Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive MOA PM&E Project #21-13

**Public Involvement** 

Appendix K



0 250 500 1,000 Feet

## Q1 Please provide the below contact information.

Answered: 21 Sk pped: 0

ANSWER CHOICES	RESPONSES	
Name	100.00%	21
Company	0.00%	0
Add ess	100.00%	21
Add ess 2	4.76%	1
C ty/Town	100.00%	21
State/P ov nce	100.00%	21
ZIP/Posta Code	100.00%	21
Count y	0.00%	0
Ema Add ess	90.48%	19
Phone Numbe	76.19%	16

#	NAME	DATE
1		

#### 21 # COMPANY DATE There are no esponses. # ADDRESS DATE 1

#### Quinhagak Street Reconstruction Questionnaire







Quinhagak Street Reconstruction Questionnaire

## Q2 Mailing Address (if different):

Answered: 5 Sk pped: 16

#	RESPONSES	DATE
1		

### Q3 Can we send you future project updates via email?



ANSWER CHOICES	RESPONSES	
Yes	80.95%	17
No	19.05%	4
TOTAL		21

### Q4 Do you own a property along Quinhagak Street?



ANSWER CHOICES	RESPONSES	
Yes	23.81%	5
No	76.19%	16
TOTAL		21

Quinhagak Street Reconstruction Questionnaire



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	5
TOTAL		5

## Q5 Is your driveway heated?



### Q6 Is your driveway constructed with concrete?

ANSWER CHOICES	RESPONSES	
Yes	20.00%	1
No	80.00%	4
TOTAL		5

## Q7 Are there any special conditions on your property that you feel the design team should be aware of in designing the project?



ANSWER CHOICES	RESPONSES	
Yes	80.00%	4
No	20.00%	1
TOTAL		5

#	IF YES, PLEASE EXPLAIN:	DATE
1	Our property is primarily accessed from the west side of the property. Additionally, we park on the west side of the building. Any improvements restricting access from the west may negatively affect our use.	7/1/2022 11:00 AM
2	Askeland gets flooded each year because the road is higher than the drains	6/16/2022 11:49 AM
3	A STORM SEWER IS NEEDED AT THE NORTHEAST CORNER OF THE PROPERTY (OUR PROPERTY AND SEVERAL ADJACENT LOTS DRAIN TO THAT POINT	6/6/2022 11:46 AM
4	STORM DRAIN IN NORTHEAST CORNER OF PROPERTY	6/6/2022 10:51 AM

## Q8 Have you ever experienced groundwater problems in your crawl space or basement?



ANSWER CI	HOICES	RESPONSES		
Yes		20.00%		1
No		80.00%		4
TOTAL				5
#	IF YES, PLEASE EXPLAIN:		DATE	

1 Our crawlspace often gets large amounts of groundwater during heavy rains and breakup. We continue to get groundwater in drier months albeit in lesser volumes. The sump pump is operational year round. 7/1/2022 11:00 AM

### Q9 Do you have a foundation drain or sump pump?



ANSWER CHOICES		RESPONSES		
Yes		20.00%		1
No		80.00%		4
TOTAL				5
#	IF YES, HOW MANY:		DATE	
1	1		7/1/2022 11:00 AM	

## Q10 Where are they located?

Answered: 1 Skipped: 20

#	RESPONSES	DATE
1	NW corner of the building footprint in the crawlspace.	7/1/2022 11:01 AM

## Q11 Where does it drain?

Answered: 1 Skipped: 20

#	RESPONSES	DATE
1	To the asphalt on the south side of the building.	7/1/2022 11:01 AM

## Q12 How often does the pump run? (e.g. all year, spring, fall, after storms, etc.)

Answered: 1 Skipped: 20

#	RESPONSES	DATE
1	All year	7/1/2022 11:01 AM

# Q13 What best describes you? For example, property owner in the area, renter in project limits or area, business owner in project limits or area, work in project limits or area, roadway user.

Answered: 16 Skipped: 5

#	RESPONSES	DATE
1	renting	6/21/2022 10:31 AM
2	use to get home. own a duplex of 64th & Quinhagak	6/16/2022 11:52 AM
3	I own property on Galatea Drive and I have to use Quinhagak Street to access my property	6/16/2022 9:35 AM
4	Renter that uses the road daily	6/15/2022 5:27 PM
5	Business and property owner on Petersburg Street and 64th Avenue	6/13/2022 9:39 AM
6	Renter in area	6/10/2022 4:31 PM
7	Renter in the project limits	6/10/2022 11:45 AM
8	renter	6/9/2022 10:21 AM
9	work in project limits or area	6/7/2022 3:52 PM
10	Renter in the area	6/6/2022 1:36 PM
11	I own the building that Neighbors runs out of on Tuttle Place	6/6/2022 9:48 AM
12	Nearby property owner, daily roadway user	6/2/2022 9:43 PM
13	Business in project limits (we rent, not own, building)	6/2/2022 1:52 PM
14	Renter	6/2/2022 12:38 PM
15	Community Council Board Member	6/2/2022 9:35 AM
16	work in project area, daily roadway user	6/1/2022 1:26 PM

## Q14 What are the top 3 things you would change about Quinhagak Street within the project area?

Answered: 16 Skipped: 5

ANSWER CHOICES	RESPONSES	
#1	100.00%	16
#2	75.00%	12
#3	50.00%	8

#	#1	DATE
1	Repairs and improvements to grading and asphalt	7/1/2022 11:03 AM
2	Potholes! They are so bad.	6/21/2022 10:35 AM
3	potholes	6/16/2022 11:53 AM
4	Stop sign at end of Askeland - Always speeder going around the corner	6/16/2022 11:51 AM
5	REpair the street itself so one can drive on it without swerving ten times to avoid potholes	6/16/2022 9:40 AM
6	establish easement for business on the street	6/15/2022 5:41 PM
7	Re-paving	6/13/2022 9:40 AM
8	Better road foundation	6/10/2022 4:33 PM
9	Filling pot holes	6/10/2022 11:47 AM
10	The whole road is terrible and would love to have it replaced	6/6/2022 1:40 PM
11	It's so bad anything will be an improvement	6/6/2022 12:23 PM
12	No changes - repave. Please look at repaving Tuttle Place as well.	6/6/2022 9:50 AM
13	Fix the potholes	6/2/2022 9:50 PM
14	Replace asphalt	6/2/2022 1:56 PM
15	Fix the potholes	6/2/2022 12:47 PM
16	needs repaving	6/1/2022 1:32 PM
#	#2	DATE
1	Water drainage - spring breakup is rough!	6/21/2022 10:35 AM
2	the name, haha	6/16/2022 11:53 AM
3	speed humps	6/16/2022 11:51 AM
4	sidewalks	6/16/2022 9:40 AM
5	eliminate brush/trees that causes blind spots	6/15/2022 5:41 PM
6	New pedestrian facilities	6/10/2022 4:33 PM
7	Better drainage	6/10/2022 11:47 AM
8	uneven road	6/6/2022 1:40 PM
9	Fix the drain system to prevent areas of slightly flooding water	6/2/2022 9:50 PM
10	Remove holes and frost heaves	6/2/2022 1:56 PM

#### Quinhagak Street Reconstruction Questionnaire

11	A sidewalk would be nice, especially for children on bikes	6/2/2022 12:47 PM
12	drainage issues	6/1/2022 1:32 PM
#	#3	DATE
1	Not pedestrian friendly and so close to school/poor lighting on street	6/21/2022 10:35 AM
2	space to park vehicles on the road without reducing the area for driving on the road	6/16/2022 9:40 AM
3	Better snow removal during winter months	6/15/2022 5:41 PM
4	New pavement	6/10/2022 4:33 PM
5	Level terrain	6/10/2022 11:47 AM
6	potholes	6/6/2022 1:40 PM
7	Possibly add speed deterents	6/2/2022 1:56 PM
8	Street lamps are nice- not the bright street lights, don't like the light pollution, but enough light to be safe walking	6/2/2022 12:47 PM

### Q15 Do you have any concerns about speeding along Quinhagak Street?



ANSWER CHOICES	RESPONSES	
Yes	25.00%	5
No	75.00%	15
TOTAL		20

#	IF YES, PLEASE EXPLAIN:	DATE
1	The potholes slow people down	6/21/2022 10:35 AM
2	People hauling a\$\$ around the Askeland corner. I live there.	6/16/2022 11:51 AM
3	I have personally witnessed people driving at extreme speeds on Quinhagak. There are a lot of children in the area and they could easily be hit by one of these people	6/16/2022 9:40 AM
4	Commercial vehicles use the street often because of the businesses on 63rd and 64th Avenues. They are always travelling too fast. Two schools in the area so there are children walking too and from school on the connecting streets.	6/15/2022 5:41 PM
5	Rilke School parents coming and going to school	6/9/2022 10:23 AM
6	Currently the road is so bad it would be hard to speed.	6/6/2022 12:23 PM
7	It is a constant problem. People drive this road at high rate of speed, all the time.	6/2/2022 1:56 PM
8	Not now that the road is full of potholes, but maybe a speed bump would help that	6/2/2022 12:47 PM

## Q16 Do you think there should be space in the roadway for on-street parking along Quinhagak Street?



ANSWER CHOICES	RESPONSES	
Yes	15.00%	3
No	85.00%	17
TOTAL		20

#	IF YES, PLEASE EXPLAIN WHERE PARKING SHOULD BE PROVIDED:	DATE
1	by the businesses	6/21/2022 10:35 AM
2	Sides of road	6/16/2022 11:51 AM
3	Along the south side of the street	6/16/2022 9:40 AM
4	Too many commercial vehicles will park on the road and during winter the snow doesn't get removed because of that and the road narrows as time goes on.	6/15/2022 5:41 PM
5	We operate long commercial vehicles and street parking adds a potential safety risk. Most of the corridor is commercial.	6/6/2022 12:23 PM
6	Businesses typically have sufficient parking lot space	6/2/2022 12:47 PM
7	this is a big NO. all businesses have adequate parking. On street parking would immediately turn into abandoned vehicle / homeless RV / living in vehicle parking	6/1/2022 1:32 PM

### Q17 Are you aware of any sight distance problems along Quinhagak Street that may need to be corrected as part of the project? (For example, are there trees or structures blocking your visibility while driving?)



