APPENDIX F

Project Cost Estimates

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction - Phase 1
MOA Project No. 21-02

ENGINEER'S ESTIMATE - FINAL DSM

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule A - Roadway Improvements									
A-1	20.02	Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	$51,000	$51,000
A-2	20.03	Exploratory Test Pit	Hour	24	1.00	0	24	$550	$13,200
A-3	20.04	Clearing and Grubbing	LS	1	1.00	0	1	$103,000	$103,000
A-4	20.07	Remove P.C.C. Sidewalk or Apron	SY	109	1.05	0	115	$50	$5,750
A-5	20.08	Remove P.C.C. Curb and Gutter	LF	3,181	1.00	0	3,181	$15	$47,715
A-6	20.09	Remove A.C.P.	SY	7,827	1.00	0	7,827	$7	$54,789
A-7	20.10	Unusable Excavation Removed from Site	CY	11,218	1.20	-2	13,500	$33	$445,500
A-8	20.12	Dewatering	LS	1	1.00	0	1	$103,000	$103,000
A-9	20.21	Classified Fill and Backfill (Type II)	Ton	12,382	1.20	-2	14,900	$30	$447,000
A-10	20.21	Classified Fill and Backfill (Type II-A)	Ton	8,717	1.20	-2	10,500	$30	$315,000
A-11	20.22	Leveling Course	Ton	845	1.06	-1	900	$52	$46,800
A-12	20.25	Geotextile (Type A)	SY	9,426	1.00	-1	9,430	$3	$28,290
A-13	20.26	Insulation Board (R-9)	SF	61,228	1.01	-1	61,840	$4	$247,360
A-14	20.26	Insulation Board (R-4.5)	SF	6,074	1.01	-1	6,140	$3	$18,420
A-15	30.02	P.C.C. Curb and Gutter (All Types)	LF	3,304	1.00	0	3,304	$40	$132,160
A-16	30.04	P.C.C. Curb Ramp (6" Thick)	EA	1	1.00	0	1	$5,000	$5,000
A-17	30.04	Detectable Warnings	SF	10	1.00	0	10	$65	$650
A-18	40.06	A.C. Pavement (Class E)	Ton	853	1.06	-1	900	$165	$148,500
A-19	50.06	Remove and Replace Manhole Cone Section	EA	2	1.00	0	2	$4,250	$8,500
A-20	50.06	Remove and Replace Manhole Cover and Frame	EA	4	1.00	0	4	$1,850	$7,400
A-21	60.03	Remove and Replace Valve Box Top Section	EA	6	1.00	0	6	$1,250	$7,500
A-22	60.05	Adjust Key Box	EA	4	1.00	0	4	$950	$3,800
A-23	65.02	Construction Survey Measurement	LS	1	1.00	0	1	$70,000	$70,000
A-24	65.02	Two-Person Survey Crew	Hour	40	1.00	0	40	$250	$10,000
A-25	70.08	Removal/Disposal and/or Salvage/Installation of Obstructions	LS	1	1.00	0	1	$10,000	$10,000
A-26	75.02	Trees, Betula papryifera (Paper Birch)	EA	6	1.00	0	6	$1,500	$9,000
A-27	75.03	Topsoil (4-inch Depth)	MSF	17	1.30	0	22	$1,150	$25,300
A-28	75.04	Seeding (Schedule A)	MSF	17	1.30	0	22	$600	$13,200
A-29	75.12	Salvage and Relocate or Dispose Existing Boulder	EA	6	1.00	0	6	$300	$1,800
A-30	75.13	Root Pruning	LF	200	1.00	0	200	$20	$4,000
A-31	75.14	Tree Protection Zone Fencing	LF	160	1.00	0	160	$12	$1,920
A-32	75.16	Remove Fence	LF	7	1.10	0	8	$100	$800
A-33	85.04	Standard Sign	SF	64	1.00	0	64	$110	$7,040
A-34	85.05	Traffic Maintenance	LS	1	1.00	0	1	$308,000	$308,000
A-35	85.08	Temporary Group Mailboxes	LS	1	1.00	0	1	$5,000	$5,000
A-36	85.09	Relocate Mailbox	EA	3	1.00	0	3	$1,000	$3,000
								TOTAL	**$2,709,394**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction - Phase 1
MOA Project No. 21-02

ENGINEER'S ESTIMATE - FINAL DSM

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule B - Drainage Improvements									
B-1	20.10	Unusable Excavation Removed from Site	CY	1,050	1.20	-1	1,260	$35	$44,100
B-2	20.13	Dewatering	LS	1	1.00	0	1	$100,000	$100,000
B-3	20.13	Trench Excavation and Backfill (Various Depths)	LF	2,306	1.00	0	2,306	$60	$138,360
B-4	20.15	Furnish Trench Backfill (Type II)	Ton	560	1.20	-1	670	$25	$16,750
B-5	20.16	Bedding Material (Class D)	LF	457	1.00	0	457	$50	$22,850
B-6	20.19	Foundation Backfill (E-Chips)	Ton	160	1.20	-1	190	$50	$9,500
B-7	20.26	Insulation Board (R-18)	SF	200	1.10	-1	220	$8	$1,760
B-8	50.04	Relocate Sewer Service (4-Inch)	EA	3	1.00	0	3	$10,000	$30,000
B-9	55.02	Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP, Watertight)	LF	86	1.00	0	86	$130	$11,180
B-10	55.02	Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP)	LF	284	1.00	0	284	$140	$39,760
B-11	55.02	Furnish, Install, and Televise Pipe (24-Inch, Type S, CPEP, Watertight)	LF	86	1.00	0	86	$150	$12,900
B-12	55.03	Furnish, Install, and Televise Subdrain with Geotextile (12-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	881	1.00	0	881	$115	$101,315
B-13	55.03	Furnish, Install, and Televise Subdrain with Geotextile (18-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	492	1.00	0	492	$130	$63,960
B-14	55.03	Furnish, Install, and Televise Subdrain with Geotextile (24-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	476	1.00	0	476	$160	$76,160
B-15	55.04	Connect to Existing Storm Drain System	EA	2	1.00	0	2	$4,000	$8,000
B-16	55.05	Construct (Type I) Manhole	EA	11	1.00	0	11	$10,500	$115,500
B-17	55.05	Construct (Type II) Manhole	EA	2	1.00	0	2	$15,000	$30,000
B-18	55.05	Construct (Type II) Catch Basin Manhole	EA	4	1.00	0	4	$15,000	$60,000
B-19	55.05	Construct (Type II) Bypass Manhole	EA	1	1.00	0	1	$45,000	$45,000
B-20	55.09	Construct Catch Basin	EA	12	1.00	0	12	$8,000	$96,000
B-21	55.11	Remove Manhole	EA	1	1.00	0	1	$2,200	$2,200
B-22	55.11	Remove Catch Basin	EA	1	1.00	0	1	$1,900	$1,900
B-23	55.18	Construct Footing Drain Service with Geotextile (6-inch, Type SP, Class 2 Perforations, CPEP, Type D Filter Material, Type C non-woven Geotextile)	EA	32	1.00	0	32	$2,500	$80,000
B-24	55.22	Oil and Grit Separator	EA	1	1.00	0	1	$50,000	$50,000
B-25	55.27	Storm Drain Bypass System	LS	1	1.00	0	1	$50,000	$50,000
B-26	70.07	Remove Pipe	LF	86	1.00	0	86	$30	$2,580
								TOTAL	**$1,209,775**

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule C - Illumination Improvements									
C-1	80.02	Trench and Backfill (2'W x 3.5'D)	LF	1,800	1.10	0	1,980	$25	$49,500
C-2	80.04	Driven Pile Luminaire Pole Foundations Fixed Base	EA	14	1.00	0	14	$3,000	$42,000
C-3	80.04	Load Center Foundation (Type 1A)	EA	1	1.00	0	1	$7,000	$7,000
C-4	80.05	Fixed Base Luminaire Pole (28 Ft. Length)	EA	14	1.00	0	14	$6,000	$84,000
C-5	80.05	Spare Fixed Base Luminaire Pole (28 Ft. Length)	EA	1	1.00	0	1	$5,000	$5,000
C-6	80.05	Luminaire Arm (8-16 Ft. Length)	EA	15	1.00	0	15	$1,050	$15,750
C-7	80.07	GRC Steel Conduit (2 inch)	FT	1,953	1.05	0	2,051	$25	$51,275
C-8	80.08	Junction Box (Type IA)	EA	16	1.00	0	16	$1,600	$25,600
C-9	80.08	Junction Box (Type II)	EA	1	1.00	0	1	$2,500	$2,500
C-10	80.08	Remove Junction Box	EA	1	1.00	0	1	$600	$600
C-11	80.10	3 Conductor 8 AWG Type XHHW-2 Cable	FT	1,731	1.05	-1	1,820	$10	$18,200
C-12	80.14	Single-Meter Pad-Mount Load Center, Type 1A, with Lighting Control	EA	1	1.00	0	1	$20,000	$20,000
C-13	80.23	Luminaire (Current #ERL1-0-06-B5-30-D-GRAY)	EA	11	1.00	0	11	$550	$6,050
C-14	80.23	Luminaire (Current #ERL1-0-08-B5-30-D-GRAY)	EA	4	1.00	0	4	$650	$2,600
C-15	80.23	Spare Luminaire (Current #ERL1-0-06-B5-30-D-GRAY)	EA	1	1.00	0	1	$500	$500
C-16	80.23	Spare Luminaire (Current #ERL1-0-08-B5-30-D-GRAY)	EA	1	1.00	0	1	$600	$600
C-17	80.28	Remove Luminaire Pole	EA	1	1.00	0	1	$500	$500
								TOTAL	**$331,675**

Schedule A - Roadway Improvements	$2,709,394
Schedule B - Drainage Improvements	$1,209,775
Schedule C - Illumination Improvements	$331,675
Total Estimated Construction Cost:	**$4,250,844**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02

Utility Relocation Cost Estimate Summary	
Telephone (ACS)	$22,000
Electric (CEA)	$7,000
Natural Gas (ENSTAR)	$273,000
Cable Television (GCI)	$142,000
Subtotal:	*$444,000*
Construction Contingency (20%):	*$89,000*
Total Utility Relocation Cost:	**$533,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02
ACS Relocation Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ACS-1	13+21	Crossing	UG Telephone	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	10	LF	$159	$1,590
ACS-2	13+25	Crossing	UG Telephone	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	10	LF	$159	$1,590
ACS-3	15+98	Crossing	UG Telephone	Roadway Structural Section, Storm Drain Pipe, Reduction of Cover	Adjust as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	40	LF	$159	$6,360
ACS-4	32+32	Crossing	UG Telephone	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	45	LF	$159	$7,155

Construction Costs: $16,695
Engineering/Administration (30%): $5,009
Total: $22,000

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02
CEA Relocation Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
CEA-1	32+31	Crossing	1Ø 2 Wire Primary Conductor	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	45	EA	$119	$5,367

Construction Costs:	$5,367
Engineering/Administration (30%):	$1,610
Total:	**$7,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02
ENSTAR Relocation Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ENSTAR-1	11+43	Crossing	2" Plastic Service	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	14	LF	$199	$2,785
ENSTAR-2	14+01 TO 14+11	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-3	15+62 TO 15+72	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-4	16+08	Crossing	1" Plastic Main	Roadway Structural Section, Reduction in Cover, Storm Drain Pipe	Adjust as Needed to Attain 1' of Clearance from Footing Drain Service, Storm Drain Pipe, and Proper Burial Depth	44	LF	$199	$8,752
ENSTAR-5	16+33 TO 16+43	RT	5/8" Plastic Service	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	1	EA	$3,578	$3,578
ENSTAR-6	16+59 TO 16+69	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-7	16+91 to 17+01	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-8	17+80 TO 18+23	LT	2" Plastic Main	Footing Drain Service, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service and Proper Burial Depth	44	LF	$199	$8,752
ENSTAR-9	17+83 TO 17+93	RT	5/8" Plastic Service	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	1	EA	$3,578	$3,578
ENSTAR-10	18+09	Crossing	1" Plastic Main	Roadway Structural Section, Storm Drain Pipe, Reduction in Cover	Adjust as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	42	EA	$172	$7,212
ENSTAR-11	18+44 to 18+68	LT	2" Plastic Main	Footing Drain Service, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Fooding Drain Service	24	LF	$199	$4,774
ENSTAR-12	19+33 TO 19+54	LT	2" Plastic Main	Roadway Structural Section	Protect in Place	8	LF	$0	$0
ENSTAR-13	19+75 TO 19+85	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-14	19+91 TO 20+00	RT	5/8" Plastic Service	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	1	EA	$3,578	$3,578
ENSTAR-15	20+07	Crossing	1" Plastic Main	Roadway Structural Section, Storm Drain Pipe, Reduction in Cover	Adjust as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	42	LF	$172	$7,212
ENSTAR-16	20+60 TO 21+04	LT	2" Plastic Main	Roadway Structural Section, Footing Drain Service, Reduction in Cover	Adjust as Needed to Attain 1' of Clearance from Footing Drain Service and Proper Burial Depth	45	LF	$199	$8,951
ENSTAR-17	31+08	Crossing	1" Plastic Main	Storm Drain Pipes, Storm Drain Structure, Roadway Structural Section, Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	76	LF	$172	$13,050
ENSTAR-18	31+99 TO 32+08	RT	5/8" Plastic Service	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	1	EA	$3,578	$3,578

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02
ENSTAR Relocation Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ENSTAR-19	32+03 TO 32+13	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-20	32+27	Crossing	1" Plastic Main	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	40	LF	$172	$6,868
ENSTAR-21	33+12 TO 33+22	LT	2" Plastic Main	Footing Drain Service, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service and Proper Burial Depth	21	LF	$199	$4,177
ENSTAR-22	33+46 TO 34+14	RT	5/8" Plastic Service	Storm Drain Structure, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	1	EA	$3,578	$3,578
ENSTAR-23	33+73 TO 33+83	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-24	34+14	Crossing	1" Plastic Main	Storm Drain Structures, Storm Drain Pipes, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities and Proper Burial Depth	40	LF	$172	$6,868
ENSTAR-25	34+14 TO 34+36	RT	5/8" Plastic Service	Storm Drain Structure, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	1	EA	$3,578	$3,578
ENSTAR-26	34+68 to 34+78	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-27	35+53 TO 35+63	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-28	35+56 TO 36+04	RT	5/8" Plastic Service	Footing Drain Service, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service and Proper Burial Depth	1	EA	$3,578	$3,578
ENSTAR-29	36+04 TO 36+20	RT	5/8" Plastic Service	Roadway Structural Section, Reduction in Cover	Adjust as Needed to Attain Proper Burial Depth	1	EA	$3,578	$3,578
ENSTAR-30	36+06	Crossing	1" Plastic Main	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	38	LF	$172	$6,525
ENSTAR-31	36+49 TO 36+60	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-32	37+35 TO 37+45	LT	2" Plastic Main	Roadway Structural Section, Reduction in Cover	Adjust as Needed to Attain Proper Burial Depth	10	LF	$199	$1,989
ENSTAR-33	51+20 TO 54+00	RT	2" Plastic Main	Storm Drain Structures, Roadway Structural Section, Storm Drain Pipe, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities and Proper Burial Depth	305	LF	$199	$60,665
ENSTAR-34	51+78	Crossing	1" Plastic Main	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	34	LF	$172	$5,838
ENSTAR-35	52+66	Crossing	1" Plastic Main	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	38	LF	$172	$6,525

Construction Costs:	$209,451
Engineering/Administration (30%)	$62,835
Total:	**$273,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1
MOA Project No: 21-02
GCI Relocation Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
GCI-1	11+62	Crossing	UG Fiber Optic Cable	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	10	LF	$191	$1,910
GCI-2	12+90 TO 15+04	RT	UG Fiber Optic Cable	Storm Drain Pipes, Storm Drain Structures, Footing Drain Service, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities and Proper Burial Depth	217	LF	$191	$41,447
CGI-3	13+22	Crossing	UG .625 Coaxial Cable	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	10	LF	$119	$1,190
GCI-4	14+91	RT	Fiber Optic Vault	Storm Drain Structure	Protect in Place	1	EA	$0	$0
GCI-5	15+43 TO 15+53	RT	UG Fiber Optic Cable	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$191	$1,910
CGI-6	16+33 TO 18+40	RT	UG Fiber Optic Cable	Storm Drain Pipe, Storm Drain Structure, Footing Drain Services, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities and Proper Burial Depth	208	LF	$191	$39,728
GCI-7	18+84 TO 18+94	RT	UG Fiber Optic Cable	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$191	$1,910
GCI-8	19+85 TO 20+27	RT	UG Fiber Optic Cable	Storm Drain Pipe, Storm Drain Structure	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	45	LF	$191	$8,595
CGI-9	20+74 TO 20+85	RT	UG Fiber Optic Cable	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$191	$1,910
CGI-10	66+15	Crossing	UG Fiber Optic Cable	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	53	LF	$191	$10,123

Construction Costs: $108,723
Engineering/Administration (30%): $32,617
Total: $142,000

Date: 12/01/2025 **Basis:** **Prepared By:** **CRW** **Ver. 5.1**

Project: E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 1

Project Number: **21-02** [B]=local bond; [S]=state grant; [F]= federal grant

DESIGN		Design Management	$60,917	
	Start 20??	PM&E Design Services	$0	
		PM&E Design Survey	$0	
		PM&E Design Soil	$0	
		Contractual Dsgn Sers (Basic)	$500,000	
		Contractual Dsgn Sers (Add'l)	$250,000	
		Contractual Design Survey	$50,000	
		Contractual Design Soils	$25,000	
		Miscellaneous	$0	
Subtotal				$885,917
UTILITIES		AWWU	$0	
	Start 20??	MOA Shoring	$0	
		CEA	$9,000	
		ACS	$26,000	
		GCI	$328,000	
		Enstar	$170,000	
Subtotal				$533,000
ROW		Real Estate Services	$28,000	
	Start 20??	Land Acquisition	$1,000	
Subtotal				$29,000
CONSTRUCTION		Construction Management	$93,522	
	Start 20??	Inspection	$246,558	
		Materials Testing	$42,510	
		Survey	$38,259	
		Miscellaneous	$0	
		Construction Contract	$4,251,000	
Subtotal				$4,671,849
MISCELLANEOUS		Bond Overhead (15.0%)	$1,192,547	
		Grant Overhead (0.0%)	$0	
		Contingency (15%)	$638,000	
Subtotal				$1,830,547
PROJECT TOTAL				$7,950,313

WEBPAGE DATA	
Environ	$0
DS	$221,479
Prelim Dsgn	$442,958
Final Dsgn	$221,479
ROW	$29,000
Utilities	$533,000
Const	$6,502,396
Total	$7,950,313

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction - Phase 2
MOA Project No. 21-02

ENGINEER'S ESTIMATE - FINAL DSM

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule A - Roadway Improvements									
A-1	20.02	Storm Water Pollution Prevention Plan (Type 3)	LS	1	1.00	0	1	$39,000	$39,000
A-2	20.03	Exploratory Test Pit	Hour	24	1.00	0	24	$550	$13,200
A-3	20.04	Clearing and Grubbing	LS	1	1.00	0	1	$32,000	$32,000
A-4	20.07	Remove P.C.C. Sidewalk or Apron	SY	9	1.05	0	9	$60	$540
A-5	20.08	Remove P.C.C. Curb and Gutter	LF	51	1.00	0	51	$25	$1,275
A-6	20.09	Remove A.C.P.	SY	4,941	1.00	0	4,941	$8	$39,528
A-7	20.10	Unusable Excavation Removed from Site	CY	9,388	1.20	-2	11,300	$35	$395,500
A-8	20.12	Dewatering	LS	1	1.00	0	1	$79,000	$79,000
A-9	20.21	Classified Fill and Backfill (Type II)	Ton	9,040	1.20	-2	10,800	$30	$324,000
A-10	20.21	Classified Fill and Backfill (Type II-A)	Ton	6,212	1.20	-2	7,500	$30	$225,000
A-11	20.22	Leveling Course	Ton	552	1.06	-1	590	$52	$30,680
A-12	20.25	Geotextile (Type A)	SY	6,741	1.00	-1	6,740	$3	$20,220
A-13	20.26	Insulation Board (R-9)	SF	43,206	1.01	-1	43,640	$4	$174,560
A-14	20.26	Insulation Board (R-4.5)	SF	4,704	1.01	-1	4,750	$3	$14,250
A-15	30.02	P.C.C. Curb and Gutter (All Types)	LF	2,320	1.00	0	2,320	$40	$92,800
A-16	30.03	P.C.C. Sidewalk (4" Thick, Standard Finish)	SY	238	1.00	0	238	$100	$23,800
A-17	30.03	P.C.C. Sidewalk (6" Thick, Standard Finish)	SY	43	1.05	0	45	$150	$6,750
A-18	30.04	P.C.C. Curb Ramp (6" Thick)	EA	2	1.00	0	2	$5,000	$10,000
A-19	30.04	Detectable Warnings	SF	22	1.00	0	22	$65	$1,430
A-20	40.06	A.C. Pavement (Class E)	Ton	572	1.06	-1	610	$170	$103,700
A-21	50.06	Remove and Replace Manhole Cone Section	EA	3	1.00	0	3	$4,250	$12,750
A-22	50.06	Remove and Replace Manhole Cover and Frame	EA	1	1.00	0	1	$1,850	$1,850
A-23	60.03	Remove and Replace Valve Box Top Section	EA	5	1.00	0	5	$1,250	$6,250
A-24	60.05	Adjust Key Box	EA	3	1.00	0	3	$950	$2,850
A-25	65.02	Construction Survey Measurement	LS	1	1.00	0	1	$60,000	$60,000
A-26	65.02	Two-Person Survey Crew	Hour	40	1.00	0	40	$250	$10,000
A-27	70.08	Removal/Disposal and/or Salvage/Installation of Obstructions	LS	1	1.00	0	1	$10,000	$10,000
A-28	70.09	Remove & Relocate Shed (Parcel 55)	EA	1	1.00	0	1	$7,000	$7,000
A-29	70.23	Temporary Fencing	LF	29	1.05	0	30	$20	$600
A-30	75.02	Trees, Betula papryifera (Paper Birch)	EA	6	1.00	0	6	$1,500	$9,000
A-31	75.03	Topsoil (4-inch Depth)	MSF	10	1.30	0	14	$1,150	$16,100
A-32	75.04	Seeding (Schedule A)	MSF	10	1.30	0	14	$600	$8,400
A-33	75.12	Salvage and Relocate or Dispose Existing Boulder	EA	8	1.00	0	8	$300	$2,400
A-34	75.13	Root Pruning	LF	100	1.00	0	100	$20	$2,000
A-35	75.14	Tree Protection Zone Fencing	LF	79	1.00	0	79	$12	$948
A-36	75.16	Remove and Reset Fence	LF	29	1.05	0	30	$75	$2,250
A-37	75.16	Remove Fence	LF	86	1.00	0	86	$100	$8,600
A-38	85.04	Standard Sign	SF	42	1.00	0	42	$110	$4,620
A-39	85.05	Traffic Maintenance	LS	1	1.00	0	1	$237,000	$237,000
A-40	85.08	Temporary Group Mailboxes	LS	1	1.00	0	1	$5,000	$5,000
A-41	85.09	Relocate Mailbox	EA	13	1.00	0	13	$1,000	$13,000
								TOTAL	**$2,047,851**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction - Phase 2
MOA Project No. 21-02

ENGINEER'S ESTIMATE - FINAL DSM

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule B - Drainage Improvements									
B-1	20.10	Unusable Excavation Removed from Site	CY	410	1.20	-1	490	$35	$17,150
B-2	20.12	Dewatering	LS	1	1.00	0	1	$100,000	$100,000
B-3	20.13	Trench Excavation and Backfill (Various Depths)	LF	1,215	1.00	0	1,215	$60	$72,900
B-4	20.15	Furnish Trench Backfill (Type II)	Ton	70	1.20	-1	80	$25	$2,000
B-5	20.16	Bedding Material (Class D)	LF	735	1.00	0	735	$50	$36,750
B-6	20.19	Foundation Backfill (E-Chips)	Ton	120	2.00	-1	240	$50	$12,000
B-7	20.26	Insulation Board (R-18)	SF	200	1.10	-1	220	$8	$1,760
B-8	50.04	Relocate Sewer Service (4-Inch)	EA	2	1.00	0	2	$10,000	$20,000
B-9	55.02	Furnish, Install, and Televise Pipe (12-Inch, Type S, CPEP)	LF	519	1.00	0	519	$100	$51,900
B-10	55.02	Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP)	LF	188	1.00	0	188	$125	$23,500
B-11	55.02	Furnish, Install, and Televise Pipe (18-Inch, Type S, CPEP, Watertight)	LF	28	1.00	0	28	$130	$3,640
B-12	55.03	Furnish and Install Subdrain with Geotextile (10-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	68	1.00	0	68	$105	$7,140
B-13	55.03	Furnish, Install, and Televise Subdrain with Geotextile (12-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	257	1.00	0	257	$115	$29,555
B-14	55.03	Furnish, Install, and Televise Subdrain with Geotextile (18-Inch, Type SP, CPEP, Type C Filter Material, Type C non-woven Geotextile)	LF	251	1.00	0	251	$130	$32,630
B-15	55.04	Connect to Existing Storm Drain System	EA	1	1.00	0	1	$4,000	$4,000
B-16	55.05	Construct (Type I) Manhole	EA	11	1.00	0	11	$10,500	$115,500
B-17	55.05	Construct (Type II) Manhole	EA	1	1.00	0	1	$15,000	$15,000
B-18	55.05	Construct (Type II) Catch Basin Manhole	EA	1	1.00	0	1	$15,000	$15,000
B-19	55.05	Construct (Type II) Bypass Manhole	EA	1	1.00	0	1	$45,000	$45,000
B-20	55.09	Construct Catch Basin	EA	9	1.00	0	9	$8,000	$72,000
B-21	55.11	Remove Manhole	EA	2	1.00	0	2	$2,200	$4,400
B-22	55.11	Remove Catch Basin	EA	3	1.00	0	3	$1,900	$5,700
B-23	55.18	Construct Footing Drain Service with Geotextile (6-inch, Type SP, Class 2 Perforations, CPEP, Type D Filter Material, Type C non-woven Geotextile)	EA	16	1.00	0	16	$2,500	$40,000
B-24	55.22	Oil and Grit Separator	EA	1	1.00	0	1	$50,000	$50,000
B-25	55.27	Storm Drain Bypass System	LS	1	1.00	0	1	$50,000	$50,000
B-26	70.07	Remove Pipe	LF	570	1.00	0	570	$30	$17,100
B-27	70.08	Furnish and Install Helical Pile Support	EA	30	1.00	0	30	$7,500	$225,000
								TOTAL	**$1,069,625**

