

Table 6. Roadway Related Questionnaire Responses

D. Design Challenges

Some of the significant design challenges associated with the 42nd Avenue project area include:

- Street grades are typically flat, as low as 0.1% percent and most of the roadway is strip-paved
 with no curb or gutter. Roadway improvements will most likely require forced high and low
 spots to facilitate adequate drainage. Grading beyond the roadway improvements may be a
 challenge with the forced high spots combined with the addition of curb.
- Many parcels have full-frontage access to their parking lots, driveways, or garages. Residents
 may resist eliminating their full-frontage access with the construction of barrier curb with
 driveway cuts. Some parcels may be allowed to be grandfathered for non-conforming rights,
 depending on when development occurred.
- In Segment C, the closely spaced driveways, limited setback to existing structures, individual mailboxes, and multi-unit homes (some up to four-plexes) limit design options.
- The limited ROW and adjacent developed parcels make for incorporating GSD elements difficult along the project corridor.

E. Design Criteria & Proposed Design

1. Roadway Design Criteria

The MOA Design Criteria Manual (DCM) requires roadway improvements to be centered in the ROW; the existing roadway improvements are centered in the ROW. It is anticipated that the proposed roadway centerline alignment will also be centered in the ROW.

The design criteria values from the DCM for an urban secondary (local) roadway typical section are summarized in Table 7. Typical sections alternatives are discussed in the following section.

^{1.} A Tudor Area Traffic Calming Study conducted in 2006 also noted that the "most common concerns identified during the public process for this street [42nd Avenue] are the lack of pedestrian facilities, the amount of cut-through traffic, and perceived high traffic speeds."

Table 7. Roadway Design Values

AADT	Street	Number of Lanes		Shoulder	Curb & Gutter	Pedestrian	Design Speed
AADI	Width ¹	Moving	Parking ²	Width	Type	tacilities*	
301 – 1,000	33'	2 – 11′	1 – 7'	3.5′	Type 2 ³ (rolled)	5-foot wide, both sides	25
> 1,000	38'	2 – 10′	2 – 7'	3.5′	Type 2 ³ (rolled)	5-foot wide, both sides	30

- 1. Street width is measured from back of curb to back of curb.
- 2. When off street parking is utilized, the parking lane may be eliminated and the street width reduced. Minimum 3.5' shoulder sections are required if parking is eliminated.
- 3. Anchorage Municipal Code 21.08.050.G requires the use of vertical, Type 1 curb and gutter.
- 4. Anchorage Municipal Code 21.07.060.E.2 also requires sidewalks to be installed on both sides of all streets in Class A zoning districts. This area falls under Class A per 21.08.050.B, Table 21.08-1.

2. <u>Typical Cross Section Alternatives</u>

Three typical cross sections alternatives per segment (including the "Do Nothing" alternative) will be analyzed in detail during the DSR phase for grading, access, drainage, and other impacts. The proposed typical section alternatives were reviewed and discussed at the meeting with PM&E, Traffic, and Street Maintenance; the two alternatives, other than "Do Nothing", are shown in <u>Figures 2-3</u>.

The typical sections aim to balance the context of the segment with design criteria, driveway allowances and standards, and on-street parking demands versus off-street parking availability. Every typical section includes pedestrian facilities along both sides of the roadway, since "improved pedestrian facilities" has been an on-going priority of the neighborhood. The typical sections will be presented to the public during the first open house of the project to gather comments and feedback before beginning the DSR.

3. Roadway Profile

The proposed vertical profile geometry will generally follow the existing terrain but forced high and low spots will likely be added to increase the roadway grades to provide adequate drainage. The forced high and low spots will improve drainage but be located to minimize impacts to existing development. The vertical profile will be further analyzed and refined in the DSR and design phases.

F. Proposed Traffic Calming

Based on the neighborhood survey questionnaire, residents expressed concern with speeding in their neighborhood. However, three traffic studies spanning thirteen years (2006, 2014, and 2019) indicate the 85th-percentile speed is at or below 29 mph along 42nd Avenue, except for the westbound traffic in the 2014 study was noted at 36 mph. The posted speed is 25 mph.

The 2006 Tudor Area Traffic Calming Study recommended a diverter be installed at the intersection of 42nd Avenue and Folker Street. This study and recommendation were completed prior to the upgrades along East 40th Avenue. Additionally, at the time of the study, a traffic signal was located at Folker Street and Tudor Road. Since the completion of East 40th Avenue, the traffic volumes along 42nd Avenue have reduced significantly.

Preliminary analysis indicates additional traffic calming measures are not warranted along 42nd Avenue based on the existing 85th-percentile speed and presence of six stop controlled intersections. However,

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during the DSR phase, the all-way stop controlled intersections will be analyzed to determine if they meet warrants. Additional traffic calming measures, such as neckdowns or raised intersections, will also be considered and analyzed during the DSR phase.

G. Proposed Storm Drainage

A full storm drain analysis and preliminary design will be included in the DSR.

H. Recommended Design – Typical Section

Based on the design challenges and public input listed above, it is recommended to prioritize pedestrian improvements along the corridor. Preliminary analysis indicates that in general, full frontage driveways may not be necessary, with adequate off-street parking available in parking lots. A detailed analysis will be conducted during the DSR phase to determine if some parcels require wider driveways to access four-plex garages or parking spaces, have grandfathered rights to allow for continued full frontage access, or if off-street parking lots can be reconfigured to construct a designated driveway. Each typical section will be further analyzed for impacts, grading, and access in the DSR.

Although the typical sections do not fully meet DCM requirements for curb type or travel lane width they balance the context of the segment with design criteria, driveway allowances and standards, and on-street parking demands versus off-street parking availability. Parking lanes would not be included when there is off-street parking, as allowed by the DCM.

I. Design Variance

Design variances will be required from MOA Traffic & the Municipal Engineer for those items which do not adhere to the DCM or Title 21. Design variances are anticipated for:

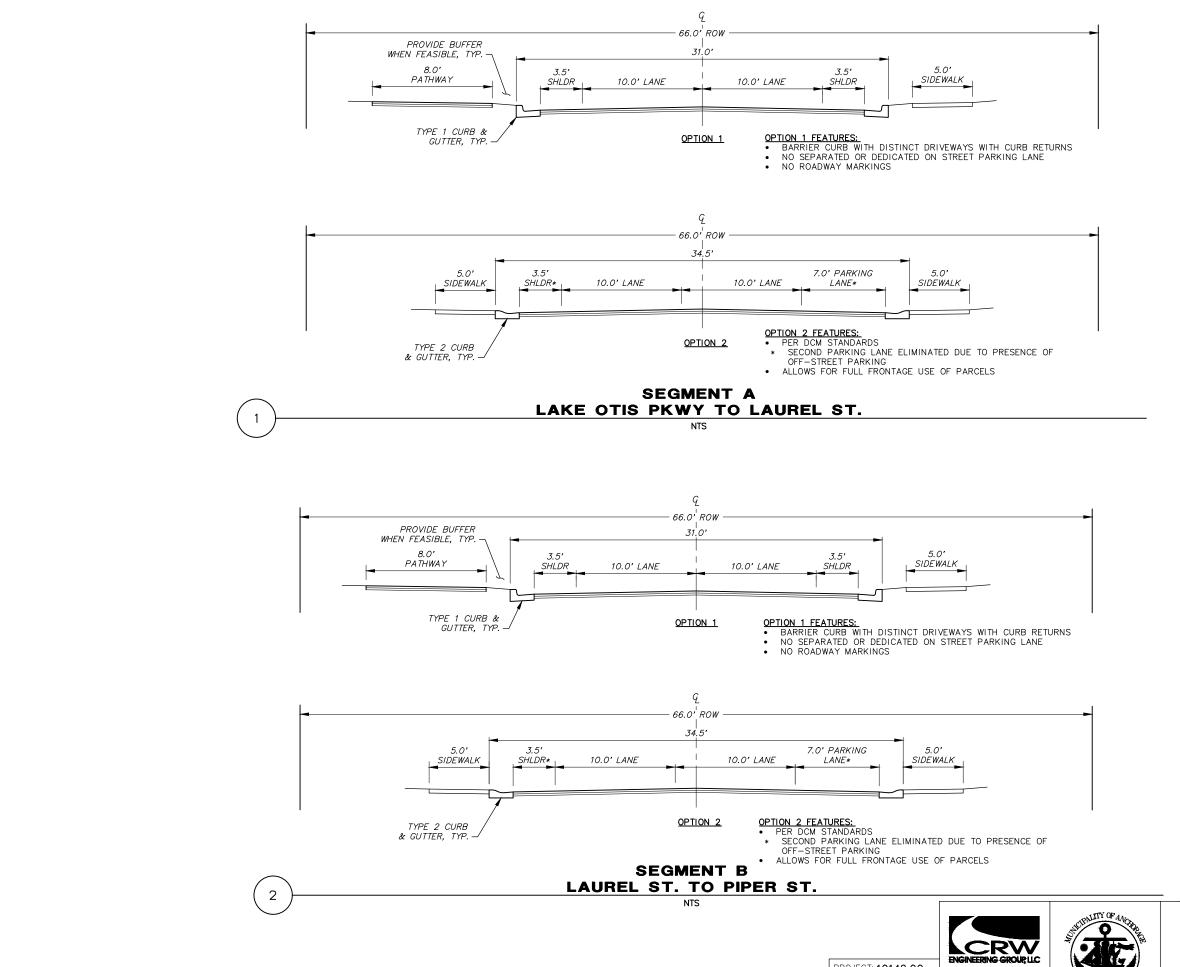
- Curb type: Type 1 curb and gutter is proposed for some of the sections (DCM requires Type 2). Type 2 curb and gutter is proposed for some of the sections (Title 21 requires Type 1).
- Travel lane: 10-foot travel lanes are proposed for the entire project corridor (DCM requires 11-foot lanes for AADT between 301 and 1,000 and 10-foot lanes for AADT above 1,000)
- Posted and design speed: the posted and design speed is proposed at 25 mph for the entire project corridor (DCM requires 30 mph design speed for AADT over 1,000)
- Driveway widths: some proposed driveways widths may need to exceed the allowed widths

J. Cost Estimate

A cost estimate will be prepared for the DSR.

K. Summary and Next Steps

Based upon support from MOA PM&E, Traffic, and Street Maintenance the Draft Design Study Report will be prepared to further analyze the proposed typical section alternatives and include recommended typical sections.