ANSWER CHOICES	RESPONSES	
Yes	30.00%	6
No	70.00%	L4
TOTAL	2	20

#	IF YES, PLEASE EXPLAIN:	DATE
1	Intersection of Quinhagak and E. 64th/Galatea trees blocking turn onto E. 64th	6/21/2022 10:35 AM
2	Some trees could be cut back on 64th	6/16/2022 11:53 AM
3	on the northwest corner of 64th and Quinhagak there is a business that allows their employees to park right up next to the street so you have to pull too far forward to see vehicles travelling south towards 64th. also trees/snowbanks on the east side of the road obstruct the view also.	6/15/2022 5:41 PM
4	Corner of 63rd, looking north - tree branches	6/9/2022 10:23 AM
5	Drivers making a left onto Quinhagak from 64th are sometimes blinded by cars parked in the kreative audio and security parking lot. Drivers coming towards Askeland from Quinhagak at times stop in the intersection of 64th and Quinhagak because they are unsure whether to continue through with no stop sign.	6/2/2022 9:50 PM
6	Bushes block sight minimally while turning onto or off Galatea Drive	6/2/2022 12:47 PM

## Q18 Do you think pedestrian facilities (e.g. sidewalks) should be constructed as part of this project?



ANSWER CHOICES	RESPONSES
Yes	78.95% 15
No	21.05% 4
TOTAL	19

#	IF YES, SHOULD PEDESTRIAN FACILITIES BE INSTALLED ONE OR BOTH SIDES OF THE STREET? WRITE "ONE" OR "BOTH" IN THE TEXT BOX BELOW:	DATE
1	One	7/1/2022 11:03 AM
2	One - for businesses/kids walking to school	6/21/2022 10:35 AM
3	One	6/16/2022 11:53 AM
4	One	6/16/2022 11:51 AM
5	Both	6/16/2022 9:40 AM
6	ONE	6/15/2022 5:41 PM
7	Both	6/10/2022 4:33 PM
8	One	6/10/2022 11:47 AM
9	One	6/9/2022 10:23 AM
10	ONE	6/7/2022 3:58 PM
11	both	6/6/2022 1:40 PM
12	One	6/6/2022 12:23 PM
13	This is always appreciated as I walk at lunch everyday in the area but understand space constraints.	6/6/2022 9:50 AM
14	Sidewalks along one side should be fine	6/2/2022 9:50 PM
15	both	6/2/2022 1:56 PM
16	One side seems good enough	6/2/2022 12:47 PM

## Q19 Are you aware of any drainage problems along Quinhagak Street that need to be corrected?



ANSWER CHOICES	RESPONSES	
Yes	60.00%	12
No	40.00%	8
TOTAL		20

#	IF YES, PLEASE EXPLAIN:	DATE
1	huge amounts of water accumulate on Quinhagak/so icy in spring breakup	6/21/2022 10:35 AM
2	As explained in #5	6/16/2022 11:51 AM
3	The snow and water always pool in the potholes and near the edges of the road	6/16/2022 9:40 AM
4	All of the drains don't work because they are elevated above the pavement and the storm drains pipes are collapsed	6/15/2022 5:41 PM
5	Corner of Quinhagak and 64th	6/13/2022 9:40 AM
6	64th - accumulation	6/9/2022 10:23 AM
7	water doesn't drain very well, potholes fill with water and get worse. A lot of puddles.	6/7/2022 3:58 PM
8	The road is so uneven that pooling and drainage is very poor.	6/6/2022 12:23 PM
9	By Combs Sheet Metal	6/6/2022 9:50 AM
10	Break up season especially presents a moderate amount of flooding along Quinhagak	6/2/2022 9:50 PM
11	it appears drainage problems are related to damaged road surface conditions	6/1/2022 1:32 PM

## Q20 Please include any other comments:

Answered: 14 Skipped: 7

#	RESPONSES	DATE
1	Many drivers cut through our parking lot from Quinhagak to access Dowling from the north side of the lot, rather than continuing north on Quinhagak and turning right onto Dowling. Unsure how to mitigate this without negatively affecting our primary access from the west side.	7/1/2022 11:03 AM
2	Thank you so much for considering our little street. It is so often forgotten.	6/21/2022 10:35 AM
3	Will appreciate the rebuild	6/16/2022 11:51 AM
4	I have spoken to my city coucil woman about this multiple times and she continues to defer repairing the road. The road is a hazard to drivers and people due to the high number of potholes and loose gravel on the road	6/16/2022 9:40 AM
5	Nothing ever drains on the street and the cause is easily determined by the condition of the asphalt. The Muni just patches on top of patches. The original asphalt is raveled so bad is just washes down into the AskelandDrive/Quinhagak intersection.	6/15/2022 5:41 PM
6	No streetlights please	6/10/2022 4:33 PM
7	I'm being thankful this is being fixed!	6/9/2022 10:23 AM
8	Let's get it done, this street has needed it for a long time. Small maintenance has been done over the years; however it doesn't seem to help or last that long.	6/7/2022 3:58 PM
9	I use this street multiple times a day; leaving and coming home. It would be great to fix this street. It is awful in the summer time and worse in the winter. I see no issues with speeding in this road, you couldn't safely even if you wanted to with how poor it is.	6/6/2022 1:40 PM
10	Any road improvements in this area would be wonderful! These roads are horrible.	6/6/2022 9:50 AM
11	The potholes and bumps along the road are my biggest concerns.	6/2/2022 9:50 PM
12	My main reason for the speed concern and the need for sidewalks, are the number of children walking to and from the schools in the area	6/2/2022 1:56 PM
13	I appreciate the road being fixed, it has long been a problem.	6/2/2022 12:47 PM
14	Might as well do Tuttle, E 63rd, and 64th while you're at it!	6/1/2022 1:32 PM

## HUDDLE

#### **Meeting Summary**

Quinhagak Stree	et Reconstruction
SUBJECT:	Abbott Loop Community Council Meeting (ALCC) Meeting
LOCATION:	Abbott Loop Elementary,
	8427 Lake Otis Parkway (hybrid meeting with some virtual attendees)
DATE:	Thursday, October 20, 2022, 6:30 PM

ATTENDEES: Justin Keene (CRW Engineering Group), Bri Keifer (Huddle AK), 15 in-person and 10 virtual attendees including ALCC Members, local Assembly Representatives, Senators, and Representatives

#### Summary

Justin presented a brief project overview and invited ALCC members to Open House #1. The following topics were covered during a 5-minute presentation:

- Quinhagak Street which intersects E. Dowling Road, then runs south connecting to Askeland Drive is in poor condition with cracking, heaving, and drainage issues and is due for upgrades. Justin shared a map of the project location.
- The Municipality of Anchorage (MOA) Project Management and Engineering Department (PM&E) has contracted CRW Engineering to provide preliminary engineering and design services to evaluate the current conditions and determine the extent of upgrades.
- The project is currently funded through the Design Study Report (DSR) phase.
- During the DSR phase potential improvements will be evaluated. Improvements could include a full rebuild of the structural section including replacing the subgrade, new curb and gutters, a new storm drain system, lighting, and pedestrian facilities.
- Future construction would be funded through a Municipal bond.
- Justin shared the upcoming Open House #1 information:
  - Open House #1 Thursday, November 3<sup>rd</sup> 5:00 - 7:00 PM Polaris K-12 School 6200 Ashwood Street
- PM&E welcomes and encourages the public and ALCC members to attend this Open House to review and comment on detailed project information.
- The Open House documents will be posted on the website after the meeting for those not able to attend.
- Documents can be reviewed, and comments can also be provided via the project website: <u>https://quinhagakstreetreconstruction.com/</u>

#### **Comments/Questions from UACC Members and Responses**

• An attendee asked if there would be a designated place for bicycles.

Justin responded that the designers always try and consider multi-modal opportunities in roadway design, but because Quinhagak Street is classified as a Local Road it is unlikely to receive bike-specific designations such as striping. The requirements to maintain bike striping at the Local Road level are typically cost-prohibitive. Although bicycle striping is unlikely, engineers can consider the possibility of providing enough space for bicycles.

• The importance of having sufficient space for snow storage in addition to the pedestrian facilities was emphasized by a community council member.

Justin agreed that snow storage is an important design element. They will be working with MOA PM&E and Street Maintenance in determining snow storage solutions.

#### Quinhagak Street Reconstruction Abbott Loop Community Council – October 20, 2022

• An attendee asked for clarification on what a pedestrian facility would consist of.

Just explained that a pedestrian facility is another term for a sidewalk. Due to the surrounding industrial and commercial land uses, the code allows for a sidewalk on one side of Quinhagak Street as opposed to a sidewalk on both sides. During the DSR process, they will investigate the options of one versus two sidewalks. Some of the initial project questionnaire responses indicate interest in one sidewalk.

• Clarification on the potential construction timeline was requested.

Justin answered that construction might be possible as soon as 2024 depending on the timing of a successful bond passing.



GENERAL MEMBERSHIP MEETING

Date: October 20th, 2022

Time: 6:30-8:30 PM

\*\*\*\*WE ARE MEETING IN-PERSON/ZOOM OPTION BELOW\*\*\*\* LOCATION: Abbott Loop Elementary

8427 Lake Otis Parkway

Abbott Loop Community Council Zoom Hybrid Join Zoom Meeting Access: <u>https://us02web.zoom.us/j/85226973011?pwd=OVVGZC9KT25jU2N2OGdlamJkSWNJdz09</u> Meeting ID: 852 2697 3011 Passcode: 546795

#### Zoom Meeting etiquette:

- The hybrid meetings are NEW to our council, so have patience with us and the tech.
- You must list your name
- If you are a member of Abbott Loop Community Council- type ALCC after your name. If you are a guest-type guest and/or your affiliation after your name.
- Please do not use the chat for private or side conversations. Chat can be used to add relevant information like links or contact information and to kindly help us "fine tune" the meeting (indicate sound problems, etc).
- To ask a question or make a comment use the raise hand function.
- Prior to speaking each speaker should state their name, area of Abbott Loop they live in, and if a member, or guest.

If you would like to receive email notifications from the Federation of Community Councils about the ALCC meetings, visit <u>www.communitycouncils.org</u> and click "Sign-Up" (upper right-hand corner of page). This will get you registered for emails and the reminders before meetings.

- A member is anyone who resides in or has a business in the ALCC district.
- The setting is informal and participation is encouraged.
- Meetings are open to the public and everyone is invited and welcome!

#### Call to Order

- Round of Introductions
- Changes or additions to agenda
- Approval of minutes from September 2022: Kathleen Easley
- Treasurer's report: Heather Schrage

#### APD Report-Report and Q & A- APD Officer

#### Legislative Reports: Q & A http://akleg.gov/

- Senator: Josh Revak
- Representative: Calvin Schrage
- Representative Laddie Shaw

#### Community Reports and Q & A:

- Assembly member(s) www.muni.org/departments/assembly
- School Board member(s) https://www.asdk12.org/Page/1442
- Mayor's Office Report <a href="https://www.muni.org/departments/mayor/Pages/default.aspx">https://www.muni.org/departments/mayor/Pages/default.aspx</a>
- JBER Community Engagement Report below

#### **Candidate Introductions**

Information about the upcoming November 8, 2022 General Election can be found here: Alaska Division of Elections

#### Reports

FCC Representative: Bruce Roberts

#### Roads & Projects Committee: Mary Minor

Spruce Street Extension/Upgrade- Non-Public Hearing before the Urban Design Commission on 11/16/2022.
Comments can be sent in by mail or email.

#### Parks & Rec Committee: Mark Miner

• Final Recreation Plan was signed by BLM for Campbell Tract. The main thing to note is, the proposed action authorization of pedal assist E-bikes was not approved. Link to project and all documents here: <a href="https://eplanning.blm.gov/eplanning-ui/project/2013694/570">https://eplanning.blm.gov/eplanning-ui/project/2013694/570</a>

Planning & Zoning Committee: Mary Miner

Cannabis & Alcohol Committee: Yolanda Meza

#### Membership & Events: Lizzie Newell

Abbott Loop Community Patrol: Dan Rudder, Lead http://www.accpatrols.org/

#### **Old Business**

#### **New Business**

- Huddle-Holly Spoth-Torres- Quinhagak Street Reconstruction Project
- December meeting?

#### **Announcements/Comments**

#### **Upcoming Meeting Dates**

ALCC monthly meetings are usually the last Thursday of the month. October-December meetings are scheduled for the 3rd Thursday because of Parent/Teacher conferences and holiday closures of the school.