ITEM No.	MASS No.	ITEM DESCRIPTION	UNIT	CALC. QUANT	CONT. FACTOR	ROUND FACTOR	EST QUANT	UNIT PRICE	TOTAL COST
Schedule C - Illumination Improvements									
C-1	80.02	Trench and Backfill (2'W x 3.5'D)	LF	928	1.10	0	1,021	$25	$25,525
C-2	80.04	Driven Pile Luminaire Pole Foundations Fixed Base	EA	6	1.00	0	6	$3,000	$18,000
C-3	80.05	Fixed Base Luminaire Pole (28 Ft. Length)	EA	6	1.00	0	6	$6,000	$36,000
C-4	80.05	Spare Fixed Base Luminaire Pole (28 Ft. Length)	EA	1	1.00	0	1	$5,000	$5,000
C-5	80.05	Luminaire Arm (8-16 Ft. Length)	EA	6	1.00	0	6	$1,050	$6,300
C-6	80.07	GRC Steel Conduit (2 inch)	FT	1,077	1.05	0	1,131	$25	$28,275
C-7	80.08	Junction Box (Type IA)	EA	7	1.00	0	7	$1,600	$11,200
C-8	80.10	3 Conductor 6 AWG Type XHHW-2 Cable	FT	1,143	1.05	-1	1,200	$11	$13,200
C-9	80.23	Luminaire (Current #ERL1-0-06-B5-30-D-GRAY)	EA	2	1.00	0	2	$550	$1,100
C-10	80.23	Luminaire (Current #ERL1-0-09-B5-30-D-GRAY)	EA	1	1.00	0	1	$650	$650
C-11	80.23	Luminaire (Current #ERL1-0-10-B5-30-D-GRAY)	EA	3	1.00	0	3	$700	$2,100
C-12	80.23	Spare Luminaire (Current #ERL1-0-06-B5-30-D-GRAY)	EA	1	1.00	0	1	$500	$500
C-13	80.23	Spare Luminaire (Current #ERL1-0-09-B5-30-D-GRAY)	EA	1	1.00	0	1	$600	$600
C-14	80.23	Spare Luminaire (Current #ERL1-0-10-B5-30-D-GRAY)	EA	1	1.00	0	1	$650	$650
								TOTAL	**$149,100**

Schedule A - Roadway Improvements	$2,047,851
Schedule B - Drainage Improvements	$1,069,625
Schedule C - Illumination Improvements	$149,100
Total Estimated Construction Cost:	**$3,266,576**

E 74th Aven / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No: 21-02

Utility Relocation Cost Estimate Summary	
Telephone (ACS)	$19,000
Electric (CEA)	$15,000
Natural Gas (ENSTAR)	$113,000
Cable Television (GCI)	$14,000
Subtotal:	*$161,000*
Construction Contingency (20%)	*$33,000*
Total Utility Relocation Cost:	**$194,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No. 21-02
ACS Utility Conflict Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ACS-1	50+32	Crossing	UG Telephone	Storm Drain Pipe, Storm Drain Structure, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	40	LF	$159	$6,360
ACS-2	61+89	Crossing	UG Telephone	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	44	LF	$159	$6,996
ACS-3	64+86	Crossing	UG Telephone	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	46	LF	$159	$7,314

Construction Costs: $14,310
Engineering/Administration (30%): $4,293
Total: $19,000

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No. 21-02
CEA Utility Conflict Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
CEA-1	56+64	Crossing	3Ø 4 Wire Primary Conductor	Roadway Structural Section	Protect in Place	40	LF	$0	$0
CEA-2	61+89	Crossing	1Ø 2 Wire Primary Conductor	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	44	LF	$119	$5,236
CEA-3	64+82	Crossing	1Ø 2 Wire Primary Conductor	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	47	LF	$119	$5,593

Construction Costs:	$10,829
Engineering/Administration (30%):	$3,249
Total:	**$15,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No. 21-02
ENSTAR Utility Conflict Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ENSTAR-1	50+52 TO 50+62	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-2	51+18 TO 51+28	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-3	51+45	Crossing	5/8" Plastic Service	Storm Drain Pipe, Footing Drain Service, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	1	EA	$3,578	$3,578
ENSTAR-4	52+28 TO 52+38	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-5	52+63 TO 52+73	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-6	52+73	Crossing	1" Plastic Main	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	43	LF	$172	$7,384
ENSTAR-7	53+52	Crossing	5/8" Plastic Service	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	1	EA	$3,578	$3,578
ENSTAR-8	54+02 TO 54+12	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-9	54+79 TO 54+90	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-10	55+05	Crossing	5/8" Plastic Service	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	1	EA	$3,578	$3,578
ENSTAR-11	55+55 TO 55+64	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-12	55+86	Crossing	5/8" Plastic Service	Storm Drain Pipe, Footing Drain Service, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Fcailities and Proper Burial Depth	1	EA	$3,578	$3,578
ENSTAR-13	56+23 TO 56+33	LT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-14	60+59	LT	2" Plastic Main	Storm Drain Pipe	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	10	LF	$199	$1,989
ENSTAR-15	60+61 TO 61+65	RT	2" Plastic Main	Roadway Structural Section, Reduction in Cover	Adjust as Needed to Attain Proper Burial Depth	104	LF	$199	$20,686
ENSTAR-16	63+05 TO 63+73	RT	2" Plastic Main	Storm Drain Pipe, Storm Drain Structure, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Facilities	68	LF	$199	$13,525

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No. 21-02
ENSTAR Utility Conflict Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
ENSTAR-17	63+64	Crossing	2" Plastic Main	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	40	LF	$199	$7,956
ENSTAR-18	65+16 TO 65+26	RT	2" Plastic Main	Footing Drain Service	Relocate as Needed to Attain 1' of Clearance from Footing Drain Service	10	LF	$199	$1,989
ENSTAR-19	65+77 TO 65+92	RT	2" Plastic Main	Storm Drain Structure	Relocate as Needed to Attain 1' of Clearance from Storm Drain Structure	15	LF	$199	$2,984

Construction Costs:	$86,734
Engineering/Administration (30%)	$26,020
Total:	**$113,000**

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2
MOA Project No. 21-02
GCI Utility Conflict Summary

Id No.	APPROX. STATION	OFFSET	UTILITY CONFLICT	DESCRIPTION OF CONFLICT	RECOMMENDED ACTION	AMOUNT	UNIT	UNIT PRICE	COST
GCI-1	56+76	Crossing	.500 Coaxial Cable	Roadway Structural Section	Protect in Place	51	LF	$0	$0
GCI-2	61+91	Crossing	.625 Coaxial Cable	Storm Drain Pipe, Roadway Structural Section	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe	44	LF	$119	$5,236
GCI-3	64+85	Crossing	.500 Coaxial Cable	Storm Drain Pipe, Roadway Structural Section, Reduction in Cover	Relocate as Needed to Attain 1' of Clearance from Storm Drain Pipe and Proper Burial Depth	47	LF	$111	$5,217

Construction Costs:	$10,453
Engineering/Administration (30%)	$3,136
Total:	**$14,000**

Date: 12/01/2025 **Basis:** **Prepared By:** **CRW** **Ver. 5.1**

Project: E 74th Ave / Nancy St / E 75th Ave Road Reconstruction Phase 2

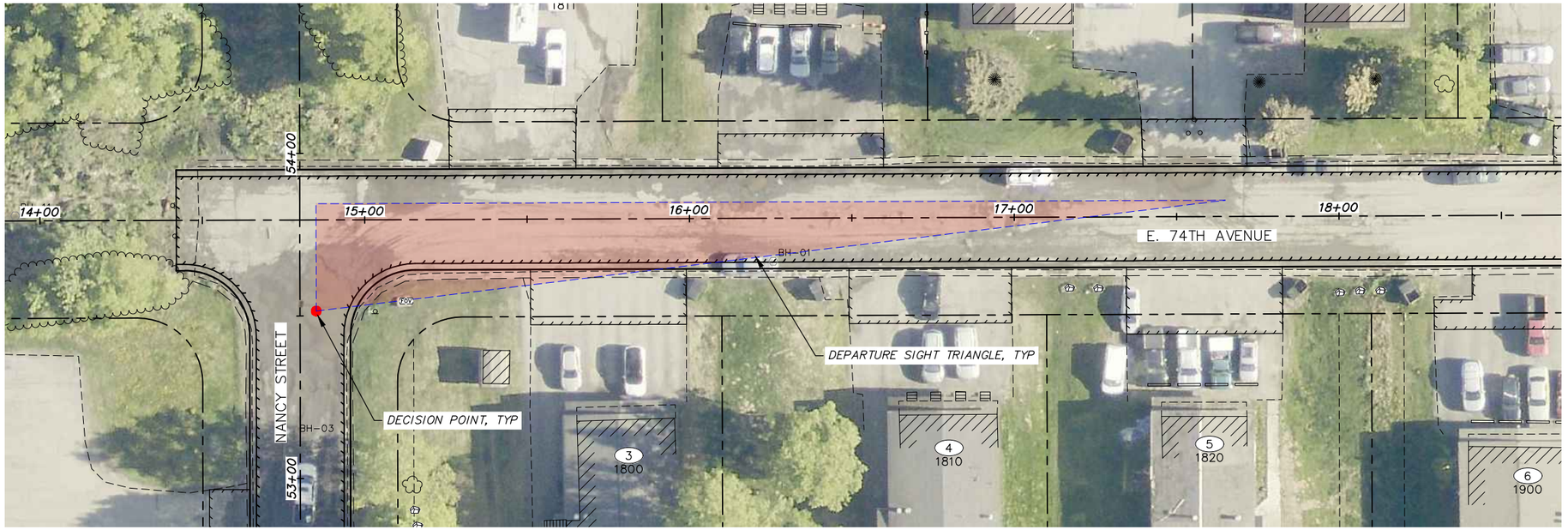
Project Number: **21-02** [B]=local bond; [S]=state grant; [F]= federal grant

DESIGN	Design Management	$47,894		
Start 20??	PM&E Design Services	$0		
	PM&E Design Survey	$0		
	PM&E Design Soil	$0		
	Contractual Dsgn Sers (Basic)	$340,000		
	Contractual Dsgn Sers (Add'l)	$370,000		
	Contractual Design Survey	$40,000		
	Contractual Design Soils	$20,000		
	Miscellaneous	$0		
Subtotal			$817,894	
UTILITIES	AWWU	$0		
Start 20??	MOA Shoring	$0		
	CEA	$18,000		
	ACS	$23,000		
	GCI	$17,000		
	Enstar	$136,000		
Subtotal			$194,000	
ROW	Real Estate Services	$28,000		
Start 20??	Land Acquisition	$1,000		
Subtotal			$29,000	
CONSTRUCTION	Construction Management	$75,141		
Start 20??	Inspection	$199,287		
	Materials Testing	$32,670		
	Survey	$29,403		
	Miscellaneous	$0		
	Construction Contract	$3,267,000		
Subtotal			$3,603,501	
MISCELLANEOUS	Bond Overhead (15.0%)	$906,070		
	Grant Overhead (0.0%)	$0		
	Contingency (15%)	$490,000		
Subtotal			$1,396,070	
PROJECT TOTAL			$6,040,465	

WEBPAGE DATA	
Environ	$0
DS	$204,474
Prelim Dsgn	$408,947
Final Dsgn	$204,474
ROW	$29,000
Utilities	$194,000
Const	$4,999,571
Total	$6,040,465

APPENDIX G

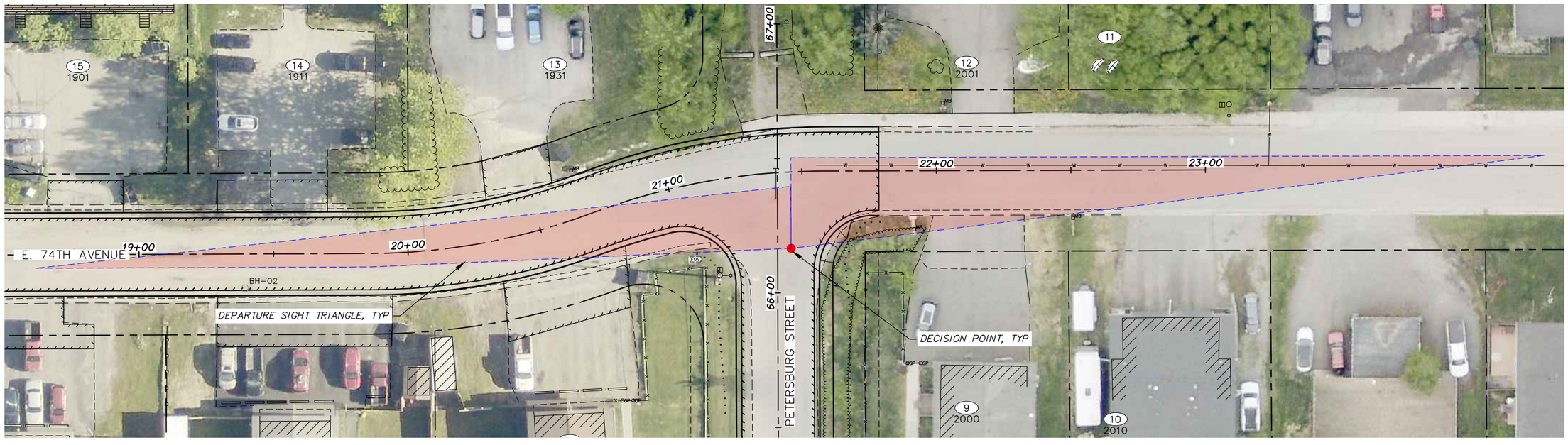
Intersection Departure Sight Triangles



1 **NANCY STREET & E. 74TH AVENUE INTERSECTION**

SCALE: GRAPHIC

20' 0 20' 40'



2 **PETERSBURG STREET & E. 74TH AVENUE INTERSECTION**

SCALE: GRAPHIC

20' 0 20' 40'

NOTE:

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

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

UNIVERSITY OF ANCHORAGE

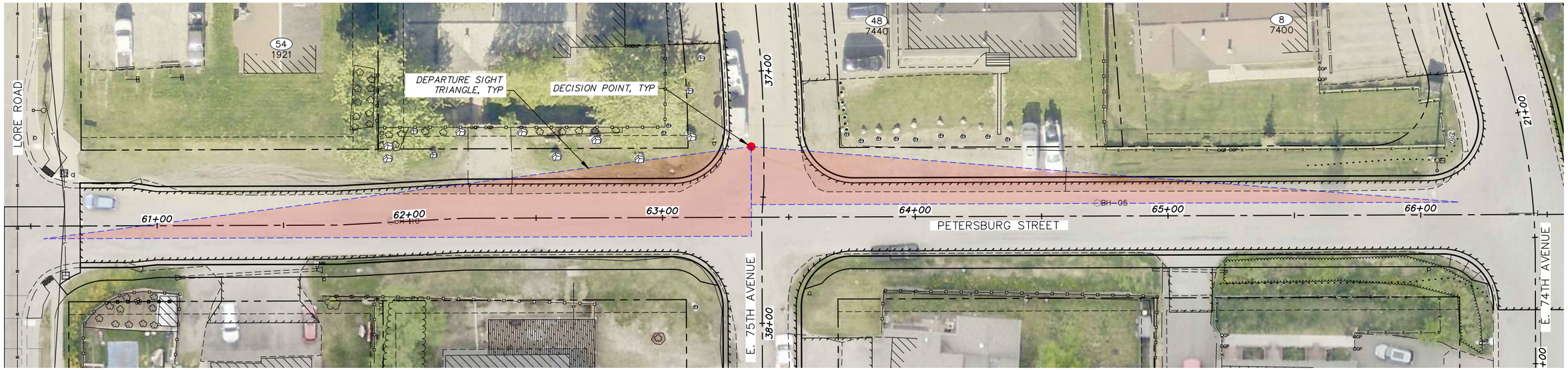
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-02 E 74TH AVE/ NANCY ST/ E 75TH AVE

INTERSECTION DEPARTURE SIGHT TRIANGLES

SCALE HOR. 1"=20' VER. N/A | GRID SW2132, SW2133 | DATE OCT 2025 | STATUS DSM | SHEET G1 of G3

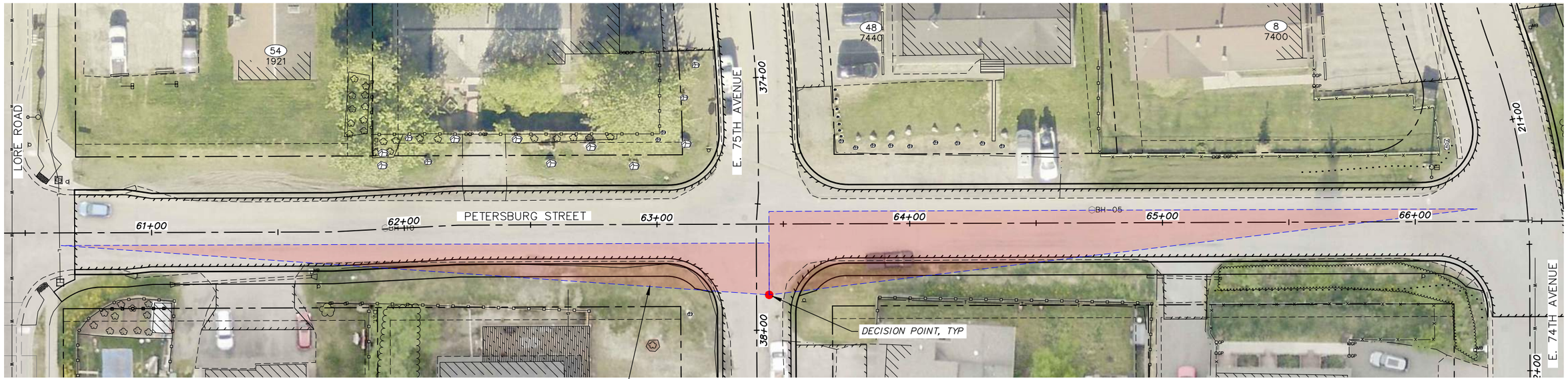
File: J:\JobsData\10158.00 74th-75th Ave Road Reconstruction\00 CADD\02 Figures\01 DSR\04 Sight Triangles\10158.00 Intersection Sight Triangles.dwg



1 **PETERSBURG STREET & E. 75TH AVENUE INTERSECTION**

SCALE: GRAPHIC

20' 0 20' 40'



2 **PETERSBURG STREET & E. 75TH AVENUE INTERSECTION**

SCALE: GRAPHIC

20' 0 20' 40'

NOTE:

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

CRW ENGINEERING GROUP, INC.
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CONSULTANT

UNIVERSITY OF ANCHORAGE

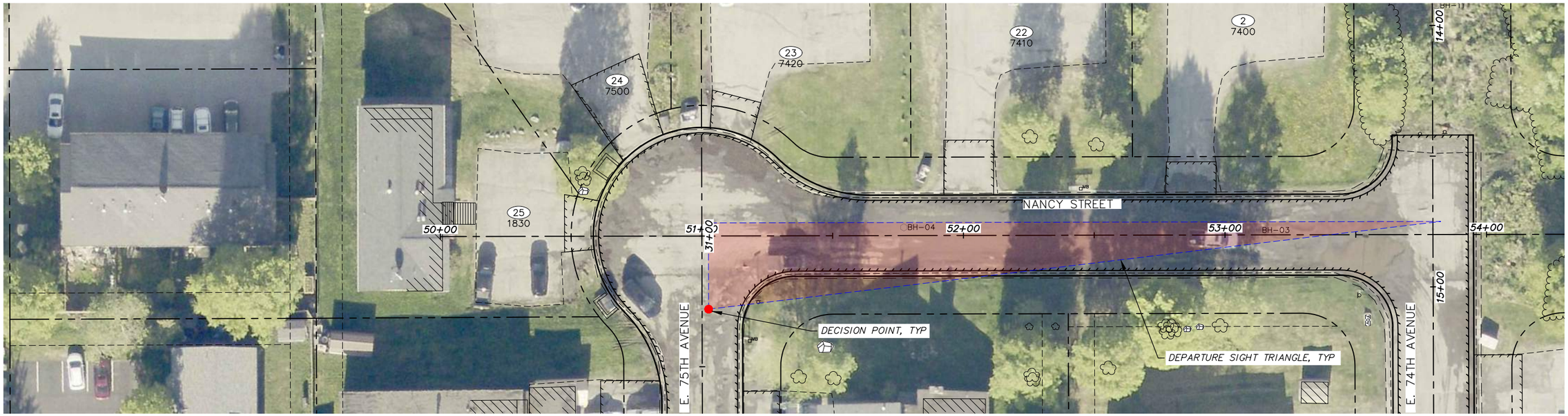
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-02 E 74TH AVE/ NANCY ST/ E 75TH AVE

INTERSECTION DEPARTURE SIGHT TRIANGLES

SCALE HOR. 1"=20' VER. N/A | GRID SW2132, SW2133 | DATE DEC 2025 | STATUS DSM | SHEET G2 of G3

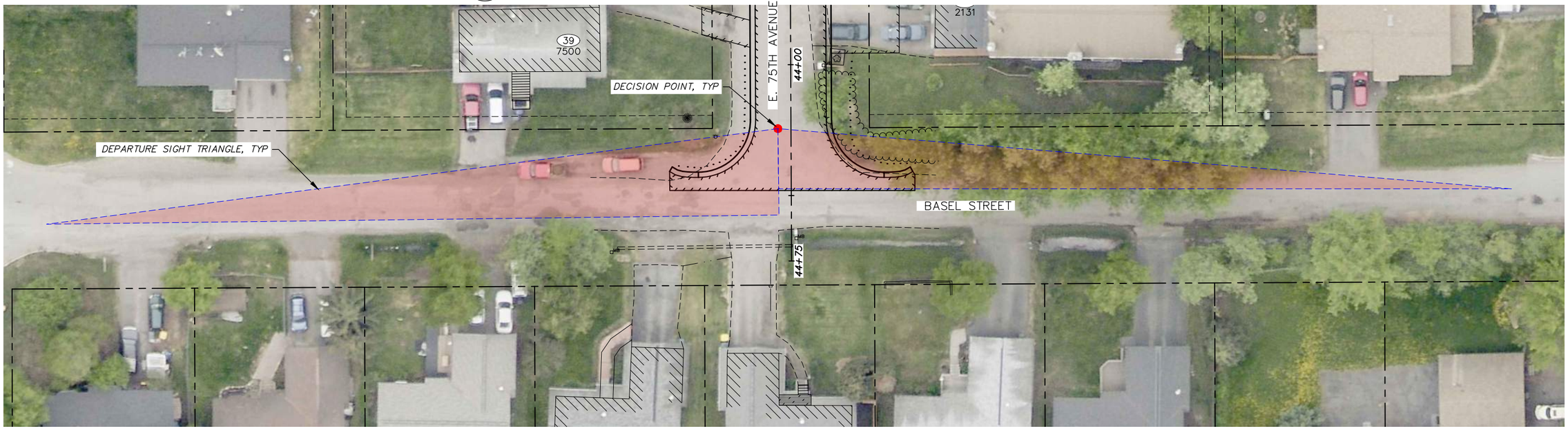
File: J:\JobsData\10158.00 74th-75th Ave Road Reconstruction\00 CADD\02 Figures\01 DSR\04 Sight Triangles\10158.00 Intersection Sight Triangles.dwg



20' 0 20' 40'

1 **E 75TH AVENUE & NANCY STREET INTERSECTION**

SCALE: GRAPHIC



20' 0 20' 40'

2 **E 75TH AVENUE & BASEL STREET INTERSECTION**

SCALE: GRAPHIC

NOTE:

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

CRW ENGINEERING GROUP, INC.
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ANCHORAGE, ALASKA 99503
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-02 E 74TH AVE/ NANCY ST/ E 75TH AVE

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File: J:\Jobs\Data\10158.00 74th-75th Ave Road Reconstruction\00 CADD\02 Figures\01 DSR\04 Sight Triangles\10158.00 Intersection Sight Triangles.dwg

APPENDIX H

Summary of Driveway Grades

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction
MOA Project No. 21-02

DRIVEWAY SUMMARY - PHASE 1

SHEET	PARCEL	CENTERLINE REFERENCE		EXISTING GRADE	PROPOSED GRADE	REMARKS
		STATION	OFFSET			
B1	19	15+24.1	LT	7.2%	4.4%	E. 74TH AVENUE
B1	3	15+53.5	RT	5.0%	7.8%	E. 74TH AVENUE
B1	18	16+12.9	LT	4.2%	4.8%	E. 74TH AVENUE
B1	4	16+52.6	RT	7.8%	11.6%	E. 74TH AVENUE
B1	16 / 17	17+34.4	LT	10.2%	5.3%	E. 74TH AVENUE
B1	5	17+37.0	RT	1.6%	4.5%	E. 74TH AVENUE
B1	6	18+35.0	RT	3.9%	5.4%	E. 74TH AVENUE
B1	15	18+58.7	LT	6.6%	5.8%	E. 74TH AVENUE
B2	14	19+38.1	LT	6.7%	5.7%	E. 74TH AVENUE
B2	7	19+40.2	RT	4.5%	8.5%	E. 74TH AVENUE
B2	13	20+24.6	LT	2.8%	3.1%	E. 74TH AVENUE
B2	8	20+33.6	RT	6.2%	4.6%	E. 74TH AVENUE
B3	25	30+99.4	RT	6.3%	9.9%	E. 75TH AVENUE
B3	26	31+78.2	RT	10.3%	10.7%	E. 75TH AVENUE
B3	53	31+82.5	LT	7.7%	7.1%	E. 75TH AVENUE
B3	27	32+67.3	RT	5.8%	6.4%	E. 75TH AVENUE
B3	52	32+77.4	LT	6.0%	6.2%	E. 75TH AVENUE
B3	51	33+61.4	LT	8.3%	6.7%	E. 75TH AVENUE
B3	28	33+66.5	RT	5.3%	4.9%	E. 75TH AVENUE
B3	29	34+59.7	RT	4.5%	3.8%	E. 75TH AVENUE
B4	50	35+03.4	LT	8.5%	8.6%	E. 75TH AVENUE
B4	30	35+55.6	RT	6.0%	7.9%	E. 75TH AVENUE
B4	49	35+86.5	LT	2.1%	2.2%	E. 75TH AVENUE
B4	31	36+66.0	RT	12.0%	11.0%	E. 75TH AVENUE
B4	48	36+84.3	LT	3.5%	1.7%	E. 75TH AVENUE
B6	24	50+76.9	LT	9.1%	9.6%	NANCY STREET
B6	23	51+13.4	LT	6.1%	9.1%	NANCY STREET
B6	22	52+03.8	LT	3.3%	3.1%	NANCY STREET
B6	2	52+89.3	LT	9.0%	6.1%	NANCY STREET