42nd Avenue Upgrade PM&E No. 18-06

CONCEPTUAL TYPICAL SECTIONS

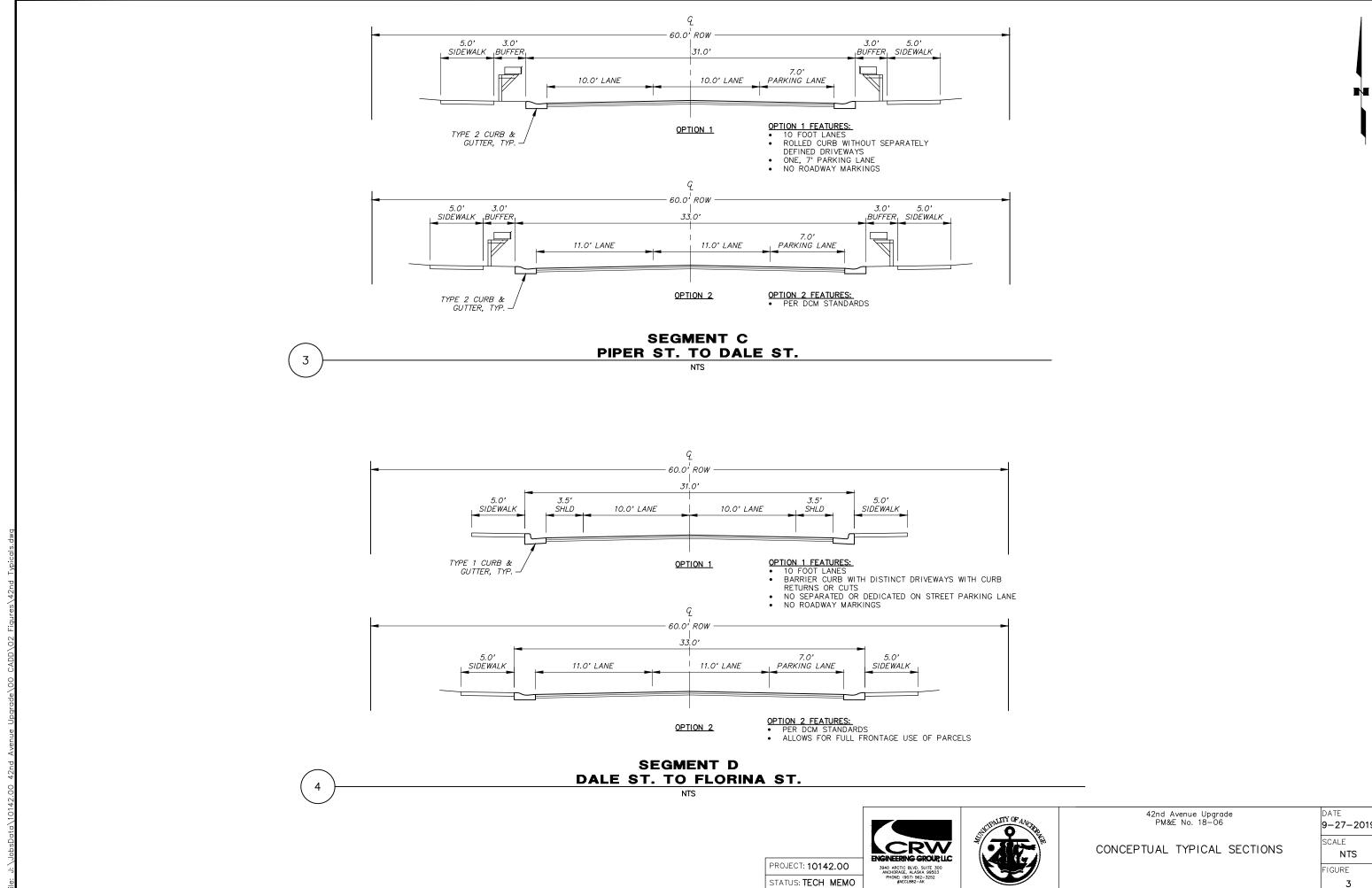
9-27-2019 SCALE NTS FIGURE

DATE

2

PROJECT: 10142.00 STATUS: TECH MEMO

3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK



September 27, 2019 42nd Avenue Upgrade (PM&E #18-06) Final Technical Memorandum

APPENDIX A Parking Study



Memorandum

Date: July 3, 2019

To: Julie Makela, PE - MOA PM&E Project Administrator

Through: Justin Keene, PE - CRW Engineering Group, LLC
From: Kelly Yanoshek, EIT - CRW Engineering Group, LLC

Project: 42nd Avenue Upgrade

Project No: MOA PM&E#18-06 (CRW#10142.00)

Subject: On-Street Parking Study

Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to upgrade E. 42nd Avenue from Lake Otis Parkway to Florina Street. To aid in the design of the improvements, an on-street parking study was completed on E. 42nd Avenue within the project limits noted above. The purpose of the study was to document the current use of on-street parking for consideration in the design of the proposed improvements. Parked vehicles within the adjacent parking lots were also noted during the study to document available adjacent parking.

The E. 42nd Avenue corridor is 0.8 miles long and is located between, and runs parallel to, Tudor Road and E. 40th Avenue. The roadway currently doesn't have any on-street parking restrictions along the project corridor. There are many multi-family developments and businesses with on-site parking lots and/or some full frontage driveways/parking areas.

The parking study was based on observations from four separate site visits, documenting parked vehicles located along the roadway and in visible, adjacent parking lots. Site visits were organized to include one weekday afternoon/evening and one weekend afternoon/evening.

Observations

The observations took place Wednesday, June 26, 2019 and Saturday, June 29, 2019. Weather on both Wednesday and Saturday was sunny, with temperatures in the mid-70s.

	Wednesday, June 26, 2019			Saturday, June 29, 2019				
	12:00-1	2:30 pm	8:00-8:30 pm		12:00-12:30 pm		8:00-8:30 pm	
Reference Side Street	North	South	North	South	North	South	North	South
Lake Otis to Wright (42 nd Ave)	-	-	-	-	-	-	-	-
Wright to Piper (42 nd Ave)	-	-	-	-	-	-	-	-
Piper to Dale (42 nd Ave)	1 ¹	4 ³	2 ¹	3 ³	1 ¹	5 ⁴	3	4 ³
Dale to Florina (42 nd Ave)	1	2 ²	4	4 ²	3 ¹	2 ¹	2 ¹	1
¹ Count includes 1 unmoved vehicles; ² Count includes 2 unmoved vehicles; ³ Count includes 3 unmoved vehicles: ⁴ Count includes 4 unmoved vehicles								

Near the west side of the project area from Lake Otis Parkway to P Street, along E. 42nd Avenue, there are a handful of businesses that provide adequate parking for the amount of traffic the businesses serve. No on-street parked vehicles were observed in this section. The parking capacity of the businesses followed a similar pattern of fuller lots on weekdays compared to weekends and emptier lots during the evening hours compared to the afternoon.

There is one parking area located on the north side of E. 42nd Avenue just east of Parker Place that includes full frontage access and an angled parking area located south of the property owner's fence.



This parking area provides angled parking for 5 to 6 vehicles. This parking area was counted as a parking lot since the vehicles are not parked parallel and on-street.

The east side of the project from Piper Street to Florina Street along E. 42nd Avenue is predominantly residential housing. There were eight unmoved vehicles that were observed during multiple counts along E. 42nd Avenue, six of which were moved at least once during the four site visits. On the attached figure, these vehicles are marked by a red circle. Generally, there was a similar level of on-street vehicles during all four site visits in this residential area. The adjacent parking lots/driveways were often very full during all site visits.

Conclusions

Off-street parking was sufficient during site visits for most of the project area but almost entirely occupied in a few specific lots, especially in the east half of the project.

The greatest demand for on-street parking is on the east side between Piper Street and Florina Street near the single-family residential housing and some apartment buildings off E. 42rd Avenue. These results can be seen on the attached figure.

The parking area near Parker Place, as mentioned above, appears to be within the ROW so likely will be impacted during construction. The proposed roadway improvements could include on-street parallel parking along the roadway in this location to replace the parking area removed.

Legend

East 42nd Avenue Parking Study

- Saturday Evening
- Saturday at Noon
- Wednesday Evening
- Wednesday at Noon
- Unmoved Car

Parking Lot Usage %

- WN = Wednesday Noon
- WE = Wednesday Evening
- SN = Saturday Noon SE = Saturday Evening





East 42nd Avenue (from Lake Otis Parkway to Parker Place)

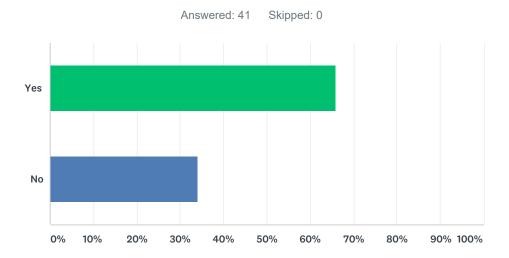


East 42nd Avenue (from Wright Street to Florina Street)

September 27, 2019 42nd Avenue Upgrade (PM&E #18-06) Final Technical Memorandum

> APPENDIX B Survey Responses

Q1 Do you have any concerns about speeding along 42nd Avenue within the project limits? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	65.85%	27
No	34.15%	14
TOTAL		41

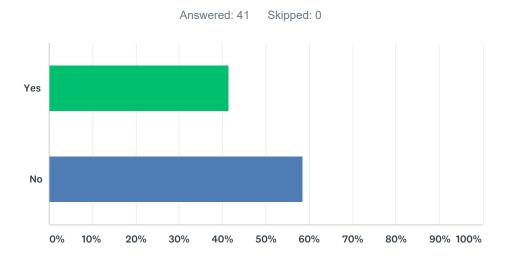
#	PLEASE EXPLAIN.	DATE
1	Yes, I've almost been hit several times walking from Horizon House to Folker Park. There is no crosswalk or sidewalk.	2/28/2019 2:31 PM
2	they speed now even with frost heaves on 42nd	2/27/2019 3:41 PM
3	Transient traffic from appartments at end of 42nd as well as cutthrough traffic. Diverters at Dale and roundabout at 42nd and Piper would help.	2/27/2019 10:54 AM
4	Excessive speeds on Florina and 42nd have been witnessed many times. This is a concern of mine, in that, I have tenants with young children who play in the front yard.	2/25/2019 9:16 PM
5	We have had two mail boxes knocked out in the time that we have lived her. It is better since Tudor Bingo moved and 40th Street was upgraded.	2/24/2019 5:16 PM
6	Occasionally vehicles speed along 42th, but not very often. BTW, 40th is like a racetrack during the summer at night.	2/21/2019 2:36 PM
7	Cars roll through the stop sign not looking for traffic or pedistrations.	2/18/2019 10:11 AM
8	water main replacement- will this affect businesses in the immediate area during business hours (mainly medical offices)?	2/13/2019 1:55 PM
9	Cars already speed so I don't believe that will change.	2/12/2019 8:48 PM
10	With the new park going in and more traffic, I hope that speeding will be at a minimum on 42nd.	2/12/2019 6:41 AM
11	some cars and even larger cargo vans speed. Besides being dangerous for children and adults walking the speeding vehicles hit potholes and other bumps and the impact reverberates into the houses. Sometimes feels like a small earthquake in the house. There are stop signs on 42nd at Dale and at Piper but people stop then speed for one block then stop again.	2/12/2019 6:16 AM
12	This street has residents who live along the road. Once the improvements are made, drivers may opt to use this nicely paved road to go east/west. Sidewalks and street lighting must be a part of the improvements. The Folker park is not well lighted. Street lights on E 42nd will help.	2/11/2019 2:24 PM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

13	With minimal pedestrian areas and drivers moving quickly there are often seeding cars near pedestrians.	2/10/2019 10:03 AM
14	People in a hurry to get to prov or the university cut through 42nd.	2/10/2019 8:41 AM
15	It is not uncommon to see vehicles speed down 42nd after turning from piper and is concerning due to lack of lighting and pedestrian walkways(a lot of people walk down 42nd)	2/9/2019 8:49 AM
16	Current speeding cut through traffic of transients and Providence visitors/employees make it unsafe for walkers and children in the neighborhood.	2/7/2019 11:58 AM
17	more in the evening than during the day.	2/6/2019 2:03 PM
18	The stretch between Piper and Dale is notorious for speeding. From Piper to Lake Otis less so but people still do. From Dale to Florina isn't bad because so many people park on the side of the road, though if that were to change than I could see speeding being and issue there as well.	2/5/2019 10:16 PM
19	I lived there, people constantly speeding and bottoming out their vehicles in the beat up road.	2/5/2019 8:08 PM
20	traffic too fast for the condition of the road	2/5/2019 5:39 PM
21	Haven't noticed it before.	2/5/2019 3:40 PM
22	I've heard that speeding has been a historical issue along 42nd. Especially since it's a school bus route with kids waiting in the dark. Lots of stop signs please.	2/3/2019 11:23 AM
23	Vehicles rush by constantly, including large delivery vehicles.	2/3/2019 8:08 AM
24	especially in summer, people travel over speed limit	2/2/2019 10:07 AM
25	Folker-42nd intersection often busy, all streets. Cut-thru traffic common. 42nd from W still used to access Piper-Tudor signal. Does appear more using LakeOtis-40th to Tudor via round-a-bout. Others using Folker to reach 40th.	2/1/2019 7:37 PM

Q2 Do you think there should be on-street parking along 42nd Avenue within the project limits? Please check one.