- November 17th (3rd Thursday)
- December 15th (3rd Thursday) TBA

#### Adjourn



#### **Quinhagak Street Reconstruction - Open House #1 Summary**

Date: November 3, 2022 Attendees: Public Attendance List Attached Project Team Members Present: Russ Oswald & Jennifer Noffke, PM&E; Bill Johnson, Justin Keene, & Rob Burdick, CRW; Holly Spoth-Torres, Huddle Reporter: Holly Spoth-Torres, Huddle AK Location: Polaris K-12 School Project: Quinhagak Street Reconstruction – East Dowling Road to Askeland Drive PM&E Project #21-13 Subject: Open House #1 Meeting Summary

#### Summary

The first public open house for the Quinhagak Street Reconstruction project was held on Thursday, November 3, 2022, from 5:00-7:00pm at Polaris K-12 School located at 6200 Ashwood St. Attendees had the opportunity to view project boards and preliminary street cross section alternatives. Attendees then had the opportunity to ask questions and provide comments to the project team. The boards presented included:

- Summary of Proposed Improvements
- June 2022 Questionnaire Responses Summary
- Project Timeline
- Typical Roadway Cross Section Alternative 1
- Typical Roadway Cross Section Alternative 2
- Project Scroll Showing the Concept Alternatives

Huddle documented conversations, questions, and notes made on the project scrolls and are summarized below.

#### **Open House Advertising**

<u>Abbott Loop Community Council (ALCC)</u>: The project team attended the October 20, 2022 ALCC meeting and gave a 5-minute presentation about the project and invited council members to Open House #1.

<u>Mailing</u>: A mailer invitation inviting people to the Open House #1 was sent by postcard via the USPS on October 19, 2022.

<u>Web:</u> The project website (<u>www.quinhagakstreetreconstruction.com</u>) was updated with the Open House #1 meeting information, including the date, time, and location on October 17, 2022.

<u>E-mail:</u> A Constant Contact Open House #1 invitation email was sent to the project email list on October 20, 2022. A Constant Contact Open House #1 reminder email was sent to the project email list on October 31, 2022. Due to inclement weather, schools were closed in Anchorage on November 3, 2022 however Polaris K-12 remained open for this community event. A Constant Contact email was sent on November 3, 2022 letting people know that the Open House #1 was going ahead as planned.



#### **Open House Follow-up**

An e-newsletter was sent out to the project email list on November 8, 2022, thanking those who were able to attend and providing updates to those who were not able to make it. All the open house materials were uploaded to the project website on November 7, 2022.

How Comment Was Received	Comment
Verbal	I don't see very many cars parking on the street.
Verbal	The road surface is in terrible shape.
Verbal	Sidewalks will conflict with industrial/commercial traffic. There are a lot of semi-
	trucks on the street.
Verbal	If Type 1 curbs are installed on the west side of the road they will get destroyed
	by large trucks. Sidewalks on the east side of the street shouldn't be a problem.
Verbal	I would support subsurface drainage improvements to stop frost heaving.
Мар	Faith Presbyterian Church needs access from the west. The property has 4 sump
	pumps. Parking is mostly used between 6 PM and 8 PM on Wednesdays and on
	Sundays. The Church would like access from the west to drive around the south
	side of the building and would like to maintain parking along the west side of the
	building where the ADA ramp is located.
Verbal	Vehicles run the stop signs at 64 <sup>th</sup> and Quinhagak frequently.
Verbal	The Rilke Schule school queue can back up to 64 <sup>th</sup> and Quinhagak.
Verbal	Please construct the project sooner if possible.
Verbal	Runoff from the roadway cannot be conveyed into existing catch basins because
	of existing curbs heaving.
Мар	There are two catch basins at Quinhagak and Askeland that are jacking, and the
	asphalt and ground is sinking at the northwest corner of Quinhagak and Askeland.
Мар	Snow piles up on the east side of Quinhagak just north of E 64 <sup>th</sup> causing sight
	distance problems.
Мар	There are frost heaves in front of Parcel 11. See map for semi-truck circulation.
Мар	Parcel 6: RV parking on the north side of lot. No sump pump.
Мар	Stop control at the intersection of Quinhagak and 64 <sup>th</sup> should be analyzed.
Мар	Consider a 3 <sup>rd</sup> alternative that includes Type 1 (on the east side) and Type 2 curb
	(on the west side).
Мар	Parcels 11 and 12 are currently owned by the same person.
Мар	A participant indicated that they preferred Alternative 2.

#### **Comment Summary**

#### Attachments

- 1. Sign-In Sheets
- 2. Open House Advertisements and Follow-up (Emails, Mailer)
- 3. Photos of Map Comments

## OUINHAGAK STREET RECONSTRUCTION

Open House 1 Thursday, November 3, 2022 5:00 pm - 7:00 pm Polaris K-12 School

EAST DOWLING ROAD TO ASKELAND DRIVE

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Bin Combs				~
Ron Yanger				$\checkmark$
Rick Mª Clure				V
JOSH BRIGGS				
Al WANFIELD				L

ALITY OF AN

PM&E Project #21-13






Municipality of Anchorage Project Management & Engineering Department

# **OUINHAGAK STREET** RECONSTRUCTION EAST DOWLING ROAD TO ASKELAND DRIVE



### Improvements May Include Pedestrian facilities Roadway base and asphalt pavement Curb and gutter Street lighting

Piped drainage system





**Municipality of Anchorage** Project Management & Engineering Department

# Questionnaire Responses (Comple

Do you have concerns about speeding along Quinhagak Stre

- 2 Do you think there should be space for on-street parking alor Quinhagak Street?
- Street?

If yes, should pedestrian facilities be installed on one or both of the street?

# **OUINHAGAK STREET** RECONSTRUCTION EAST DOWLING ROAD TO ASK

### QUESTIONS

Have you noticed any sight distance problems along Quinha

Do you think pedestrian facilities should be constructed as pathe proposed improvements?

### QUESTION

KELAND	DRIVE	
eted Ju	une 20	022)
	ANS No	NERS Yes
eet?	15	5
ng	17	3
gak	14	6
art of	4	15
	One	Both
nsides	11	4



# **QUINHAGAK STREET** RECONSTRUCTION EAST DOWLING ROAD TO ASKELAND DRIVE

Municipality of Anchorage Project Management & Engineering Department

# Project Timeline

### We are here

**Final DSR** (May 2023)

(March 2023)

<sup>L</sup>Open House #1 (Fall 2022)

## 95% Design (TBD)

### <sup>L</sup>65% Design (TBD)

### <sup>L</sup> Start Design (June 2023, pending roadway bond approval)

### <sup>L</sup> Draft Design Study Report (DSR)

\* Construction for this project is not yet funded.

### CONSTRUCTION 2025 \*

### <sup>L</sup> Final Design (TBD)



# **OUINHAGAK STREET** RECONSTRUCTION EAST DOWLING ROAD TO ASKELAND DRIVE

**Municipality of Anchorage** Project Management & Engineering Department





# **OUINHAGAK STREET** RECONSTRUCTION EAST DOWLING ROAD TO ASKELAND DRIVE

**Municipality of Anchorage** Project Management & Engineering Department













### LEGEND

(100)	PARCEL NUMBER
	EXISTING EASEMENTS
	EXISTING PROPERTY / RIGHT-OF-WAY LINES
	PROPOSED BACK OF CURB
	PROPOSED PAVEMENT
	PROPOSED SIDEWALK

### QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE





### **ALTERNATIVE 2**

NTS

### OUINHAGAK STREET RECONSTRUCTION EAST DOWLING ROAD TO ASKELAND DRIVE



The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map on back). Improvements may include:

- New road foundation
- New asphalt pavement
- New curb & gutter

- New storm drain system
- New pedestrian facilities
- New street lighting

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

### CREWS WILL BE WORKING IN THE NEIGHBORHOOD

Starting in May, expect to see geotechnical and survey crews in your neighborhood. Mr They will be drilling within public right-of-way to collect soil and groundwater data as well as mapping important features like driveways, utilities, and building corners. Thanks in advance for your patience, and please use caution when driving near the crews.



### How to get involved:

- Visit the project website for meeting schedules, project documents, and to sign up for e-mail updates.
- Complete the project questionnaire, which will be mailed next month with instructions for submitting your responses by mail or online.
- Attend a public open house: The first is expected to be held in fall 2022.

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 • holly@huddleak.com

www.QuinhagakStreetReconstruction.com



3940 Arctic Blvd. Suite 300

Anchorage, Alaska 99503

	E Dowling Rd
Petersburg St	E 63rd Ave
E 64th Ave	Cuicharak Street
Askeland Di	Reconstruction Project Location

### Quinhagak Street Reconstruction, Project Map



www.QuinhagakStreetReconstruction.com

Huddle AK 605 W. 2nd Ave Anchorage, AK 99501



### www.QuinhagakStreetReconstruction.com

### THIS PAGE INTENTIONALLY LEFT BLANK QUESTIONNAIRE WITHIN

Return address of recipients here

> Huddle AK 605 W. 2nd Ave Anchorage, AK 99501

First class stamp

Please secure here before returning

### **HELLO, QUINHAGAK STREET NEIGHBORS!** This packet contains important information regarding an upcoming project in your neighborhood. It also contains a project questionnaire designed to gather more information about the current conditions of the project area. **CONTACT US** If you have questions or Follow these steps to get the most out of this process: **REVIEW** the information in this packet. website! **Call: Holly Spoth-Torres at** (907) 223-0136 **COMPLETE AND RETURN** the questionnaire Email: holly@huddleak.com by July 1, 2022. VISIT THE PROJECT WEBSITE to sign up for







email updates and stay up to date.

### www.QuinhagakStreetReconstruction.com

NAME ADDRESS ANCHORAGE, AK

concerns, or would like to provide feedback to project staff, please contact us or visit the project



### **Project Background**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map to the right).

Improvements may include:

- New storm drain system New road foundation
- New asphalt pavement New pedestrian facilities
- New curb & gutter • New street lighting

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

Ways to Participate:

### Complete and Return the Project Questionnaire by July 1, 2022.

### Online

By visiting the website listed below or scan the QR code below using your smart phone camera.



### **By Mail**

Complete the questionnaire and return it by mail. Tear off the last page, fold, and secure with the prepaid postage visible.

OR



**By E-Mail** 



You can call 907-223-0136 if you need any additional accommodations.