E 74th Ave / Nancy St / E 75th Ave Road Reconstruction
MOA Project No. 21-02

DRIVEWAY SUMMARY - PHASE 2

SHEET	PARCEL	CENTERLINE REFERENCE		EXISTING GRADE	PROPOSED GRADE	REMARKS
		STATION	OFFSET			
B4	32	38+43.7	RT	8.4%	9.6%	E. 75TH AVENUE
B4	33	39+15.0	RT	5.5%	8.9%	E. 75TH AVENUE
B4	34	39+98.8	RT	1.7%	4.8%	E. 75TH AVENUE
B5	35	40+66.6	RT	2.7%	1.2%	E. 75TH AVENUE
B5	36	41+55.6	RT	1.6%	3.1%	E. 75TH AVENUE
B5	37	42+31.1	RT	-1.0%	-1.4%	E. 75TH AVENUE
B5	38 EAST	43+33.0	RT	2.1%	1.7%	E. 75TH AVENUE
B5	38 WEST	42+87.6	RT	3.4%	2.8%	E. 75TH AVENUE
B5	39	43+91.6	RT	8.2%	5.2%	E. 75TH AVENUE
B5	40	43+80.5	LT	-1.0%	-1.0%	E. 75TH AVENUE
B5	41	43+09.0	LT	2.3%	4.5%	E. 75TH AVENUE
B5	42	42+27.6	LT	4.2%	7.3%	E. 75TH AVENUE
B5	43	41+44.8	LT	6.6%	8.0%	E. 75TH AVENUE
B5	44	40+64.3	LT	3.3%	1.7%	E. 75TH AVENUE
B5	46	39+07.0	LT	3.4%	3.6%	E. 75TH AVENUE
B5	47	38+28.4	LT	3.3%	2.7%	E. 75TH AVENUE
B7	9	65+09.0	RT	-3.0%	4.9%	PETERSBURG STREET
B8	55	61+40.9	RT	8.4%	10.1%	PETERSBURG STREET

APPENDIX I

Final Technical Memorandum

Final Technical Memorandum

Date:	March 25, 2024
To:	Melinda Kohlhaas, Charles Bang, Brandon Telford (MOA PM&E); Kris Langley, Brad Coy (MOA Traffic Engineering); Paul VanLandingham, Eric Hodgson (MOA Street Maintenance)
From:	Rob Burdick; Bill Johnson (CRW Engineering Group, Inc.)
Project:	E. 74th Avenue / Nancy Street / E. 75th Avenue Road Reconstruction
Project No:	PM&E 21-02 (CRW#10158.00)
Subject:	Final Technical Memorandum

A. Purpose and Background

The Municipality of Anchorage Project Management and Engineering (MOA PM&E) has contracted with CRW Engineering Group, Inc. (CRW) to provide professional services to develop and evaluate alternatives to upgrade E. 74th Avenue, E. 75th Avenue, Nancy Street, & Petersburg Street (see FIGURE 1 for project location/limits). The purpose of the project is to upgrade East 74th Avenue (74th Avenue) from Nancy Street to Petersburg Street, East 75th Avenue (75th Avenue) from Nancy Street to Basel Street, Petersburg Street from 74th Avenue to Lore Road, and Nancy Street to meet current MOA Design criteria for a local roadway. A proposed storm drain connection will be installed between Nancy Street and Meadow Street within the undeveloped 74th Avenue right-of-way (ROW).

The purpose of this Technical Memorandum is to gain concurrence from the MOA PM&E Department, the MOA Traffic Engineering Department, and the MOA Street Maintenance Department on the conceptual roadway design elements before presenting the concepts to the public and beginning the Design Study Memorandum (DSM). A meeting was held on January 10, 2024, with MOA PM&E, Traffic Engineering, Development Services and Street Maintenance to discuss the conceptual roadway design elements. This draft Technical Memorandum is being submitted for their review and comment.

B. Existing Conditions

1. Neighborhood Context, Zoning, Private Improvements and Driveways

The Project area consists of four local secondary streets situated east of the Seward Highway, west of Lake Otis Parkway and north of Lore Road. The main access into the neighborhood is from Lore Road south of the project limits with alternate access available from Basel Street east of the project limits. The majority of homes in the project area were built in the late 1970s and early 1980s (see Appendix A for the property information map) prior to the establishment of MOA building and driveway codes.

The neighborhood is zoned as R-2M "multiple family residential." The parcels directly adjacent to the project roadways consist of 30 4-plexes, 9-triplexes, 9-duplexes, and 1 single family home. Most driveways in the project are higher than the adjacent roadway and maintain relatively gradual slopes. However, several driveways on 75th Avenue east of Petersburg Street on the south side are lower than the roadway. Many driveways appear to exceed the maximum width requirement based on current MOA Design Criteria.

Few private improvements such as fences, mature trees or planters currently exist in the ROW, however due to the number of 4-plexes in the area, large refuse dumpsters are placed near the back of curb for trash collection west of Petersburg Street.

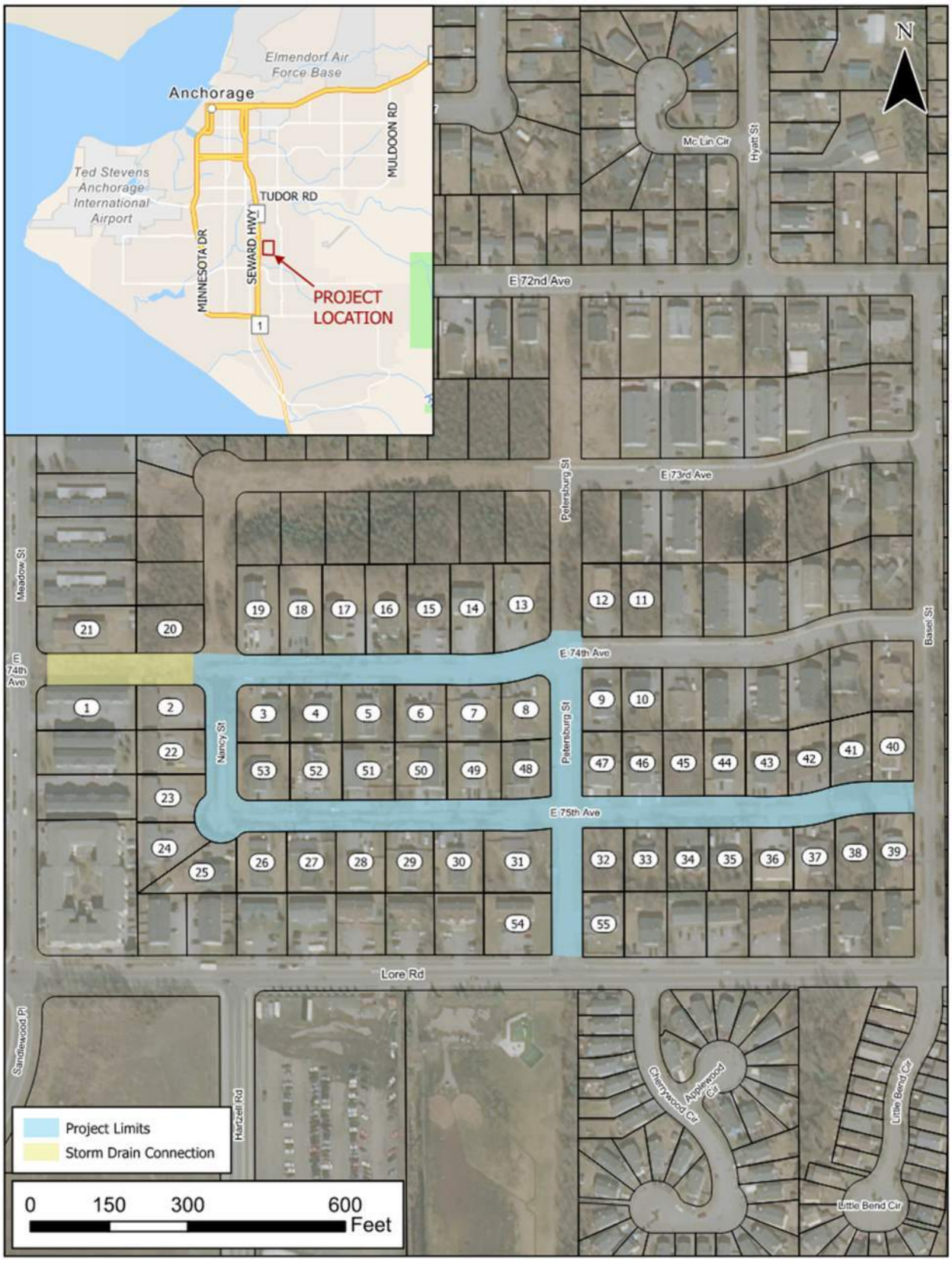


Figure 1 – Project Location and Limits Map

2. Traffic and Parking Studies

The posted speed along the entire project corridor is 25 miles per hour (mph). Existing daily traffic volumes and speeds were collected for this project in early September 2023. 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) volumes and 85th percentile speeds are shown below in TABLE 1.

Table 1. Existing Conditions – Traffic Data

Location	AADT	85th Percentile Speed (mph)
74th Avenue	260	18
75th Avenue	130	13

A parking study was conducted to document the current use of on-street and off-street parking in the ROW for consideration in the design of the proposed improvements. 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 Tuesday, September 19, 2023 and Saturday, September 23, 2023 (see APPENDIX B for the parking study memorandum). Based upon the on-street parking study results, there does not appear to be a need for a wider roadway to accommodate more on-street parking than currently exists. On-Street parking demand is summarized below in TABLE 2.

Table 2. On-Street Parking Demand Summary

Segment	Maximum On-Street Parking Demand Observed (Vehicle Count)
74th Avenue	3
75th Avenue (Nancy St to Petersburg St)	5
75th Avenue (Petersburg St to Basel St)	4
Nancy Street	0
Petersburg Street (74th Ave to 75th Ave)	0

The highest demand for additional on-street parking exists along 75th Avenue between Nancy Street and Petersburg Street, with the second highest demand on 74th Avenue. The parking study also documented the current use of vehicles parked in each driveway that are within ROW limits and are likely to be impacted by widening of the road or the addition of pedestrian facilities.

Many driveways contained double-parked vehicles in short driveways or vehicles parked in grass or gravel side-yards within the ROW. Many of these vehicles would be displaced and require on-street parking if the proposed design shortens driveway lengths. Off-Street Parking Demand in the ROW is summarized on the next page in TABLE 3.

Table 3. Off-Street Parking in the ROW Demand Summary

Segment	Maximum Off-Street Parking Demand in the ROW Observed (Vehicle Count)
74th Avenue	10
75th Avenue (Nancy St to Petersburg St)	13
75th Avenue (Petersburg St to Basel St)	5
Nancy Street	0
Petersburg Street (74th Ave to 75th Ave)	5

3. Roadways and Drainage

The existing roadway grades in the project area are generally flat (0% to 1.5%) but reach a peak grade of approximately 4.4% on the east side of 75th Avenue. There are low spots along the roadways where drainage can't effectively drain to a catch basin, and during spring break up or large rain events these areas form large ponds in the roadway. Two notable poorly draining low spots exist at the intersection of Nancy Street and 74th Avenue, and on 75th Avenue near Parcel 45. The existing roadway pavement conditions are extremely poor with cracking, settling, and heaving conditions throughout many sections of the project area. Rolled curb and gutter is present on 74th Avenue, Nancy Street and on 75th Avenue between Nancy Street and Petersburg Street; however, some sections of curb are missing or broken. Curbs are not present on Petersburg Street or 75th Avenue east of Petersburg Street. There are no sidewalks within the project area.

Other existing roadway conditions are summarized in TABLE 4 below.

Table 4. Existing Conditions – Roadway

Item	Value	Notes
Right-of-Way (ROW) Width:	60 ft.	Existing improvements are approximately centered in the ROW on 74th Avenue, Nancy Street, Petersburg Street & 75th Avenue (west of Petersburg Street). 75th Avenue (east of Petersburg Street) existing improvements are skewed to the south side of the ROW.
Roadway width: 74th Avenue Nancy Street 75th Avenue (Nancy St to Petersburg St) 75th Avenue (Petersburg St to Basel St) Petersburg Street	 37 ft.[1] 33 ft.[1] 32 ft.[1] 20 ft.[2] 24 ft.[2]	

Table 4. Existing Conditions – Roadway (Continued)

Item	Value	Notes
Curb Type	Type 2 (rolled)	No curb along Petersburg Street or 75th Avenue (Petersburg Street to Basel Street)
Posted speed	25 mph	
Sidewalk width	N/A	None in the project area.

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

There is no existing storm drain in the project area on 74th Avenue, 75th Avenue, or Nancy Street. A storm drain system exists along Petersburg Street with catch basins at the intersections of 74th and 75th Avenue. The Petersburg Street storm drain system begins at the intersection of 74th Avenue and flows south until it reaches Lore Road. Due to the relatively flat roadway grades and the deterioration of the roadway along 74th and 75th Avenues, drainage is not able to effectively reach the storm drain system on Petersburg Street.

4. Utilities

The project area is served by Anchorage Water and Wastewater (AWWU) water and sewer mains. The water main extends throughout the entire length of the roadways and the existing sewer main extends the entire length of the roadways but ends 150 feet west of the 75th Avenue and Basel Street intersection. These water/sewer mains serve all adjacent properties with buildings on them. An existing natural gas main exists throughout the entire length of the roadways. The project area is also served by underground electric, cable, and telephone lines which typically run along the backside of the parcels to serve adjacent properties. A GCI fiber optic line runs along the south side of 74th Avenue and extends beyond the project area to the west. Further information regarding the existing water/sewer systems and utilities, and any impacts to these systems, will be analyzed and discussed in the DSM.

5. Illumination

There is one MOA owned roadway light within the project area at the southwest corner of the 74th Avenue and Petersburg Street intersection. It is anticipated that the roadway lighting along the project corridor will be upgraded to meet current MOA lighting standards. A full illumination analysis and design recommendations will be provided in the DSM.

6. Survey Questionnaire

A survey questionnaire was mailed and e-mailed out to the residents/owners within the project limits in October of 2023. A total of 16 responses were received (see APPENDIX C for questionnaire responses). Relevant roadway related responses to the questions are summarized on the next page in TABLE 5.

Table 5. Questionnaire Responses

Question	Answers
Do you have concerns about speeding along the streets within the project area?	**No (12)** Yes (4)
Do you think there should be additional space in the roadway for on-street parking within the project limits?	**No (8) Yes (8)**
Are you aware of any sight distance problems within the project limits that may need to be corrected as part of the project?	**No (13)** Yes (3)
Do you think pedestrian facilities (e.g. sidewalks) should be constructed as part of this project?	No (6) **Yes (10)**

C. Design Challenges

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

- Street grades are typically flat, as low as 0% percent in some locations and most of the curb is heaving and not draining adequately. Roadway improvements may require forced high and low spots to facilitate adequate drainage. Matching into the existing driveways may be a challenge with the forced low spots and steep driveways.
- A majority of driveways have wider than the allowable maximum driveway widths. Some parcels may be allowed to keep wider than allowable driveways if approved by MOA Traffic Engineering Department. A design variance waiver will be required for installing a wider than allowable driveway.
- There are currently no pedestrian facilities in the project area. Installation of a sidewalk may shorten the length of driveways where double parking already occurs or make the existing driveway steeper.
- The depth of peat and organic material found beneath the roadway will require an approximately equal length of excavation beyond the back of curb, according to the Design Criteria Manual. Thus, if organic material is found up to 7 feet below ground surface (bgs), the roadway excavation width will extend another 7 feet. The requirement to remove peat may impact existing utilities, such as the existing gas main along the north side of 75th Avenue. If sanitary sewer services lie above the bottom of the peat layer, the services may require removal and replacement to ensure proper backfill.
- Shallow groundwater levels, between 0.1 feet and 3.9 feet bgs, indicate perched water and contribute to the poor drainage through the project limits.

D. Design Criteria & Proposed Design

1. Roadway Design Criteria

The project roadways are classified as local secondary streets in the MOA Design Criteria Manual (DCM). In Anchorage Municipal Code (AMC) Title 21 the project roadways are classified as Class A residential minor streets.

The 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 roadway will also be centered in the ROW, this will be confirmed during the development of the DSM.

The design criteria values from the DCM for an urban secondary (local) roadway typical section are summarized in TABLE 6 below. Typical sections alternatives are discussed in the following section.

Table 6 – DCM Table

AADT	Street Width[1]	Number of Lanes		Shoulder Width	Design Speed (mph)
		Moving	Parking[2]		
0-300	31’	2 – 10’	1 – 7’	3.5’	25

1. Street width is measured from back of curb to back of curb.
2. When off street parking is utilized, the parking lane may be eliminated and the street width reduced. Minimum 3.5’ shoulder sections are required if parking is eliminated.

Additional design criteria are listed below:

- Curb & Gutter Type
    a) DCM curb type for secondary streets: Type 2 (rolled)
    b) AMC Title 21.08.050.G requires curb and gutters to be in accordance with the DCM but shall be Type 1 (barrier) with some exceptions.
        - According to the Acting Municipal Engineer and the Traffic Department, AMC Title 21 Chapter 8 requirements do not apply to this project since it is an MOA Capital Improvement Project and not a subdivision development.
- Sidewalks
    a) DCM requires pedestrian facilities to be provided as specified in AMC 21 for local streets.
    b) AMC Title 21.07.060.E.2.b requires 5-foot wide sidewalks to be provided on both sides of a local street in Class A zoning districts.

2. Typical Cross Section Alternatives

The proposed typical section alternatives were reviewed and discussed at the meeting on January 10, 2024, with MOA PM&E, Traffic Engineering, and Street Maintenance and are shown in FIGURE 2 at the end of this technical memorandum. The preferred typical cross sections as described below will be analyzed in detail during the DSM phase for grading, access, drainage, lighting, and other improvements. Discussions during the meeting concluded that the Alternative 1 typical section is preferred for Petersburg Street and the Alternative 2 typical section is preferred for 74th Avenue, 75th Avenue, & Nancy Street. The Alternative 3 typical section, which includes proposed sidewalks on both sides of the roadway, will not be analyzed in the Draft DSM. MOA stakeholders concluded that this Alternative was not feasible due to the built-out setting of the project area.

The preferred typical sections aim to balance the context of the roadways with design criteria, driveway allowances/standards, and long-term maintenance. Each typical section includes pedestrian facilities. The typical sections will be presented to the public during the first open house of the project to gather comments and feedback while assembling the DSM.

3. Roadway Profile

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

4. Traffic Calming

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

5. Illumination and Signage

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 DSM.

F. Design Variances

Design variances will be required from the Municipal Traffic Engineer& the Municipal Engineer for those items which do not adhere to the DCM. Below is a list of potential design variances anticipated for the project. Additional variances may be required as the design progresses:

- Curb type: Type 1 curb and gutter is proposed for Petersburg Street (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.

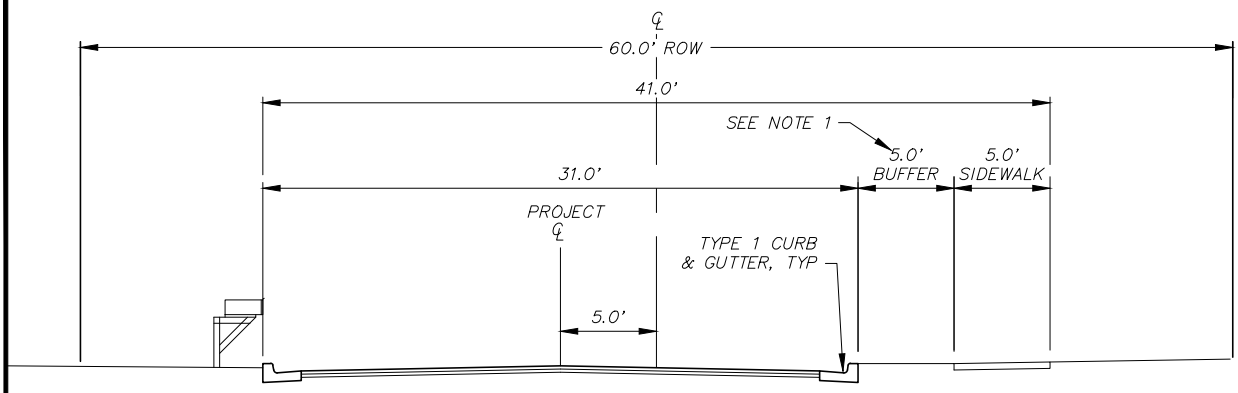
AMC Title 21.07.060.E.2.b requires sidewalks be installed on both sides of local roadways. Only one sidewalk is proposed to minimize adverse impacts to several driveways. A variance requesting approval from installing two sidewalks will be requested by CRW for approval from the MOA Platting Board during the design process. The addition of one sidewalk in a built environment where none currently exists is moving toward compliance.

G. Cost Estimate

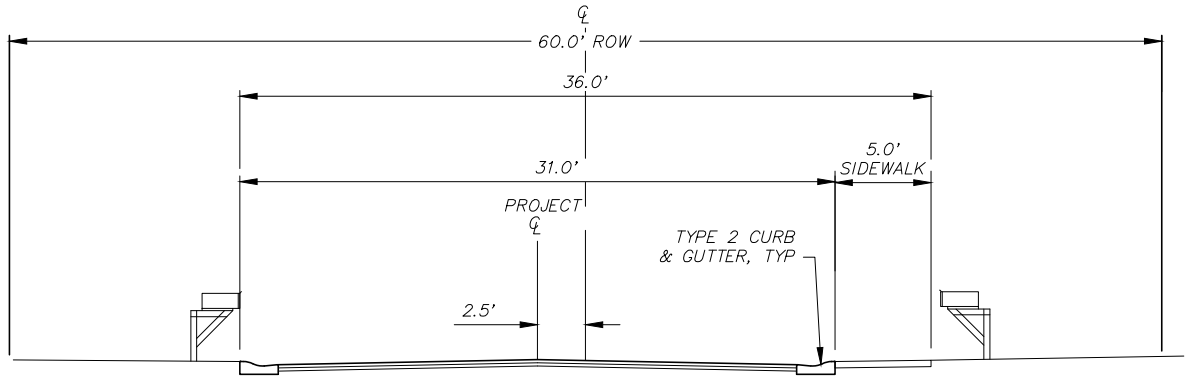
A cost estimate summarizing the proposed improvements will be prepared for the DSM.

H. Summary and Next Steps

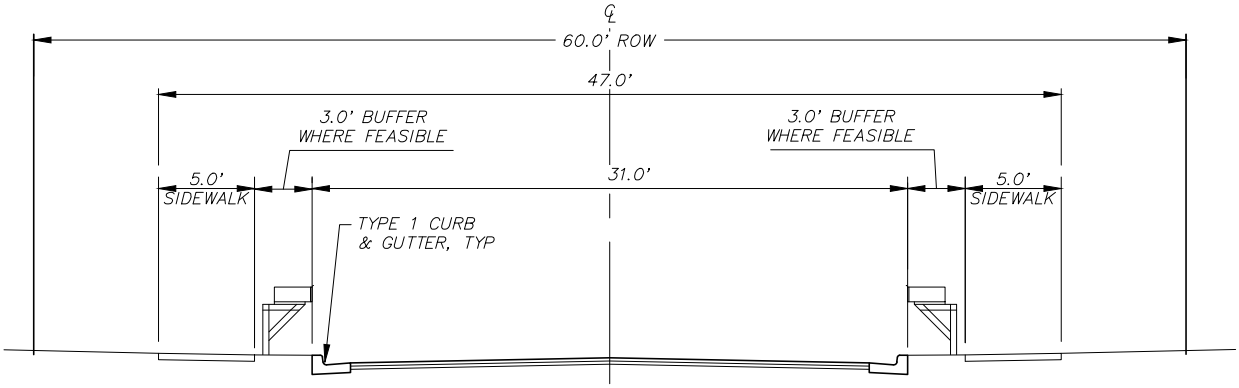
Review comments received from MOA PM&E, Traffic Engineering, and Street Maintenance on this Draft Technical Memorandum will be incorporated into the Final Technical Memorandum. The Draft DSM will be prepared based upon the support from MOA PM&E, Traffic Engineering, and Street Maintenance of the proposed typical sections. The DSM will analyze the preferred typical sections further and include recommended improvements.