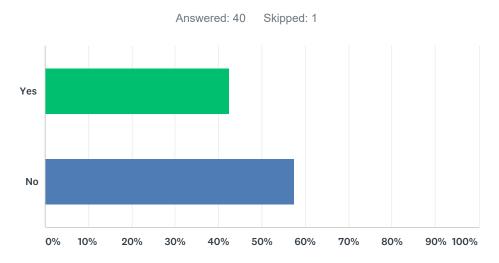


ANSWER CHOICES	RESPONSES	
Yes	41.46%	17
No	58.54%	24
TOTAL		41

#	PLEASE EXPLAIN WHERE YOU THINK PARKING SHOULD BE PROVIDED, OR IF NOT, WHY NOT?	DATE
1	I believe the apartments have adequate parking	2/28/2019 5:17 PM
2	Residents park along 42nd, but we need sidewalks.	2/28/2019 2:31 PM
3	No spaceno one parks on the road now	2/27/2019 3:41 PM
4	We should have offstreet parking overnight. Otherwise it will interfere with snow removal and blight the neighborhood.	2/27/2019 10:54 AM
5	Parking and a walking path.	2/25/2019 9:16 PM
6	it is more convenient for people who live here, but I don't care if it is there or not.	2/24/2019 5:16 PM
7	In certain areas, yes, but generally parking should not be needed.	2/21/2019 2:36 PM
8	Possible along the areas where there are single family residences, depending upon how it affects the owners of those residents.	2/20/2019 6:52 AM
9	The street is not wide enough for parking. Adding parking would take away from the development of Folker Park.	2/18/2019 10:11 AM
10	I don't think there's enough room for parking on the street. There is very little now.	2/12/2019 8:48 PM
11	Parking could be on Folker infront of park entrance. West side of the park. Directly across from Prodvidence Horizon House.	2/12/2019 6:41 AM
12	the people next to me have many cars and occasionally they park one of them for several days in front of my house. Makes it really difficult for the post office truck to deliver to my mail box. I would be OK with maximum 2 hour parking for visitors but probably unrealistic to enforce. Seems like most people have driveways that accommodate multiple cars.	2/12/2019 6:16 AM
13	will shrink flow traffic lane	2/11/2019 4:40 PM

14	Between Laurel east to Wright street. Folker park needs parking for park users. Depending on what happens on the property at 42nd and Piper, that development may need overflow parking - so maybe extend on street all the way to Piper as well.	2/11/2019 2:24 PM
15	The area is heavily residential and space is limited . I would prefer Pedestrian and bike allotments over parking.	2/10/2019 10:03 AM
16	People already dump their cars along here.	2/10/2019 8:41 AM
17	If there is space it would be nice, but pedestrian walkways should come first	2/9/2019 8:49 AM
18	Because codes require adequate offstreet parking. If street parking is allowed, it should be prohibited overnight to allow for snow removal.	2/7/2019 11:58 AM
19	More by folker park if the renovations are going to be completed and the park is going to be more popular.	2/7/2019 11:08 AM
20	It is not needed. Everyone seems to have plenty of parking.	2/6/2019 10:30 PM
21	on street parking is convenient when my kids visit, but if there are going to be sidewalks this might not be possible.	2/6/2019 2:03 PM
22	This would only be good on certain stretches of road and not along the whole length. The ideal places for on-street parking would be Laurel to Wright, and Dale to Florina. These are the only lengths of 42nd Avenue that people regularly use for on-street parking, and the other stretches not mentioned would only increase the likelihood of accidents. This would also solve some of the speeding issue between Dale and Florina as I commented previously.	2/5/2019 10:16 PM
23	Driveway off street parking. No need for snowplows to have to go around vehicles.	2/5/2019 8:08 PM
24	Somewhere off the street. People park on the side of the street all the time already. Hard to drive around sometimes.	2/5/2019 3:40 PM
25	This would be nice, especially by the park. Also, a lot of people tend to park awkwardly along parts of 42nd, which in the winter conditions can make it hard to navigate.	2/3/2019 8:22 PM
26	Homes need on-street parking for visitors. Maybe 2 hour limited?	2/3/2019 11:23 AM
27	Maintain current parking on private property, driveways, car ports, garages. It's not legal to park on 42nd overnight except weekends. Rare to see vehicles parked overnight parallel w/ street - at least between Lake O and Piper.	2/1/2019 7:37 PM
28	This would be helpful between Dale street and Florina Street where there is a lot of housing.	2/1/2019 3:08 PM

Q3 Have you noticed any sight distance problems along 42nd Avenue within the project limits that need to be corrected? (i.e. trees, signs or structures that block your view when you are driving, or that block a driver's view of you when you are walking or bicycling) Please check one.



ANSWER CHOICES	RESPONSES	
Yes	42.50%	17
No	57.50%	23
TOTAL		40

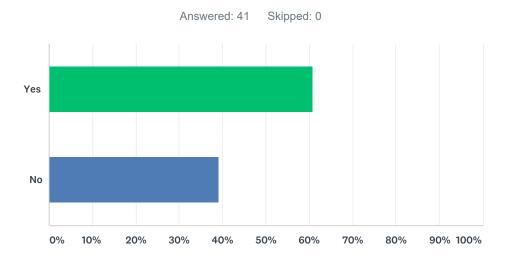
#	IF YES, PLEASE EXPLAIN AND IDENTIFY THE LOCATION.	DATE
1	The vehicles parked on the street	2/28/2019 5:17 PM
2	Several of the intersections have over-grown vegetation either on private property or in the ROW.	2/28/2019 2:31 PM
3	At Piper and 42nd the decorative things make this a difficult corner to sight around	2/27/2019 3:41 PM
4	There are collector street vegetation improvements on Piper that should be encouraged and continued as part of traffic calming designs. More green space shoild be encouraged as it will slow traffic. Please don't take our trees.	2/27/2019 10:54 AM
5	A few trees and shrubs need to be trimmed. More maintenance than anything else.	2/21/2019 2:36 PM
6	Bushes and structures at intersection of 42nd and Piper block view.	2/20/2019 6:52 AM
7	the piper intersection area.	2/14/2019 9:32 AM
8	The corner of 42nd and Piper seems really well done.	2/12/2019 6:16 AM
9	Dumpsters placed in the ROW are an eye sore and a disgrace. As part of this road improvement, work with those property owners to relocate those internal to their property.	2/11/2019 2:24 PM
10	At 42nd and wright it is unclear sometimes for drivers whether to stop or Go on through . Trees and snow sometimes are problems here .	2/10/2019 10:03 AM
11	Turning right onto 42nd from Wright street(it can be difficult to see cars coming from the left)	2/9/2019 8:49 AM
12	Although the park could be more appealing and looked after.	2/6/2019 10:30 PM
13	large boulder in right of way Alders overgrown	2/6/2019 7:38 PM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

The intersection at 42nd and Piper is a dangerous corner for any compact to mid-size vehicles, as the large bushes and trees obstruct most of your vision would trying to turn onto or from Piper. This is also true for the other intersections along Piper, which have similar designs in bushes and trees. The walls are not obstructive and actually serve as a safety measure in case of slides, for both vehicles and pedestrians waiting to cross.	2/5/2019 10:16 PM
42nd going west and turning north or south on Piper has horrible visibility from all that artsy decorative crap at the intersection.	2/5/2019 8:08 PM
At the corner of Florina and 42 there is a huge bush that blocks vision in the summertime	2/4/2019 4:34 AM
Better lighting at corssings, without ample street lights people tend to miss or not understand which intersections are thru and which are stops.	2/3/2019 8:22 PM
This is a problem all over the city. Unpruned plants growing out too close to intersections. I'm originally from Madison, WI. The city there would just cut out plants that were i the right-of-way.	2/3/2019 11:23 AM
42nd-Piper shrubs block Piper traffic (I trim in warm months). Difficult for 42nd vehicles to enter Piper during higher traffic periods. Keep lower Piper tree branches pruned. They block 42nd traffic view. 42nd-Wright similar on SW corner. Many vehicles move faster than 25mph between Folker-Piper.	2/1/2019 7:37 PM
	the large bushes and trees obstruct most of your vision would trying to turn onto or from Piper. This is also true for the other intersections along Piper, which have similar designs in bushes and trees. The walls are not obstructive and actually serve as a safety measure in case of slides, for both vehicles and pedestrians waiting to cross. 42nd going west and turning north or south on Piper has horrible visibility from all that artsy decorative crap at the intersection. At the corner of Florina and 42 there is a huge bush that blocks vision in the summertime Better lighting at corssings, without ample street lights people tend to miss or not understand which intersections are thru and which are stops. This is a problem all over the city. Unpruned plants growing out too close to intersections. I'm originally from Madison, WI. The city there would just cut out plants that were i the right-of-way. 42nd-Piper shrubs block Piper traffic (I trim in warm months). Difficult for 42nd vehicles to enter Piper during higher traffic periods. Keep lower Piper tree branches pruned. They block 42nd traffic view. 42nd-Wright similar on SW corner. Many vehicles move faster than 25mph between Folker-

Q4 Pedestrian facilities (sidewalks, pathways) will be constructed as part of the proposed improvements. Should pedestrian facilities be provided on both sides of the roadway? Please check one.

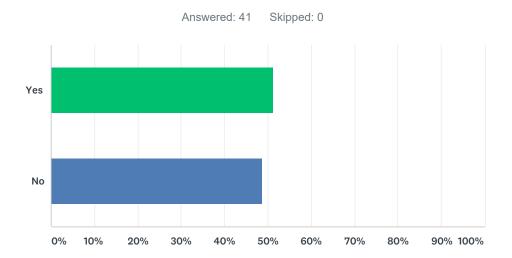


ANSWER CHOICES	RESPONSES	
Yes	60.98%	25
No	39.02%	16
TOTAL		41

PLEASE EXPLAIN.	DATE
save \$	2/28/2019 5:17 PM
Not necessarily, but if not on both sides then crosswalks should be provided at intersections so that a safe, ADA route is provided.	2/28/2019 2:31 PM
I have seen foot traffic increase significantly in the last 15 years	2/27/2019 3:41 PM
One side only, preferably on the north side of the street with more southern exposure to assist with northern friendly design.	2/27/2019 10:54 AM
Pedestrian scale lighting is needed, bollard lighting, along with some sort of pedestrian walkway areas.	2/21/2019 2:36 PM
Sidewalks need to be on both sides for safety reasons. A pedestrian should walk against traffic as to see what is coming toward them.	2/18/2019 10:11 AM
I think only one side of the road will work for all.	2/12/2019 8:48 PM
Folker park will have a perimeter trail so that the muni woudl not have to put a sidewalk on that side of the street by the park.	2/12/2019 6:41 AM
This would mean that there would be no on street parking. Pedestrian walkway on both sides would be really nice. What does that mean for front easements? How much front yard would we lose. How does that affect the road width?	2/12/2019 6:16 AM
nice to have and provides a safer passage during winter snow	2/11/2019 4:40 PM
I would like bike and pedestrians to have designated areas . I don't have the expertise to say if it should be both or one side.	2/10/2019 10:03 AM
One side should be sufficient	2/10/2019 8:41 AM
	Not necessarily, but if not on both sides then crosswalks should be provided at intersections so that a safe, ADA route is provided. I have seen foot traffic increase significantly in the last 15 years One side only, preferably on the north side of the street with more southern exposure to assist with northern friendly design. Pedestrian scale lighting is needed, bollard lighting, along with some sort of pedestrian walkway areas. Sidewalks need to be on both sides for safety reasons. A pedestrian should walk against traffic as to see what is coming toward them. I think only one side of the road will work for all. Folker park will have a perimeter trail so that the muni woudl not have to put a sidewalk on that side of the street by the park. This would mean that there would be no on street parking. Pedestrian walkway on both sides would be really nice. What does that mean for front easements? How much front yard would we lose. How does that affect the road width? nice to have and provides a safer passage during winter snow I would like bike and pedestrians to have designated areas . I don't have the expertise to say if it should be both or one side.