**Comment on the Interactive** Map on the website

OR



Sign up for email updates on the website

www.QuinhagakStreetReconstruction.com

Email (optional):	Physical Address:	Mailing Address (if different):
Phone Number (optional):         Your comments are important to us. We will use this information to aid in designing the improvements.           1a. Do you own a property along Quinhagak Street? Please circle one: YES / NO           1b. If NO, what best describes you? (business owner or renter in project area, worker, roadway user)           Questions 2-5 are for property owners along Quinhagak Street only. Skip to question 6 if you are not a property owner alo           Quinhagak Street.           1s your driveway heated or constructed with concrete? Please circle one answer for each:           Heated: YES / NO           Concrete: YES / NO           1s. Have you ever experienced groundwater problems in your crawl space or basement? Please circle one: YES / NO           If yes, please explain:	Email (optional):	Would you like to receive email updates (circle one): YES / NO
Your comments are important to us. We will use this information to aid in designing the improvements.           1a. Do you own a property along Quinhagak Street? Please circle one: YES / NO           1b. If NO, what best describes you? (business owner or renter in project area, worker, roadway user)	Phone Number (optional):	
Questions 2-5 are for property owners along Quinhagak Street only. Skip to question 6 if you are not a property owner all         Quinhagak Street.         2. Is your driveway heated or constructed with concrete? Please circle one answer for each:         Heated: YES / NO         Concrete: YES / NO         3. Have you ever experienced groundwater problems in your crawl space or basement? Please circle one: YES / NO         If yes, please explain:         4. Do you have a foundation drain or sump pump? Please circle one: YES / NO         If yes, how many?         Where are they located?         Where does it drain?         How often does the pump run? (e.g. All year, spring, fall, after storms, etc.)         5. Are there any special conditions on your property that you feel the design team should be aware of in designing the pr         Please explain:         6. What are the top 3 things you would change about Quinhagak Street?         1.         2.         3.         7. Do you have any concerns about speeding along Quinhagak Street? Please circle one: YES / NO         If yes, please explain:         8. Do you think there should be space in the roadway for on-street parking along Quinhagak Street?         Please circle one:       YES / NO         If yes, please explain:         9. Are you aware of any sight distance problems along Quinhagak Street that may need to be corrected as part o	Your comments are important to 1a. Do you own a property along Quinhagak 1b. If NO, what best describes you? (busines	o us. We will use this information to aid in designing the improvements. Street? Please circle one: YES / NO s owner or renter in project area, worker, roadway user)
<ul> <li>2. Is your driveway heated or constructed with concrete? Please circle one answer for each: Heated: YES / NO Concrete: YES / NO</li> <li>3. Have you ever experienced groundwater problems in your crawl space or basement? Please circle one: YES / NO If yes, please explain:</li></ul>	Questions 2-5 are for property owners along Quinhaaak Street.	Quinhagak Street only. Skip to question 6 if you are not a property owner along
3. Have you ever experienced groundwater problems in your crawl space or basement? Please circle one: YES / NO       YES / NO         If yes, please explain:	<ol> <li>Is your driveway heated or constructed wi Heated: YES / NO Concrete: YES / NO</li> </ol>	ith concrete? Please circle one answer for each:
A. Do you have a foundation drain or sump pump? Please circle one: YES / NO     If yes, how many? Where are they located? Where does it drain? How often does the pump run? (e.g. All year, spring, fall, after storms, etc.)	3. Have you ever experienced groundwater p If yes, please explain:	problems in your crawl space or basement? Please circle one: YES / NO
Where does it drain?	4. Do you have a foundation drain or sump p If yes, how many? Where are they located?	oump? Please circle one: YES / NO
	Where does it drain?	spring fall after storms etc.)
5. Are there any special conditions on your property that you feel the design team should be aware of in designing the property explains:         Please circle one:       YES / NO         If yes, please explain:		, , , , , , , <u></u>
1.	Please circle one: YES / NO If yes, please explain: 6. What are the top 3 things you would chan	noperty that you leef the design team should be aware of in designing the project
<ul> <li>7. Do you have any concerns about speeding along Quinhagak Street? Please circle one: YES / NO</li> <li>If yes, please explain:</li></ul>	1 2 3.	
<ul> <li>8. Do you think there should be space in the roadway for on-street parking along Quinhagak Street?</li> <li>Please circle one: YES / NO</li> <li>If yes, please explain where parking should be provided:</li></ul>	7. Do you have any concerns about speeding If yes, please explain:	g along Quinhagak Street? Please circle one: YES / NO
<ul> <li>9. Are you aware of any sight distance problems along Quinhagak Street that may need to be corrected as part of the profere example, trees or structures blocking your visibility while driving. Please circle one: YES / NO</li> <li>If yes, please explain:</li></ul>	8. Do you think there should be space in the Please circle one: YES / NO If yes, please explain where parking should b	roadway for on-street parking along Quinhagak Street?
<ul> <li>10. Do you think pedestrian facilities (e.g. sidewalks) should be constructed as part of this project? Please circle one: Y if yes, should pedestrian facilities be installed on one or both sides of the street? Please circle your answer: ONE / BOTH</li> <li>11. Are you aware of any drainage problems along Quinhagak Street that need to be corrected?</li> </ul>	9. Are you aware of any sight distance proble For example, trees or structures blocking you If yes, please explain:	ems along Quinhagak Street that may need to be corrected as part of the project ur visibility while driving. Please circle one: YES / NO
11. Are you aware of any drainage problems along Quinhagak Street that need to be corrected?	10. Do you think pedestrian facilities (e.g. sic If yes, should pedestrian facilities be installed ONE / BOTH	dewalks) should be constructed as part of this project? Please circle one: YES / d on one or both sides of the street? Please circle your answer:
Please circle one: YES / NO If yes, please explain:	11. Are you aware of any drainage problems	along Quinhagak Street that need to be corrected?
12. Please include any other comments:	Please circle one: YES / NO If yes, please explain:	



### **Quinhagak Street Reconstruction Questionnaire**

### **Holly Spoth-Torres**

CRW Engineering Group LLC <comments@crweng.com></comments@crweng.com>
Wednesday, June 1, 2022 9:35 AM
Holly Spoth-Torres
Quinhagak Street Reconstruction: Project Intro & Questionnaire



### **PROJECT INTRODUCTION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements may include:

- New road foundation
- New asphalt pavement
- New curb & gutter
- New storm drain system
- New pedestrian facilities
- New street lighting

MOA PM&E has contracted with CRW Engineering Group, LLC (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadway and provide recommendations in a Design Study Report (DSR). The project is funded only through the DSR phase. No funding for construction has been received at this time.

### How to Get Involved:

1. <u>Complete the project questionnaire online</u> or by completing and returning the paper version, which was mailed to residents/owners in June 2022. Complete the questionnaire by July 1, 2022.

- 2. Attend a public open house meeting: there will be two meetings scheduled during the DSR phase. The first one will be held in fall 2022.
- 3. Contact us anytime with comments or questions at <u>ikeene@crweng.com</u> and <u>holly@huddleak.com</u>.

**PROJECT WEBSITE** 

### **PROJECT AREA**



For more information, contact project staff or visit the project website.

Email the project team.



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

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### **OUINHAGAK STREET** RECONSTRUCTION

EAST DOWLING ROAD TO ASKELAND DRIVE



The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map on back). Improvements may include:

- New road foundation
- New asphalt pavement
- New curb & gutter

• New storm drain system

PM&E Project #21-13

- New pedestrian facilities
- New street lighting

### OPEN HOUSE #1: November 3, 2022 - 5:00 pm to 7:00 pm

Polaris K-12 School, 6200 Ashwood Street Join us at the first public meeting to discuss this project. We are eager to learn about your thoughts about this project.

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

### You're Invited!

### **OPEN HOUSE #1**

WHEN: Thursday, November 3, 2022 WHERE: Polaris K-12 6200 Ashwood Street TIME: 5:00 - 7:00 p.m.

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 • holly@huddleak.com

www.QuinhagakStreetReconstruction.com



3940 Arctic Blvd. Suite 300

Anchorage, Alaska 99503

	z
Petersburg St	
E 64th Ave	
Quinhagak Street	
E Dowling Rd	

Quinhagak Street Reconstruction, Project Map



www.QuinhagakStreetReconstruction.com

Subject: Quinhagak Street Reconstruction: Open House #1

- Date: Thursday, October 20, 2022 at 7:00:48 PM Eastern Daylight Time
- From: CRW Engineering Group LLC <comments@crweng.com>
- To: Mandy Powers <mandy@huddleAK.com>



### **PLEASE JOIN US!**

### Public Open House #1 WHEN: Thursday, November 3, 2022 5:00 pm to 7:00 pm

### WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

Please join us for the first public open house meeting to discuss the Quinhagak Street Reconstruction project and view potential road design concepts. Come share your comments and provide input to the project team. We look forward to seeing you there!

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements may include:

- New road foundation
- New asphalt pavement
- New curb & gutter

- New storm drain system
- New pedestrian facilities
- New street lighting

MOA PM&E has contracted with CRW Engineering Group, LLC (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadway and provide recommendations in a Design Study Report (DSR). The project is funded only through the DSR phase. No funding for construction has been received at this time.

### How to Get Involved:

- 1. Attend a public open house meeting! Our first meeting is coming up on Thursday, November 3rd at Polaris K-12 school from 5-7pm.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

**PROJECT WEBSITE** 

### **PROJECT AREA**



Subject: REMINDER: Quinhagak Street Reconstruction: Open House #1

- Date: Monday, October 31, 2022 at 8:30:14 PM Eastern Daylight Time
- From: CRW Engineering Group LLC <comments@crweng.com>
- To: Mandy Powers <mandy@huddleAK.com>



### PLEASE JOIN US!

### Public Open House #1 WHEN: Thursday, November 3, 2022 5:00 pm to 7:00 pm

### WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

Please join us for the first public open house meeting to discuss the Quinhagak Street Reconstruction project and view potential road design concepts. Come share your comments and provide input to the project team. We look forward to seeing you there!

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements may include:

- New road foundation
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### How to Get Involved:

- 1. Attend a public open house meeting! Our first meeting is coming up on Thursday, November 3rd at Polaris K-12 school from 5-7pm.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

PROJECT WEBSITE

### **PROJECT AREA**



Subject: MEETING TONIGHT: Quinhagak Street Reconstruction Open House

- Date: Thursday, November 3, 2022 at 2:01:52 PM Eastern Daylight Time
- From: CRW Engineering Group LLC <comments@crweng.com>
- To: Mandy Powers <mandy@huddleAK.com>



### **MEETING TONIGHT AS PLANNED**

### Join us tonight!

The open house meeting at Polaris K-12 School is going ahead as planned! Although ASD schools are closed today, the district is still open for our community event. We hope to see you if you can safely make it to the meeting! If you can't attend the meeting all materials presented will be posted on the project website.

### **OPEN HOUSE #1**

Public Open House #1 WHEN: Thursday, November 3, 2022 5:00 pm to 7:00 pm

### WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

Please join us for the first public open house meeting to discuss the Quinhagak Street Reconstruction project and view potential road design concepts. Come share your comments and provide input to the project team. We look forward to seeing you there!

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements may include:

- New road foundation
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MOA PM&E has contracted with CRW Engineering Group, LLC (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadway and provide recommendations in a Design Study Report (DSR). The project is funded only through the DSR phase. No funding for construction has been received at this time.

### How to Get Involved:

- 1. Attend a public open house meeting! Our first meeting is coming up on Thursday, November 3rd at Polaris K-12 school from 5-7pm.
- Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

PROJECT WEBSITE

### **PROJECT AREA**





For more information, contact project staff or visit the project website.

Email the project team.



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

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Try email marketing for free today!

Subject: Quinhagak Street Reconstruction: Thanks for attending the open house!

- Date: Tuesday, November 8, 2022 at 6:00:27 PM Eastern Standard Time
- From: CRW Engineering Group LLC <comments@crweng.com>
- To: Mandy Powers <mandy@huddleAK.com>



### **THANKS FOR JOINING US!**

Thank you to everyone who was able to join us on November 3rd to discuss the Quinhagak Street Reconstruction project. If you were not able to attend the meeting, we have uploaded the graphics presented at the open house to the website for your review. If you have questions or comments, please get in touch with the project team via the website.

### https://quinhagakstreetreconstruction.com/

As the Quinhagak Street Reconstruction project progresses, the website will have the most up-to-date schedule and project information. We will also send periodic eNewsletters to alert you of important meetings and milestones.

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements may include:

- New road foundation
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- New curb & gutter
- New storm drain system
- New pedestrian facilities

• New street lighting

MOA PM&E has contracted with CRW Engineering Group, LLC (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadway and provide recommendations in a Design Study Report (DSR). The project is funded only through the DSR phase. No funding for construction has been received at this time.

### How to Get Involved:

- 1. Stay informed about the latest project news by visiting the project website. Important information will also be shared in future eNewsletters.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

**PROJECT WEBSITE** 

### **PROJECT AREA**



### **QUINHAGAK STREET** RECONSTRUCTION

EAST DOWLING ROAD TO ASKELAND DRIVE



The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map on back). Improvements are expected to include:

- New road foundation
- New asphalt pavement
- New curb & gutter

• New storm drain system

PM&E Project #21-13

- New pedestrian facilities
- New street lighting

### OPEN HOUSE #2: November 2, 2023 - 4:30 pm to 6:30 pm

Polaris K-12 School, 6200 Ashwood Street Join us at this public meeting to discuss the Draft Design Study Report (DSR). Come share your comments and provide input to the project team.