ALTERNATIVE 1 – SIDEWALK ON ONE SIDE WITH TYPE 1 CURB



ALTERNATIVE 2 – SIDEWALK ON ONE SIDE WITH TYPE 2 CURB



ALTERNATIVE 3 – DCM COMPLIANT

NOTES:

1. 5–FOOT BUFFER MAY ALSO BE PLACED BEHIND SIDEWALK

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MUNICIPALITY OF ANCHORAGE

E 74TH AVE/NANCY ST/ E 75TH AVE
ROAD RECONSTRUCTION

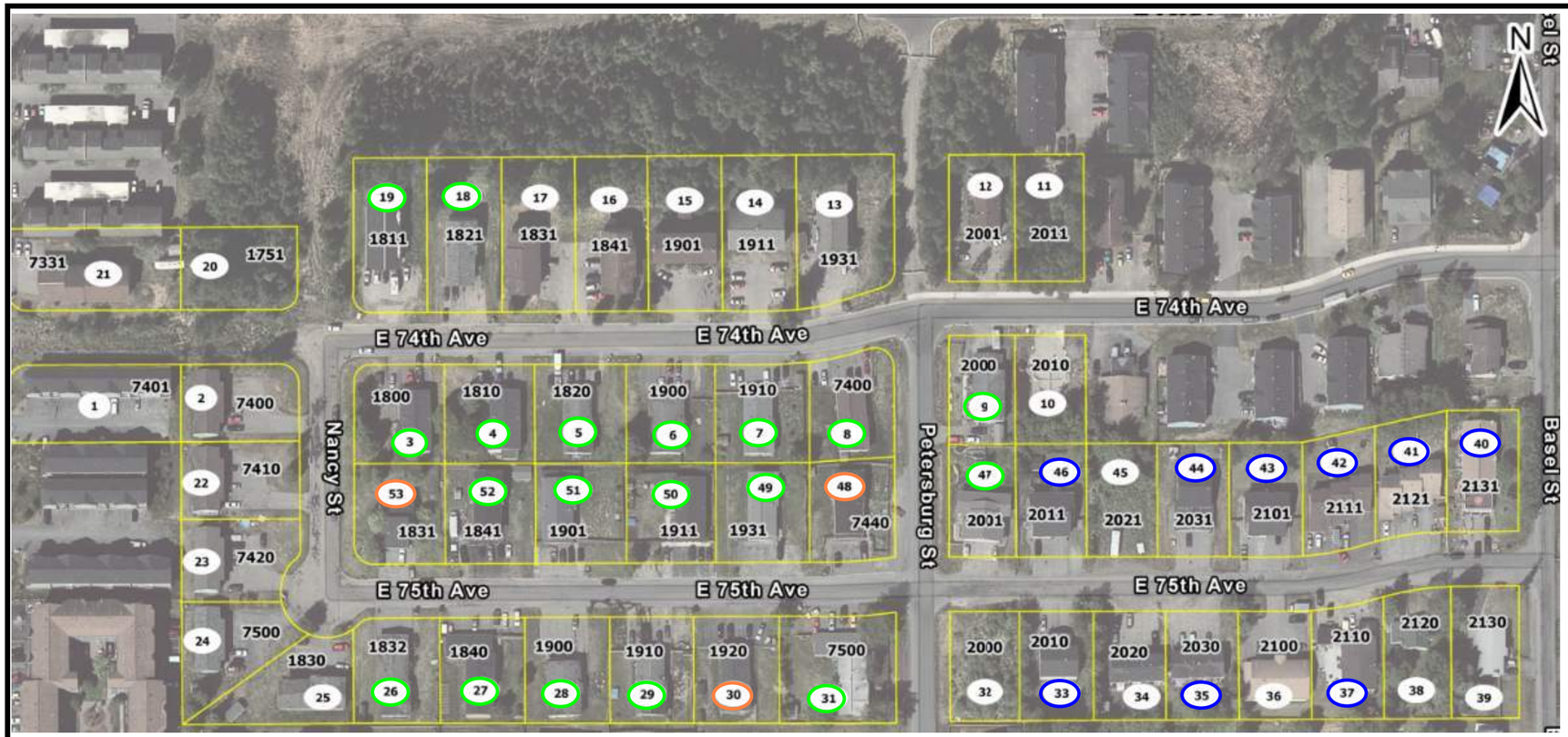
TYPICAL SECTION ALTERNATIVES

Project No:	21–02
Drawn By:	RWB
Scale:	NTS
Date:	MAR 2024
Figure:	2

FILE NAME: J:\JobsData\10158.00 74th-75th Ave Road Reconstruction\00 CADD\02 Figures\01 DSR\02 Typical Section\10158.00 74th-75th Typical Section_Tech Memo.dwg

APPENDIX A

Property Information Map



Publication	Section		Effective
City of Anchorage Zoning Ordinance	23.19G.(i) Off-Street Parking Requirements	After the effective date of this Ordinance, in all use districts except the B-2 district, the following parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building erected, enlarged, or altered for use for any of the following purposes. Any property against which local improvement assessments have be levied by the City for the construction of public off-street parking shall be exempted from providing and maintain on space for each 100 square feet of property so assessed.	4/20/1965
	23.19G.(i) Off-Street Parking for other retail business, clinics and professional offices	One parking space for each two hundred and fifty square feet of building floor area	
Greater Area Anchorage Borough Code	21-6a Supplementary District Regulations, Parking	At least one parking space for each dwelling unit in the building	1/1/1974
Anchorage Municipal Code	21.45.0804.b - Ingress and Egress	All parking (except single-family and duplex) shall be so arranged that ingress and egress are possible without backing over a sidewalk, sidewalk area or onto a street of a collector or larger designation.	12/12/1978
	21.45.0804.c - Turning and Manuevering	Turning and maneuvering space, (except residential single and two family dwellings) shall be located entirely on private property, provided that the usable portion of an alley may be credited as aisle space subject to safety approval by the Traffic Engineer.	
	21.45.080B.2 - Minumum Off-Street Parking Requirements	Multifamily Units: 1.75 spaces for each two-bedroom unit, over 800 square feet. 2.5 parking spaces for each three-bedroom unit over 900 square feet.	
Design Criteria Manual	Appendix 1D: Driveway Standards	See appendix 1D for the following criteria: - curb cuts versus returns - driveway widths - driveway angles - driveway profiles/grades - landing grades - number of driveways allowed per lot - distance between driveways on the same parcel - corner clearance - sight distance	11/11/2006
Anchorage Ordinace	83-142 - Driveway Width	Limited Driveway Width to 2/5 of lot frontage	9/20/1983

PARCEL NO.	PROPERTY TYPE	DRIVEWAY WIDTH (FT)	YEAR BUILT	EFFECTIVE YEAR
1	CONDOMINIUM		2004	
2	4-PLEX	21	1983	
3	4-PLEX	48	1979	
4	4-PLEX	50	1979	
5	4-PLEX	48	1978	
6	4-PLEX	54	1978	
7	4-PLEX	65	1978	
8	4-PLEX	47	1978	
9	TRIPLEX	34	1983	
10	DUPLEX	NO SURVEY	2015	
11	VACANT	NO SURVEY	-	
12	TRIPLEX	23	1983	
13	4-PLEX	25	1983	
14	4-PLEX	21	2001	
15	4-PLEX	28	1983	
16	4-PLEX	16	1983	
17	4-PLEX	16	1983	
18	4-PLEX	51	1980	
19	4-PLEX	39	1983	
20	VACANT	-	-	
21	4-PLEX	NO SURVEY	1983	
22	4-PLEX	21	1983	
23	4-PLEX	16	2003	
24	4-PLEX	18	1983	
25	4-PLEX	19	1979	
26	4-PLEX	41	1979	1983
27	4-PLEX	57	1978	
28	4-PLEX	52	1978	
29	4-PLEX	47	1979	
30	4-PLEX	87	1978	1988
31	4-PLEX	49	1978	
32	SINGLE FAMILY	NO SURVEY	2022	
33	DUPLEX	38	1997	
34	TRIPLEX	27	1985	1997
35	TRIPLEX	55	1985	
36	TRIPLEX	23	2004	
37	TRIPLEX	60	1984	
38	DUPLEX	18 / 15	1957	1981
39	DUPLEX	12	1982	
40	TRIPLEX	31	1984	
41	TRIPLEX	86	1984	
42	TRIPLEX	75	1984	
43	DUPLEX	38	2001	
44	DUPLEX	40	2000	
45	VACANT	-	-	
46	DUPLEX	38	2001	
47	DUPLEX	38	1983	
48	4-PLEX	49	1978	1985
49	4-PLEX	52	1978	
50	4-PLEX	58	1978	
51	4-PLEX	57	1978	
52	4-PLEX	71	1980	
53	DUPLEX	44	1978	1994

Existing Driveways Widths Exceeding 34 feet

- Built before 1983
- Built before 1983 but effective year after 1983
- Built After 1983

APPENDIX B

Parking Study Memorandum

Memorandum

Date:	October 20, 2023
To:	Melinda Kohlhaas, PE and Charles Bang, PE – MOA PM&E
Through:	Bill Johnson, PE – CRW Engineering Group, Inc.
From:	Hailey Swirbul, EIT – CRW Engineering Group, Inc.
Project:	E74th Ave/Nancy St/E75th Ave Road Reconstruction
Project No:	21-02 (CRW#10158.00)
Subject:	Parking Study

Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to reconstruct four roadways as part of the E 74th Ave/Nancy St/E 75th Ave Road Reconstruction project. The total length of these roadways is approximately 0.5 miles, and include:

- E 74th Avenue between Nancy Street to Petersburg Street,
- Petersburg Street between E 74th Avenue to E 75th Avenue,
- Nancy Street between E 74th Avenue to E 75th Avenue, and
- E 75th Avenue between Nancy Street and Basel Street.

The purpose of this parking study is to aid in the preliminary engineering and the design of this project.

This parking study was based on observations from four separate site visits, which documented both on-street and off-street parking. The four site visits included two midday and two evenings observations, both during the week and on the weekend. The parking observations were made during the week and during the weekend so that parking patterns could be compared on a working day versus a non-working day. The observations were not made on a holiday, or within a week of a holiday.

There are many multi-family properties with full frontage driveways. The roadways currently do not have any on-street parking restrictions.

Observations

The observations were made on Tuesday, September 19th, 2023 and Saturday, September 23rd, 2023. The parking data was collected from approximately 12:00-1:00 pm and 8:00-9:00 pm. The weather on both days was partly cloudy and in the mid-50s. Table 1 summarizes the on-street parking data for the four site visits.

Table 1. On-Street Parking

		Tuesday Sept 19, 2023		Saturday Sept 23, 2023	
		12:00-1:00pm	8:00-9:00pm	12:00-1:00pm	8:00-9:00pm
Street Name	**Side of Street**	**On-Street Parking Count**	**On-Street Parking Count**	**On-Street Parking Count**	**On-Street Parking Count**
E 74th Avenue	North	2	-	1	1
	South	1	2	-	1
E 75th Avenue (Nancy St to Petersburg St)	North	1	1	2	3
	South	4	2	1	1
E 75th Avenue (Petersburg St to Basel St)	North	2	2	3	3
	South	-	-	1	1
Petersburg Street	East	-	-	-	-
	West	-	-	-	-
Nancy Street	East	-	-	-	-
	West	-	-	-	-
	TOTAL	10	7	8	10

On-street parking was only observed along E 74th and E 75th Avenues (see Table 1). On-street parking included both the north and south sides of these streets, and maintained a relatively even number for all four observations, with slightly higher demand on Tuesday midday and Saturday evening. The on-street parking along E 74th Avenue was only observed on the western half of the road, as shown in the attached figure. On-street parking was observed along the entire length of E 75th Avenue, with slightly higher concentrations between Nancy Street and Petersburg Street. On-street parking was not observed on Nancy Street or on Petersburg Street. However, there is an off-street gravel parking area adjacent to Petersburg Street that appears to provide about 10 parking spaces next to a small business on E 75th Avenue (Parcel 48, see Figure). Two other properties on E 75th Avenue may be used for small businesses.

Due to the presence of multi-family properties in the area, there is a high demand for parking. Many driveways contained double-parked vehicles or vehicles parked in side-yards, and could be impacted by roadway or pedestrian improvements. Table 2 summarizes the vehicles parked off-street but within the existing Right-of-Way (ROW).

Table 2. Off-Street Parking in ROW

		Tuesday Sept 19, 2023		Saturday Sept 23, 2023	
		12:00-1:00pm	8:00-9:00pm	12:00-1:00pm	8:00-9:00pm
Street Name	**Side of Street**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**
E 74th Avenue	North	-	1	2	2
	South	2	9	7	7
E 75th Avenue (Nancy St to Petersburg St)	North	2	6	6	3
	South	3	7	6	6
E 75th Avenue (Petersburg St to Basel St)	North	4	5	3	4
	South	1	-	-	-
Petersburg Street	East	1	-	-	-
	West	2	3	2	5
Nancy Street	East	-	-	-	-
	West	-	-	-	-
	TOTAL	15	31	26	27

Off-street parking in the ROW was observed along E 74th Avenue, E 75th Avenue and Petersburg Street. Totals included 15 vehicles on Tuesday at noon, 31 vehicles on Tuesday evening, 26 vehicles on Saturday at noon, and 27 vehicles on Saturday evening. Off-street parking in the ROW was not observed along Nancy Street.

The off-street parking in the ROW along the south side of 74th Avenue is primarily due to the short full-frontage driveways. Many vehicles were double-parked with a peak of 9 second row vehicles on Tuesday evening. The driveways along E 75th Avenue between Nancy Street and Petersburg Street were observed having a significant number of double-parked vehicles on both the north and south sides of the street, with a peak count of 6 and 7 vehicles, respectively. The north side of E 75th Avenue between Petersburg Street and Basel Street had 5 double parked vehicles on Tuesday evening.

Both the north side of E 74th Avenue and the south side of E 75th Avenue had relatively few double-parked vehicles due to the higher on-site parking capacity and deeper driveways. Although some of the deep driveways contained double-parked vehicles, the second-row vehicles were not included in the off-street vehicle count because they did not encroach into the ROW. Two deep driveways on the north side of E 74th Avenue and three deep driveways on the south side of E 75th Avenue were excluded from the double-parking count as noted in the attached chart.

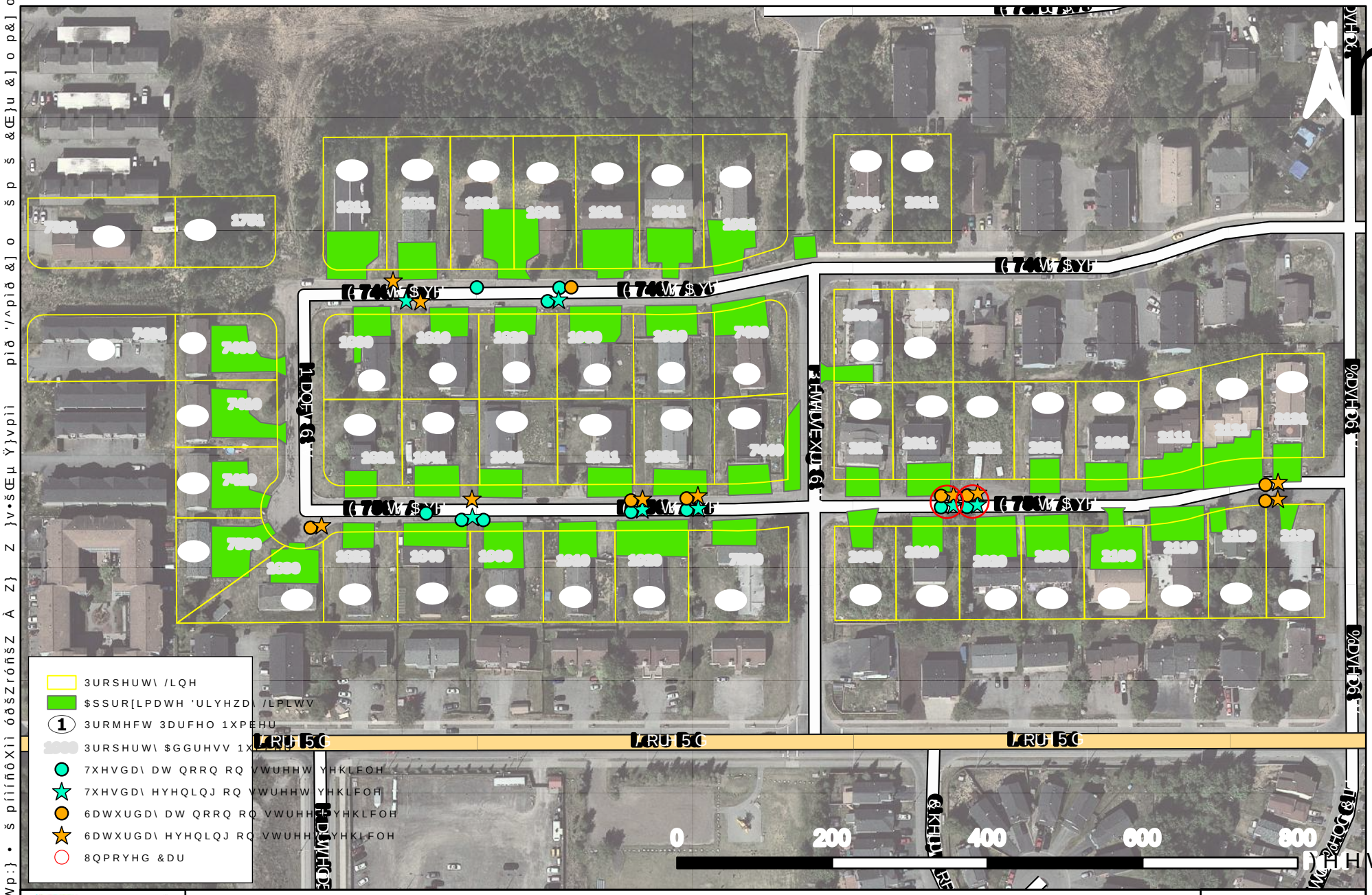
Vehicles were observed double-parked even when some front rows were open. This is because the apartments likely have assigned parking spaces.

The off-street parking spaces on Petersburg Street (west of Parcel 48) will likely be impacted by the proposed improvements.

Conclusions

The highest on-street parking demand was observed on Tuesday at midday and Saturday evening, with a total of 10 vehicles during each period. If on-street parking is not restricted, the proposed improvements should not impact the current on-street parking patterns.

The highest off-street parking in the ROW was observed Tuesday evening with a total of 31 vehicles. The project may impact the existing off-street parking in the ROW, especially if pedestrian facilities are included. If off-street parking is impacted, on-street parking could be expected to increase.



ENGINEERING GROUP

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			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
2000 E 74th Ave	9	First Row	1	1	1	1	2	50%	Driveway on Petersburg St
		Second Row	1	0	0	0			
7400 Petersburg St	8	First Row	0	2	3	4	6	67%	Driveway on E 74th Ave
		Second Row	0	1	0	0			
1931 E 74th Ave*	13	First Row	3	5	3	5	6	83%	
		Second Row							
1911 E 74th Ave*	14	First Row	2	5	4	4	10	50%	
		Second Row							
1910 E 74th Ave	7	First Row	5	5	4	3	6	83%	
		Second Row	0	1	1	0			
1901 E 74th Ave*	15	First Row	4	8	6	6	9	89%	
		Second Row							
1900 E 74th Ave	6	First Row	4	5	4	4	6	83%	
		Second Row	0	2	2	1			
1841/ 1831 E 74th Ave*	17/16	First Row	3	8	9	7	12	75%	
		Second Row							
1820 E 74th Ave	5	First Row	5	4	3	3	5	100%	
		Second Row	2	2	3	2			
1810 E 74th Ave	4	First Row	2	3	3	4	5	80%	
		Second Row	0	1	1	1			
1821 E 74th Ave	18	First Row	1	3	4	3	6	67%	
		Second Row	0	1	1	2			
1800 E 74th Ave	3	First Row	0	4	2	4	5	80%	
		Second Row	0	2	0	3			
1811 E 74th Ave	19	First Row	4	4	5	5	7	71%	Deep driveway, second row not expected to be in ROW
		Second Row	2	3	1	2			

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
7400 Nancy St*	2	First Row	2	5	3	6	7	86%	
		Second Row							
7410 Nancy St*	22	First Row	2	4	4	4	7	57%	
		Second Row							
7420 Nancy St*	23	First Row	3	7	4	7	7	100%	
		Second Row							
7500 Nancy St*	24	First Row	2	3	3	3	7	43%	
		Second Row							
1830 E 75th Ave*	25	First Row	5	5	6	5	8	75%	
		Second Row							
1831 E 75th Ave	53	First Row	1	3	1	3	4	75%	
		Second Row							
1832 E 75th Ave	26	First Row	2	0	1	0	4	50%	
		Second Row							
1841 E 75th Ave	52	First Row	4	6	6	6	7	86%	
		Second Row							
1840 E 75th Ave	27	First Row	5	5	5	5	5	100%	2 additional gravel spaces w/in ROW
		Second Row	1	3	3	2			
1901 E 75th Ave	51	First Row	2	4	5	5	6	83%	
		Second Row	0	3	2	2			
1900 E 75th Ave	28	First Row	1	4	3	3	6	67%	Deep driveway, second row not expected to be in ROW
		Second Row	0	1	3	0			
1910 E 75th Ave	29	First Row	4	4	4	4	6	67%	
		Second Row	1	3	2	3			
1911 E 75th Ave	50	First Row	4	4	6	6	6	100%	
		Second Row	2	3	2	0			

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
1920 E 75th Ave	30	First Row	3	6	5	6	8	75%	
		Second Row	0	0	0	0			
1931 E 75th Ave	49	First Row	7	5	5	5	7	100%	
		Second Row	0	0	2	1			
7500 Petersburg St	31	First Row	0	2	2	1	4	50%	
		Second Row	0	0	0	0			
7440 Petersburg St (75th Ave Driveway)	48	First Row	4	4	4	4	5	80%	
		Second Row	0	0	0	0			
7440 Petersburg St (Petersburg Parking)	48	First Row	2	3	2	5	10	50%	Potential small business parking (in ROW)
		Second Row							
2000 E 75th Ave	32	First Row	0	0	0	0	2	0%	
		Second Row	0	0	0	0			
2001 E 75th Ave	47	First Row	0	1	1	1	4	25%	
		Second Row	0	0	0	0			
2010 E 75th Ave	33	First Row	4	4	4	4	4	100%	
		Second Row	1	0	0	0			
2011 E 75th Ave	46	First Row	5	5	4	6	6	100%	Includes gravel side yard parking as first row
		Second Row	1	2	1	0			
2020 E 75th Ave	34	First Row	3	2	2	3	6	50%	Deep driveway, second row not expected to be in ROW
		Second Row	1	1	1	1			
2030 E 75th Ave	35	First Row	2	5	3	4	6	83%	Deep driveway, second row not expected to be in ROW
		Second Row	0	1	0	2			
2031 E 75th Ave	44	First Row	2	2	2	3	4	75%	
		Second Row	1	1	1	1			
2100 E 75th Ave*	36	First Row	2	4	3	3	8	50%	
		Second Row							

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
2101 E 75th Ave	43	First Row	2	2	1	3	5	60%	
		Second Row	0	0	0	0			
2110 E 75th Ave	37	First Row	3	3	4	3	6	67%	
		Second Row	0	0	0	0			
2111 E 75th Ave	42	First Row	0	0	0	0	6	0%	
		Second Row	0	0	0	0			
2120 E 75th Ave	38	First Row	0	1	0	2	2	100%	
		Second Row	0	0	0	0			
2121 E 75th Ave	41	First Row	4	4	4	3	6	67%	
		Second Row	1	2	1	1			
2130 E 75th Ave	39	First Row	0	1	0	0	1	100%	Additional driveway parking on Basel St
		Second Row	0	0	0	0			
2131 E 75th Ave	40	First Row	2	3	1	2	3	100%	
		Second Row	1	0	0	2			

* Has on-site parking lot

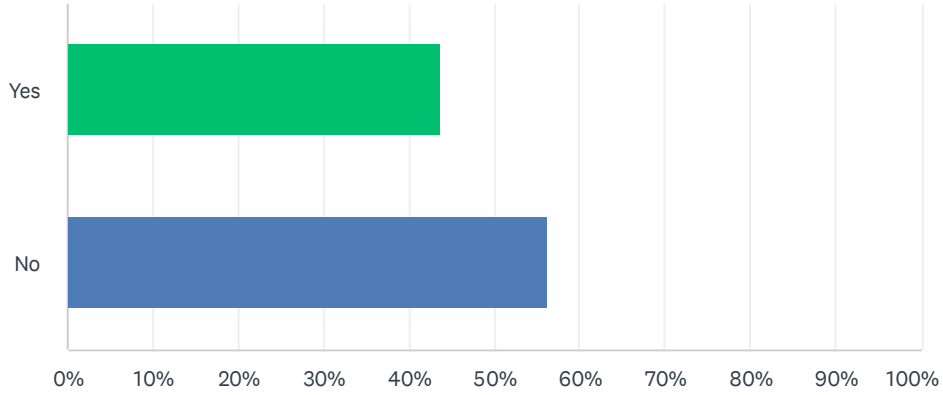
**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

APPENDIX C

Questionnaire Responses

Q1 Do you own the property in the project area?

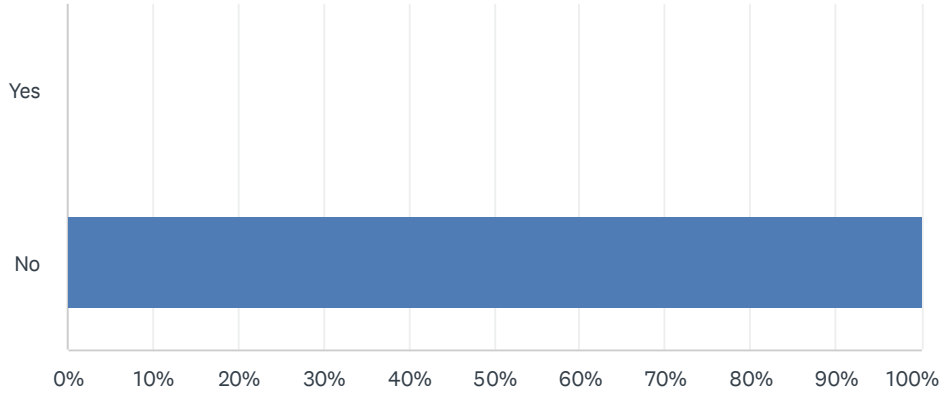
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	43.75%	7
No	56.25%	9
TOTAL		16

Q2 Is your driveway heated?

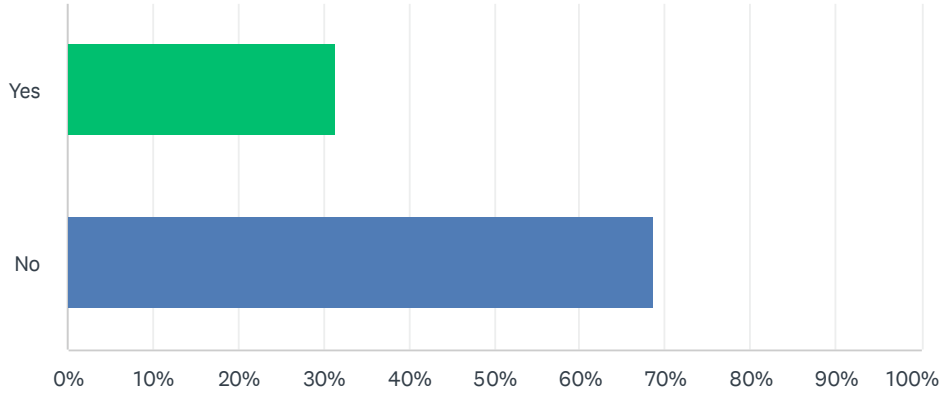
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	16
TOTAL		16

Q3 Is your driveway constructed with concrete?