14	Unnecessary expense and loss of natural vegetation. One side should be sufficient.	2/7/2019 11:58 AM
15	Midtown is becoming increasing urban, bike facilities on both side of the road would encourage more non-motorized transportation, increase safety for current pedestrians/cyclists and decrease congestion due to traffic. The addition of pedestrian facilities is the most efficient way (per dollar) to improve our transit system, decrease environmental impacts (like pollution) and increase public health by encouraging exercise. Please put pedestrian facilities on both side of the road.	2/7/2019 11:11 AM
16	One side is enough.	2/7/2019 10:22 AM
17	I think that pedestrian facilities are a great idea.	2/6/2019 2:03 PM
18	Need sidewalks Along 42nd Avenue to Lake Otis. A lot of foot traffic and Elders trying to walk on this street.	2/6/2019 9:50 AM
19	Yes, everywhere along 42nd would work with sidewalk on both sides, except the stretch between Piper and Dale; it is already rather tight and I think it wouldn't be necessary to have sidewalk on both sides. I think which side would be best determined by the planning crew.	2/5/2019 10:16 PM
20	There is absolutely no walkway now and a high volume of pedestrians. Huge apartment and condo complexes along 42nd, plus the college campus and homeless. Massive foot traffic!	2/5/2019 8:08 PM
21	Just on one side is enough.	2/5/2019 3:40 PM
22	Not necessary, a single sidewalk would be ample.	2/3/2019 8:22 PM
23	My answer is based on if there is space. I've noticed that east of Piper, the whole curb in front of some dwellings is driveway. That makes on-street parking, sidewalks and plowing difficult to pull off.	2/3/2019 11:23 AM
24	Unsure. What is standard?	2/3/2019 8:08 AM
25	We have lots of foot traffic on e. 42nd & it's much safer w/ sidewalks	2/2/2019 10:07 AM
26	Tall, wooded vegetation on S sides keeps plowed snow from sun access. N side of 42nd melts a month earlier than S side. Muni plowed snow from Roson Ct is moved around corner onto 42nd. Similar these blocks. Muni does blow excess snow onto private property, major cause for delayed S side melting. Most Springs snow has not melted until third week of May.	2/1/2019 7:37 PM
27	In the dark it is hard to see pedestrians walking in the road.	2/1/2019 3:08 PM

Q5 Are you aware of any drainage problems within the project area that need to be corrected? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	51.22%	21
No	48.78%	20
TOTAL		41

#	IF YES, PLEASE EXPLAIN.	DATE
1	YESmost intersections, especially the intersection of Folker St and E 42nd has a massive pot holes. Numerous pot holes all along E 42nd, the whole road is like dodging craters.	2/28/2019 2:31 PM
2	just general lack of drains along 42nd Ave	2/27/2019 3:41 PM
3	Major drainage issues on 42nd betwen Piper and Dale.	2/27/2019 10:54 AM
4	Not sure on this one, I think it has improved recently. There was an area between Dale and Piper that was a problem in the past.	2/24/2019 5:16 PM
5	Intersections collect too much water.	2/21/2019 2:36 PM
6	the drain on the northwest corner of Folker and 42nd is not large enough and gets clogged up easily. This cause water to build up across 42nd. Thus creating a dangerous situation.	2/18/2019 10:11 AM
7	Yes Yes!! The drainage manhole in front of my house floods and water backs up past my driveway (several inches) with a small lake in front of the neighboring house. Then it freezes and turns to slush!	2/12/2019 6:16 AM
8	Ponding that occurs due to depressions on the road. This is especially challenging during freeze thaw in the late winter/early spring.	2/11/2019 2:24 PM
9	42nd And Wright 42nd And folker	2/10/2019 10:03 AM
10	The road is pretty uneven with some big dips so there are epic puddles at some of the intersections.	2/8/2019 9:50 PM
11	Major drainage issues exist, causing large puddles every time it rains.	2/7/2019 11:58 AM
12	When rain/ snow melt there is are standing puddles @/near the intersections of 42nd and lake Otis and 42nd and Folker.	2/7/2019 11:11 AM
13	Rain water runs off 42nd Ave and onto low-lying properties between Laurel and Lake Otis.	2/6/2019 7:38 PM
14	At College Place Condominiums Entrance way.	2/6/2019 9:50 AM

Questionnaire - 42nd Avenue Upgrade - Lake Otis Parkway to Florina Street

SurveyMonkey

15	Between Piper and Dale get flooded whenever we have heavy rains, and between Laurel and Wright there are frequently large pools of water along both sides of 42nd.	2/5/2019 10:16 PM
16	Oh my god my house is 3220 east 42nd. The whole street in that vicinity floods every spring break up, has huge puddles during rain that have nowhere to drain, warm and melting spells during winter are a constant problem. My neighbors and I have been dealing with this lack of drainage forever!	2/5/2019 8:08 PM
17	puddles form between Folker st and Lauel st.	2/5/2019 5:39 PM
18	SW corner of 42nd and Wright has a drain, but still frequently floods.	2/3/2019 11:23 AM
19	beyond Piper, our area routinely floods during break up	2/3/2019 8:08 AM
20	between Piper and Dale we always have water backup	2/2/2019 10:07 AM
21	42nd ponding after rains, or during snow melt. 42nd-Folker has long history of breakup season ponds.	2/1/2019 7:37 PM
22	Folker street has terrible drainage especially after a rain.	2/1/2019 3:08 PM

Q6 If you could change three (3) things about the 42nd Avenue roadway within the project limits, what would they be?

Answered: 35 Skipped: 6

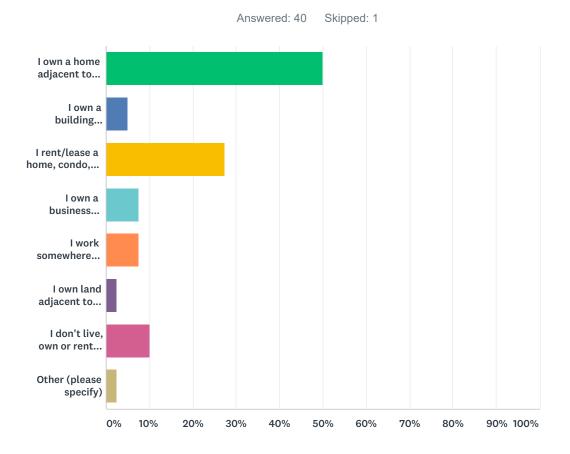
ANSWER CHOICES	RESPONSES	
Priority #1	100.00%	35
Priority #2	88.57%	31
Priority #3	82.86%	29

#	PRIORITY #1	DATE
1	Crosswalks at Folker St. and E 42nd with access to park	2/28/2019 2:31 PM
2	make it happen	2/27/2019 3:41 PM
3	Drainage	2/27/2019 10:54 AM
4	Lighting	2/25/2019 9:16 PM
5	get rid of all the pott holes, cracks and bumps in the road	2/24/2019 5:16 PM
6	Pedestrian scale lighting, bollard type	2/21/2019 2:36 PM
7	add sidewalks	2/18/2019 10:11 AM
8	Smooth road surface	2/17/2019 2:55 PM
9	People pay more attention to the stop signs.	2/12/2019 8:48 PM
10	More street lights	2/12/2019 6:41 AM
11	stop people from speeding!	2/12/2019 6:16 AM
12	Sidewalks	2/11/2019 2:24 PM
13	Pedestrian and bike area	2/10/2019 10:03 AM
14	Safety for pedestrians and cyclists	2/10/2019 8:41 AM
15	Pedestrian walkways	2/9/2019 8:49 AM
16	Sidewalks would be great. There is so much foot traffic on that road.	2/8/2019 9:50 PM
17	Improved drainage	2/7/2019 11:58 AM
18	Seperated pedestrian Facilites	2/7/2019 11:11 AM
19	Sidewalks	2/7/2019 11:08 AM
20	Maybe level out the hill down by the union hall. That is very bad in the winter.	2/7/2019 10:22 AM
21	Visual appeal	2/6/2019 10:30 PM
22	sidewalks and crosswalks	2/6/2019 7:38 PM
23	potholes	2/6/2019 2:03 PM
24	Road Condition	2/6/2019 9:50 AM
25	Less obstructions, more visibility.	2/5/2019 10:16 PM
26	Drainage	2/5/2019 8:08 PM
27	improved surface	2/5/2019 5:39 PM
28	Maintain the roads. The roads right now are full of potholes.	2/5/2019 3:40 PM
29	Level and repave	2/4/2019 4:34 AM