The MOA has contracted with CRW Engineering Group, Inc. (CRW) to provide preliminary engineering and design services. We have published the Draft Design Study Report (DSR). It can be downloaded for review and comment on the project website. The project is funded only through the design phase. No funding for construction has been received at this time.

### You're Invited!

### **OPEN HOUSE #2**

WHEN: Thursday, November 2, 2023 WHERE: Polaris K-12 School 6200 Ashwood Street TIME: 4:30 - 6:30 p.m.

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 • holly@huddleak.com

 $www. Quinhag ak {\it Street Reconstruction.com}$ 



3940 Arctic Blvd. Suite 300

Anchorage, Alaska 99503

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E E Gard Ave	
Tuttle PI Quinhagak Street Reconstruction Project Location	on

Quinhagak Street Reconstruction, Project Map



www.QuinhagakStreetReconstruction.com

### **Justin Keene**

From:	CRW Engineering Group, Inc. <comments@crweng.com></comments@crweng.com>
Sent:	Thursday, October 19, 2023 5:00 PM
То:	Justin Keene
Subject:	Quinhagak Street Reconstruction: Open House #2
Categories:	Filed using MoveMailToFolder

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



### **PLEASE JOIN US!**

Public Open House #2 WHEN: Thursday, November 2, 2023 4:30 pm to 6:30 pm

> WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

Please join us for a public open house meeting to discuss the Draft Design Study Report (DSR) for the Quinhagak Street Reconstruction project. The Draft DSR can be downloaded for review and comment on the <u>project website</u>. Come share your comments and provide input to the project team. We look forward to seeing you there!

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements are expected to include:

- New road foundation
- New asphalt pavement
- New curb & gutter
- New storm drain system
- New pedestrian facilities
- New street lighting

MOA PM&E has contracted with CRW Engineering Group, Inc. (CRW) to provide preliminary engineering and design services. The project is funded only through the design phase. No funding for construction has been received at this time.

### How to Get Involved:

- 1. Attend this public open house meeting! The meeting is coming up on Thursday, November 2nd at Polaris K-12 school from 4:30 pm 6:30 pm.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

PROJECT WEBSITE

### **PROJECT AREA**



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

<u>Unsubscribe jkeene@crweng.com</u> <u>Update Profile | Constant Contact Data Notice</u> Sent by comments@crweng.com powered by



### HUDDLE

### **Meeting Summary**

-	
Quinhagak Stre	et Reconstruction
SUBJECT:	Abbott Loop Community Council Meeting (ALCC) Meeting
LOCATION:	Trailside Elementary School
	5151 Abbott Rd. (hybrid meeting with some virtual attendees)
DATE:	Thursday, October 19, 2023, 6:30 PM

ATTENDEES: Justin Keene (CRW Engineering Group), Lucy Wittlinger (Huddle AK), Cass Frost (Huddle AK), 10-15 in-person and virtual attendees including ALCC Members, AFD, local Assembly Representatives and State Senator's Representatives

### Summary

Justin presented a brief project overview and invited ALCC members to Open House #2. The following topics were covered during a 5-minute presentation:

- Quinhagak Street, which intersects E. Dowling Road, then runs south connecting to Askeland Drive is in poor condition with cracking, heaving, and drainage issues and is due for upgrades. Justin shared a map of the project location.
- The Municipality of Anchorage (MOA) Project Management and Engineering Department (PM&E) has contracted CRW Engineering Group to provide preliminary engineering and design services to evaluate the current conditions and determine the extent of upgrades.
- The project is currently funded through the design services phase.
- Future construction would be funded through a Municipal bond.
- Construction may include a new roadway foundation, storm drain system, paving, lighting, curb and gutters and pedestrian facilities including sidewalk on one side of the road.
- Justin shared the upcoming Open House #2 information:
  - Open House #2 Thursday, November 2<sup>nd</sup> 4:30 – 6:30 PM Polaris K-12 School 6200 Ashwood Street
- PM&E welcomes and encourages the public and ALCC members to attend this Open House to review and comment on detailed project information.
- The Open House documents will be posted on the website after the meeting for those not able to attend.
- Documents can be reviewed, and comments can also be provided via the project website: <u>https://quinhagakstreetreconstruction.com/</u>

### **Comments/Questions from UACC Members and Responses**

Comment: This Project has been on the que for 5-10 years and is the most severely deteriorated infrastructure in the community council district. The attendee expressed excitement to see movement but frustration in the delay.

Response: As revenue sources have shifted, the bond funding environment has presented different challenges, including a delayed construction timeline.

Question: If the project is included in the 2025 capital improvement budget, will the construction occur in the 2025 construction season?

### Quinhagak Street Reconstruction Abbott Loop Community Council – October 19, 2023

Response: Yes. There is a possibility construction could continue into the 2026 construction season, but the project would move forward the year the bond funding is received.

### **Justin Keene**

From:	CRW Engineering Group, Inc. <comments@crweng.com></comments@crweng.com>
Sent:	Wednesday, November 1, 2023 5:00 PM
То:	Justin Keene
Subject:	REMINDER! Quinhagak Street Reconstruction: Open House #2
Categories:	Filed using MoveMailToFolder
Categories:	Flied using MoveMailToFolder

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



### Open House #2 Tomorrow!

Public Open House #2 WHEN: Thursday, November 2, 2023 4:30 pm to 6:30 pm

> WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

Please join us for a public open house meeting to discuss the Draft Design Study Report (DSR) for the Quinhagak Street Reconstruction project. The Draft DSR can be downloaded for review and comment on the <u>project website</u>. Come share your comments and provide input to the project team. We look forward to seeing you there!

### **PROJECT INFORMATION**

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade Quinhagak Street from East Dowling Road to Askeland Drive (see map below).

Improvements are expected to include:

- New road foundation
- New asphalt pavement
- New curb & gutter
- New storm drain system
- New pedestrian facilities
- New street lighting

MOA PM&E has contracted with CRW Engineering Group, Inc. (CRW) to provide preliminary engineering and design services. The project is funded only through the design phase. No funding for construction has been received at this time.

### How to Get Involved:

- 1. Attend this public open house meeting! The meeting is coming up on Thursday, November 2nd at Polaris K-12 school from 4:30 pm 6:30 pm.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

PROJECT WEBSITE

### **PROJECT AREA**



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

<u>Unsubscribe jkeene@crweng.com</u> <u>Update Profile | Constant Contact Data Notice</u> Sent by comments@crweng.com powered by



Subject: REMINDER! Quinhagak Street Reconstruction: Open House #2

- Date: Wednesday, November 1, 2023 at 9:00:22 PM Eastern Daylight Time
- From: CRW Engineering Group, Inc. <comments@crweng.com>
- To: Mandy Powers <mandy@huddleAK.com>



### REMINDER: Open House #2 Tomorrow!

Public Open House #2 WHEN: Thursday, November 2, 2023 4:30 pm to 6:30 pm

### WHERE: Polaris K-12 School 6200 Ashwood Street Anchorage, AK 99507

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- 1. Attend this public open house meeting! The meeting is coming up on Thursday, November 2nd at Polaris K-12 school from 4:30 pm 6:30 pm.
- Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak.com</u>.

PROJECT WEBSITE

### **PROJECT AREA**




## **Quinhagak Street Reconstruction - Open House #2 Summary**

Date: November 2, 2023 Attendees: Public Attendance List Attached Project Team Members Present: Jennifer Noffke, PM&E; Bill Johnson, Justin Keene, & Rob Burdick, CRW; Holly Spoth-Torres, Huddle Reporter: Holly Spoth-Torres, Huddle AK Location: Polaris K-12 School Multipurpose Room Project: Quinhagak Street Reconstruction – East Dowling Road to Askeland Drive PM&E Project #21-13 Subject: Open House #2 Meeting Summary

## Summary

The second public open house for the Quinhagak Street Reconstruction project was held on Thursday, November 2, 2023, from 4:30-6:30pm at Polaris K-12 School located at 6200 Ashwood St. Attendees had the opportunity to view project boards and preliminary street cross section alternatives. Attendees then had the opportunity to ask questions and provide comments to the project team. The boards presented included:

- June 2022 Questionnaire Responses Summary
- Summary of Proposed Improvements
- Preferred Typical Section (Alternative 3)
- Project Timeline
- Project Scroll Showing the Draft DSR Roadway Layout & Preferred Typical Section

CRW Project Staff noted conversations and comments with meeting participants and are summarized in the attached.

### **Open House Advertising**

<u>Abbott Loop Community Council (ALCC)</u>: The project team attended the October 19, 2023, ALCC meeting and gave a 5-minute presentation about the project and invited council members to Open House #2.

<u>Mailing</u>: A mailer invitation inviting people to the Open House #2 was sent by postcard via the USPS on October 19, 2023.

<u>Web:</u> The project website (<u>www.quinhagakstreetreconstruction.com</u>) was updated with the Open House #2 meeting information, including the date, time, and location on October 17, 2023.

<u>E-mail:</u> A Constant Contact Open House #2 invitation email was sent to the project email list on October 19, 2023. A Constant Contact Open House #2 reminder email was sent to the project email list on November 1, 2023.



## **Open House Follow-up**

An e-newsletter was sent out to the project email list on November 6, 2023, thanking those who were able to attend and providing updates to those who were not able to make it. All the open house materials were uploaded to the project website on November 3, 2023.

## Attachments

- 1. Verbal Comment Summary
- 2. Sign-In Sheets
- 3. Public Meeting Graphics Presented
- 4. Open House Advertisements and Follow-up (Emails, Mailer)



## Summary of Verbal Comments

Date:	November 2, 2023; 4:30 pm – 6:30 pm
Reporters:	Bill Johnson, Rob Burdick, Justin Keene – CRW Engineering Group, Inc.
Location:	Polaris K-12 School
Project:	Quinhagak Street Reconstruction
Project No:	PM&E #21-13 (CRW#10155.00)
Subject:	Open House #2 - Verbal Comments/Responses/Follow-Up Summary

## Summary of Verbal Comments heard at Open House #2

• Comment: Faith Presbyterian Church (Parcel 1) would like Type 2 rolled curb reinstalled along the west side of the property to maintain access to their parking spaces directly from Quinhagak Street east of their building. Elderly church attendees park in this location to access the side ADA access ramp.

Response: CRW will coordinate with MOA Traffic Engineering Department to see if they would be agreeable to providing Type 2 rolled curb along the parcel if it is determined that the parcel has Nonconforming Rights.

Follow-Up: CRW to review parking demand during typical Sunday church service to determine how much parking is currently being utilized. Also review parking layout during the winter.

• Comment: The proposed footing drain service to Faith Presbyterian Church (Parcel 1) may be located too close to the existing electric switch cabinet.

Response & Follow-Up: CRW will review in more detail during the 65% design.