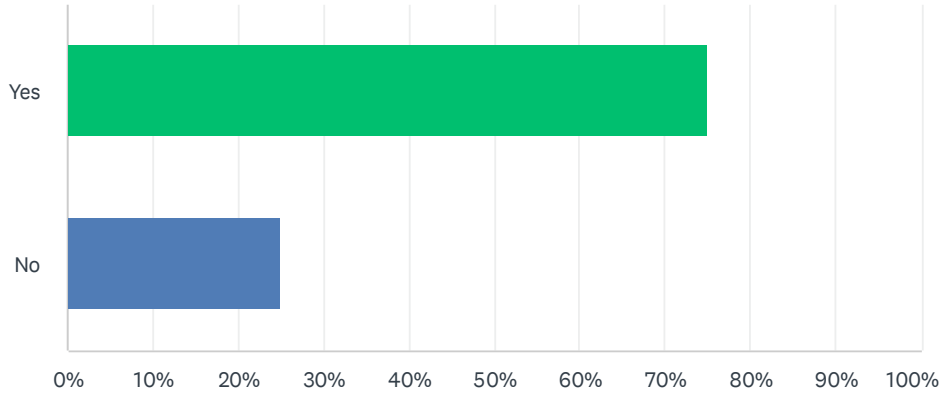
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.25%	5
No	68.75%	11
TOTAL		16

Q4 Have you ever experienced groundwater problems in your crawlspace or basement?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	12
No	25.00%	4
TOTAL		16

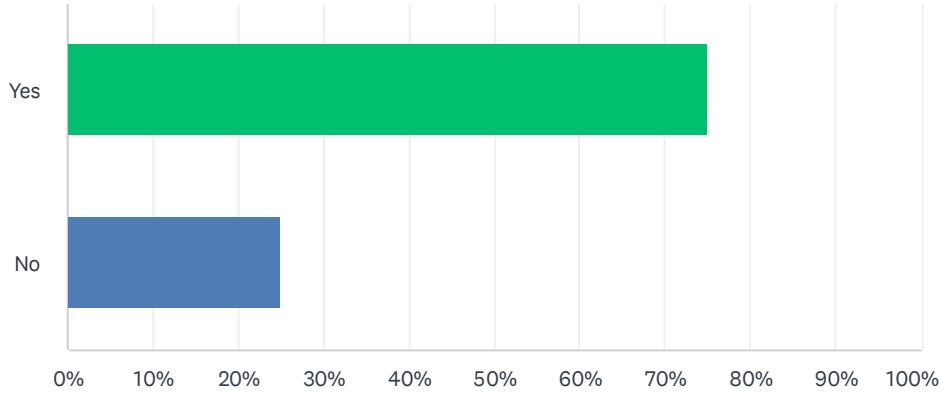
Q5 If you answered yes to the previous question, please explain.

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Water in lower unit, particularly east side. Mostly resolved when discovered sump basin clogged.	11/2/2023 11:58 AM
3	I have experienced water flooding into my building due to the lack of water drainage systems in this neighborhood area which is surprising considering how marshy the area is. I'd think the city would use our taxes to provide help make this area more livable and sustainable long term.	10/31/2023 3:15 PM
4	We live in a swampy area, our sump pump can't keep up w/the excessive groundwater	10/25/2023 8:48 AM
5	Yea, sump pump runs about 2x a day.	10/24/2023 1:22 PM
6	We have to have sump pumps under both 7410 & 7420 Nancy St	10/24/2023 9:21 AM
7	I live in unit 2. Every spring brake up my bedroom, bathroom and kitchen flood which is on the far north side of the building bottom unit.	10/20/2023 10:06 AM
8	Have 3 sumpumps	10/17/2023 2:19 AM
9	Every winter brake up I get flooded in one bedroom and in my living room. For the past 8 years I've lived here.	10/16/2023 8:17 AM
10	Horrible stench every breakup/summer. Smells like raw sewage!	10/12/2023 12:42 PM
11	Lots of groundwater. Flooding in winter.	10/10/2023 9:07 AM
12	Constant ground water fills crawlspace if not pumped	10/9/2023 10:31 AM
13	We have a pump set up in the crawl space to pump out water	10/7/2023 2:42 PM

Q6 Do you have a foundation drain or sump pump?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	12
No	25.00%	4
TOTAL		16

Q7 If you have a foundation drain or sump pump, please describe how many you have, where they are located, and where they drain.

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	in boiler room, it drains outside	11/2/2023 1:08 PM
3	1, located in utility room, in lower unit.	11/2/2023 11:58 AM
4	1 sump pump that drains onto my driveway	10/31/2023 3:15 PM
5	1 sump pump, located on my brother in laws side of the duplex under stairs, it drains back right corner of property	10/25/2023 8:48 AM
6	1 sump pump drains into sewer.	10/24/2023 1:22 PM
7	One under 7410 Nancy, located in the crawl space, drains into the back yard	10/24/2023 9:21 AM
8	As far as I know. We have a French drain, that collects to a pump on the other end of the building near unit 1 bottom unit , next door to me.	10/20/2023 10:06 AM
9	I have 3. Located in crawl space of each unit in triplex. It drains to the backyard.	10/17/2023 2:19 AM
10	I have 2. Both are on the south side of the building, my apartment. It drains out to the front yard 10 feet away.	10/16/2023 8:17 AM
11	1 in the basement. Drains to sewer.	10/10/2023 9:07 AM
12	Triplex has a sump pump installed under each unit in crawlspace. Water drains to backyard and to 75th ave.	10/9/2023 10:31 AM
13	In the crawl space we have one pump that drains water to the yard	10/7/2023 2:42 PM

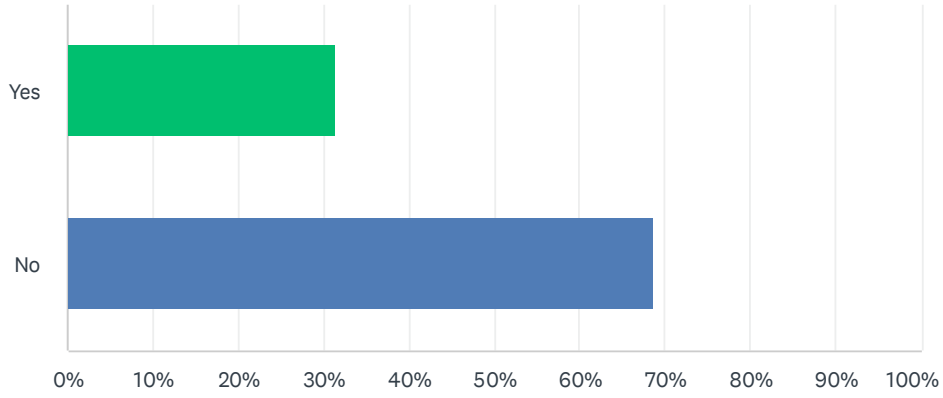
Q8 If you have a sump pump, please describe how often does the pump run? (e.g. All year, spring, fall, after storms, etc.)

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	all year	11/2/2023 1:08 PM
3	spring/summer/fall depending on precip...so regularly last 2 years	11/2/2023 11:58 AM
4	Multiple times through both day and night in summer months	10/31/2023 3:15 PM
5	unknown	10/25/2023 8:48 AM
6	2x a day during spring fall.	10/24/2023 1:22 PM
7	All year when water fills up under the 4plexes	10/24/2023 9:21 AM
8	I hear a pump go off throughout the year but mainly when it rains and in the spring brake up.	10/20/2023 10:06 AM
9	All year	10/17/2023 2:19 AM
10	It runs all the time but in the winter. Spring, Fall, after raining. Sometimes it just turns on.	10/16/2023 8:17 AM
11	All year round.	10/10/2023 9:07 AM
12	All year	10/9/2023 10:31 AM
13	Several time a day through out the year	10/7/2023 2:42 PM

Q9 Are there any special considerations on your property that you feel the design team should be aware of in designing the project?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.25%	5
No	68.75%	11
TOTAL		16

Q10 If you answered yes to the previous question, please explain.

Answered: 7 Skipped: 9

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Maybe ... water runoff from higher property on east side - water pools there	11/2/2023 11:58 AM
3	This street/my property requires a well developed drainage system at the base of the driveway	10/31/2023 3:15 PM
4	Curb and gutter. Better drainage along 75th ave. Lots of ground water sits on roadway and in ditchs next to road	10/24/2023 1:22 PM
5	Not aware of any.	10/20/2023 10:06 AM
6	As parking lot meets street always standing water!	10/12/2023 12:42 PM
7	Drainage from road not to come in driveway	10/9/2023 10:31 AM

Q11 What are the top 3 things you would change about the streets within the project area?

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
1.	100.00%	16
2.	93.75%	15
3	68.75%	11

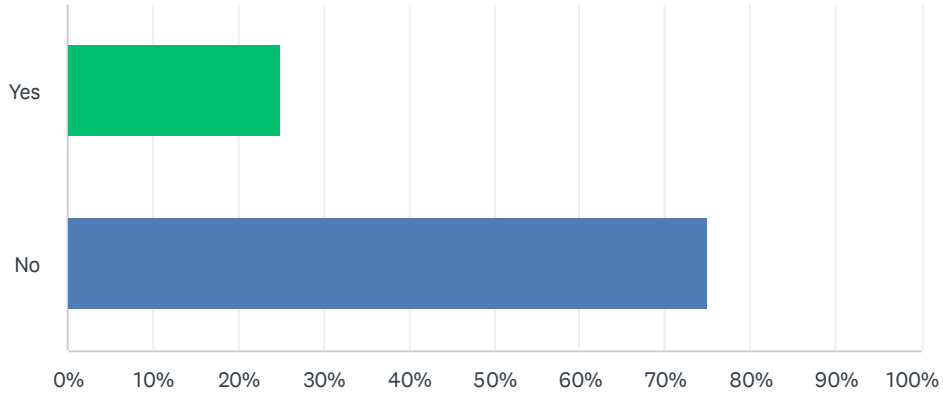
#	1.	DATE
1	Drainage on the roads so they surface doesn't fail	11/9/2023 8:19 PM
2	sub base with gravel, all clay now	11/2/2023 1:08 PM
3	Drainage	11/2/2023 11:58 AM
4	Drainage system	10/31/2023 3:15 PM
5	pot holes - better/newer pavement	10/25/2023 8:48 AM
6	Curb & gutter	10/24/2023 1:22 PM
7	better drainage	10/24/2023 9:21 AM
8	Sewage drainage	10/20/2023 10:06 AM
9	Make it wider so it covers to where driveway starts	10/17/2023 2:19 AM
10	Drain or sewarage system	10/16/2023 8:17 AM
11	Better drainage	10/12/2023 12:42 PM
12	drainage	10/12/2023 12:35 PM
13	More room for street parking	10/11/2023 12:30 AM
14	Sidewalks!	10/10/2023 9:07 AM
15	Severe potholes in pavement	10/9/2023 10:31 AM
16	Better drain system	10/7/2023 2:42 PM
#	2.	DATE
1	See answer 1	11/9/2023 8:19 PM
2	pave it	11/2/2023 1:08 PM
3	Drainage	11/2/2023 11:58 AM
4	New concrete street with sidewalk	10/31/2023 3:15 PM
5	curb @ 75th & Petersburg flooding	10/25/2023 8:48 AM
6	lights	10/24/2023 1:22 PM
7	get rid of pot holes	10/24/2023 9:21 AM
8	New paved roads	10/20/2023 10:06 AM
9	Some years back there used to be a covered culvert running along 75th Ave to drain the rain water.	10/17/2023 2:19 AM

10	Wider streets w/curb	10/16/2023 8:17 AM
11	Quicker ticketing + removal of vehicles!	10/12/2023 12:42 PM
12	street lighting	10/12/2023 12:35 PM
13	Curb and gutter. Better drainage.	10/10/2023 9:07 AM
14	Street lighting	10/9/2023 10:31 AM
15	Street condition: too many pot holes	10/7/2023 2:42 PM

#	**3**	**DATE**
1	See answer 1	11/9/2023 8:19 PM
2	do drainage plan	11/2/2023 1:08 PM
3	Street lights!	10/31/2023 3:15 PM
4	sidewalks	10/24/2023 1:22 PM
5	have the street level come up to the driveways	10/24/2023 9:21 AM
6	Side walks for pedestrians	10/20/2023 10:06 AM
7	Side walks for pedestrians and bikers	10/16/2023 8:17 AM
8	fix all potholes	10/12/2023 12:35 PM
9	Lights.	10/10/2023 9:07 AM
10	Storm drainage	10/9/2023 10:31 AM
11	More street lights	10/7/2023 2:42 PM

Q12 Do you have any concerns about speeding along the streets within the project area?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.00%	4
No	75.00%	12
TOTAL		16

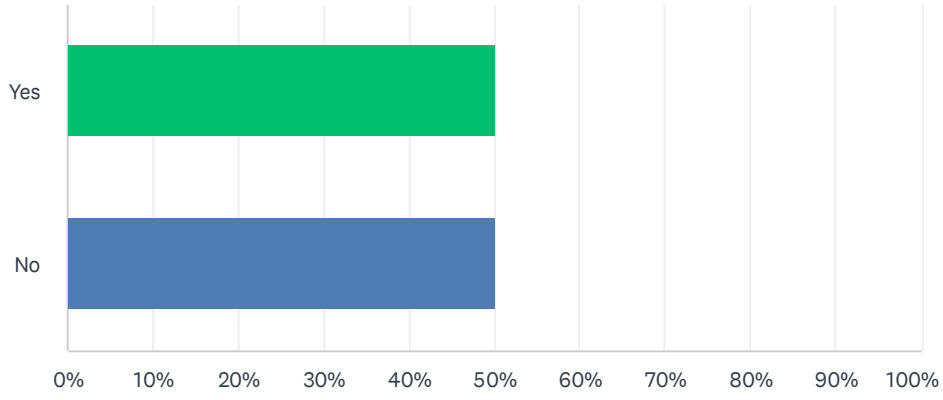
Q13 If you answered yes to the previous question, please explain.

Answered: 7 Skipped: 9

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Currently no, because the potholes are SO bad. Once the holes are fixed, yes, I would worry about speeders. This area is filled with children.	10/31/2023 3:15 PM
3	There are too many pot holes to speed	10/24/2023 9:21 AM
4	There is only one vehicle that drives like a maniac through here in a high big four wheel truck. So I don't know if that is realy needed but that truck is a worrisome individual that may cause an accident with a pedestrian.	10/20/2023 10:06 AM
5	Everyone here seems to have children + understand.	10/16/2023 8:17 AM
6	People speed all of the time + run stop signs!	10/12/2023 12:42 PM
7	Some people don’t follow the speed limit	10/7/2023 2:42 PM

Q14 Do you think there should be additional space in the roadway for on-street parking within the project limits?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.00%	8
No	50.00%	8
TOTAL		16

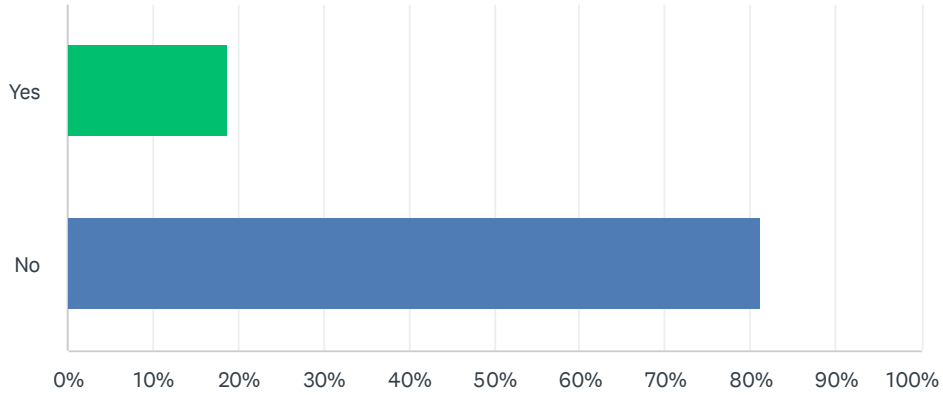
Q15 If you answered yes to the previous question, please explain where parking should be provided.

Answered: 9 Skipped: 7

#	RESPONSES	DATE
1	Along the 75th road, many people park derelict cars causing width issues	11/9/2023 8:19 PM
2	No. People are not supposed to be street parking.	10/31/2023 3:15 PM
3	along Petersburg	10/25/2023 8:48 AM
4	where there are no parking spaces provided	10/24/2023 9:21 AM
5	It can be on which ever side if not one or both.	10/20/2023 10:06 AM
6	You name it!	10/17/2023 2:19 AM
7	Where ever side if not both that has the most yard space to be able to absorb that space.	10/16/2023 8:17 AM
8	Along the street	10/11/2023 12:30 AM
9	Street is pretty dark at night and I do have young adult that lives with us who works evening and comes home late at night so near by the house would be ideal	10/7/2023 2:42 PM

Q16 Are you aware of any sight distance problems within the project limits that may need to be corrected as part of the project? For example, trees or structures blocking your visibility while driving.

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	18.75%	3
No	81.25%	13
TOTAL		16

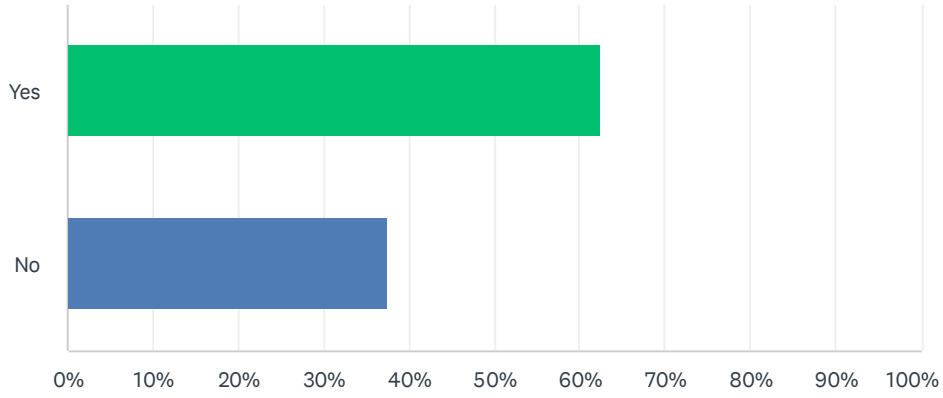
Q17 If you answered yes to the previous question, please explain.

Answered: 5 Skipped: 11

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Lack of lighting in dark winter months.	10/31/2023 3:15 PM
3	Don't think so	10/20/2023 10:06 AM
4	on the corner of 2000 74th Ave + Petersburg St. Bushes	10/16/2023 8:17 AM
5	Yes, on the right side where 74th + petersburg meet	10/12/2023 12:35 PM

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

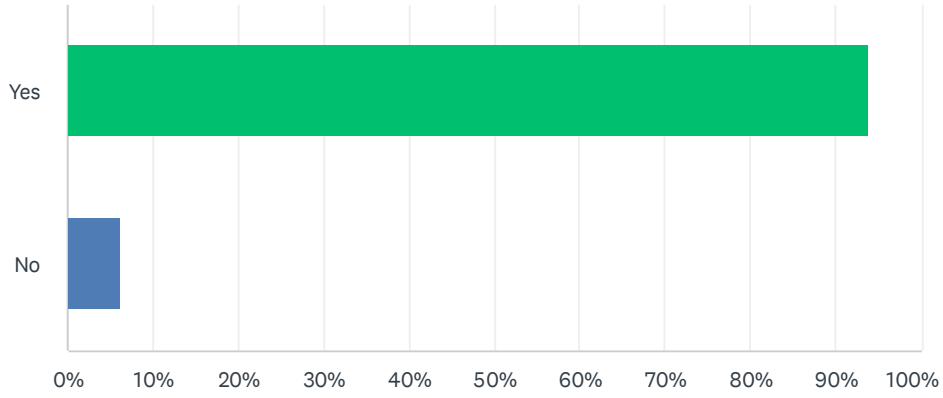
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	62.50%	10
No	37.50%	6
TOTAL		16

Q19 Are you aware of any drainage problems within the project area that need to be corrected?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.75%	15
No	6.25%	1
TOTAL		16

Q20 If you answered yes to the previous question, please explain.

Answered: 15 Skipped: 1

#	RESPONSES	DATE
1	The entire roadway 75-nancy-74 has multiple potholes due to drainage issues, the roadway needs to be done completely down to drainage	11/9/2023 8:19 PM
2	Very high ground water table	11/2/2023 1:08 PM
3	Various - in general	11/2/2023 11:58 AM
4	The entire area marked for reconstruction needs a drainage system, badly. However, the corner of Nancy and 74th turns into a pond for the entire summer and is by far the worst spot.	10/31/2023 3:15 PM
5	Excess water along petersburg	10/25/2023 8:48 AM
6	Drainage problems occur on almost every corner. 75th and basel, 75th and st petersburg. all along 75th there are pothole and drainage issues along the side of the road.	10/24/2023 1:22 PM
7	At the corner of Nancy and 74th always has a big lake of water at that intersection	10/24/2023 9:21 AM
8	Along the coldisacs of each corner	10/20/2023 10:06 AM
9	Water always pools in front of property.	10/17/2023 2:19 AM
10	Obviously roadways. That is all.	10/16/2023 8:17 AM
11	End of street is always flooded from rain/snow	10/12/2023 12:42 PM
12	End of 74th and Nancy	10/12/2023 12:35 PM
13	My current driveway/road is a puddle. It’s like this year round. 2020 75th. 2 giant puddle halfway in the road that don’t drain.	10/10/2023 9:07 AM
14	Multiple properties have drainage issues. We seem to recirculate each other's sump drainage	10/9/2023 10:31 AM
15	In front of our property puddle does not go away due to no good drainage	10/7/2023 2:42 PM

Q21 Please include any other comments here.

Answered: 8 Skipped: 8

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	road is impassable at times now	11/2/2023 1:08 PM
3	Please, fix this street so that it is drivable year round, less problematic for tenants, and help increase property value.	10/31/2023 3:15 PM
4	I am so excited to think that the city is actually going to pave these streets. They have been so bad for several years. Thank you!	10/24/2023 9:21 AM
5	That's all	10/20/2023 10:06 AM
6	There is always standing water between the driveway and the fence on left side. Could you also reconstruct Basel St Road from Lore to 72nd? Its just as bad as 75th.	10/17/2023 2:19 AM
7	Pot holes have gotten worse over the last few years. And taking longer to be repaired.	10/12/2023 12:42 PM
8	Why not cut 74th all the way through and make the road pass through to meadow?	10/10/2023 9:07 AM

Q22 Enter your contact information:

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	93.75%	15
Company	0.00%	0
Street Address (within project area)	100.00%	16
Mailing Address (if different)	50.00%	8
City	75.00%	12
State	75.00%	12
ZIP Code	68.75%	11
Country	0.00%	0
Email Address	0.00%	0
Phone Number	62.50%	10

#	NAME	DATE
1	Andrew Snelgrove	11/9/2023 8:19 PM
2	Jack Olive DBA Wingate Trust	11/2/2023 1:08 PM
3	Wade Bryant	11/2/2023 11:58 AM
4	alexandra leon	10/31/2023 3:15 PM
5	Kristal K	10/25/2023 8:48 AM
6	Larry & Charlotte Willingham	10/24/2023 9:21 AM
7	Arthur Mendoza	10/20/2023 10:06 AM
8	Luciano Espinoza	10/17/2023 2:19 AM
9	Richard Evans	10/16/2023 8:17 AM
10	Nikia Sutton	10/12/2023 12:42 PM
11	Denali Blackwell/Chase Subitch	10/12/2023 12:35 PM
12	Trevor Saunders	10/11/2023 12:30 AM
13	Rob Spangenberg	10/10/2023 9:07 AM
14	Casey Dintzner	10/9/2023 10:31 AM
15	Sachi Kwon	10/7/2023 2:42 PM

#	COMPANY	DATE
	There are no responses.	

#	STREET ADDRESS (WITHIN PROJECT AREA)	DATE
1	7500 Nancy Street	11/9/2023 8:19 PM
2	2120 E 75th Ave	11/2/2023 1:08 PM

3	2120 E 75th Ave, Apt B	11/2/2023 11:58 AM
4	1912 E 75th Ave	10/31/2023 3:15 PM
5	2001 E 75th Ave, Unit 1	10/25/2023 8:48 AM
6	2020 E 75th Ave	10/24/2023 1:22 PM
7	7400 & 7410 Nancy St	10/24/2023 9:21 AM
8	1901 E 75th Ave	10/20/2023 10:06 AM
9	2131 E. 75th Ave	10/17/2023 2:19 AM
10	1901 E 75th Ave #1	10/16/2023 8:17 AM
11	1831 E 74th Ave, Apt 1	10/12/2023 12:42 PM
12	1821 E 74th Ave	10/12/2023 12:35 PM
13	1841 E 75th Ave. Apartment 4	10/11/2023 12:30 AM
14	2020 E 75th Ave	10/10/2023 9:07 AM
15	2111 E. 75th ave.	10/9/2023 10:31 AM
16	2101 E 75th Ave #A	10/7/2023 2:42 PM
#	**MAILING ADDRESS (IF DIFFERENT)**	**DATE**
1	Unit 1	11/9/2023 8:19 PM
2	4122 E Lupine	11/2/2023 1:08 PM
3	7600 Bethany Circle	10/31/2023 3:15 PM
4	2439 W Cohonina Trail	10/24/2023 9:21 AM
5	Apt 2	10/20/2023 10:06 AM
6	4110 Apollo Dr	10/17/2023 2:19 AM
7	Unit C	10/10/2023 9:07 AM
8	3610 Mere Cir.	10/9/2023 10:31 AM
#	**CITY**	**DATE**
1	Anchorage	11/9/2023 8:19 PM
2	Phoeniz	11/2/2023 1:08 PM
3	Anchorage	10/31/2023 3:15 PM
4	Anchorage	10/25/2023 8:48 AM
5	Anchorage	10/24/2023 1:22 PM
6	St George	10/24/2023 9:21 AM
7	ANCHORAGE	10/20/2023 10:06 AM
8	Anchorage	10/17/2023 2:19 AM
9	Anchorage	10/11/2023 12:30 AM
10	Anchorage	10/10/2023 9:07 AM
11	Anchorage	10/9/2023 10:31 AM
12	Anchorage	10/7/2023 2:42 PM
#	**STATE**	**DATE**
1	Alaska	11/9/2023 8:19 PM
2	AZ	11/2/2023 1:08 PM

3	Alaska	10/31/2023 3:15 PM
4	AK	10/25/2023 8:48 AM
5	AK	10/24/2023 1:22 PM
6	UT	10/24/2023 9:21 AM
7	AK	10/20/2023 10:06 AM
8	AK	10/17/2023 2:19 AM
9	AK	10/11/2023 12:30 AM
10	AK	10/10/2023 9:07 AM
11	AK	10/9/2023 10:31 AM
12	AK	10/7/2023 2:42 PM
#	**ZIP CODE**	**DATE**
1	99507	11/9/2023 8:19 PM
2	99507	10/31/2023 3:15 PM
3	99507	10/25/2023 8:48 AM
4	99507	10/24/2023 1:22 PM
5	84770	10/24/2023 9:21 AM
6	99507	10/20/2023 10:06 AM
7	99504	10/17/2023 2:19 AM
8	99507	10/11/2023 12:30 AM
9	99507	10/10/2023 9:07 AM
10	99502	10/9/2023 10:31 AM
11	99507	10/7/2023 2:42 PM
#	**COUNTRY**	**DATE**
	There are no responses.	
#	**EMAIL ADDRESS**	**DATE**
	There are no responses.	
#	**PHONE NUMBER**	**DATE**
1	9075290456	11/9/2023 8:19 PM
2	602-758-2005	11/2/2023 1:08 PM
3	9072424285	10/31/2023 3:15 PM
4	435-817-3572	10/24/2023 9:21 AM
5	19073304858	10/20/2023 10:06 AM
6	907-360-7390	10/17/2023 2:19 AM
7	9074601818	10/11/2023 12:30 AM
8	8014192034	10/10/2023 9:07 AM
9	19072458741	10/9/2023 10:31 AM
10	9073171007	10/7/2023 2:42 PM

Q23 To receive email updates regarding the 74th/75th Avenue Area Reconstruction Project, please enter your email below.