Safer for pedestrians and bicyclists 2/3/2019 11:23 AM Speeding 2/3/2019 8:08 AM for awwu to replace old water lines to include piper to dale, they are just as old as those up to piper Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. Intersection Laurel and 42nd is very icy & steep in the winter which makes it hard to stop at the stop sign. PRIORITY #2 DATE			
Speeding 23/2019 8.08 AM for awww.to replace old water lines to include piper to dale, they are just as old as those up to piper 22/2019 10:07 AM Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scoolers. It's a warm weather playground. Intersection Laurel and 42nd is very toy & steep in the winter which makes it hard to stop at the stop sign. PRIORITY #2 DATE Sidewalk along entire corridor 22/27/2019 3.41 PM 22/27/2019 3.41	30	Potholes	2/3/2019 8:22 PM
for swwu to replace old water lines to include piper to dale, they are just as old as those up to piper 2/2/2019 10:07 AM Non-motorized safety, History of multiple pedesfrians, runners, bikers, skateboarders, scoolers. It's a warm weather playground. Intersection Laurel and 42nd is very log & steep in the winter which makes it hard to stop at the stop sign. PRIORITY #2 DATE Sidewalk along entire corridor 2/2/2/2019 2:31 PM 2/2/2019 2:31 PM 2/2/2019 3:41 PM 2/2/2019 3:41 PM 2/2/2019 5:44 PM 2/2/2019 5:16 PM 2	31	Safer for pedestrians and bicyclists	2/3/2019 11:23 AM
Non-motorized safety. History of multiple pedestrians, runners, bikers, skateboarders, scooters. It's a warm weather playground. It's a warm weather playground. PRIORITY #2 PRIORITY #2 Make it happen soon 2/27/2019 3.41 PM 2/27/2019 3.41 PM 2/27/2019 3.41 PM 2/27/2019 3.41 PM 2/27/2019 1.65 AM 4 Pedestrian walkway 5 Maybe a roundabouts so there aren't so many stops 6 Raised intersections to slow traffic 7 Improve sewer drainage 8 Pedestrian/bike crossing notification at Piper St. crossing 9 I vish there would be less traffic. 10 place to cross for residents to PHH into the Folker park 11 address the flooding issue in front of my house (3241) 12 Ponding/repave street 12 Lighting 21/10/2019 3.61 AM 14 Better lighting 21/10/2019 3.64 AM 15 Lighting 21/10/2019 3.64 AM 16 Lighting 21/10/2019 3.64 AM 17 Traffic calming, add roundabout at Piper/42nd 18 Lighting 19 Lighting 21/10/2019 3.64 AM 19 Lighting 21/10/2019 3.64 AM 10 Lighting 21/10/2019 3.64 AM 11 Setter lighting 21/10/2019 3.64 AM 12 Lighting 21/10/2019 3.64 AM 13 Lighting 21/10/2019 3.64 AM 14 Better lighting 21/10/2019 3.64 AM 15 Lighting 21/10/2019 3.64 AM 16 Lighting 21/10/2019 3.64 AM 17 Traffic calming, add roundabout at Piper/42nd 17 Traffic calming, add roundabout at Piper/42nd 27/10/2019 3.64 AM	32	Speeding	2/3/2019 8:08 AM
It's a warm weather playground.	33	for awwu to replace old water lines to include piper to dale, they are just as old as those up to piper	2/2/2019 10:07 AM
Stop sign.	34		2/1/2019 7:37 PM
11 Sidewalk along entire corridor 2/28/2019 2:31 PM 22 make it happen soon 2/27/2019 3:41 PM 33 Traffic calming 2/27/2019 10:54 AM 44 Pedestrian walkway 2/25/2019 9:16 PM 56 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:38 PM 77 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 6:41 AM 10 place to cross for residents to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 12 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/4/2nd 2/7/2019 11:58 AM 18 <td>35</td> <td></td> <td>2/1/2019 3:08 PM</td>	35		2/1/2019 3:08 PM
22 make it happen soon 2/27/2019 3:41 PM 33 Traffic calming 2/27/2019 10:54 AM 44 Pedestrian walkway 2/25/2019 9:16 PM 55 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:36 PM 77 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 8:48 PM 10 place to cross for residents to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 11 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting 2/10/2019 8:41 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased	#	PRIORITY #2	DATE
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44 Pedestrian walkway 2/25/2019 9:16 PM 55 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 66 Raised intersections to slow traffic 2/21/2019 2:36 PM 7 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 5:55 PM 9 I wish there would be less traffic 2/12/2019 8:48 PM 10 place to cross for residetins to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 12 Ponding/repave street 2/11/2019 6:16 AM 13 Lighting 2/10/2019 6:10 AM 14 Better lighting 2/10/2019 10:03 AM 15 Lighting 2/10/2019 8:41 AM 15 Lighting 2/10/2019 8:41 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased street lighting/ nightime visibility (people walk down the road in the dark with dark cibrles and are hard to see)	2	make it happen soon	2/27/2019 3:41 PM
5 Maybe a roundabouts so there aren't so many stops 2/24/2019 5:16 PM 6 Raised intersections to slow traffic 2/21/2019 2:36 PM 7 improve sewer drainage 2/18/2019 10:11 AM 8 Pedestrian/bike crossing notification at Piper St. crossing 2/17/2019 2:55 PM 9 I wish there would be less traffic. 2/12/2019 6:41 AM 10 place to cross for resideths to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:41 AM 12 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:41 AM 15 Lighting 2/9/2019 8:49 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased street lighting/ nightime visibility (people walk down the road in the dark with dark 2/7/2019 11:11 AM 19 lighting 2/7/2019 11:03 AM 20 Sidewalks 2/6/2019 3:03 PM </td <td>3</td> <td>Traffic calming</td> <td>2/27/2019 10:54 AM</td>	3	Traffic calming	2/27/2019 10:54 AM
Raised intersections to slow traffic 2/21/2019 2:36 PM improve sewer drainage 2/18/2019 10:11 AM 2/18/2019 10:11 AM 2/18/2019 10:11 AM 2/18/2019 10:11 AM 2/18/2019 2:55 PM 1 wish there would be less traffic. 2/12/2019 8:48 PM 10 place to cross for resideths to PHH into the Folker park 2/12/2019 6:41 AM 2/12/2019 6:16 AM 2/12/2019 6:16 AM 2/12/2019 6:16 AM 2/12/2019 6:16 AM 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 2/10/2019 10:03 AM 2/10/2019 8:41 AM 2/10/2019 8:41 AM 14 Better lighting 2/10/2019 8:41 AM 2/10/2019 8:41 AM 15 Lighting 2/10/2019 8:49 AM 15 Lighting 2/10/2019 8:49 AM 16 Lighting 2/10/2019 8:49 AM 17 Traffic calming, add roundabout at Piper/42/201 2/18/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42/201 2/18/2019 11:58 AM 2/18/2019 9:50 PM 18 lighting 2/18/2019 11:68 AM 2/18/2019 11:08 AM 2/18/2019 11:23 AM 2/18/2019 11:08 3.08 PM 2/18/2019 3:08 P	4	Pedestrian walkway	2/25/2019 9:16 PM
Improve sewer drainage	5	Maybe a roundabouts so there aren't so many stops	2/24/2019 5:16 PM
Pedestrian/bike crossing notification at Piper St. crossing 1 wish there would be less traffic. 2/12/2019 8:48 PM 10 place to cross for residetins to PHH into the Folker park 2/12/2019 6:41 AM 11 address the flooding issue in front of my house (3241) 2/12/2019 6:16 AM 12 Ponding/repave street 2/11/2019 2:24 PM 13 Lighting 2/10/2019 10:03 AM 14 Better lighting 2/10/2019 8:49 AM 15 Lighting 2/9/2019 8:49 AM 16 Lighting would be nice too. Would make it feel safer at night. 2/8/2019 9:50 PM 17 Traffic calming, add roundabout at Piper/42nd 2/7/2019 11:58 AM 18 Increased street lighting/ nightime visibility (people walk down the road in the dark with dark 2/7/2019 11:11 AM 19 Lighting 2/7/2019 11:03 DPM 19 Lighting 2/7/2019 11:03 DPM 20 Sidewalks 2/6/2019 0:30 PM 21 storm water runoff 2/6/2019 0:30 PM 22 42nd between dale and piper is the WORST. Please fix. It's like a roller coaster. 2/6/2019 0:30 PM 23 Sidewalks need to be added 2/6/2019 0:30 PM 24 Speed bumps to prevent speeding. 2/5/2019 0:30 PM 25 Curb and sidewalk 2/5/2019 0:30 PM 26 pedestrian facilities 2/5/2019 0:30 PM 27 Lighting 2/3/2019 0:32 PM 28 Lots of stops to keep cars below 25mph 2/3/2019 0:32 PM 28 Lots of stops to keep cars below 25mph 2/3/2019 0:30 PM 29 Drainage 2/3/2019 0:30 PM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 0:30 PM 31 More lighting 2/1/2019 0:30 PM	ô	Raised intersections to slow traffic	2/21/2019 2:36 PM
1 wish there would be less traffic.	7	improve sewer drainage	2/18/2019 10:11 AM
Place to cross for residetns to PHH into the Folker park 2/12/2019 6:41 AM	8	Pedestrian/bike crossing notification at Piper St. crossing	2/17/2019 2:55 PM
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Ponding/repave street	10	place to cross for residetns to PHH into the Folker park	2/12/2019 6:41 AM
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Better lighting	12	Ponding/repave street	2/11/2019 2:24 PM
Lighting	13	Lighting	2/10/2019 10:03 AM
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clothes and are hard to see) lighting	17	Traffic calming, add roundabout at Piper/42nd	2/7/2019 11:58 AM
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Curb and sidewalk 2/5/2019 8:08 PM 2/6 pedestrian facilities 2/5/2019 5:39 PM 2/7 Lighting 2/3/2019 8:22 PM 2/8 Lots of stops to keep cars below 25mph 2/3/2019 11:23 AM 2/9 Drainage 30 Keep 42nd narrow, signed intersections, slow vehicles 31 More lighting 2/5/2019 8:08 PM 2/3/2019 8:22 PM 2/3/2019 11:23 AM 2/3/2019 7:37 PM 31 More lighting	23	Sidewalks need to be added	2/6/2019 9:50 AM
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Lighting 2/3/2019 8:22 PM 2/3/2019 8:22 PM 2/3/2019 8:22 PM 2/3/2019 11:23 AM 2/3/2019 8:08 AM 2/3/2019 8:08 AM 30 Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM 31 More lighting 2/1/2019 3:08 PM	25	Curb and sidewalk	2/5/2019 8:08 PM
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Keep 42nd narrow, signed intersections, slow vehicles 2/1/2019 7:37 PM More lighting 2/1/2019 3:08 PM	28	Lots of stops to keep cars below 25mph	2/3/2019 11:23 AM
31 More lighting 2/1/2019 3:08 PM	29	Drainage	2/3/2019 8:08 AM
	30	Keep 42nd narrow, signed intersections, slow vehicles	2/1/2019 7:37 PM
PRIORITY #3 DATE	31	More lighting	2/1/2019 3:08 PM
	#	PRIORITY #3	DATE

1	Slow down the traffic with design	2/28/2019 2:31 PM
2	make it happen asap :]	2/27/2019 3:41 PM
3	Pedestrian improvements	2/27/2019 10:54 AM
4	Speed bumps to slow down flow	2/25/2019 9:16 PM
5	restrooms at the Folker park	2/24/2019 5:16 PM
6	fix drainage	2/21/2019 2:36 PM
7	sufficient street lighting	2/18/2019 10:11 AM
8	Continued maintenance	2/12/2019 8:48 PM
9	speed bumps to keep pedestrains safe	2/12/2019 6:41 AM
10	make it more pedestrian and bicycle friendly	2/12/2019 6:16 AM
11	Drainage	2/11/2019 2:24 PM
12	Drainage	2/10/2019 10:03 AM
13	More police presence	2/10/2019 8:41 AM
14	Enforce speed limit	2/9/2019 8:49 AM
15	Fixing the road so it is less prone to potholes and frost heaves. Those are also epic along that road, though they do act as natural speed bumps which is why speeding isn't a huge issue there.	2/8/2019 9:50 PM
16	Pedestrian friendly features	2/7/2019 11:58 AM
17	Make the crossing @ Piper street more pedestrain friendly (eg round about, flashing ped x-ing sign or something to this effect)	2/7/2019 11:11 AM
18	plowing sidewalks in winter	2/7/2019 11:08 AM
19	Accessibility	2/6/2019 10:30 PM
20	i would love to have sidewalks.	2/6/2019 2:03 PM
21	Lighting needs to be better for safety.	2/6/2019 9:50 AM
22	Better light along the entire length, similar to 40th Avenue upgrade.	2/5/2019 10:16 PM
23	Road bed	2/5/2019 8:08 PM
24	bike facilities	2/5/2019 5:39 PM
25	Walkways	2/3/2019 8:22 PM
26	Limit driveway width	2/3/2019 11:23 AM
27	Potholes	2/3/2019 8:08 AM
28	Maintain the full grown natural landscaping.	2/1/2019 7:37 PM
29	bike lanes	2/1/2019 3:08 PM

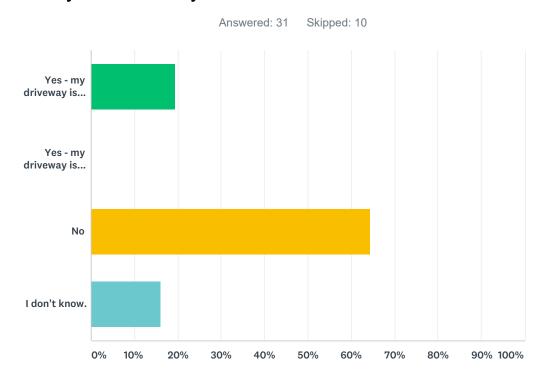
Q7 What best describes you? (please check all that apply, but you must select at least one!)



ANSWER CHOICES	RESPON	SES
I own a home adjacent to 42nd Avenue within the project limits (single family home, duplex, condo, apartment).	50.00%	20
I own a building adjacent to 42nd Avenue within the project limits.	5.00%	2
I rent/lease a home, condo, duplex, apartment, office, or building adjacent to 42nd Avenue within the project limits.	27.50%	11
I own a business adjacent to 42nd Avenue within the project limits.	7.50%	3
I work somewhere adjacent to 42nd Avenue within the project limits.	7.50%	3
I own land adjacent to 42nd Avenue within the project limits.	2.50%	1
I don't live, own or rent property adjacent to 42nd Avenue within the project limits, but I live nearby and/or drive, walk, or bike in the project area.	10.00%	4
Other (please specify)	2.50%	1
Total Respondents: 40		

#	OTHER (PLEASE SPECIFY)	DATE
1	I drive/bike it everyday and my kid does too.	2/3/2019 11:26 AM

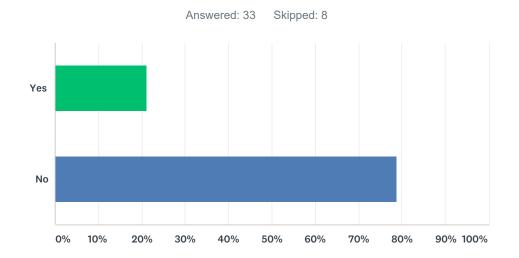
Q9 Is your driveway constructed with concrete or heated?



ANSWER CHOICES	RESPONSES	
Yes - my driveway is concrete.	19.35%	6
Yes - my driveway is concrete AND heated.	0.00%	0
No	64.52%	20
I don't know.	16.13%	5
TOTAL		31

1 asphalt 2/27/2019 3:43 PM 2 The complex has a parking lot. 2/18/2019 10:14 AM 3 NA 2/13/2019 1:56 PM 4 blacktop 2/12/2019 6:20 AM 5 I believe country square is asphalt 2/9/2019 8:51 AM 6 Asphalt driveway/parking structure non-heated 2/7/2019 11:12 AM 7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	#	PLEASE EXPLAIN.	DATE
3 NA 2/13/2019 1:56 PM 4 blacktop 2/12/2019 6:20 AM 5 I believe country square is asphalt 2/9/2019 8:51 AM 6 Asphalt driveway/parking structure non-heated 2/7/2019 11:12 AM 7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	1	asphalt	2/27/2019 3:43 PM
4 blacktop 2/12/2019 6:20 AM 5 I believe country square is asphalt 2/9/2019 8:51 AM 6 Asphalt driveway/parking structure non-heated 2/7/2019 11:12 AM 7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	2	The complex has a parking lot.	2/18/2019 10:14 AM
5 I believe country square is asphalt 2/9/2019 8:51 AM 6 Asphalt driveway/parking structure non-heated 2/7/2019 11:12 AM 7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	3	NA	2/13/2019 1:56 PM
6 Asphalt driveway/parking structure non-heated 2/7/2019 11:12 AM 7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	4	blacktop	2/12/2019 6:20 AM
7 Asphalt 2/6/2019 9:51 AM 8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	5	I believe country square is asphalt	2/9/2019 8:51 AM
8 asphalt surface 2/5/2019 5:40 PM 9 just gravel at this point 2/2/2019 10:12 AM	6	Asphalt driveway/parking structure non-heated	2/7/2019 11:12 AM
9 just gravel at this point 2/2/2019 10:12 AM	7	Asphalt	2/6/2019 9:51 AM
	8	asphalt surface	2/5/2019 5:40 PM
0.0000 7.47 PM	9	just gravel at this point	2/2/2019 10:12 AM
10 Driveway is asphalt. 2/1/2019 /:47 PM	10	Driveway is asphalt.	2/1/2019 7:47 PM