Open House 2 Thursday, November 2, 2023 4:30 - 6:30 pm Polaris K-12 School

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Adam Stewart				V
Laura Chamber				V
Catherine Chambers				$\checkmark$
Catvin Schrage				
Al WARFIELD +1				>
B annature mouth				$\checkmark$
Jason Hotch				~
Rebecca Colvin				
Rick MEClure +1 F				



# QUINHAGAK STREET RECONSTRUCTION

EAST DOWLING ROAD TO ASKELAND DRIVE

# **Questionnaire Responses** (Completed June 2022)

		ANSWERS		
		No	Yes	
1	Do you have concerns about speeding along Quinhagak Street?	15	5	
2	Do you think there should be space for on-street parking along Quinhagak Street?	17	3	
3	Have you noticed any sight distance problems along Quinhagak Street?	14	6	
4	Do you think pedestrian facilities should be constructed as part of the proposed improvements?	4	15	
	QUESTION	One	Both	
5	If yes, should pedestrian facilities be installed on one or both sides of the street?	11	4	



# QUINHAGAK STREET RECONSTRUCTION

Municipality of Anchorage Project Management & Engineering Department

## EAST DOWLING ROAD TO ASKELAND DRIVE





# Improvements Include

- Roadway base and asphalt pavement
- Curb and gutter
- Piped drainage system

- Pedestrian facilities
- Street lighting



Project Management & Engineering Department

# QUINHAGAK STREET RECONSTRUCTION

EAST DOWLING ROAD TO ASKELAND DRIVE

## **Preferred Typical Section (Alternative 3)**





# QUINHAGAK STREET RECONSTRUCTION

EAST DOWLING ROAD TO ASKELAND DRIVE











## LEGEND

100	PARCEL NUMBER
	EXISTING EASEMENTS
	EXISTING PROPERTY / RIGHT-OF-WAY LINES
S S	EXISTING SEWER LINE
W W	EXISTING WATER LINE
SD	EXISTING STORM DRAIN LINE
$\bigcirc$	EXISTING SEWER MANHOLE
OC.0.	EXISTING SEWER CLEANOUT
	EXISTING WATER VALVE
$\bigwedge$	EXISTING FIRE HYDRANT
	EXISTING STORM DRAIN MANHOLE/CATCH BASIN

	PROPOSED	BACK OF CURB
	PROPOSED	PAVEMENT
	PROPOSED	SIDEWALK
	PROPOSED RECONSTRU	DRIVEWAY JCTION
SDSD	PROPOSED	STORM DRAIN
	PROPOSED STRUCTURE	STORM DRAIN
	PROPOSED	FILL
	PROPOSED	CUT

AERIAL: 2015 ORTHO-PHOTOGRAPHY

# QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE



# PREFERRED TYPICAL SECTION (ALTERNATIVE 3)

NTS



## Thank you for joining us for Quinhagak Street Reconstruction: Open House #2

**CRW Engineering Group, Inc** comment @crweng com Reply-To: comments@crweng.com To: oldredshed@gmail.com Mon, Nov 6, 2023 at 4 01 PM



• New street lighting

MOA PM&E has contracted with CRW Engineering Group, Inc (CRW) to provide preliminary engineering and design services. The project is funded only through the design phase. No funding for construction has been received at this time.

## How to Get Involved:

- 1. Visit the project website: There you can see the current project status, download project documents and see when upcoming meetings are scheduled.
- 2. Contact us anytime with comments or questions at <u>jkeene@crweng.com</u> and <u>holly@huddleak com</u>

**PROJECT WEBSITE** 

## **PROJECT AREA**



Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive MOA PM&E Project #21-13

Summary of Driveway Grades



## Quinhagak Street Reconstruction MOA Project No. 21-13

DRIVEWAY SUMMARY - ALTERNATIVE 3						
SHEET	SHEET PARCEL	CENTEF REFERI	RLINE ENCE	EXISTING	PROPOSED	REMARKS
		STATION	OFFSET	GRADE	GRADE	
B1.1	10	11+05.21	LT	11.4%	10.0%	
B1.1	11	13+12.14	LT	5.4%	4.6%	
B1.2	12	15+08.30	LT	4.4%	4.1%	
B1.2	13	15+31.03	LT	6.3%	6.8%	
B1.2	14	16+51.65	LT	6.5%	5.2%	
B1.2	4 SOUTH	16+92.22	RT	14.0%	9.8%	
B1.2	4 NORTH	18+10.60	RT	2.8%	5.8%	
B1.2	15	18+54.83	LT	3.2%	5.5%	
B1.2	3	18+67.80	RT	5.4%	6.3%	
B1.3	16	19+61.62	LT	7.3%	6.3%	
B1.3	2	20+60.77	RT	1.1%	6.1%	
B1.3	17 SOUTH	20+83.35	LT	9.2%	8.0%	
B1.3	1 SOUTH	21+86.11	RT	7.4%	7.9%	
B1.3	17 NORTH	23+31.26	LT	8.3%	7.6%	
B1.3	1 NORTH	23+67.83	RT	0.8%	1.3%	

Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive MOA PM&E Project #21-13

**Business List** 

Appendix M

## I. Businesses along the Quinhagak Street Reconstruction project limits:

## A. 2020 E. Dowling Road (Parcel 17)

- 1) Fraternal Order of Eagles
- 2) North Slope Telecom, Inc
- 3) Ram Services Overhead Doors
- 4) Window Accessories

## B. 6128 Quinhagak Street (Parcel 16)

1) Bryan Jeffery Motors, LLC

## C. 6111 Quinhagak Street (Parcel 3)

- 1) Aurora Automotive Welding & Fabrication
- 2) Freshrain Hot Tub Store

## D. E. 63<sup>rd</sup> Avenue (Parcel 4)

1) Shoreside Petroleum

## E. 6320 Quinhagak Street (Parcel 12)

1) Dalton Refrigeration Inc.

## F. 2100 E. 63<sup>rd</sup> Avenue (Parcel 5)

1) ProComm Alaska

## G. 6348 Quinhagak Street (Parcel 11)

- 1) Combs Sheet Metal Inc
- 2) Alaska Hammer & Home

Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive MOA PM&E Project #21-13

**Final Technical Memorandum** 

Appendix N



## **Final Technical Memorandum**

Date:	November 21, 2022
То:	Russ Oswald, Jennifer Noffke (MOA PM&E); Randy Ribble, Kris Langley (MOA Traffic Engineering); Paul VanLandingham, Eric Hodgson (MOA Street Maintenance)
From:	Justin Keene; Rob Burdick (CRW Engineering Group, LLC)
Project:	Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive
Project No:	PM&E #21-13 (CRW#10155.00)
Subject:	Final Technical Memorandum

## A. Purpose and Background

The Municipality of Anchorage Project Management and Engineering Department (MOA PM&E) has contracted with CRW Engineering Group, LLC (CRW) to provide professional services to develop and evaluate alternatives to upgrade Quinhagak Street (see <u>FIGURE 1</u> for project location/limits including parcel number labels referenced in this document). The purpose of the project is to upgrade Quinhagak Street from E. Dowling Road to Askeland Drive to meet current MOA Design Criteria for a local roadway.

The purpose of this Technical Memorandum is to gain concurrence from MOA PM&E, MOA Traffic Engineering 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 September 9, 2022 with MOA PM&E, Traffic Engineering, and Street Maintenance to discuss the conceptual roadway design elements. The Draft Technical Memorandum was submitted to these MOA departments for review and comment on October 13, 2022. The Draft Technical Memorandum was updated based upon review comments received. The review comments and responses are included in <u>APPENDIX C</u>. In coordination with PM&E, an additional typical section (Alternative 3) is included in the Final Technical Memorandum. The MOA Departments were notified of this additional typical section Alternative 3 on November 14, 2022 and were asked to provide comments on it or provide any outstanding review comments on the Draft Technical Memorandum by November 18, 2022. No comments regarding the Alternative 3 typical section were received.

## **B.** Existing Conditions

## 1. Neighborhood Context, Zoning, Driveways, and Private Improvements

Quinhagak Street from E. Dowling Road to E. 64<sup>th</sup> Avenue is a local industrial road, and the adjacent properties are zoned I-1 "light industrial." Adjacent commercial/industrial properties include a strip mall, a church, a used car lot, fenced yards, and other miscellaneous businesses. There is one residential single-family parcel located mid-block along this segment, Parcel 15.

Quinhagak Street from E. 64<sup>th</sup> Avenue to Askeland Drive is a local residential road, and the adjacent properties are zoned R-5 "low-density residential." Adjacent properties have mobile homes on the parcels.

Some driveways appear to be wider than allowable based on current MOA Design Criteria for maximum width requirements and Parcels 1 and 11 have full frontage driveways. Most of the buildings are higher than the adjacent roadway with positive drainage towards the roadway.

Like many areas in Anchorage there are private improvements along the project limits that extend into the right-of-way (ROW). Examples of a few of these include the Parcel 1 landscaping and the parking lot for Parcel 17. These private improvements hinder available snow storage areas.



Figure 1 – Project Location and Limits Map

## 2. <u>Traffic and Parking Studies</u>

The posted speed along Quinhagak Street is 25 miles per hour (mph). Existing daily traffic volumes and speeds were collected for this project in late July 2022. The traffic data collected was adjusted for day and month, based on the nearest permanent Alaska Department of Transportation and Public Facilities (ADOT&PF) traffic recorder. The adjusted annual average daily traffic (AADT) volume and 85<sup>th</sup> percentile speed is shown below in <u>TABLE 1</u>.

Location	AADT	85 <sup>th</sup> Percentile Speed (mph)
Quinhagak Street north of E. 63 <sup>rd</sup> Avenue	285	27

Table 1 - Existing Conditions – Traffic Da	ata
--	-----

\*E. Dowling Road at Seward Highway was in construction during speed/volume study which may have skewed traffic data.

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 during noted during the study to assess available off-street parking. 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 Thursday, July 14, 2022 and Saturday, July 16, 2022 (see <u>APPENDIX A</u> for the parking study memorandum). During the parking study only one car was observed parked on the roadway near Askeland Drive and the adjacent parking lots in the industrial zone north of E. 64<sup>th</sup> Avenue appeared to have enough parking on their private lots. Based upon the parking study results there is not a significant demand for onstreet parking along the roadway. The greatest demand for on-street parking is closer to Askeland Drive within the low-density residential zoning area.

### 3. Intersections and Access Control

There are four side streets within the project corridor, inclusive of E. Dowling Road and Askeland Drive. Of these, three are three-way intersections (E. Dowling Road, E. 63<sup>rd</sup> Avenue, and Askeland Drive) and one is a four-way intersection (E. 64<sup>th</sup> Avenue). Stop signs are located on E. 63<sup>rd</sup> Avenue, on E. 64<sup>th</sup> Avenue, on the east side of Askeland Drive, and on Quinhagak Street at E. Dowling Road.

### 4. <u>Roadways and Drainage</u>

The existing roadway grades in the project area are moderate, between approximately 1%-4% except for just south of E. Dowling Road where the grades are very flat, between 0.1%-0.6%. Many of the existing curbs are heaving which doesn't allow surface drainage to effectively drain, and during spring break up or large rain events these areas form large ponds in the roadway. The existing roadway pavement conditions are very poor with cracking, settling, and heaving conditions throughout many sections of the roadway. Rolled curb and gutter is installed along Quinhagak Street except there are short sections of barrier curb gutter installed on both sides of the roadway just south of E. Dowling Road. There are no sidewalks along Quinhagak Street. There is an approximately 8.5-foot wide asphalt sidewalk that runs east-west on the south side of E. Dowling Road that crosses Quinhagak Street.

Other existing roadway conditions are summarized in TABLE 2 below.

Item	Value	Notes
Right-of-Way (ROW) Width:	60 ft.	Existing improvements are approximately centered in the ROW.
Roadway width:	36 ft.	Measured from back of curb to back of curb.
Curb & Gutter Type	Type 2 (rolled)	Short sections of Type 1 (barrier) curb & gutter are installed south of E. Dowling Road.
Posted speed	25 mph	
Sidewalk width	N/A	None along the roadway.

Table 2 - Existing Conditions – Roadway	Table 2	- Existing	Conditions -	Roadway
---	---------	------------	--------------	---------

There are two sets of curb inlets north of E. 63<sup>rd</sup> Avenue, three curb inlets at both the E. 63<sup>rd</sup> Avenue and E. 64<sup>th</sup> Avenue intersections, and two curb inlets at the Askeland Drive intersection. There is one additional catch basin at the southeast quadrant of the E. Dowling Road intersection. Many of the curb inlets are heaving such that drainage is not able to make it effectively to the catch basin. The catch basin at E. Dowling Road outfalls to an ADOT&PF storm drain system that continues to the west along E. Dowling Road. The catch basins at E. 64<sup>th</sup> Avenue and the ones to the north outfall to a storm drain system that continues west along E. 64<sup>th</sup> Avenue. The catch basins at the Askeland Drive intersection outfall to a storm drain system that continues to the west along Askeland Drive.