Answered: 10 Skipped: 6

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	10
Phone Number	0.00%	0

#	NAME	DATE
	There are no responses.	

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
	There are no responses.	

#	ZIP/POSTAL CODE	DATE
	There are no responses.	

#	COUNTRY	DATE
	There are no responses.	

#	EMAIL ADDRESS	DATE
1	thetruedrew@gmail.com	11/9/2023 8:19 PM
2	alasconjack@aol.com	11/2/2023 1:08 PM
3	wade_bryant@outlook.com	11/2/2023 11:58 AM
4	lexy.leon32@gmail.com	10/31/2023 3:15 PM

5	caw_wil@yahoo.com	10/24/2023 9:21 AM
6	rthurmendoza@gmail.com	10/20/2023 10:06 AM
7	lespinoza@gci.net	10/17/2023 2:19 AM
8	denalib20@gmail.com	10/12/2023 12:35 PM
9	joe@joealaska.com	10/9/2023 10:31 AM
10	ethanhana@gmail.com	10/7/2023 2:42 PM
#	**PHONE NUMBER**	**DATE**
	There are no responses.	

APPENDIX D

Review Comments and Responses

E. 74th Avenue / Nancy Street / E. 75th Avenue Road Reconstruction
MOA / PM&E Project No. 21-02
Review Comments Summary - Draft Technical Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Charles Bang - MOA PM&E	3/7/2024	1	Page 6	Under paragraph C. Design Challenges - change "design challenges association" to "design challenges associated"	Corrected.
2	Charles Bang - MOA PM&E	3/7/2024	2	Page 6	Under paragraph C. Design Challenges - 2nd Bullet item - I understand some driveways may be reduced at the property line, but I thought we are proposing to use Type 2 rolled curb instead of Type 1 barrier curb on all streets except Petersburg St.	Removed reference to barrier curb.
3	Charles Bang - MOA PM&E	3/7/2024	3	Page 7	Second Bullet item on this page - Correct misspelling from "fore" to "for"	Corrected.

APPENDIX J

Traffic Data & Reports

Memorandum

Date:	October 20, 2023
To:	Melinda Kohlhaas, PE and Charles Bang, PE – MOA PM&E
Through:	Bill Johnson, PE – CRW Engineering Group, Inc.
From:	Hailey Swirbul, EIT – CRW Engineering Group, Inc.
Project:	E74th Ave/Nancy St/E75th Ave Road Reconstruction
Project No:	21-02 (CRW#10158.00)
Subject:	Parking Study

Introduction

The Municipality of Anchorage Project Management & Engineering Department (PM&E) plans to reconstruct four roadways as part of the E 74th Ave/Nancy St/E 75th Ave Road Reconstruction project. The total length of these roadways is approximately 0.5 miles, and include:

- E 74th Avenue between Nancy Street to Petersburg Street,
- Petersburg Street between E 74th Avenue to E 75th Avenue,
- Nancy Street between E 74th Avenue to E 75th Avenue, and
- E 75th Avenue between Nancy Street and Basel Street.

The purpose of this parking study is to aid in the preliminary engineering and the design of this project.

This parking study was based on observations from four separate site visits, which documented both on-street and off-street parking. The four site visits included two midday and two evenings observations, both during the week and on the weekend. The parking observations were made during the week and during the weekend so that parking patterns could be compared on a working day versus a non-working day. The observations were not made on a holiday, or within a week of a holiday.

There are many multi-family properties with full frontage driveways. The roadways currently do not have any on-street parking restrictions.

Observations

The observations were made on Tuesday, September 19th, 2023 and Saturday, September 23rd, 2023. The parking data was collected from approximately 12:00-1:00 pm and 8:00-9:00 pm. The weather on both days was partly cloudy and in the mid-50s. Table 1 summarizes the on-street parking data for the four site visits.

Table 1. On-Street Parking

		Tuesday Sept 19, 2023		Saturday Sept 23, 2023	
		12:00-1:00pm	8:00-9:00pm	12:00-1:00pm	8:00-9:00pm
Street Name	**Side of Street**	**On-Street Parking Count**	**On-Street Parking Count**	**On-Street Parking Count**	**On-Street Parking Count**
E 74th Avenue	North	2	-	1	1
	South	1	2	-	1
E 75th Avenue (Nancy St to Petersburg St)	North	1	1	2	3
	South	4	2	1	1
E 75th Avenue (Petersburg St to Basel St)	North	2	2	3	3
	South	-	-	1	1
Petersburg Street	East	-	-	-	-
	West	-	-	-	-
Nancy Street	East	-	-	-	-
	West	-	-	-	-
	TOTAL	10	7	8	10

On-street parking was only observed along E 74th and E 75th Avenues (see Table 1). On-street parking included both the north and south sides of these streets, and maintained a relatively even number for all four observations, with slightly higher demand on Tuesday midday and Saturday evening. The on-street parking along E 74th Avenue was only observed on the western half of the road, as shown in the attached figure. On-street parking was observed along the entire length of E 75th Avenue, with slightly higher concentrations between Nancy Street and Petersburg Street. On-street parking was not observed on Nancy Street or on Petersburg Street. However, there is an off-street gravel parking area adjacent to Petersburg Street that appears to provide about 10 parking spaces next to a small business on E 75th Avenue (Parcel 48, see Figure). Two other properties on E 75th Avenue may be used for small businesses.

Due to the presence of multi-family properties in the area, there is a high demand for parking. Many driveways contained double-parked vehicles or vehicles parked in side-yards, and could be impacted by roadway or pedestrian improvements. Table 2 summarizes the vehicles parked off-street but within the existing Right-of-Way (ROW).

Table 2. Off-Street Parking in ROW

		Tuesday Sept 19, 2023		Saturday Sept 23, 2023	
		12:00-1:00pm	8:00-9:00pm	12:00-1:00pm	8:00-9:00pm
Street Name	**Side of Street**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**	**Vehicles Parked in ROW**
E 74th Avenue	North	-	1	2	2
	South	2	9	7	7
E 75th Avenue (Nancy St to Petersburg St)	North	2	6	6	3
	South	3	7	6	6
E 75th Avenue (Petersburg St to Basel St)	North	4	5	3	4
	South	1	-	-	-
Petersburg Street	East	1	-	-	-
	West	2	3	2	5
Nancy Street	East	-	-	-	-
	West	-	-	-	-
	TOTAL	15	31	26	27

Off-street parking in the ROW was observed along E 74th Avenue, E 75th Avenue and Petersburg Street. Totals included 15 vehicles on Tuesday at noon, 31 vehicles on Tuesday evening, 26 vehicles on Saturday at noon, and 27 vehicles on Saturday evening. Off-street parking in the ROW was not observed along Nancy Street.

The off-street parking in the ROW along the south side of 74th Avenue is primarily due to the short full-frontage driveways. Many vehicles were double-parked with a peak of 9 second row vehicles on Tuesday evening. The driveways along E 75th Avenue between Nancy Street and Petersburg Street were observed having a significant number of double-parked vehicles on both the north and south sides of the street, with a peak count of 6 and 7 vehicles, respectively. The north side of E 75th Avenue between Petersburg Street and Basel Street had 5 double parked vehicles on Tuesday evening.

Both the north side of E 74th Avenue and the south side of E 75th Avenue had relatively few double-parked vehicles due to the higher on-site parking capacity and deeper driveways. Although some of the deep driveways contained double-parked vehicles, the second-row vehicles were not included in the off-street vehicle count because they did not encroach into the ROW. Two deep driveways on the north side of E 74th Avenue and three deep driveways on the south side of E 75th Avenue were excluded from the double-parking count as noted in the attached chart.

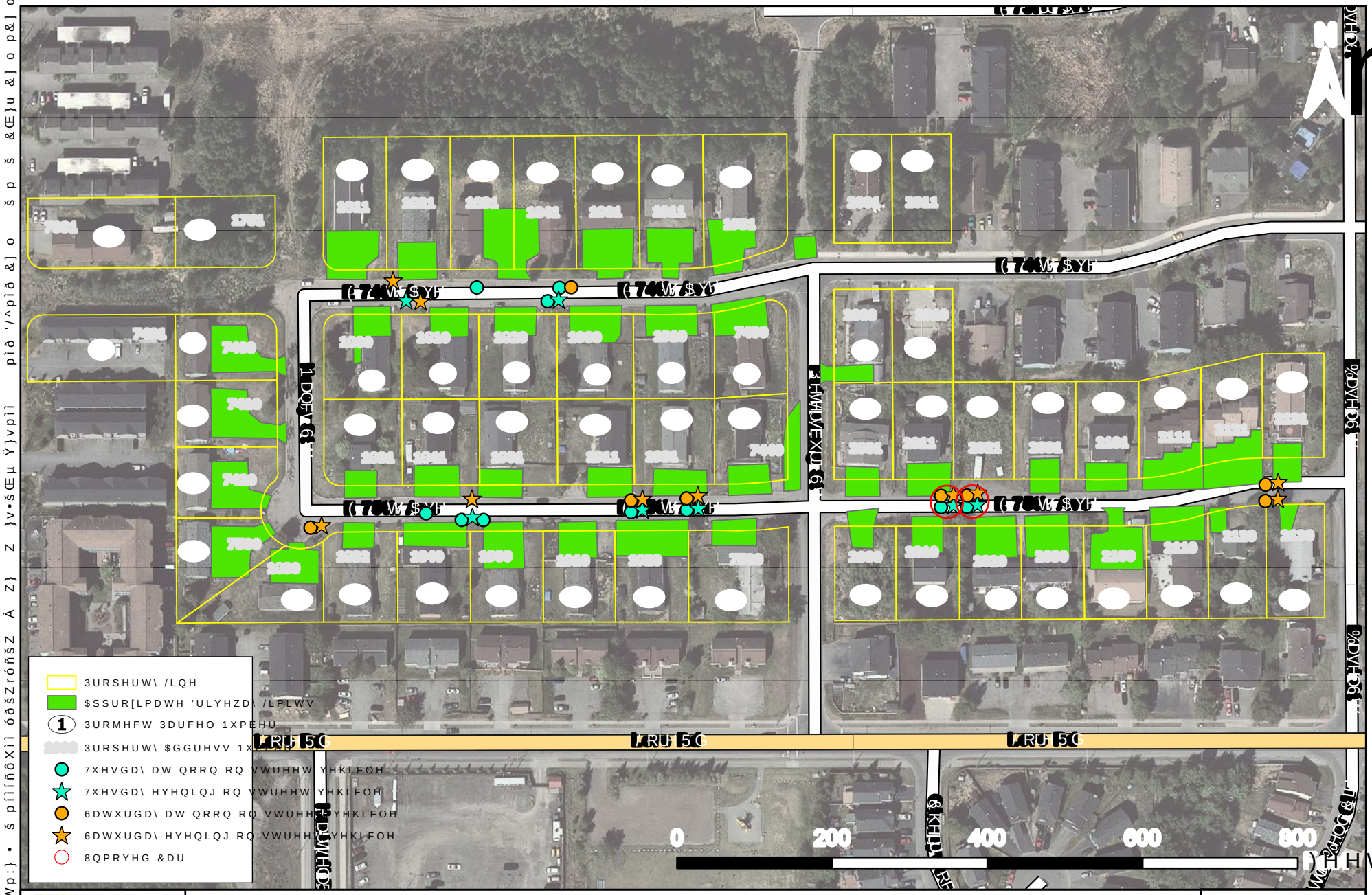
Vehicles were observed double-parked even when some front rows were open. This is because the apartments likely have assigned parking spaces.

The off-street parking spaces on Petersburg Street (west of Parcel 48) will likely be impacted by the proposed improvements.

Conclusions

The highest on-street parking demand was observed on Tuesday at midday and Saturday evening, with a total of 10 vehicles during each period. If on-street parking is not restricted, the proposed improvements should not impact the current on-street parking patterns.

The highest off-street parking in the ROW was observed Tuesday evening with a total of 31 vehicles. The project may impact the existing off-street parking in the ROW, especially if pedestrian facilities are included. If off-street parking is impacted, on-street parking could be expected to increase.



CRW ENGINEERING GROUP

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			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
2000 E 74th Ave	9	First Row	1	1	1	1	2	50%	Driveway on Petersburg St
		Second Row	1	0	0	0			
7400 Petersburg St	8	First Row	0	2	3	4	6	67%	Driveway on E 74th Ave
		Second Row	0	1	0	0			
1931 E 74th Ave*	13	First Row	3	5	3	5	6	83%	
		Second Row							
1911 E 74th Ave*	14	First Row	2	5	4	4	10	50%	
		Second Row							
1910 E 74th Ave	7	First Row	5	5	4	3	6	83%	
		Second Row	0	1	1	0			
1901 E 74th Ave*	15	First Row	4	8	6	6	9	89%	
		Second Row							
1900 E 74th Ave	6	First Row	4	5	4	4	6	83%	
		Second Row	0	2	2	1			
1841/ 1831 E 74th Ave*	17/16	First Row	3	8	9	7	12	75%	
		Second Row							
1820 E 74th Ave	5	First Row	5	4	3	3	5	100%	
		Second Row	2	2	3	2			
1810 E 74th Ave	4	First Row	2	3	3	4	5	80%	
		Second Row	0	1	1	1			
1821 E 74th Ave	18	First Row	1	3	4	3	6	67%	
		Second Row	0	1	1	2			
1800 E 74th Ave	3	First Row	0	4	2	4	5	80%	
		Second Row	0	2	0	3			
1811 E 74th Ave	19	First Row	4	4	5	5	7	71%	Deep driveway, second row not expected to be in ROW
		Second Row	2	3	1	2			

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
7400 Nancy St*	2	First Row	2	5	3	6	7	86%	
		Second Row							
7410 Nancy St*	22	First Row	2	4	4	4	7	57%	
		Second Row							
7420 Nancy St*	23	First Row	3	7	4	7	7	100%	
		Second Row							
7500 Nancy St*	24	First Row	2	3	3	3	7	43%	
		Second Row							
1830 E 75th Ave*	25	First Row	5	5	6	5	8	75%	
		Second Row							
1831 E 75th Ave	53	First Row	1	3	1	3	4	75%	
		Second Row							
1832 E 75th Ave	26	First Row	2	0	1	0	4	50%	
		Second Row							
1841 E 75th Ave	52	First Row	4	6	6	6	7	86%	
		Second Row							
1840 E 75th Ave	27	First Row	5	5	5	5	5	100%	2 additional gravel spaces w/in ROW
		Second Row	1	3	3	2			
1901 E 75th Ave	51	First Row	2	4	5	5	6	83%	
		Second Row	0	3	2	2			
1900 E 75th Ave	28	First Row	1	4	3	3	6	67%	Deep driveway, second row not expected to be in ROW
		Second Row	0	1	3	0			
1910 E 75th Ave	29	First Row	4	4	4	4	6	67%	
		Second Row	1	3	2	3			
1911 E 75th Ave	50	First Row	4	4	6	6	6	100%	
		Second Row	2	3	2	0			

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
1920 E 75th Ave	30	First Row	3	6	5	6	8	75%	
		Second Row	0	0	0	0			
1931 E 75th Ave	49	First Row	7	5	5	5	7	100%	
		Second Row	0	0	2	1			
7500 Petersburg St	31	First Row	0	2	2	1	4	50%	
		Second Row	0	0	0	0			
7440 Petersburg St (75th Ave Driveway)	48	First Row	4	4	4	4	5	80%	
		Second Row	0	0	0	0			
7440 Petersburg St (Petersburg Parking)	48	First Row	2	3	2	5	10	50%	Potential small business parking (in ROW)
		Second Row							
2000 E 75th Ave	32	First Row	0	0	0	0	2	0%	
		Second Row	0	0	0	0			
2001 E 75th Ave	47	First Row	0	1	1	1	4	25%	
		Second Row	0	0	0	0			
2010 E 75th Ave	33	First Row	4	4	4	4	4	100%	
		Second Row	1	0	0	0			
2011 E 75th Ave	46	First Row	5	5	4	6	6	100%	Includes gravel side yard parking as first row
		Second Row	1	2	1	0			
2020 E 75th Ave	34	First Row	3	2	2	3	6	50%	Deep driveway, second row not expected to be in ROW
		Second Row	1	1	1	1			
2030 E 75th Ave	35	First Row	2	5	3	4	6	83%	Deep driveway, second row not expected to be in ROW
		Second Row	0	1	0	2			
2031 E 75th Ave	44	First Row	2	2	2	3	4	75%	
		Second Row	1	1	1	1			
2100 E 75th Ave*	36	First Row	2	4	3	3	8	50%	
		Second Row							

* Has on-site parking lot

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			19-Sep-23		23-Sep-23				
Parcel Address	**Parcel Number**	**Driveway Row**	**Tuesday Noon**	**Tuesday Evening**	**Saturday Noon**	**Saturday Evening**	**Available First-Row Parking Spaces****	**Maximum Observed First-Row Capacity (%)**	**Notes**
2101 E 75th Ave	43	First Row	2	2	1	3	5	60%	
		Second Row	0	0	0	0			
2110 E 75th Ave	37	First Row	3	3	4	3	6	67%	
		Second Row	0	0	0	0			
2111 E 75th Ave	42	First Row	0	0	0	0	6	0%	
		Second Row	0	0	0	0			
2120 E 75th Ave	38	First Row	0	1	0	2	2	100%	
		Second Row	0	0	0	0			
2121 E 75th Ave	41	First Row	4	4	4	3	6	67%	
		Second Row	1	2	1	1			
2130 E 75th Ave	39	First Row	0	1	0	0	1	100%	Additional driveway parking on Basel St
		Second Row	0	0	0	0			
2131 E 75th Ave	40	First Row	2	3	1	2	3	100%	
		Second Row	1	0	0	2			

* Has on-site parking lot

**If the parcel has an on-site parking lot, this number represents the capacity of the entire lot.

DOT Daily Volume Lake Otis & 74th Ave	Vehicle Volumes
2022 AADT Count	18,300
K Factor	0.12
Sept 12, 2023 24-Hour count	19,536
Sept 13, 2023 24-Hour count	18,793
Sept 14, 2023 24-Hour count	18,904

Sept 12, 2023 AADT Adjustment Ratio	0.937
Sept 13, 2023 AADT Adjustment Ratio	0.974
Sept 13, 2024 AADT Adjustment Ratio	0.968

Roadway	AADT	DHV	DD
74th Avenue	280	12%	45/55
75th Avenue	108	12%	65/35

			Directional Distrubution (Peak Hour)		85th Percentile Speed (mph)		
74th Ave 356 ft West of Intersection	24-Hour Count	Adjusted AADT	EB	WB	EB	WB	Combined
24-Hour Total Count 9/12/23	189	177	45	55	18	17	18
24-Hour Total Count 9/13/23	264	257	43	57	17	18	18
24-Hour Total Count 9/14/23	289	280	46	54	17	17	17
			44.7	55.3			

			Directional Distrubution (Peak Hour)		85th Percentile Speed (mph)		
75th Ave 329 ft east of Intersection	24-Hour Count	Adjusted AADT	EB	WB	EB	WB	Combined
24-Hour Total Count 9/12/23	113	106	67	33	12	13	12
24-Hour Total Count 9/12/23	111	108	61	39	11	13	12
24-Hour Total Count 9/12/23	98	95	70	30	13	14	13

AADT Projections

Growth Rate 0.80% Anchorage 2040 LUP

Roadway	2023	2028	2048
74th Avenue	280	290	340
75th Avenue	108	110	130

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Eastbound

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
5:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
6:00	1	0	3	3	0	0	0	0	0	0	0	0	0	7
7:00	4	5	3	1	0	0	0	0	0	0	0	0	0	13
8:00	2	4	5	1	0	0	0	0	0	0	0	0	0	12
9:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
13:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:00	2	2	1	0	0	0	0	0	0	0	0	0	0	5
16:00	3	5	3	0	0	0	0	0	0	0	0	0	0	11
17:00	3	6	0	1	0	0	0	0	0	0	0	0	0	10
18:00	4	3	1	0	0	0	0	0	0	0	0	0	0	8
19:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	27	37	28	8	0	0	0	0	0	0	0	0	0	100
Stats			Percentile Speed	85th 18										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Westbound

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
8:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
9:00	2	0	2	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	6	2	0	2	0	0	0	0	0	0	0	0	0	10
16:00	1	4	4	1	0	0	0	0	0	0	0	0	0	10
17:00	1	6	4	1	0	0	0	0	0	0	0	0	0	12
18:00	3	5	1	1	0	0	0	0	0	0	0	0	0	10
19:00	4	5	2	2	0	0	0	0	0	0	0	0	0	13
20:00	1	0	4	1	0	0	0	0	0	0	0	0	0	6
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	36	19	9	0	0	0	0	0	0	0	0	0	89
Stats			Percentile Speed	85th 17										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Combined

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	2	3	0	0	0	0	0	0	0	0	0	0	0	5
5:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
6:00	1	0	3	3	0	0	0	0	0	0	0	0	0	7
7:00	8	6	3	1	0	0	0	0	0	0	0	0	0	18
8:00	2	6	6	2	0	0	0	0	0	0	0	0	0	16
9:00	2	3	4	0	0	0	0	0	0	0	0	0	0	9
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
13:00	3	1	1	0	0	0	0	0	0	0	0	0	0	5
14:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
15:00	8	4	1	2	0	0	0	0	0	0	0	0	0	15
16:00	4	9	7	1	0	0	0	0	0	0	0	0	0	21
17:00	4	12	4	2	0	0	0	0	0	0	0	0	0	22
18:00	7	8	2	1	0	0	0	0	0	0	0	0	0	18
19:00	5	7	4	2	0	0	0	0	0	0	0	0	0	18
20:00	3	0	4	1	0	0	0	0	0	0	0	0	0	8
21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	52	73	47	17	0	0	0	0	0	0	0	0	0	189
Stats			Percentile Speed	85th 18										

Municipality of Anchorage
Traffic Engineering
Data Division

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Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Eastbound

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	2	1	1	0	0	0	0	0	0	0	0	0	6
5:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
6:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
7:00	2	3	7	2	0	0	0	0	0	0	0	0	0	14
8:00	2	4	3	0	0	0	0	0	0	0	0	0	0	9
9:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
10:00	3	5	2	0	0	0	0	0	0	0	0	0	0	10
11:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
12:00	2	3	2	0	0	0	0	0	0	0	0	0	0	7
13:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
14:00	2	2	1	0	0	0	0	0	0	0	0	0	0	5
15:00	2	5	2	0	0	0	0	0	0	0	0	0	0	9
16:00	4	3	2	0	0	0	0	0	0	0	0	0	0	9
17:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
18:00	6	5	1	1	0	0	0	0	0	0	0	0	0	13
19:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
20:00	5	2	3	0	0	0	0	0	0	0	0	0	0	10
21:00	5	2	2	0	0	0	0	0	0	0	0	0	0	9
22:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	41	59	34	8	0	0	0	0	0	0	0	0	0	142
Stats			Percentile Speed	85th 17										

Municipality of Anchorage
Traffic Engineering
Data Division

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Anchorage, AK 99501
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Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Westbound

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	1	1	1	1	0	0	0	0	0	0	0	0	0	4
8:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
10:00	4	0	1	0	0	0	0	0	0	0	0	0	0	5
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	1	2	6	1	0	0	0	0	0	0	0	0	0	10
13:00	3	3	3	0	0	0	0	0	0	0	0	0	0	9
14:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:00	0	6	10	0	0	0	0	0	0	0	0	0	0	16
17:00	1	6	3	0	0	0	0	0	0	0	0	0	0	10
18:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
19:00	7	4	1	0	0	0	0	0	0	0	0	0	0	12
20:00	3	5	1	0	0	0	0	0	0	0	0	0	0	9
21:00	1	3	2	1	1	0	0	0	0	0	0	0	0	8
22:00	2	1	3	0	0	0	0	0	0	0	0	0	0	6
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	31	44	42	3	2	0	0	0	0	0	0	0	0	122
Stats			Percentile Speed	85th 18										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Combined