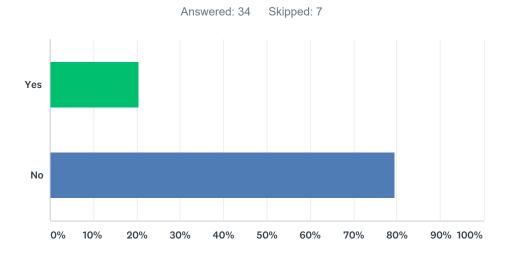
Q10 Have you experienced groundwater problems in your crawl space or basement? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	21.21%	7
No	78.79%	26
TOTAL		33

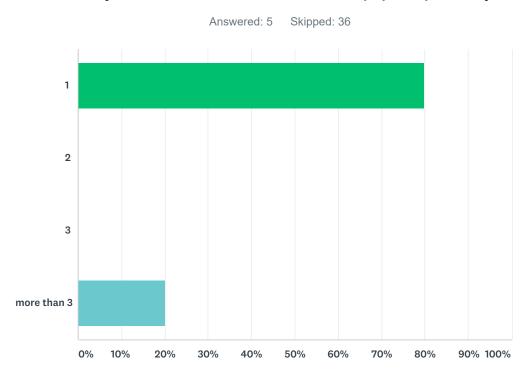
#	IF YES, PLEASE EXPLAIN.	DATE
#	IF TES, FLEASE EAFLAIN.	DATE
1	2012 flooding occured Was told by MUNI that it was due to a business located east of us	2/27/2019 3:43 PM
2	When storage unit building was constructed it diverted water towards my building.	2/25/2019 9:23 PM
3	NA	2/13/2019 1:56 PM
4	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:13 AM
5	French drains dont drain fast.	2/7/2019 10:24 AM
6	In the past we've had flooded basements	2/5/2019 8:10 PM
7	Not sure.	2/3/2019 8:24 PM
8	Fills with water every few years	2/3/2019 8:09 AM
9	When AWWU cast iron waterline broke NW corner of this Lot 4, Wolcott Sub. Water flowed S via driveway, under the house, onto 2/3 of garage floor, S along E side of house into botanical garden. Was 6" depth thruout garden. Many perennials were destroyed.	2/1/2019 7:47 PM

Q11 Do you have a foundation drain or sump pump? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	20.59%	7
No	79.41%	27
TOTAL		34

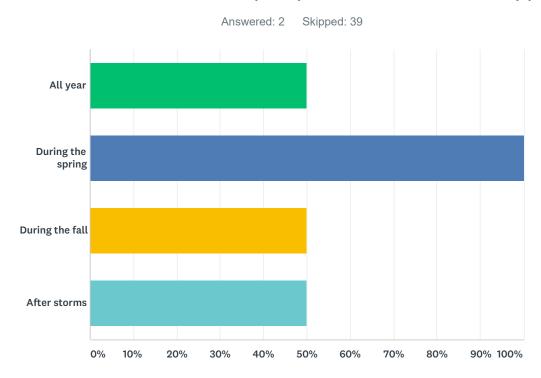
Q12 How many foundation drains or sump pumps do you have?



ANSWER CHOICES	RESPONSES	
1	80.00%	4
2	0.00%	0
3	0.00%	0
more than 3	20.00%	1
TOTAL		5

#	WHERE ARE THEY LOCATED AND TO WHERE DO THEY DRAIN?	DATE
1	On South-side of building, draining south.	2/25/2019 9:25 PM
2	I don't know	2/12/2019 8:51 PM
3	I believe each building has a drain in our garage. Unknown location of where they drain to	2/9/2019 8:52 AM
4	Garage floor drains.	2/7/2019 10:25 AM
5	drains outside the building	2/6/2019 7:40 PM
6	In the parking garage	2/6/2019 9:52 AM
7	It's a manual one I have to hook up when it floods	2/3/2019 8:10 AM

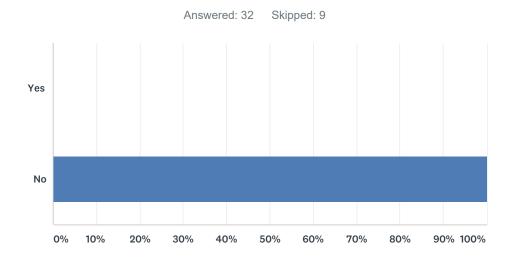
Q13 How often does the pump run? Select all that apply.



ANSWER CHOICES	RESPONSES	
All year	50.00%	1
During the spring	100.00%	2
During the fall	50.00%	1
After storms	50.00%	1
Total Respondents: 2		

#	OTHER (PLEASE SPECIFY).	DATE
1	No idea	2/12/2019 8:51 PM
2	Never goes on	2/6/2019 7:40 PM
3	It is a drain	2/6/2019 9:52 AM

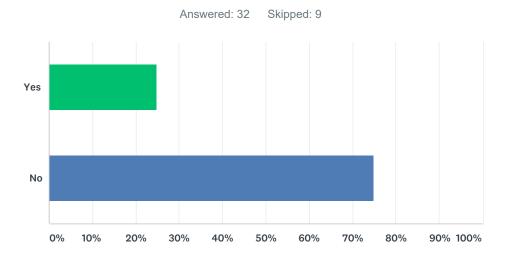
Q14 Do you have any known issues with your water service? Please check one.



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	32
TOTAL		32

#	IF YES, PLEASE EXPLAIN.	DATE
1	unknown live in condo, check with association for College place, property management services 907-562-2929	2/7/2019 11:14 AM
2	I am on a well	2/3/2019 8:11 AM

Q15 Are there any special conditions on your property that you feel the design team should be aware of?



ANSWER CHOICES	RESPONSES	
Yes	25.00%	8
No	75.00%	24
TOTAL		32

#	IF YES, PLEASE EXPLAIN.	DATE
1	Sidewalks need to include handicap wheelchair and walker access as required by law.	2/18/2019 10:16 AM
2	Our portable water is provided by a well on our property. Interference/disturbance to groundwater table could impact our potable water supply.	2/17/2019 2:58 PM
3	many of these houses were built in the 1960s and may still have the old buried sewer/water enclosures. Mine caved in about 10 years ago.	2/12/2019 6:24 AM
4	Our property hasn't had No problems with drainage but all around us during break up there are problematic drainage areas . The road at wright and Kimberlie seems to develop pot holes very frequently likely secondary to drainage problems	2/10/2019 10:06 AM
5	Country Square uses our ground level yard area near 42nd to plow snow in a pile to avoid the cost of hauling. We would be appreciative if any upgrades would keep any impact on that ability to a minimum.	2/9/2019 8:54 AM
6	We need to have 24/7 access to our property for our patients. We are a functioning birth center, with patients arriving in labor at any hour of the day or night, potentially. We are also concerned about construction noise during the day, as I'm sure other businesses around us are as well. We hope there's a plan to mitigate the worst of all that??	2/8/2019 9:53 PM
7	no public parking in condo complex, sidewalks to/around folker park would be amazing	2/7/2019 11:14 AM
8	Part of our property and our neighbor to the West are below road grade.	2/6/2019 7:41 PM
9	vision triangles and any need to remove vegetation	2/5/2019 5:41 PM
10	I live at Deer Park apartments, and am concerned with the ability to safely pull in to and out of our parking lot when the project is going on. Also, given the location of the project, is something being done to make sure that Eastbound traffic can flow smoothly? Many use Piper to access eastbound Tudor, we have 40th to get to Piper, but will it be enough?	2/3/2019 8:27 PM

11	Maintained woodsy trees/vegetation between house and ROW. There is a Lodgepole Pine with upper 360 vinyl fencing near ROW. Originally 42nd had 66' width. MOA reduced it to 60ft, returning 3ft to adjacent N & S property owners. Required \$3K for each owner to process. College	2/1/2019 8:00 PM
	Place condos were built 1983 - the extra 3ft included when they bought their 2 acre property.	

Q16 Did we miss anything? Please include any other comments you may have.

Answered: 16 Skipped: 25

#	RESPONSES	DATE
1	I just want to be able to pull in and out of my residence	2/28/2019 5:20 PM
2	There are kids and seniors in this neighborhood, what will you do to provide safer pedestrian facilities?	2/28/2019 2:32 PM
3	Don't make the road and pedestrian surfaces any wider than necessary. Most roads are unnecessarily wide and this encourages speeding and decreases green and permeable spaces.	2/27/2019 10:57 AM
4	Can't think of anything that was missed.	2/21/2019 2:38 PM
5	Try to keep away from any designs that need additional upkeep after they are made. An example is the round abouts that have bushes planted and then it is left to let weeds grow. Waste of money. Another is decorative concrete barriers and 42nd and Piper. All scratched up by snow removal equipment.	2/20/2019 7:06 AM
6	How is the actual project going to be paid for?	2/18/2019 10:18 AM
7	Please design the project work schedule to be respectful of the surrounding neighborhood and the impact of noise and construction on the lives of local residents.	2/17/2019 3:01 PM
8	Thanks so much for taking my input!	2/12/2019 6:43 AM
9	I sometimes drive 42nd toward lake otis wish there were provisions to turn left.	2/11/2019 4:45 PM
10	This area is one of the few adjoining residential areas near the Providence and UAA campus. Residents who live here can walk, bike to these campus for class or services once the road is fixed and lighted, ensuring greater safety.	2/11/2019 2:27 PM
11	The intersection of laurel st and 42nd is extremely slick in the winter and is hard to stop at when icy. Integration of pedestrian faculties with/through Folker park may increase its usage and help decrease crime in the area. The park as is gets little use.	2/7/2019 11:15 AM
12	There are lots of pedestrians on this street.	2/6/2019 7:41 PM
13	no. I think it's wonderful.	2/6/2019 2:09 PM
14	Consider roundabouts in place of 4-Way stops in some locations. I feel it could be more efficient, or just change them to 2-Way stops for better traffic flow along 42nd.	2/5/2019 10:21 PM
15	Can think of anything right now. Thanks !	2/3/2019 11:27 AM
16	Will there be any changes to Folker park along 42nd avenue?	2/1/2019 3:11 PM

September 27, 2019 42nd Avenue Upgrade (PM&E #18-06) Final Technical Memorandum

APPENDIX C

Review Comments and Responses

MOA / PM&E Project No. 18-06 Review Comments Summary

Draft Technical Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page	Comment	Response
1	Tim Mayland, MOA Traffic (Traffic Calming)	9/20/2019	1	No. General	A 2014 study of 42nd Avenue from Piper to Wright street indicated westbound traffic travelling at 36mph and eastbound traffic travelling at 29 mph; the project was ranked 10th highest priority in the traffic calming program. However, the high ranking is likely due to 42nd Avenue's high traffic volumes for a classified "local" road and its lack of sidewalks.	A note about the 2014 study was added to the Tech Memo. We will investigate traffic calming more in the DSR phase.
2	Kris Langley, MOA Traffic (Safety)	9/20/2019	1	Pg 4, Section B.3	 a) An evaluation should be made in the DDSR of the all-way STOP controlled intersections at Laurel, Folker, and Dale to determine whether the all-way STOP control warrants from the MUTCD are currently met. They may have been appropriate prior to the improvements to East 40th. They may have been installed to address speeding issues rather than on a 'volumes, delay and crash history' basis. This project is an opportune time to re-evaluate whether reinstallation is appropriate. If currently unwarranted, and there are concerns about the resultant increases in travel speeds, a more desirable response might be to install approved traffic calming devices (horizontal and/or vertical, including the neck-downs at intersections referenced on Page 7 under "Proposed Traffic Calming") b) Suggested revisions to text for inclusion in the DDSR a. "Of the eleven intersections, six require 42nd Avenue traffic to stop including the west termination of 42nd at Lake Otis Parkway, and at the Piper Street and Florina Street intersections." b. "Of these six, the remaining three intersections are all-way" 	a) an evaluation of the all-way stop controlled intersections and (any) traffic calming measures will be included in the DSR phase. Have added this information to the Tech Memo. b) wording has been updated
3	Kris Langley, MOA Traffic (Safety)	9/20/2019	2	Pg 6, Section B.7	QuestionWas "Existing Conditions" (Section B) the best place for Table 6 and a discussion of "Survey Questionnaire"?	Survey Questionnaire was moved to a stand-alone Section C.
4	Kris Langley, MOA Traffic (Safety)	9/20/2019	3	Pg 7, Section E.	a) It is possible that the all-way STOP controlled intersections noted in Section B.3 do not currently meet the criteria in the Manual on Uniform Traffic Control Devices. They also may have been installed in the past by the MOA as 'speed breakers' to address real/perceived speeding issues along 42nd Avenue. See comment #1 above. Regardless, a discussion will need to be held with MOA Traffic to evaluate the appropriate combination of traffic control at intersections and traffic calming devices along this corridor, and the results of the discussion incorporated into the DDSR. b) Please note emailed comment from Tim Myland, Traffic Calming Program Engineer,	a) an evaluation of the all-way stop controlled intersections and (any) traffic calming measures will be included in the DSR phase. A meeting will be held with MOA Traffic to discuss the most appropriate solution. b) Thank you. Tim's comments have been received and noted.
5	Kris Langley, MOA Traffic (Safety)	9/20/2019	4	Pg 10, Section J.	about speeding identified between Piper Street and Wright Street Please incorporate our comments into the DDSR.	Comments have been incorporated and addressed.
6	Joe Sanks, AWWU	9/20/2019	1	General	Parcel 117 (Wentworth Blk 2, lot 20) does not have water service.	Thank you. We indicate in the plans that this parcel is on a well.