## 5. <u>Utilities</u>

An existing water main extends along the entire length of the project and is within 10 feet of the existing storm drain main, which does not meet current Alaska Department of Environmental Conservation (ADEC) separation distance requirements and will need correction as part of the project improvements. An existing sewer main extends nearly the entire length of the project but stops approximately 100 feet south of E. Dowling Road. These water/sewer mains serve all adjacent properties with buildings on them, apart from the single-family residence (Parcel 15) within the industrial segment which is not connected to the public water and sewer system. An existing cable line extends along the west side of Quinhagak Street and a gas main extends along the east side. A 12-inch gas transmission main crosses Quinhagak Street at E. 64th Avenue. An underground electric line extends along a portion of the east side of Quinhagak Street from E. Dowling Road; there are overhead electric/communication crossings at E. Dowling Road and E. 64th Avenue.

## 6. <u>Illumination</u>

The only two roadway lights near Quinhagak Street are MOA owned and are located on the east side of the roadway at the intersections of E. 64th Avenue and Askeland Drive but there are no roadways lights directly on Quinhagak Street.

### 7. <u>Survey Questionnaire</u>

A survey questionnaire was mailed and e-mailed out to the residents/owners within the project limits in June of 2022. A total of 21 responses were received (see <u>APPENDIX B</u> for questionnaire responses). Relevant roadway related responses to the questions are summarized in <u>TABLE 3</u> below.

Question	Answers
Do you have concerns about speeding along Quinhagak Street?	<b>No (15)</b> , Yes (5)
Do you think there should be space for on-street parking along Quinhagak Street?	<b>No (17)</b> , Yes (3)
Have you noticed any sight distance problems along Quinhagak Street?	<b>No (14)</b> , Yes (6)
Do you think pedestrian facilities should be constructed as part of the proposed improvements?	No (4), <b>Yes (15)</b>
If yes, should pedestrian facilities be installed on one or both sides of the street?	<b>One (11)</b> , Both (4)

Table 3 - Que	stionnaire	Responses
---------------	------------	-----------

## C. Design Challenges

Some of the significant design challenges associated with the Quinhagak Street project area include:

- The street grade near E. Dowling Road is very flat, as low as 0.1%. Roadway improvements along this segment may require forced high and low spots to facilitate minimum grades to improve drainage. Matching into the existing driveways may be a challenge with the forced low spots.
- A few parcels have full-frontage access and have wider than the allowable maximum driveway widths. Owners may resist eliminating their full-frontage access with the construction of barrier curb with driveway cuts. Only if approved by MOA Traffic Engineering Department, some parcels may be allowed to keep wider than allowable driveways. A design variance waiver will be required for installing a wider than allowable driveway.

## D. Design Criteria & Proposed Design

### 1. <u>Roadway Design Criteria</u>

The MOA Design Criteria Manual (DCM) requires roadway improvements to be centered in the ROW; the existing roadway improvements are generally centered in the ROW. It is anticipated that the overall proposed footprint of the improvements will also be centered in the ROW, this will be confirmed during the development of the DSR.

The design criteria values from the DCM for a secondary (local) commercial and industrial roadway typical section are summarized in <u>TABLE 4</u> below and for an urban secondary (local) roadway typical section are summarized in <u>TABLE 5</u> below. Typical sections alternatives are discussed in the following section.

Street	Number o Lane Wi	f Lanes and dth (Feet)	Shoulder Width	Design Speed (mph)	Application	
(Feet)	Moving	Parking	(Feet)		Аррисацон	
33'	2–11'	Prohibited <sup>4</sup>	3.5'	30	No on-street parking	
40'	2–11'	2-7 <sup>3</sup>	3.5 <sup>,3</sup>	30	Commercial/Industrial/Urban Streets	
47'	2–11', 1–14' (turn lane) <sup>5</sup>	Prohibited <sup>4</sup>	3.5'	35	Major Commercial/Industrial Urban Streets where turn lane required	

Table 4 – DCM Table 1-5 Secondary Streets: Commercial and Industrial Standards

Street widths and sections specified in assembly-adopted plans and regulations will generally take precedence over street widths and sections in this table.

<sup>2</sup>Street width is measured from back of curb.

<sup>3</sup>The platting authority may allow off-street parking (AMC 21.85.060). When off-street parking is utilized, the parking lane may be eliminated and the street width reduced. Minimum 3.5-ft shoulder sections are required if parking is eliminated. <sup>4</sup>Off-street parking must be provided.

<sup>5</sup>May reduce width of turn lane to 12' if median not constructed.

ADT <sup>4</sup>	Street Width <sup>1,2</sup>	Numbe	r of Lanes	Shoulder Width (feet)	Design Speed	Application
	(Feet)	Moving	Parking <sup>3</sup>	(leet)	(mph)	
0- 300	31'	2	1	3.5'	25	Residential Minor streets, cul-de-sacs and small loops
301 - 1,000	33'	2	1	3.5'	25	Residential Major streets, loop streets, high-volume cul-de-sacs
>1,000	38'	2	2 <sup>5</sup>	3.5'	30	Residential Subconnector

Table 5 - DCM	M Table 1-6 Seconda	rv Streets: Urhan	Residential	Standards
	vi lable I-0 Secultua	y Succus. Orban	Nesidential	Stanuarus

<sup>1</sup>Street widths and sections specified in assembly-adopted plans and regulations will generally take precedence over street widths and sections in this table. <sup>2</sup>Street width is measured from back of curb.

<sup>3</sup>The platting authority may allow off-street parking (AMC 21.85.060). When off-street parking is utilized, the parking lane may be eliminated and the street width reduced. Minimum 3.5-ft shoulder sections are required if parking is eliminated. <sup>4</sup>See Section 1.3 F to determine Average Daily Traffic (ADT).

<sup>5</sup>For single-loaded streets (houses on one side only), may replace one parking lane with shoulder section.

Additional design criteria values are listed below:

- Curb and Gutter Type
  - a) DCM curb type for secondary streets is required to be Type 2 (rolled) curb and gutter.
  - b) MOA Title 21.08.050 G requires curb and gutters to be in accordance with the DCM but shall be Type 1 (barrier) except for the following exceptions: 1). Curb and gutter within the arc of a residential scale cul-de-sac may be Type 2 (rolled) curb and gutter. 2). Type 2 (rolled) curb and gutter may be provided for residential minor streets carrying 500 average daily trips i.) that do not require installation of sidewalks per Section 21.08.050H; ii.) when the pedestrian facilities will be separated from the curb by a minimum of 3 feet; or iii.) if the Municipal Traffic Engineer determines that strict adherence to Type 1 curb is not expected to improve walkability or is not achievable based on documentation to include topography, developmental lot size, anticipated driveway spacing, and dimensional standards.
- Sidewalks
  - a) DCM requires sidewalks on both sides of an urban secondary (local) street.
  - b) Title 21.07.060.E.2.b states that sidewalks shall be installed on both sides of all local streets. In industrial zoning districts, a sidewalk shall be installed on one side of all local streets, and on both sides of local street if the new sidewalks would connect to existing sidewalks on both ends and needed length is no greater than one quarter mile.
- 2. <u>Typical Cross Section Alternatives</u>

Three typical cross section alternatives will be analyzed in detail during the DSR phase. The cross sections will consider grading, access, drainage, lighting and other improvements. The proposed typical section Alternatives 1 & 2 were reviewed and discussed at the meeting held on September 9, 2022 with MOA PM&E, Traffic Engineering, and Street Maintenance and are shown in <u>FIGURE 2</u> at end of this technical memorandum. The difference between the typical sections is the curb type. Alternative 1 includes Type 1 (barrier) curb while Alternative 2 includes Type 2 (rolled) curb. An additional typical section alternative was developed in coordination with PM&E after the Draft Technical Memorandum was published as shown in <u>FIGURE 3</u> at the end of this technical memorandum. Alternative 3 includes Type 2 (rolled) curb on the west side of the roadway and Type 1 (barrier) curb on the east side of the roadway. The Alternative 3 typical section was sent to MOA Traffic Engineering & Street Maintenance to review prior to finalizing the Technical Memorandum.

The typical sections aim to balance the context of the roadway with design criteria and driveway allowances and standards. Each typical section includes one detached concrete sidewalk. As discussed at the meeting with MOA PM&E, Traffic Engineering, and Street Maintenance the preferred sidewalk location is on the east side of the roadway as shown in <u>FIGURE 2</u>. However, subsequent site visits by the design team after the meeting noted that the existing fences with slats on Parcels 2 and 3 along the east side of the roadway may hinder the driveway departure sight distance of sidewalk users by vehicles exiting the driveways, see Photo 1 below of the Parcel 3 driveway gate fence with slats. Upon further review, if the sidewalk were to be attached along this segment the required departure sight distances are achievable. Areas where the sidewalk may need to be attached will be analyzed during the DSR development.

The concept typical sections Alternative 1 & Alternative 2 were presented to the public during the first open house of the project to gather comments and feedback prior to assembling the DSR.



Photo 1 – Parcel 3 Driveway Gate Fence with Slats

## 3. <u>Traffic Calming</u>

Based upon the 85<sup>th</sup> percentile speeds from the traffic study, no traffic calming will be proposed for this project.

## 4. Access Control

Based upon a comment received from a nearby resident regarding issues with drivers stopping on 64<sup>th</sup> Avenue at Quinhagak Street during adjacent school pick up and drop off times, the design team will investigate this intersection access control in more detail during the DSR. Traffic counts will be acquired at the 64<sup>th</sup> Avenue and Quinhagak Street intersection to determine whether the stop signs should be reconfigured at the intersection.

## 5. <u>Illumination and Signage</u>

Illumination along the project limits will be upgraded to meet current MOA standards. The signage and street names will also be upgraded and replaced within the project limits.

## E. Proposed Storm Drainage

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

## F. Design Variances

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

- Curb type: If Type 1 curb and gutter is the preferred alternative a DCM waiver would be required (DCM requires Type 2).
- Driveway widths: some proposed driveway widths if approved by MOA Traffic Engineering may be allowed to exceed the maximum allowable widths.
- Driveway landings: some proposed driveways may not be able to provide landings to meet the DCM.
- If only one sidewalk is installed a design variance would be required since sidewalks are required on both sides of the roadway per the DCM.

## G. Cost Estimate

A cost estimate for each alternative will be prepared for the DSR.

## H. Summary and Next Steps

The DSR will be prepared based upon the support from MOA PM&E, Traffic Engineering, and Street Maintenance of the proposed typical sections. The DSR will analyze the proposed typical section alternatives further and include recommended improvements.