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	4	2	1	1	0	0	0	0	0	0	0	0	0	8
5:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
6:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
7:00	3	4	8	3	0	0	0	0	0	0	0	0	0	18
8:00	2	4	4	0	0	0	0	0	0	0	0	0	0	10
9:00	3	7	2	0	0	0	0	0	0	0	0	0	0	12
10:00	7	5	3	0	0	0	0	0	0	0	0	0	0	15
11:00	1	3	1	1	0	0	0	0	0	0	0	0	0	6
12:00	3	5	8	1	0	0	0	0	0	0	0	0	0	17
13:00	4	6	4	0	0	0	0	0	0	0	0	0	0	14
14:00	2	5	5	0	0	0	0	0	0	0	0	0	0	12
15:00	3	5	2	0	1	0	0	0	0	0	0	0	0	11
16:00	4	9	12	0	0	0	0	0	0	0	0	0	0	25
17:00	2	8	4	0	0	0	0	0	0	0	0	0	0	14
18:00	6	8	5	1	0	0	0	0	0	0	0	0	0	20
19:00	8	11	2	0	0	0	0	0	0	0	0	0	0	21
20:00	8	7	4	0	0	0	0	0	0	0	0	0	0	19
21:00	6	5	4	1	1	0	0	0	0	0	0	0	0	17
22:00	3	1	4	1	0	0	0	0	0	0	0	0	0	9
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	72	103	76	11	2	0	0	0	0	0	0	0	0	264
Stats			Percentile Speed	85th 18										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Eastbound

9/14/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	2	1	1	2	0	0	0	0	0	0	0	0	0	6
6:00	1	1	2	0	1	0	0	0	0	0	0	0	0	5
7:00	3	4	4	2	0	0	0	0	0	0	0	0	0	13
8:00	0	5	5	2	0	0	0	0	0	0	0	0	0	12
9:00	1	3	5	0	0	0	0	0	0	0	0	0	0	9
10:00	2	3	2	0	0	0	0	0	0	0	0	0	0	7
11:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
13:00	5	2	1	1	0	0	0	0	0	0	0	0	0	9
14:00	4	3	3	0	0	0	0	0	0	0	0	0	0	10
15:00	1	3	2	2	0	0	0	0	0	0	0	0	0	8
16:00	2	8	1	0	0	0	0	0	0	0	0	0	0	11
17:00	5	6	2	0	1	0	0	0	0	0	0	0	0	14
18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:00	5	5	0	0	0	0	0	0	0	0	0	0	0	10
20:00	1	7	0	1	0	0	0	0	0	0	0	0	0	9
21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
Total	45	65	30	10	2	0	0	0	0	0	0	0	0	152
Stats			Percentile Speed	85th 17										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Westbound

9/14/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00	2	3	1	1	0	0	0	0	0	0	0	0	0	7
9:00	2	1	2	1	0	0	0	0	0	0	0	0	0	6
10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
12:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
13:00	2	2	2	0	0	0	0	0	0	0	0	0	0	6
14:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
15:00	0	3	2	1	1	0	0	0	0	0	0	0	0	7
16:00	6	7	6	0	0	0	0	0	0	0	0	0	0	19
17:00	4	10	4	2	0	0	0	0	0	0	0	0	0	20
18:00	3	2	2	1	0	0	0	0	0	0	0	0	0	8
19:00	3	4	3	0	0	0	0	0	0	0	0	0	0	10
20:00	3	6	5	0	0	0	0	0	0	0	0	0	0	14
21:00	2	1	1	2	0	0	0	0	0	0	0	0	0	6
22:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	37	57	34	8	1	0	0	0	0	0	0	0	0	137
Stats			Percentile Speed	85th 17										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 74th 356' W of Petersburg
Start Date: 09-11-2023

Site Code: 09112301
Station ID: 32854

Direction: Combined

9/14/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	2	1	2	2	0	0	0	0	0	0	0	0	0	7
6:00	1	1	2	0	1	0	0	0	0	0	0	0	0	5
7:00	4	4	4	2	0	0	0	0	0	0	0	0	0	14
8:00	2	8	6	3	0	0	0	0	0	0	0	0	0	19
9:00	3	4	7	1	0	0	0	0	0	0	0	0	0	15
10:00	5	4	2	0	0	0	0	0	0	0	0	0	0	11
11:00	4	5	1	0	0	0	0	0	0	0	0	0	0	10
12:00	2	5	2	0	0	0	0	0	0	0	0	0	0	9
13:00	7	4	3	1	0	0	0	0	0	0	0	0	0	15
14:00	4	9	4	0	0	0	0	0	0	0	0	0	0	17
15:00	1	6	4	3	1	0	0	0	0	0	0	0	0	15
16:00	8	15	7	0	0	0	0	0	0	0	0	0	0	30
17:00	9	16	6	2	1	0	0	0	0	0	0	0	0	34
18:00	5	4	2	1	0	0	0	0	0	0	0	0	0	12
19:00	8	9	3	0	0	0	0	0	0	0	0	0	0	20
20:00	4	13	5	1	0	0	0	0	0	0	0	0	0	23
21:00	3	3	1	2	0	0	0	0	0	0	0	0	0	9
22:00	2	3	2	0	0	0	0	0	0	0	0	0	0	7
23:00	2	4	0	0	0	0	0	0	0	0	0	0	0	6
Total	82	122	64	18	3	0	0	0	0	0	0	0	0	289
Stats			Percentile Speed	85th 17										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Eastbound

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9:00	3	1	1	0	0	0	0	0	0	0	0	0	0	5
10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	5	2	0	0	0	0	0	0	0	0	0	0	0	7
17:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	34	16	1	0	0	0	0	0	0	0	0	0	0	51
Stats			Percentile Speed	85th 12										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Westbound

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	1	2	0	1	0	0	0	0	0	0	0	0	0	4
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
8:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
9:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	3	4	0	0	0	0	0	0	0	0	0	0	0	7
16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	4	1	0	1	0	0	0	0	0	0	0	0	0	6
19:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
20:00	2	4	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	27	3	2	0	0	0	0	0	0	0	0	0	62
Stats			Percentile Speed	85th 13										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Combined

9/12/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	1	2	0	1	0	0	0	0	0	0	0	0	0	4
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
8:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
9:00	4	2	2	0	0	0	0	0	0	0	0	0	0	8
10:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	3	3	0	0	0	0	0	0	0	0	0	0	0	6
15:00	7	4	0	0	0	0	0	0	0	0	0	0	0	11
16:00	7	3	0	0	0	0	0	0	0	0	0	0	0	10
17:00	4	3	0	0	0	0	0	0	0	0	0	0	0	7
18:00	6	1	0	1	0	0	0	0	0	0	0	0	0	8
19:00	6	1	0	0	0	0	0	0	0	0	0	0	0	7
20:00	5	5	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	64	43	4	2	0	0	0	0	0	0	0	0	0	113
Stats			Percentile Speed	85th 12										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Eastbound

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	5	2	0	0	0	0	0	0	0	0	0	0	0	7
8:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
14:00	6	1	0	0	0	0	0	0	0	0	0	0	0	7
15:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	10	1	0	0	0	0	0	0	0	0	0	0	0	11
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	1	0	0	1	0	0	0	0	0	0	0	0	3
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	46	14	0	0	1	0	0	0	0	0	0	0	0	61
Stats			Percentile Speed	85th 11										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Westbound

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
8:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	4	1	2	0	0	0	0	0	0	0	0	0	0	7
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	19	2	0	1	0	0	0	0	0	0	0	0	50
Stats			Percentile Speed	85th 13										

Municipality of Anchorage
Traffic Engineering
Data Division

4700 Elmore Road
Anchorage, AK 99501
907-343-8406

Location: 75th 329' E of Petersburg
Start Date: 09-11-2023

Site Code: 09112302
Station ID: 36153

Direction: Combined

9/13/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	9	4	0	0	0	0	0	0	0	0	0	0	0	13
8:00	3	3	0	0	0	0	0	0	0	0	0	0	0	6
9:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:00	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
13:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
14:00	10	2	2	0	0	0	0	0	0	0	0	0	0	14
15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:00	14	3	0	0	0	0	0	0	0	0	0	0	0	17
18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:00	8	2	0	0	0	0	0	0	0	0	0	0	0	10
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:00	1	1	0	0	1	0	0	0	0	0	0	0	0	3
22:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	74	33	2	0	2	0	0	0	0	0	0	0	0	111
Stats			Percentile Speed	85th 12										

Municipality of Anchorage
Traffic Engineering
Data Division

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Anchorage, AK 99501
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Location: 75th 329' E of Petersburg
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Site Code: 09112302
Station ID: 36153

Direction: Eastbound

9/14/2023 Time	0 - 10 MPH	> 10 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 MPH	Total
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
8:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
9:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00	3	0	1	0	0	0	0	0	0	0	0	0	0	4
11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	3	1	1	0	0	0	0	0	0	0	0	0	0	5
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
19:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	15	4	0	0	0	0	0	0	0	0	0	0	49
Stats			Percentile Speed	85th 13										

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0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
8:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00	4	3	0	0	0	0	0	0	0	0	0	0	0	7
10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
11:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	4
21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	22	6	1	0	0	0	0	0	0	0	0	0	49
Stats			Percentile Speed	85th 14										

Municipality of Anchorage
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0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7:00	4	5	1	0	0	0	0	0	0	0	0	0	0	10
8:00	2	3	2	0	0	0	0	0	0	0	0	0	0	7
9:00	5	4	0	0	0	0	0	0	0	0	0	0	0	9
10:00	4	0	1	1	0	0	0	0	0	0	0	0	0	6
11:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	4	1	1	0	0	0	0	0	0	0	0	0	0	6
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:00	4	3	2	0	0	0	0	0	0	0	0	0	0	9
19:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	5	0	2	0	0	0	0	0	0	0	0	0	0	7
21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	37	10	1	0	0	0	0	0	0	0	0	0	98
Stats			Percentile Speed	85th 13										

APPENDIX K

Easement Spreadsheets

ROW REQUIREMENTS ESTIMATE - PHASE 1 - FINAL DSM

E 74th Ave / Nancy St / E 75th Ave - Phase 1: ROW Summary

PARCEL	PUE	SE	DE	FHE	TCE	# Of TCP's
1						0
2						1
3						1
4						1
5						1
6						1
7						1
8						1
9						0
10						0
11						0
12						0
13						1
14						1
15						1
16				X		1
17				X		1
18						1
19						1
20						1
21						0
22						1
23						1
24						1
25						1
26						1
27						1
28						1
29						1
30						1
31						1
48						1
49						1
50						1
51						1
52						1
53						1
TOTAL	0	0	0	2	0	31

ROW REQUIREMENTS ESTIMATE - PHASE 2 - FINAL DSM

E 74th Ave / Nancy St / E 75th Ave - Phase 2: ROW Summary

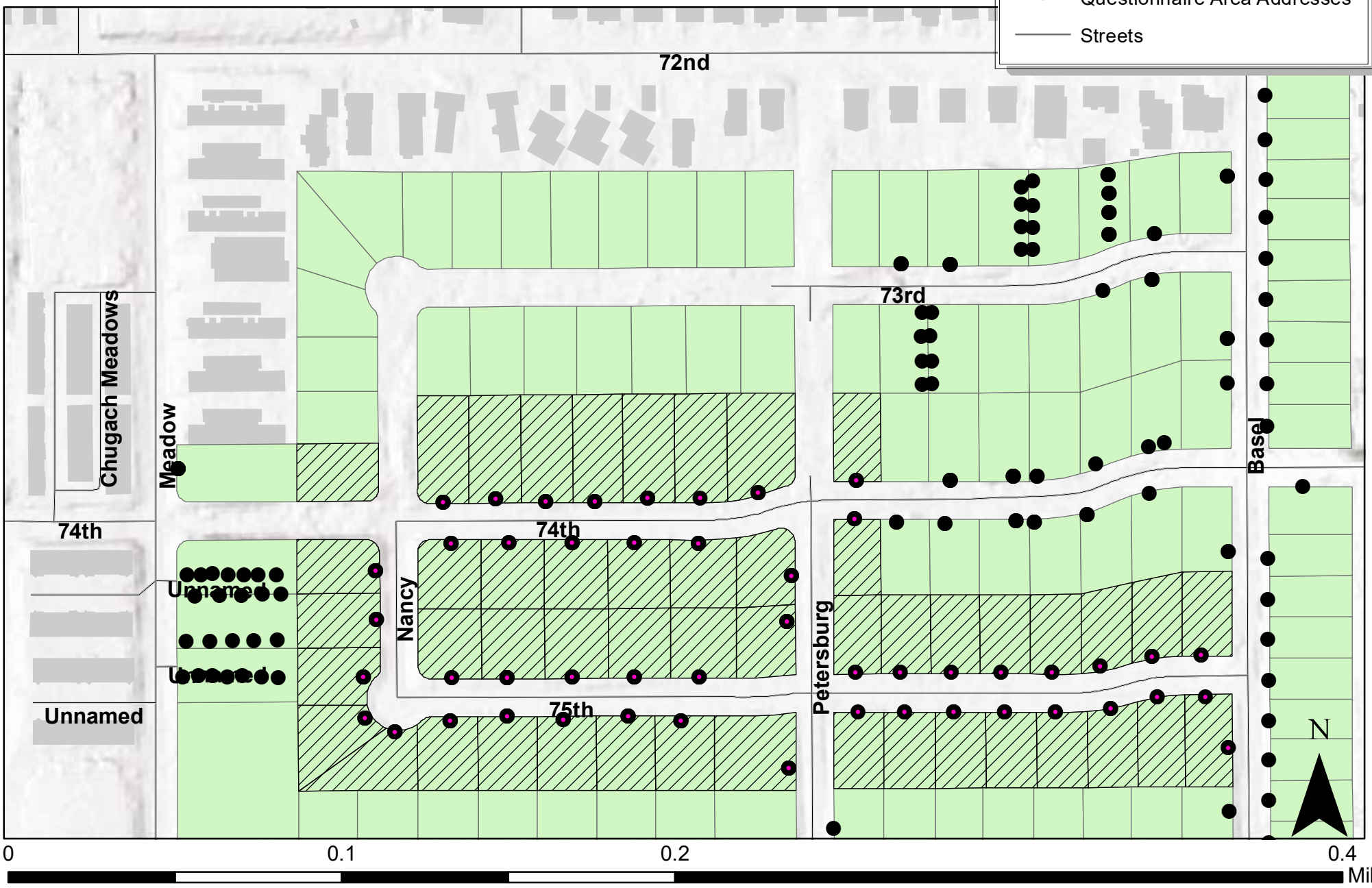
PARCEL	PUE	SE	DE	FHE	TCE	# Of TCP's
8			X			0
9			X			1
31						0
32						1
33						1
34						1
35						1
36						1
37						1
38						1
39			X			1
40						1
41						1
42				X		1
43				X		1
44						1
45						1
46						1
47						1
48						0
54						0
55						2
TOTAL	0	0	3	2	0	19

APPENDIX L

Public Involvement

74th-75th Avenue Road Reconstruction

September 18, 2021, Source, MOA GIS & Property Tax Database



HUDDLE

Meeting Summary
74th/75th Ave Road Reconstruction
SUBJECT: Abbott Loop Community Council Meeting (ALCC) Meeting
LOCATION: Trail Side Elementary School,
5151 Abbott Road (hybrid meeting with some virtual attendees)
DATE: Thursday, September 28, 2023, 6:30 PM

ATTENDEES: Charles Bang, (MOA PM&E), Hailey Swirbul & Bill Johnson (CRW Engineering Group), Holly Spoth-Torres & Mandy Powers (Huddle AK), approximately 16 in-person and 16 virtual attendees including ALCC Members, local Assembly Representatives, Senators, Representatives, and School Board Members.

Summary
Hailey presented a brief project overview. The following topics were covered during a 5-minute presentation:

- Hailey shared two maps of the project location. One map showed the broad project area for context and the second map was more zoomed in to the specific project area between Meadow St. and Basel St. to include 74th Ave., 75th Ave., Petersburg St., and Nancy St.
- Hailey also showed a board that included pictures of the current roadway conditions included water pooling, asphalt damage, and poor drainage.
- 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 Study Memorandum (DSM) phase.
- During the DSM 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 likely be funded through a Municipal bond. Future construction is anticipated in 2027 if funding is secured.
- Holly shared that residents who live close to the project area will receive a postcard mailer, a questionnaire, or both, depending on the location of their residence.

Comments/Questions from UACC Members and Responses

- An attendee asked if 73rd Ave. and Basel St. could be added to the project area because the roadway conditions and drainage are also very poor on those streets.

  The ALCC President, Bruce Roberts, responded that the funding was dedicated for the current project area.

- A community council member asked if the project could be constructed sooner.

  Hailey responded that the Municipal Capital Improvement Plan and Budget drive timelines for funding. Construction funding is currently programmed for 2027 assuming all bonds are approved.

- An attendee asked where all the water would go once the drainage was improved. They also stated that sometimes there seemed to be a stream of water flowing down the roadways.

  Hailey described how in this location the groundwater was very close to the surface. She also answered that the improvements would route the water through the undeveloped right-of-way on 74th and connect out to the Meadow St. storm drain system.

HUDDLE

Meeting Summary
74th/75th Ave Road Reconstruction
SUBJECT: Abbott Loop Community Council Meeting (ALCC) Meeting
LOCATION: Trail Side Elementary School,
5151 Abbott Road (hybrid meeting with some virtual attendees)
DATE: Thursday, April 28, 2024, 6:30 PM

ATTENDEES: Holly Spoth-Torres (Huddle AK), approximately 25 in-person and 13 virtual attendees including ALCC Members, local Assembly Representatives, Senators, Representatives, and School Board Members.

Summary
Holly presented a brief project overview. The following topics were covered during a 3-minute presentation:

- Holly shared the project location map showing the specific project area between Meadow St. and Basel St. to include 74th Ave., 75th Ave., Petersburg St., and Nancy St.
- Holly invited the council to attend the upcoming open house meeting on May 1, 2024, from 4:30 – 6:30 pm at Polaris K-12 School.
- 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.
- Holly shared that residents who live close to the project area received a postcard mailer inviting them to the open house.

Comments/Questions from UACC Members and Responses

- An attendee asked to have a more specific description about where the project was in the design process.

  Holly explained that the project is currently funded through the Design Study Memorandum (DSM) phase. The goal of the upcoming open house is to discuss and receive feedback on potential options before finalizing the DSM. Holly indicated that future construction anticipated in 2027 if funding is secured.

- A council member commented that many of the residents in the project area are renters.

- A community council member asked if the MOA is thinking about solving drainage and storm drainage issues holistically or if this was just a singular fix.

  Holly responded that the AWWU recently was contemplating a Storm Water Utility to address drainage and storm drain infrastructure more holistically, however that project hasn't progressed. She followed that drainage and drainage infrastructure projects like 74th/75th Ave are very important to not only fix localized drainage issues for neighborhoods but also to bring local roads up to current design criteria.

- The council representative responsible for developing ALCC's CIP list asked if the cost estimate was still current. ALCC wants to continue to list the project in their CIP list.

  Holly promised to get back in touch with them after confirming the information.

Holly Spoth-Torres

From: Holly Spoth-Torres
Sent: Wednesday, October 4, 2023 2:12 PM
To: [redacted]
[redacted]
Bill Johnson; Hailey Swirbul; Charles Bang; Tsu, Melinda A.
Subject: Follow-up - 74th Ave/75th Ave Road Reconstruction

Hi Titus,

Thanks so much for your call yesterday about the 74th Ave. and 75th Ave Road Reconstruction project. I promised I'd follow up with some answers to your questions. Please see below for answers! 😊

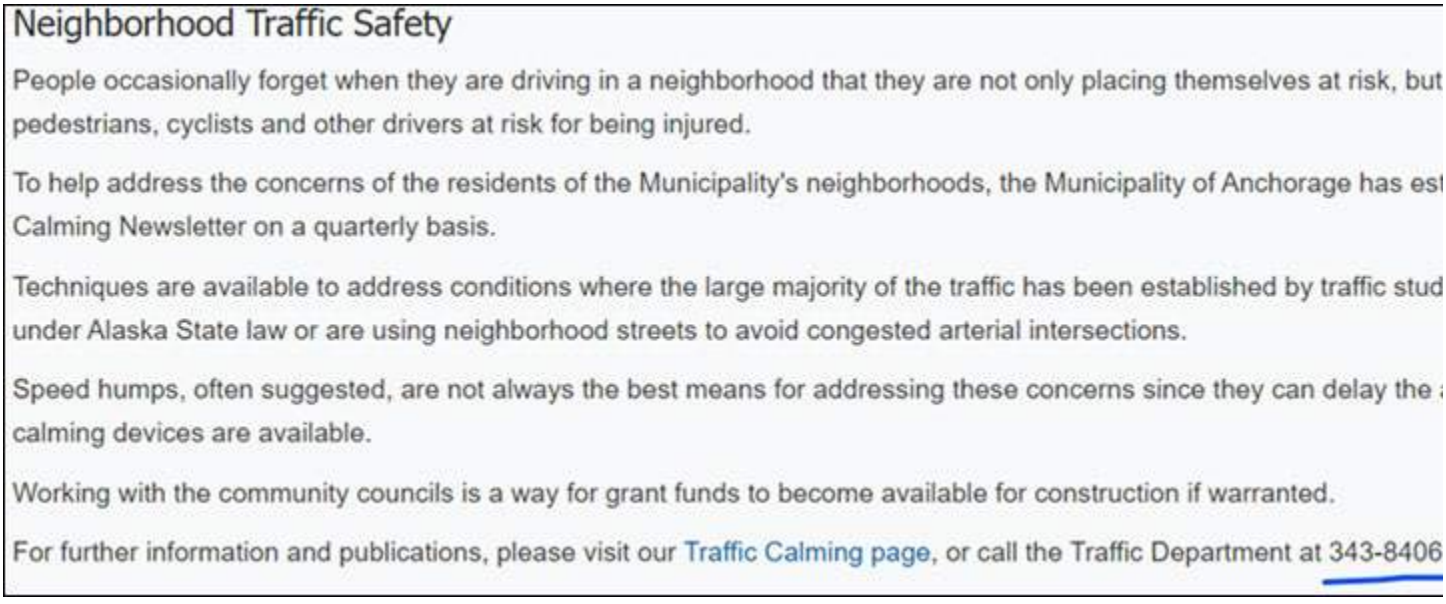
First, you asked if the undeveloped right-of-way between Nancy St and Meadow St would be constructed as a roadway.

Answer: This project will only install a new storm drain in the 74th Ave right-of-way between Nancy St. and Meadow St. There is currently water, sewer, gas, electric, and telecommunication utilities in this undeveloped right-of way. We are not aware of any plans develop this undeveloped area as a roadway.

Second, you asked if trees in the right of way on 74th between Nancy St. and Meadow St. would need to be removed.

Answer: Vegetation will need to be removed for the storm drain to be installed.

Lastly, you had a variety of other comments. One on the intersection of Lore/Meadow and the other concerning speeding along Meadow St. My hunch was correct that the Traffic Department would be the best channel for these comments and it is best for the process if you make these comments to the Traffic Department directly. I underlined the number below that you should call.



Neighborhood Traffic Safety

People occasionally forget when they are driving in a neighborhood that they are not only placing themselves at risk, but pedestrians, cyclists and other drivers at risk for being injured.

To help address the concerns of the residents of the Municipality's neighborhoods, the Municipality of Anchorage has est Calming Newsletter on a quarterly basis.

Techniques are available to address conditions where the large majority of the traffic has been established by traffic stud under Alaska State law or are using neighborhood streets to avoid congested arterial intersections.

Speed humps, often suggested, are not always the best means for addressing these concerns since they can delay the calming devices are available.

Working with the community councils is a way for grant funds to become available for construction if warranted.

For further information and publications, please visit our Traffic Calming page, or call the Traffic Department at 343-8406

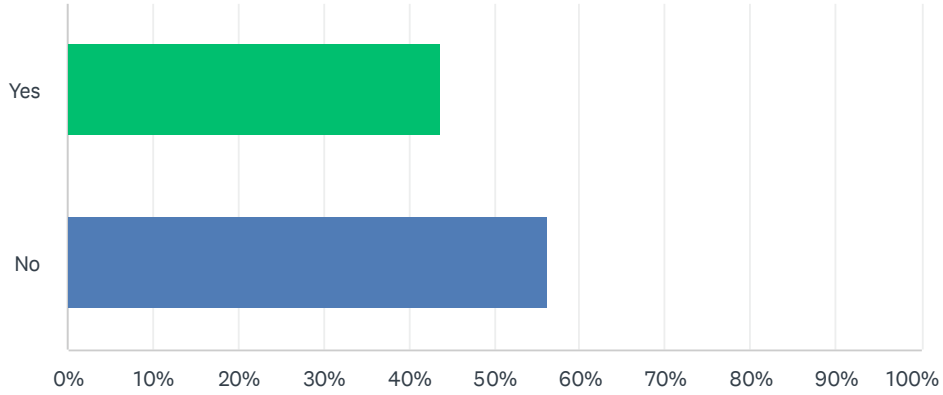
Finally, I added you to the project email list like you asked. You'll get future e-newsletters with project updates.

Again, thanks for calling! It was great to speak with you and your wife.

Holly Spoth-Torres

Q1 Do you own the property in the project area?

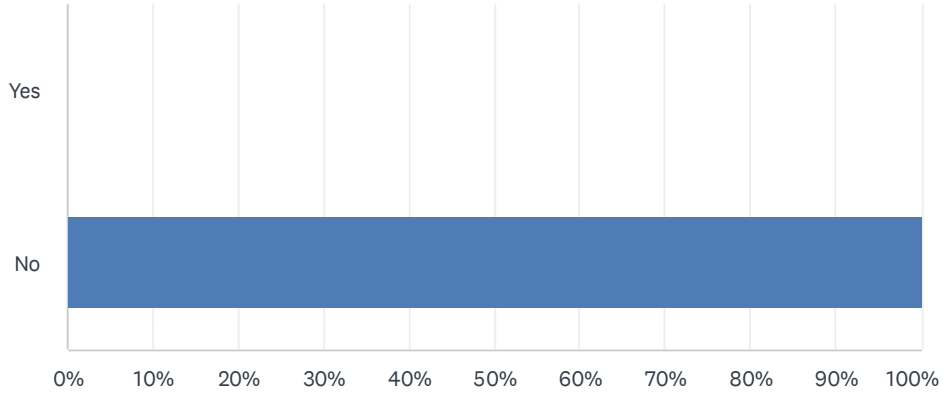
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	43.75%	7
No	56.25%	9
TOTAL		16

Q2 Is your driveway heated?