MOA / PM&E Project No. 18-06 Review Comments Summary

Draft Technical Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
7	Kathy Borque-Parker MOA Street Lighting	9/20/2019	1		6. Illumination - there is one segment of E. 42nd Ave. that currently has illumination. This segment is from Dale to Florina and continuing on E. 42nd Circle. Unsure of the current condition but there is a load center behind 3400 E. 42nd Ave.	The Tech Memo has been updated to reflect this section of continuous roadway lighting.
8	Kathy Borque-Parker MOA Street Lighting	9/20/2019	2	Pgs 8 - 9	Conceptual Typical Sections - where are street lights anticipated to be installed?	Lighting is anticipated to be installed behind the sidewalk/pathway. A full lighting analysis (with light poles shown in the typical sections) will be conducted with the DSR Phase.
9	Russ Oswald PM&E	9/20/2019	1	Pø 3	Should a statement be made on why the AADT dropped so significantly (construction of $40^{\rm th}$ Avenue)?	Statement was added to clarify why the traffic volumes dropped so much between 2006 and 2019.
10	Russ Oswald PM&E	9/20/2019	2	Pg 5	Subsection 5. <u>Utilities</u> – Need a map that shows parcel numbers here or remove reference to "(Parcels 107, 117, and 156)".	Reference to parcel numbers removed.
11	Russ Oswald PM&E	9/20/2019	3	Pg 6	Please change Table 6 header to "Table 6. Roadway Related Questionnaire Responses"	Done.
12	Russ Oswald PM&E	9/20/2019	4	Ρφ 7	Subsection 2. <u>Typical Section Alternatives</u> – Isn't this 3 alternatives with the No Build option?	Added that the "Do Nothing" alternative will be included in the DSR, bringing the alternatives (per segment) up to three.
13	Russ Oswald PM&E	9/20/2019	5	Pg 7	Section E. Proposed Traffic Calming, 1 st Paragraph – Note the posted speed limit is 25 MPH.	Done.
14	Russ Oswald PM&E	9/20/2019	6	Pg 10	Section F. Recommended Design – Typical Section, 1 st Paragragh, Last Sentence – Delete last half of sentence starting at "but it is anticipated" Don't want to have or appear to have a preconceived result.	
15	Russ Oswald PM&E	9/20/2019	7	Pg 10	Section F. Recommended Design – Typical Section, 2 nd Paragragh, First Sentence – Delete "the "Option 1""	Done.

Draft Design Study Report Review Comments & Responses

Appendix P

	Draft Design Study Memorandum								
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
1	Sue Frank, Chugach Electric (Distribution)	6/29/2020	1		Chugach Distribution has no comment on the design study request for MOA project 18-06, 42nd Ave: Lake Otis to Florina, as it is outside of the distribution territory. Comments regarding transmission facilities will be forthcoming as time allows.	Thank you.			
2	Mark Graham, Coffman Engineers for MOA Street Lighting	7/1/2020	1	P. 68	With bike path on one side and sidewalk on other side of street, do you anticipate covering the lighting requirements from the roadway luminaires or do you anticipate a separate lighting system for coverage?	We anticipate lighting for all pedestrian facilities on both sides of the roadway to be covered by the roadway lighting system; we do not anticipate an additional/separate pedestrian lighting system.			
3	Mark Graham, Coffman Engineers for MOA Street Lighting	7/1/2020	2	General	Lighting portion appears to be properly covered in the draft report. No other comments.	Thank you.			
4	Brandon Telford, PM&E	7/2/2020	1	General	Preferred alternative selection appears to have only considered snow storage areas in sidewalk buffer. Shoulders are also used for snow storage and preferred alternatives reduce overall street width to less than minimum required by Code. Recommend reconsidering preferred alternatives with additional consideration to snow storage needs. The alternative to storing snow on shoulders and buffers is hauling snow with results in significant additional cost.	Variances will be required for sections that are less than DCM standards. Typical section alternatives and preferred/recommended typical section were discussed with MOA PM&E, Traffic, and Street Maintenance prior to being presented in the DSR. Every department understood the goals and constraints and provided consensus on the recommended alternatives.			
5	Brandon Telford, PM&E	7/2/2020	2	General	Why was the Code required section of 38-feet not included as an alternative for the entire corridor?	The proposed typical sections were discussed with MOA PM&E, Traffic and Street Maintenance prior to being presented in the DSR; PM&E and Traffic agreed these were the alternatives to analyze and consider in the DSR.			
6	Brandon Telford, PM&E	7/2/2020	3	Page 30	2nd paragraph, 1st sentence, reword for clarity.	Have done.			
7	Brandon Telford, PM&E	7/2/2020	4	Page 30	3rd paragraph, 3rd sentence: "This occurs on the most of the subsystems" Reword for clarity.	Have done.			
8	Brandon Telford, PM&E	7/2/2020	5	Page 30	3rd paragraph, last sentence: Replace "respectively" with "respective".	Have done.			

	Draft Design Study Memorandum								
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
9	Brandon Telford, PM&E	7/2/2020	6	Page 94	Preferred alternative Segments C & D: Discussion does not adequately address the justification for selecting the 31-foot section over the 33-foot section. How is the additional 2-feet of section width detrimental to the project? Additional paved width provides necessary snow storage capacity. At a minimum the alternative discussion should provide justification for not providing the additional snow storage area.	Discussion has been updated to include further justification (traffic prefers 10' lanes, Street Maintenance was involved in the development of the alternatives, and the adjacent developed properties have minimal set-back from ROW).			
10	Brandon Telford, PM&E	7/2/2020	7	e-mail comment	I've attached my comments for the 42nd Avenue Draft DSR. While this DSR is an enormous document I felt like it lacked an adequate discussion of why the preferred alternatives were selected over the other possible alternatives. Given all of the information in the DSR I could infer or speculate why the preferred alternatives were selected but it seems like the reasoning should be plainly stated somewhere in the DSR. I think page 94 is where this discussion should probably occur but what is provided is a single repetitive statement for each segment: • Segments A & B: "This section balances the needs of the commercial and multi-family residential context of this area which observed no on-street parking needs." • Segment C: "This section balances the needs of the single- and multi-family homes (up to 4-plex) of this area which observed on-street parking needs." • Segment D: "This section balances the needs of the high density and multi-family residential context of this area which observed on-street parking needs but also has sufficient off-street parking associated with each parcel." I'm still learning the process for these reviews, will there be an opportunity for CRW to provide additional discussion regarding why the preferred alternatives were selected? Does the final DSR get routed with the 65% review?	The Preferred Alternative Section has been updated to include additional discussion on selection of and reasoning for the preferred alt.			
11	Dave Montieth, ML&P	7/2/2020	1		ML&P has underground facilities within the project limits. Conflicts include street lights at map points 1734-33A, 52E, 73C and 1735-23A. A relocation request will be required to have ML&P remove these street lights. Underground utilities exist along the south side of E. 42nd Ave. ML&P also has direct buried underground primary services along Dale St. and may want to install a spare conduit at the street crossing.	Will coordinate with ML&P for removal of street lights and required relocations during detailed design.			

	Draft Design Study Memorandum							
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response		
12	Dave Montieth, ML&P	7/2/2020	2		Field locates must be obtained in order to establish more accurate locations of the underground facilities. Attached is a copy of the ML&P facilities grid map. Note that the locations marked on the grid map are not to be taken as actual physical locations in the field. Upon request, ML&P will provide field locates for ML&P underground facilities, during the design phase of a project. It is ML&P's intent to facilitate the identification and resolution of possible conflicts during the design phase of a project rather than during construction, but it is incumbent upon the project designer to make use of ML&P's services and to resolve conflicts with existing ML&P facilities.	Field locates were already obtained for surveying of the project and have been included in the topobase map. We will review the topobase map with the facilities grid map to verify facilities. We will coordinate with ML&P during the design phase for anticipated conflicts.		
13	Dave Montieth, ML&P	7/2/2020	3		Any new electrical services require a Service Extension Agreement to be completed. Contact the ML&P Line Extension Coordinator to file these agreements and to determine final equipment locations.	We will contact ML&P for service extension agreements during the design phase.		
14	Dave Montieth, ML&P	7/2/2020	4		Please obtain and follow the ML&P Electrical Facility Clearance Requirements (EFCRs) for Construction or Maintenance Near Electrical Facilities. This document is on the ML&P website at: https://www.mlandp.com/2014_electrical_facility_clearance_requirements%20Policy.pdf	This will be included in the project manual, which will be assembled during the design phase.		
15	Kim Carpenter, MOA (Traffic Dept Data Division)	7/6/2020	1	38, Appendix H	All collision data in DSR is credited to ADOT vs MOA Traffic Data. Was DSR truly base solely on ADOT rates and collisions? If true: a.) Please provide verification since ADOT's information was not available through date listed. b.) If municipal data is available and more up-to-date, why would a Municipal project be based on state versus municipal data?	a.) Up until 2020, the HSIP screening process was used on MOA jobs. However, in 2020, HSIP changed their screening process and it no longer applies. As a result, the HSIP analysis was removed from the DSR. B) Data provided for collision analysis is based on data obtained by MOA.		
16	Kristen Langley, MOA (Traffic Dept Safety Section)	7/6/2020	1	General	Well-prepared DSR. Thank you for the opportunities to interact with the consultant in the run-up to the publication of this document. Our comments on this DSR, as a result, are going to be limited. We will reserve the majority of comments to the design submittals.	Thank you.		
17	Kristen Langley, MOA (Traffic Dept Safety Section)	7/6/2020	2	90	Table 18. The official name of our Department was changed earlier this year (2020). It is now "Traffic Engineering."	Have updated to "Traffic Engineering" throughout the DSR.		
18	Kristen Langley, MOA (Traffic Dept Safety Section)	7/6/2020	3	94	Please note that, if the project is to be phased (construction funding availability), the Traffic Safety Division would recommend that Segments A&B be prioritized due to publicly- stated concerns about pedestrian safety in/around Folker Park. Drainage issues may make that decision, however, the Department wishes to emphasize our interests in the construction phasing. We would note that the construction of frontage improvements in conjunction with Folker Park development was held in abeyance due to the uncertainties of what might arise from this project, so, this heightens our interest in the prioritization of the construction of Segments A&B.	Added this to the DSR discussion.		