Quinhagak Street Reconstruction – E. Dowling Road to Askeland Drive MOA PM&E Project #21-13

**Draft DSR Review Comments and Responses** 

# Appendix O

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Carlos Luciano, GCI	6/29/2023	1	11 & 12	Red lines provided on both sheets depicting the underground television red lines.	Thank you, these underground television lines have been surveyed and are shown on the Existing Utility Maps in Appendix A as a "cable television" line and a "c" linetype.
2	Steve McElroy, CEA	7/10/2023	1	B1.1	CEA has 1Ø UG service lines serving a load center and a residence at STA: 11+00. If the final grade changes depth of wire by 6 or more inches, relocation is required.	Noted, will coordinate with CEA in more detail during 65% design.
3	Steve McElroy, CEA	7/10/2023	2	B1.2	CEA has a 3Ø UG 7.2/12.47 kV line on the south side of Quinhagak Street at STA: 19+00. If the final grade changes depth of wire by 6 or more inches, relocation is required. Requires safety watch if excavation limits exceed 12".	Noted, will coordinate with CEA in more detail during 65% design.
4	Steve McElroy, CEA	7/10/2023	3	B1.3	CEA has a 3Ø UG 7.2/12.47 kV line on the south side of Quinhagak Street at STA: 20+00 through STA: 24+00 lf the final grade changes depth of wire by 6 or more inches, relocation is required. Requires safety watch if excavation limits exceed 12".	Noted, will coordinate with CEA in more detail during 65% design.
5	Steve McElroy, CEA	7/10/2023	4	B1.3	CEA has a 3Ø UG 7.2/12.47 kV line crossing Quinhagak Street east of STA:24+00. If the final grade changes depth of wire by 6 or more inches, relocation is required. Requires safety watch if excavation limits exceed 12".	Noted, will coordinate with CEA in more detail during 65% design.
6	Randy Ribble, MOA Traffic Engineering	7/10/2023	1	58	Traffic Engineering recommends obtaining the appropriate waivers from Municipal Traffic Engineer and Municipal Engineer for items listed on page 58 and 59 of this report. Traffic Engineering will be supportive if waivers from the standards for all developed properties and existing access management locations.	Thank you, will request waivers after the 65% design submittal and review is completed.
7	Randy Ribble, MOA Traffic Engineering	7/10/2023	2		Existing traffic control signage, speed limit signs and street names signs shall be upgraded along the corridor.	Will do during 65% design.
8	Randy Ribble, MOA Traffic Engineering	7/10/2023	3		Traffic Engineering is supportive of the prefer alternative for roadway cross section.	Noted.
9	Michael Walters, MOA ROW	7/13/2023	1	General	All plans submitted for review shall be complete and ready for construction prior to approval by this Department. This includes that all plans and details be stamped and signed by an Engineer registered in the State of Alaska to practice stated work.	Noted, will provide stamped and signed plans for final design.
10	Michael Walters, MOA ROW	7/13/2023	2	General	Right Way permit require for all work in the municipal rights of way and easements.	Noted, the Contractor hired by the MOA will be responsible for acquiring the ROW permit.
11	Michael Walters, MOA ROW	7/13/2023	3	Roadway Cross Section	Suggest widening the asphalt to 12-13 feet lanes. This road will become a major cut through to E 68th and the major route to 2 elementary schools: Polaris K-12 & Rilke Schule. Both schools have no bus service and rely on parents to pick up & drop off.	The proposed 11-foot lane width meets the requirements of the MOA DCM and is supported by MOA Traffic Engineering Department and MOA Street Maintenance. Will leave as proposed.
12	Michael Walters, MOA ROW	7/13/2023	4	Structural Section	Recommend 4" leveling course & 4" of asphalt. Same as above. This road will become a major cut through to E 68th and the major route to 2 elementary schools: Polaris K-12 & Rilke Schule. Both schools have no bus service and rely on parents to pick up & drop off.	Per confirmation with PM&E, have increased the thickness of asphalt to be 4" but will keep the leveling course thickness at 2". Will reduce the Type II classified fill & backfill thickness to 22" to keep the overall structural section thickness the same as presented in the Draft DSR.
13	Michael Walters, MOA ROW	7/13/2023	5	Traffic Calming	Would be recommended at E 64th & Quinhagak due to the schools in the vicinity.	Based upon the speed study and coordination with MOA Traffic Engineering Department, no traffic calming is currently proposed. Traffic calming could be installed if speeding is an issue in the future after construction has been completed.
14	Michael Walters, MOA ROW	7/13/2023	6	Drainage	Provide footer drains to properties abutting the project.	Have provided footing drain stub outs to all properties abutting the project limits that don't already have a storm drain connection.

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
15	Julio Candray, PM&E	7/28/2023	1	General	Industrial/Commercial Area; Anchorage Freight Mobility Study 2017; DCM-1 Sec. 1.6D.2.a Please consider the following comments and provide clarification: •The DSR report appears to disregard the Anchorage Freight Mobility transportation network by not including the intersection of Dowling Road and Quinhagak Street as part of this study report and improvement recommendations. •DCM-1, Section 1.6D.2.a: MOA Design Criteria Manual recommends a "Center-two- way-left-turn-lane" (CTWLTL) at the intersection of Quinhagak St. and Dowling Rd. in which large vehicles such as semi-trailer trucks would have a direct path to the Seward HWY. by way of Dowling Road. •DCM-1, Sec. 1.9F.2: MOA Design Criteria Manual recommends the curb return(s) radii at the intersection of Dowling Road to be increased to 40 feet to accommodate large commercial vehicles such as Semi-trailer trucks.	<ul> <li>Analyzing and making improvements within the Dowling Road and Quinhagak Street intersection wasn't included in the scope of work since ADOT&amp;PF owns the Dowling Road ROW.</li> <li>Please see response to first bullet item above. The existing median within Dowling Road only allows right turns when traveling north from Quinhagak Street.</li> <li>Have increased the cub return radii to 40 feet at Dowling Road.</li> </ul>
16	Julio Candray, PM&E	7/28/2023	2	General	DCM-1, Sec. 1.9F.2; Curb Returns; Curb returns radii undersized: It appears that the DSR report disregards the recommendation of MOA Design Criteria Manual to increase the curb return(s) radii to 40' at streets' crossings associated with Quinhagak Street such as intersections with E. 63rd and E. 64th Avenues. Please review and clarify.	Per the DCM local/local roadways require 20' curb returns and should be increased to next higher classification for areas zoned industrial. Next higher classification is collector which is 30' curb returns. Existing curb returns at 63rd Ave are 20'. Proposed curb returns are 25'. Have increase curb returns at west side of 64th Ave is 22.6' (north) and 18' (south). East side is residential and don't expect truck traffic. Proposed curb returns are 25' for all quadrants. Have increased the northwest curb return to be 30'.
17	Julio Candray, PM&E	7/28/2023	3	General	DCM-1. Appendix 1D, 8 – Driveway Profile for residential properties overestimated to ±12%: Please consider that DCM-1, Appendix 1D limits the driveway profile for residential properties to ±10% Maximum. Please review and update the DSR report accordingly.	Our understanding is that the MOA has replaced the DCM, Appendix 1D driveway standards with "Municipal Driveway Standards" dated November 3, 2021 that can be downloaded on the MOA Traffic Engineering website here: https://www.muni.org/Departments/traffic/Do cuments/2021%20Driveway%20Policy%20 Update_11-3-2021.pdf Per the Municipal Driveway Standards noted above, section 1.5A allows for up to a ±12% maximum grade for residential driveways.

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
18	Julio Candray, PM&E	7/28/2023	3	General	DCM-2, Sec. 2.1.7 Stormwater Hotspots, Green Infrastructures: It appears that the DSR report is not aligned with the Clean Water Act, the National Pollutant Discharge Elimination System, and MOA Environmental Protection Standards. Please review the following comments and provide clarification: The existing Commercial/Industrial area is identified as having a combination of hotspots per DCM-2, Section 2.1.7 in the form of: •Gas/fuel potential spills •Vehicle maintenance area •Outdoor material storage areas •Loading and transfer areas •And above all, an Industrial site. The DSR report appears not to consider the potential for groundwater pollution impact (due to the above hotspots) by concluding that a Water Treatment Green Infrastructure is not feasible because of existing Right of Way constrains; however, It appears that a Green stormwater Infrastructure such a Bioretention Facility (LID) per DCM-2, Section 6.6.1 would be a good fit and would conform with the requirement to provide an environment friendly stormwater treatment facility for the industrial area.	We have tried to install biofiltration facilities such as bioretention swales between the curb and pedestrian facility on previous projects including the PM&E 18-06 42nd Avenue Upgrade project which had 66' of available ROW. Even with the additional ROW space, MOA Street Maintenance was not in support of maintaining the bioretention swales and were not proposed to be installed. Per confirmation with PM&E, no biofiltration facilities are proposed on this project.
19	Julio Candray, PM&E	7/28/2023	4	General	<ul> <li>DCM-1, Sec. 1.9F.1; Curb and Gutter for commercial / Industrial secondary roads:</li> <li>The DSR report recommendations for a 3 feet wide concrete buffer and a Type 2 (residential) Curb and Gutter, to accommodate non-compliant existing driveways, appear to be detrimental to the proposed street reconstruction for the following reasons:</li> <li>The Type 2 Curb and Gutter (Residential use) intended for the accommodation of existing non-compliant driveways would also encourage offsite street parking in a no street parking area, and conceivably increase pollutant spills along the road.</li> <li>The 3-feet wide concrete buffer would increase the stormwater runoff; instead, this area could be used to contribute to a Stormwater treatment Green Infrastructure per our comment number 4.</li> <li>Overall, the intent to request a design variance per DCM-1, Sec. 1.2H for a Type 2 curb and gutter (intended for Residential roads) in a commercial/Industrial area to accommodate non-compliant driveways which would affect the management of stormwater treatment (Clean Water Act) appear to be challenging and reasonable efforts should be demonstrated through the DSR report to show no other alternatives.</li> </ul>	The recommended alternative is Alternative 3 which includes a Type 1 curb with a 3' buffer not a Type 2 curb. • For the recommended Alternative 3, Type 2 curb is proposed on the west side of the roadway to match the current curb type and is supported by the MOA Traffic Engineering Department. •Please see response to comment #18 above. • For the recommended Alternative 3, Type 2 curb is proposed on the west side of the roadway to match the current curb type and is supported by the MOA Traffic Engineering Department.
20	Steve Parkinson, MOA Street Light Maintenance	7/11/2023	1	37	VII D 1) Medium pedestrian conflict seems more appropriate for the area. DCM specifically lists "industrial areas" as Medium. The DCM description of low does not fit the area.	Have changed to medium pedestrian conflict.
21	Steve Parkinson, MOA Street Light Maintenance	7/11/2023	2	37	VII D 1) As a short, low speed roadway the illuminance method is sufficient and veiling luminance can be neglected.	Have left in veiling luminance criteria since it is a requirement of the DCM.
22	Steve Parkinson, MOA Street Light Maintenance	7/11/2023	3	38	VII D 2) Evaluate the sidewalk per DCM 5-4 for vertical and horizontal illuminance as well as uniformity.	Have added clarified average horizontal illuminance and added minimum vertical requirement.
23	Steve Parkinson, MOA Street Light Maintenance	7/11/2023	4	38	VII D Although not described in DCM, recent IES standards recommend evaluation of vertical illumination in crosswalks. Per ANSI/IES RP-8-21 12.5, evaluate vertical illuminance in crosswalks to ensure electrolier placement provides sufficient vertical illuminance of nedestrians	No crosswalks are proposed as part of this project.

I	No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
	24	Steve Parkinson, MOA Street Light Maintenance	7/11/2023	5	38	If possible, include continuous lighting on E 64th Ave west to Petersburg St in the lighting design. At minimum, include conduit under Quinhagak St to the west side of Quinhagak St to facilitate extension of continuous lighting on E 64th Ave to Petersburg St.	Per PM&E, its not in the scope of this project to provide continuous lighting on E 64th Ave west to Petersburg Street. During the design, will review installing a conduit under Quinhagak Street to the west side of Quinhagak Street to facilitate extension in the future if there is available capacity from the load center that will energize
	25	Matti Silta, ENSTAR	9/12/2023	1	1	Red lines markups were provided for where gas lines are located on the Alternative 3 plan & profile drawing.	All gas lines that were red lines have been surveyed except for the gas line that crosses E. Dowling Road that extends north of the project limits and a gas service along Askeland Drive west of the project limits. Both these gas lines have been approximated into the record base.