	Draft Design Study Memorandum								
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
19	University Area Community Council	7/8/2020	1	iii	1: From Lake Otis-Piper reduce width from 66 to 60 ft. Piper-Dale is a 60' width segment. The municipality offered to return 3 ft on either side of 42nd Ave decades ago. College Place Condos, had 3 ft. included when they bought two acre homestead early 1980s - now landscaped w/ trees across front. Another resident at the time planted a group of Colorado spruces (now 50ft?) that will be impacted. Residents semi-use the 3 ft strip. 2019 CRW Survey has a large red paint circle on a landscape shrub here. 2: Folker Park S paved trail & board 'fence' is within the 66' footage. That strip Includes a SE corner specimen white spruce that was sprayed 2018 to protect from bark beetle attack. Park SW entrance design was not completed last summer. Current flower bed is temporary, waiting for the 42nd update & waterline project completion. 3: 66' width is not used for parallel street parking from Lake Otis-Piper. All have offstreet parking. While one single residence property west of the Country Woods condos (Piper-42nd) is often diagonal parking four vehicles next to the fence. An extended single lane driveway is available. Otherwise no 'street parking needed'.	1. We do not have any documentation about the MOA returning 3 feet on either side decades ago. Please provide documentation if you have it available. The large red paint circle was likely a utility locate paint mark and has nothing to do with the ROW. 66' is the existing ROW width, not a proposed width. The current 66' ROW width along 42nd from Lake Otis to Piper is utilized for the roadway, snow storage, utilities, etc. 2. Coordination is on-going with Parks & Recreation Department (Maeve Nevins-Lavtar) to ensure a cohesive park design. The project will do everything it can to protect the existing white spruce in place. 3. Our analysis also shows that no on-street parking is utilized from Lake Otis to Piper. The proposed alternatives do not include on-street parking.			
20	University Area Community Council	7/9/2020	2	8	Please make a clarification to the 2/5/20 UACC resolution was to prioritize the 42nd Ave AWWU waterline replacement in that area, because of the flooding that has been due to breakages in the waterline.	Have done.			
21	University Area Community Council	7/10/2020	3	16	We recommend consideration of lighting and other communication technologies along this section of 42nd, where infrastructure could be negotiated from the provider in return for eased permitting? See examples of similar negotiations in other States at the following link. https://www.americancityandcounty.com/2019/07/10/small-cells-big-uncertainties/	Coordination with utility companies has been on-going during the design study phase and will continue through design, however, improvements by utilities are dependent upon the utility.			

	Draft Design Study Memorandum							
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response		
22	University Area Community Council	7/11/2020	4	20	We would like a request to be made by the MOA to ML&P to provide an estimate of when the utility infrastructure would be slated for maintenance or conversation to UG, and please provide answer to UACC?	Underground of electric facilities along 42nd Avenue is not currently in ML&Ps 5-year plan (2018-2022). However, some sections of overhead lines on 42nd Ave are included in their list of "requested projects that are not currently included in the underground plan but will remain on ML&P's list for re-evaluation each year". Have included this information in the Final DSR.		
23	University Area Community Council	7/12/2020	5	20	Same comment as #4 for ACS?	Per MOA/ACS policy, ACS follows the electric utility and will underground when ML&P undergrounds. They have no formal plan in place for undergrounding. Have included this information in the Final DSR.		
24	University Area Community Council	7/13/2020	6	General	It would be nice to see more pedestrian oriented amenities as part of the road section design. Elements would be bollard lighting, paths that are farther from the edge of travel way, chokers at intersections, and raised crosswalks to control speed. It is tough to acquire additional ROW or easements on private property to accommodate these pedestrian oriented improvements. The road sections in the DSR are not much different from what has been used elsewhere in Anchorage.	Additional pedestrian amenities will be included when feasible, but ROW, utility, terrain, and budget constraints can limit additional improvements. Please refer to page 45 of the Draft DSR and Figure 8 for Conceptual Traffic Calming features which include raised intersections, neckdowns and a striped crosswalk. The road sections in the DSR are based upon guidelines provided in the MOA design criteria manual.		
25	University Area Community Council	7/14/2020	7	12	In Segment B: In 2016 the 2 vacant parcels were rezoned to Business and the UACC was not in favor of this. The parcels remain vacant, Questions regarding that lot have risen with medical businesses changing format, some moving to South Anchorage. Will its plans for added medical facilities in this residential neighborhood meld with continuing changes in Anchorage's economic and medical scene?	This is outside of the scope of this DSR. This question would be addressed in an area specific planning document.		
26	University Area Community Council	7/15/2020	8	12	Segment A - Lake Otis-Laurel there is a corner pharmacy, medical offices, all with significant parking off 42nd. Speed 25 mph. Why 66' street width for other than the mixed zoning status? Snow storage, by midwinter, would still be pushed beyond the shoulder footage onto private property. Happens here beyond the extra 3+ feet that some residents maintain along 42nd. Snow always pushed by city plows further and higher into the 20' setback.	66' is the existing, available ROW for this segment of roadway. Proposed improvements are included within this area. New roadway infrastructure does not extend the full 66-foot width, however utility relocations may be necessary within the 66' width.		

	Draft Design Study Memorandum								
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27	University Area Community Council	7/16/2020	9	12	large Providence Horizon House (on a hill) which extends to Folker St. The south side of Laurel-Folker St is primarily residential: one large apartment complex, two smaller apartment structures, one smaller apartment related to 'rehabilitation', an empty lot owned by condo assoc. Thus, large majority of land in this block is residential. Why 66' street width?	66' is the existing, available ROW for this segment of roadway. Proposed improvements are included within this area. New roadway infrastructure does not extend the full 66-foot width, however utility relocations may be necessary within the 66' width.			
28	University Area Community Council	7/17/2020	10	12	Segment C: Piper-Dale are singles, duplexes, one triplex. Some vehicles do use 42nd for parking. Design has 60' street width. Why is this segment 60' and others 66'?	This segment only has 60' of existing ROW available for improvements. The 60' versus 66' is not the width of proposed improvements, but rather the width of available, existing ROW.			
29	University Area Community Council	7/18/2020	11	Exec Sum	The 42nd plan from Lake Otis to Piper is 66' street width, bike path, sidewalk, rare mailboxes. 7' required for N&S shoulders from Lake Otis-Piper. Rare mailboxes currently. Clustered boxes are appropriate, similar to condos. Four mailboxes are gathered together for separate addresses. All apartments have mail delivered inside or to entrances.	Thank you for the comment.			
30	University Area Community Council	7/19/2020	12	Exec Sum	Is 66' a requirement in mixed zoning despite 25 mph street? In Piper-Dale segment wide shoulders are NOT in design. It has 60' street width, bike path, sidewalk, space for individual street mailboxes. Is plowed snow to be pushed onto the trail, sidewalk and private setback? It seems so. Please clarify.	60' is the minimum ROW required. 42nd Avenue currently has 66' of available ROW from Lake Otis to Piper for roadway improvements, pedestrian improvements, lighting, utilities, snow storage, etc. Snow storage normally occurs in the roadway shoulders and buffers between pedestrian facilities and back of curb, but can be stored behind the sidewalk in the available ROW.			

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No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
31	University Area Community Council	7/20/2020	13	General	42nd was never designed, a neglected, unzoned hodge-podge neighborhood where the boundary of the City and the Anchorage Borough met (40th Avenue divided) Both ignored the strip north side of Tudor. Was still ignored after Municipality was created except to use 42nd as a bypass three years beginning 1975 while Tudor Road became 4 lanes with a median for turning. Cars, huge trucks were lined along this dirt street. Muni made temporary improvements, constant potholes. then poured asphalt with minimal sub-prep. Pot holes continue. We request the MOA to identify similar streets where we can view what they envision for the two street widths. A 25 mph street with significant off-street parking does not require a wide street design. A wider street invites increased speeds.	Attached are similar street width examples.			
32	University Area Community Council	7/21/2020	14	General	Despite this being an old neighborhood, the need for residential structures in the UMed District is valued.	This project does not hinder development of residential structures.			
33	University Area Community Council	7/22/2020	15	General	It appears to UACC that we have a situation where some neighbors have purchased a 3-ft ROW and some declined the offer years back. Yet we infer from the DSR that the MOA must intend to purchase back the ROW from some neighbors. Please explain more how that would work. Would it be eminent domain or some other process?	ROW Acquisition, where required, would be negotiated between the MOA and the individual owner of each impacted parcel.			
34	University Area Community Council	7/23/2020	16	General	We remain concerned with how the street design can we integrate the business zoned properties with the established residential properties to have a cohesive feel. With the current economy and medical industry these lots may not end up being used for medical facilities.	The proposed street improvements take into account the adjacent zoning, use, and potential development.			
35	University Area Community Council	7/24/2020	17	General	We remain concerned with how the street design can we integrate the business zoned properties with the established residential properties to have a cohesive feel. With the current economy and medical industry these lots may not end up being used for medical facilities.	Repeated comment; see response above.			
36	University Area Community Council	7/25/2020	18	General	Can you provide an example of an existing road in Anchorage for each design segment?	Attached are similar street width examples.			
37	James Armstrong - AWWU Project Manager	9/3/2020	1	Page 80, Section X.A	First paragraph, second sentence: I'm not really seeing the connection here.	Other improvements related to the roadway design affect the location of the water main; sentence has been re-worded to clarify.			
38	James Armstrong - AWWU Project Manager	9/3/2020	2	Page 81, Table 15	Parcel 165/166, proposed water service size: Previously stated that 6" would be upgraded to 8", why not here?	All commercial properties will have an 8- inch water service. Table has been updated.			
39	James Armstrong - AWWU Project Manager	9/3/2020	3	Page 82, Section X.C	Second paragraph, first sentence: maybe?	Section has been updated to suggest fire hydrants within the project area may be the source of temp water.			
40	James Armstrong - AWWU Project Manager	9/3/2020	4	Page 82, Section X.C.1	Second paragraph, third sentence regarding Temporary Construction Easement: \$0 dollar value - trade off for getting water.	Noted, have updated DSR to state temporary agreement.			

	Draft Design Study Memorandum								
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
41	Sandy Potvin Horticulturist MOA Parks and Recreation Horticulture	10/30/2020	1	General (rain garden at Folker Park)	I love the idea of the rain garden at Folker Park & 42nd, but do agree that it should be located on the north side of the path away from the street. This would allow it to do its intended job without having the street debris graded into it, thus lowering its productive life span. Horticulture can maintain it if that is the direction you choose to go. We would like to work with you on plant selection and planting plans. If the timing is right we could do the planting, providing a cost savings. I would really like to see this	Will plan to relocate the pathway closer to the roadway and locate the rain garden on the north side of the pathway. Goal will be to ensure rain garden does not interfere with existing park trees or infrastructure. A memorandum of agreement will need to be established for Parks to maintain the rain garden. Design team will work with Parks on the layout and the planting selection.			
42	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	2	General (rain garden at Folker	Concern about concept of proposed rain garden location as discussed in meeting with design team and PM&E. Maintenance and snow storage and effects of plowing debris are of concern. Are there precedents of scenarios where rain gardens located adjacent to curb and gutter in a similar climate are successful? It may be advantageous to place just north of sidewalk to prevent maintenance issues, but we are open to suggestions. What will the impacts be to our maintenance team? We want this to succeed and are happy to collaborate with your landscape architects.	Agree, rain garden should not be located between roadway and pathway. Please see above response to comment number 41.			
43	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	3	General at Folker Park	I I here is a large (diorado Blue Spriice free located at solitheast corner of Folker Park	We will do everything we can to protect the tree in place. To ensure protection of the tree, we may need to only replace the existing pavement on the pathway and not provide a structural section below the pathway since this excavation may damage the tree.			
44	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	4	General at	If an opportunity were to become possible to incorporate 1% for art requirements into the Folker Park "welcome plaza" at the corner of Folker St. and E 42nd Ave., we would be very interested in collaboration. An art feature was identified as a priority on the 2017 Folker Park Site plan and has yet to be realized due to funding.	Per MOA Project Manager, 42nd avenue project is not required to provide 1% for art.			

	Draft Design Study Memorandum								
No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response			
45	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	5	General at Folker Park	down-casting lights with adjustable hoods that could be adjusted to reduce glare in	The roadway lights will provide a full cutoff light distribution to reduce the negative effects of casting light on nearby properties (especially residences) and illuminating the night sky. To minimize the trespass of light on adjacent properties and reduce glare, luminaires are to be installed 30 feet above the pavement and fixtures in certain areas will have backlight control optics.			
46	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	6	Folker Park	Thank you for listening to the requests of the neighbors and residents of the Providence Horizon House for the inclusion of a sidewalk connection from east side of Folker Street to Folker Park. This was an identified priority during park planning.				
47	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	7	General at Folker Park	During our meeting with PM&E, Russ Oswald indicated that water service is something that can be included in project scope since they would be relocating the water main. Can you please add this to the design, with the connection ending in a locking hose bib located at the southwest corner of Folker Park and E 42nd Ave (in the "welcoming plaza gardens").	Yes, we'll add the water service with hose bib to the design. Will coordinate location with Parks Department during detailed design.			
48	Maeve Nevins-Lavtar, MOA Park Planner	10/30/2020	8	General at Folker Park	The Folker Park existing plants are mostly native, would it be possible to continue this theme of native wildflowers and native grasses, with a low-mow, low maintenance approach along the new southern portion of Folker Park? We request that you work with our Horticulture Dept during landscape plan design.	Will work with Horticulture Department during detailed landscape plan design.			