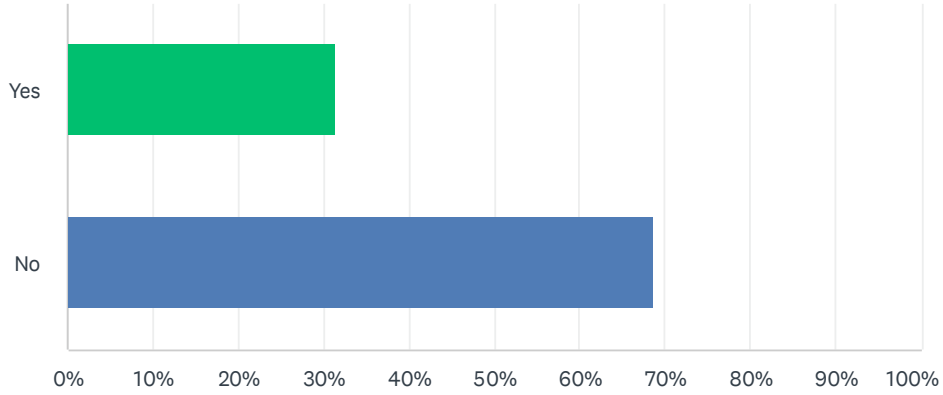
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	16
TOTAL		16

Q3 Is your driveway constructed with concrete?

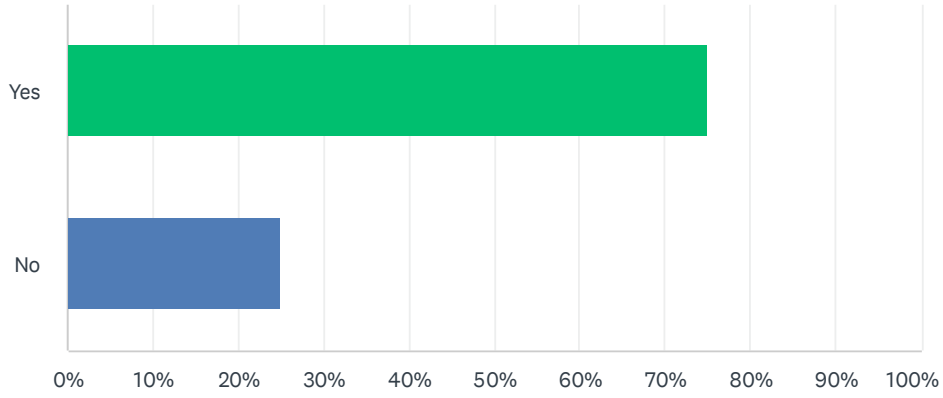
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.25%	5
No	68.75%	11
TOTAL		16

Q4 Have you ever experienced groundwater problems in your crawlspace or basement?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	12
No	25.00%	4
TOTAL		16

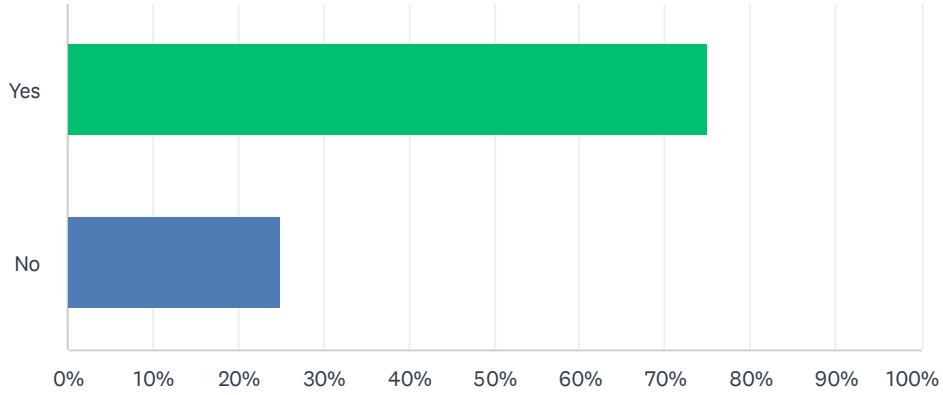
Q5 If you answered yes to the previous question, please explain.

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Water in lower unit, particularly east side. Mostly resolved when discovered sump basin clogged.	11/2/2023 11:58 AM
3	I have experienced water flooding into my building due to the lack of water drainage systems in this neighborhood area which is surprising considering how marshy the area is. I'd think the city would use our taxes to provide help make this area more livable and sustainable long term.	10/31/2023 3:15 PM
4	We live in a swampy area, our sump pump can't keep up w/the excessive groundwater	10/25/2023 8:48 AM
5	Yea, sump pump runs about 2x a day.	10/24/2023 1:22 PM
6	We have to have sump pumps under both 7410 & 7420 Nancy St	10/24/2023 9:21 AM
7	I live in unit 2. Every spring brake up my bedroom, bathroom and kitchen flood which is on the far north side of the building bottom unit.	10/20/2023 10:06 AM
8	Have 3 sumpumps	10/17/2023 2:19 AM
9	Every winter brake up I get flooded in one bedroom and in my living room. For the past 8 years I've lived here.	10/16/2023 8:17 AM
10	Horrible stench every breakup/summer. Smells like raw sewage!	10/12/2023 12:42 PM
11	Lots of groundwater. Flooding in winter.	10/10/2023 9:07 AM
12	Constant ground water fills crawlspace if not pumped	10/9/2023 10:31 AM
13	We have a pump set up in the crawl space to pump out water	10/7/2023 2:42 PM

Q6 Do you have a foundation drain or sump pump?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	12
No	25.00%	4
TOTAL		16

Q7 If you have a foundation drain or sump pump, please describe how many you have, where they are located, and where they drain.

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	in boiler room, it drains outside	11/2/2023 1:08 PM
3	1, located in utility room, in lower unit.	11/2/2023 11:58 AM
4	1 sump pump that drains onto my driveway	10/31/2023 3:15 PM
5	1 sump pump, located on my brother in laws side of the duplex under stairs, it drains back right corner of property	10/25/2023 8:48 AM
6	1 sump pump drains into sewer.	10/24/2023 1:22 PM
7	One under 7410 Nancy, located in the crawl space, drains into the back yard	10/24/2023 9:21 AM
8	As far as I know. We have a French drain, that collects to a pump on the other end of the building near unit 1 bottom unit , next door to me.	10/20/2023 10:06 AM
9	I have 3. Located in crawl space of each unit in triplex. It drains to the backyard.	10/17/2023 2:19 AM
10	I have 2. Both are on the south side of the building, my apartment. It drains out to the front yard 10 feet away.	10/16/2023 8:17 AM
11	1 in the basement. Drains to sewer.	10/10/2023 9:07 AM
12	Triplex has a sump pump installed under each unit in crawlspace. Water drains to backyard and to 75th ave.	10/9/2023 10:31 AM
13	In the crawl space we have one pump that drains water to the yard	10/7/2023 2:42 PM

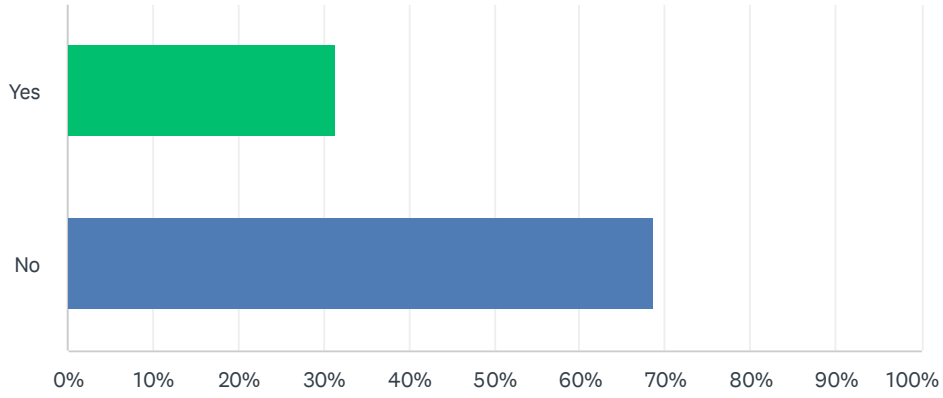
Q8 If you have a sump pump, please describe how often does the pump run? (e.g. All year, spring, fall, after storms, etc.)

Answered: 13 Skipped: 3

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	all year	11/2/2023 1:08 PM
3	spring/summer/fall depending on precip...so regularly last 2 years	11/2/2023 11:58 AM
4	Multiple times through both day and night in summer months	10/31/2023 3:15 PM
5	unknown	10/25/2023 8:48 AM
6	2x a day during spring fall.	10/24/2023 1:22 PM
7	All year when water fills up under the 4plexes	10/24/2023 9:21 AM
8	I hear a pump go off throughout the year but mainly when it rains and in the spring brake up.	10/20/2023 10:06 AM
9	All year	10/17/2023 2:19 AM
10	It runs all the time but in the winter. Spring, Fall, after raining. Sometimes it just turns on.	10/16/2023 8:17 AM
11	All year round.	10/10/2023 9:07 AM
12	All year	10/9/2023 10:31 AM
13	Several time a day through out the year	10/7/2023 2:42 PM

Q9 Are there any special considerations on your property that you feel the design team should be aware of in designing the project?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.25%	5
No	68.75%	11
TOTAL		16

Q10 If you answered yes to the previous question, please explain.

Answered: 7 Skipped: 9

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Maybe ... water runoff from higher property on east side - water pools there	11/2/2023 11:58 AM
3	This street/my property requires a well developed drainage system at the base of the driveway	10/31/2023 3:15 PM
4	Curb and gutter. Better drainage along 75th ave. Lots of ground water sits on roadway and in ditchs next to road	10/24/2023 1:22 PM
5	Not aware of any.	10/20/2023 10:06 AM
6	As parking lot meets street always standing water!	10/12/2023 12:42 PM
7	Drainage from road not to come in driveway	10/9/2023 10:31 AM

Q11 What are the top 3 things you would change about the streets within the project area?

Answered: 16 Skipped: 0

ANSWER CHOICES	RESPONSES	
1.	100.00%	16
2.	93.75%	15
3	68.75%	11

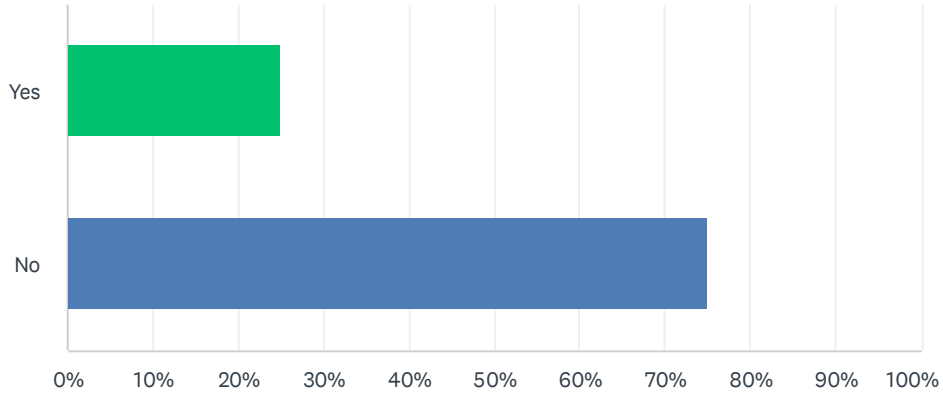
#	1.	DATE
1	Drainage on the roads so they surface doesn't fail	11/9/2023 8:19 PM
2	sub base with gravel, all clay now	11/2/2023 1:08 PM
3	Drainage	11/2/2023 11:58 AM
4	Drainage system	10/31/2023 3:15 PM
5	pot holes - better/newer pavement	10/25/2023 8:48 AM
6	Curb & gutter	10/24/2023 1:22 PM
7	better drainage	10/24/2023 9:21 AM
8	Sewage drainage	10/20/2023 10:06 AM
9	Make it wider so it covers to where driveway starts	10/17/2023 2:19 AM
10	Drain or sewarage system	10/16/2023 8:17 AM
11	Better drainage	10/12/2023 12:42 PM
12	drainage	10/12/2023 12:35 PM
13	More room for street parking	10/11/2023 12:30 AM
14	Sidewalks!	10/10/2023 9:07 AM
15	Severe potholes in pavement	10/9/2023 10:31 AM
16	Better drain system	10/7/2023 2:42 PM
#	2.	DATE
1	See answer 1	11/9/2023 8:19 PM
2	pave it	11/2/2023 1:08 PM
3	Drainage	11/2/2023 11:58 AM
4	New concrete street with sidewalk	10/31/2023 3:15 PM
5	curb @ 75th & Petersburg flooding	10/25/2023 8:48 AM
6	lights	10/24/2023 1:22 PM
7	get rid of pot holes	10/24/2023 9:21 AM
8	New paved roads	10/20/2023 10:06 AM
9	Some years back there used to be a covered culvert running along 75th Ave to drain the rain water.	10/17/2023 2:19 AM

10	Wider streets w/curb	10/16/2023 8:17 AM
11	Quicker ticketing + removal of vehicles!	10/12/2023 12:42 PM
12	street lighting	10/12/2023 12:35 PM
13	Curb and gutter. Better drainage.	10/10/2023 9:07 AM
14	Street lighting	10/9/2023 10:31 AM
15	Street condition: too many pot holes	10/7/2023 2:42 PM

#	**3**	**DATE**
1	See answer 1	11/9/2023 8:19 PM
2	do drainage plan	11/2/2023 1:08 PM
3	Street lights!	10/31/2023 3:15 PM
4	sidewalks	10/24/2023 1:22 PM
5	have the street level come up to the driveways	10/24/2023 9:21 AM
6	Side walks for pedestrians	10/20/2023 10:06 AM
7	Side walks for pedestrians and bikers	10/16/2023 8:17 AM
8	fix all potholes	10/12/2023 12:35 PM
9	Lights.	10/10/2023 9:07 AM
10	Storm drainage	10/9/2023 10:31 AM
11	More street lights	10/7/2023 2:42 PM

Q12 Do you have any concerns about speeding along the streets within the project area?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.00%	4
No	75.00%	12
TOTAL		16

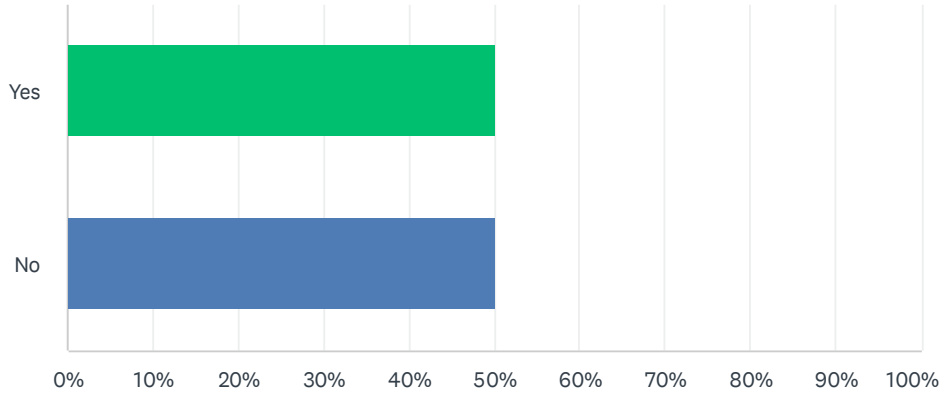
Q13 If you answered yes to the previous question, please explain.

Answered: 7 Skipped: 9

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Currently no, because the potholes are SO bad. Once the holes are fixed, yes, I would worry about speeders. This area is filled with children.	10/31/2023 3:15 PM
3	There are too many pot holes to speed	10/24/2023 9:21 AM
4	There is only one vehicle that drives like a maniac through here in a high big four wheel truck. So I don't know if that is realy needed but that truck is a worrisome individual that may cause an accident with a pedestrian.	10/20/2023 10:06 AM
5	Everyone here seems to have children + understand.	10/16/2023 8:17 AM
6	People speed all of the time + run stop signs!	10/12/2023 12:42 PM
7	Some people don’t follow the speed limit	10/7/2023 2:42 PM

Q14 Do you think there should be additional space in the roadway for on-street parking within the project limits?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.00%	8
No	50.00%	8
TOTAL		16

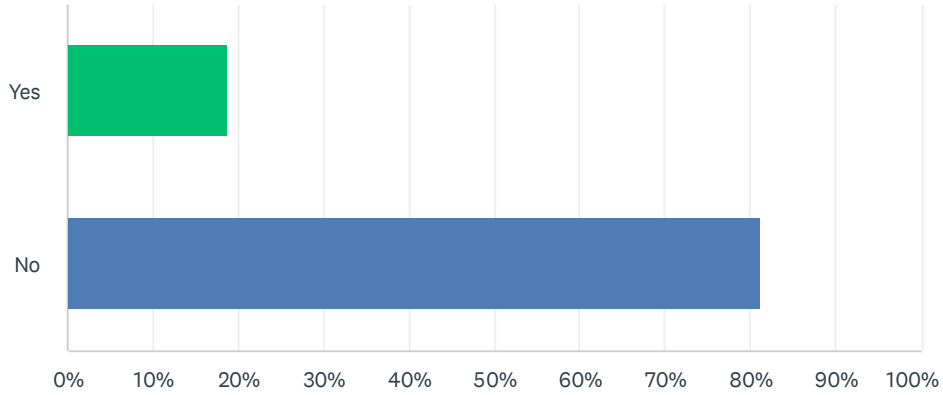
Q15 If you answered yes to the previous question, please explain where parking should be provided.

Answered: 9 Skipped: 7

#	RESPONSES	DATE
1	Along the 75th road, many people park derelict cars causing width issues	11/9/2023 8:19 PM
2	No. People are not supposed to be street parking.	10/31/2023 3:15 PM
3	along Petersburg	10/25/2023 8:48 AM
4	where there are no parking spaces provided	10/24/2023 9:21 AM
5	It can be on which ever side if not one or both.	10/20/2023 10:06 AM
6	You name it!	10/17/2023 2:19 AM
7	Where ever side if not both that has the most yard space to be able to absorb that space.	10/16/2023 8:17 AM
8	Along the street	10/11/2023 12:30 AM
9	Street is pretty dark at night and I do have young adult that lives with us who works evening and comes home late at night so near by the house would be ideal	10/7/2023 2:42 PM

Q16 Are you aware of any sight distance problems within the project limits that may need to be corrected as part of the project? For example, trees or structures blocking your visibility while driving.

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	18.75%	3
No	81.25%	13
TOTAL		16

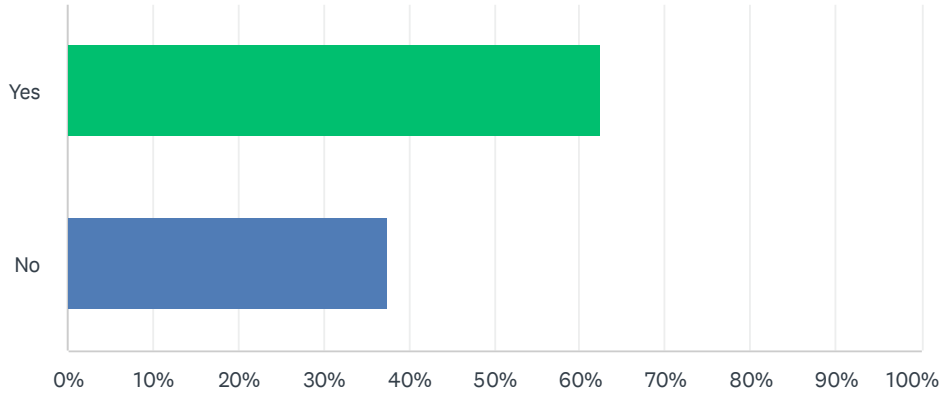
Q17 If you answered yes to the previous question, please explain.

Answered: 5 Skipped: 11

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	Lack of lighting in dark winter months.	10/31/2023 3:15 PM
3	Don't think so	10/20/2023 10:06 AM
4	on the corner of 2000 74th Ave + Petersburg St. Bushes	10/16/2023 8:17 AM
5	Yes, on the right side where 74th + petersburg meet	10/12/2023 12:35 PM

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

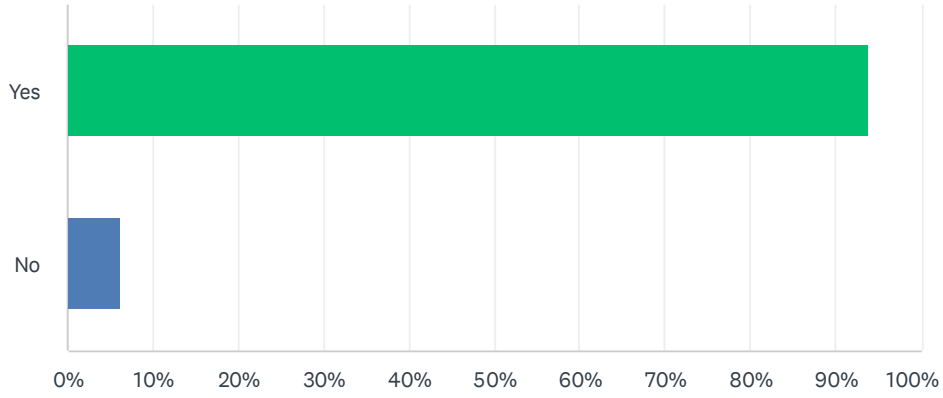
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	62.50%	10
No	37.50%	6
TOTAL		16

Q19 Are you aware of any drainage problems within the project area that need to be corrected?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.75%	15
No	6.25%	1
TOTAL		16

Q20 If you answered yes to the previous question, please explain.

Answered: 15 Skipped: 1

#	RESPONSES	DATE
1	The entire roadway 75-nancy-74 has multiple potholes due to drainage issues, the roadway needs to be done completely down to drainage	11/9/2023 8:19 PM
2	Very high ground water table	11/2/2023 1:08 PM
3	Various - in general	11/2/2023 11:58 AM
4	The entire area marked for reconstruction needs a drainage system, badly. However, the corner of Nancy and 74th turns into a pond for the entire summer and is by far the worst spot.	10/31/2023 3:15 PM
5	Excess water along petersburg	10/25/2023 8:48 AM
6	Drainage problems occur on almost every corner. 75th and basel, 75th and st petersburg. all along 75th there are pothole and drainage issues along the side of the road.	10/24/2023 1:22 PM
7	At the corner of Nancy and 74th always has a big lake of water at that intersection	10/24/2023 9:21 AM
8	Along the coldisacs of each corner	10/20/2023 10:06 AM
9	Water always pools in front of property.	10/17/2023 2:19 AM
10	Obviously roadways. That is all.	10/16/2023 8:17 AM
11	End of street is always flooded from rain/snow	10/12/2023 12:42 PM
12	End of 74th and Nancy	10/12/2023 12:35 PM
13	My current driveway/road is a puddle. It’s like this year round. 2020 75th. 2 giant puddle halfway in the road that don’t drain.	10/10/2023 9:07 AM
14	Multiple properties have drainage issues. We seem to recirculate each other's sump drainage	10/9/2023 10:31 AM
15	In front of our property puddle does not go away due to no good drainage	10/7/2023 2:42 PM

Q21 Please include any other comments here.

Answered: 8 Skipped: 8

#	RESPONSES	DATE
1	Na	11/9/2023 8:19 PM
2	road is impassable at times now	11/2/2023 1:08 PM
3	Please, fix this street so that it is drivable year round, less problematic for tenants, and help increase property value.	10/31/2023 3:15 PM
4	I am so excited to think that the city is actually going to pave these streets. They have been so bad for several years. Thank you!	10/24/2023 9:21 AM
5	That's all	10/20/2023 10:06 AM
6	There is always standing water between the driveway and the fence on left side. Could you also reconstruct Basel St Road from Lore to 72nd? Its just as bad as 75th.	10/17/2023 2:19 AM
7	Pot holes have gotten worse over the last few years. And taking longer to be repaired.	10/12/2023 12:42 PM
8	Why not cut 74th all the way through and make the road pass through to meadow?	10/10/2023 9:07 AM

September 2023

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75th Avenue (see map on opposite side).

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, Inc. (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadways and provide recommendations in a Design Study Memorandum (DSM). The project is funded only through the DSM phase. No funding for construction has been received at this time.

How to get involved:

- Visit the project website for meeting schedules, project documents, and to sign up for e-mail updates.
- Residents whose property is directly adjacent to the project area will receive a project questionnaire early next month. If you receive this questionnaire, please complete it by using the instructions for submitting your responses by mail or online.
- Attend a public open house: The first open house is expected to be held in early 2024.

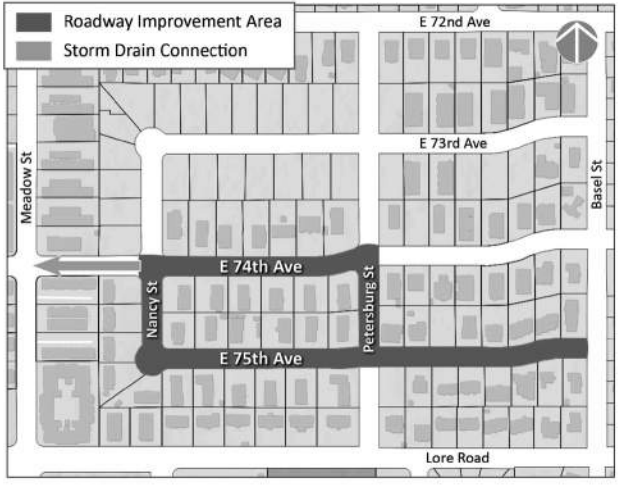
For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres,
Public Involvement

(907) 223-0136 • holly@huddleak.com

www.74th-75thAveReconstruction.com

CRW ENGINEERING GROUP
3940 Arctic Blvd. Suite 300
Anchorage, Alaska 99503



74th - 75th Ave Area Reconstruction, Project Map

www.74th-75thAveReconstruction.com

Gmail

Mandy Powers <oldredshed@gmail.com>

74th/75th Avenue Reconstruction: Project Intro & Questionnaire

1 message

CRW Engineering Group, Inc. <comments@crweng.com> Mon, Oct 9, 2023 at 8:00 PM
Reply-To: comments@crweng.com
To: oldredshed@gmail.com

PROJECT INTRODUCTION

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75t Avenue (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

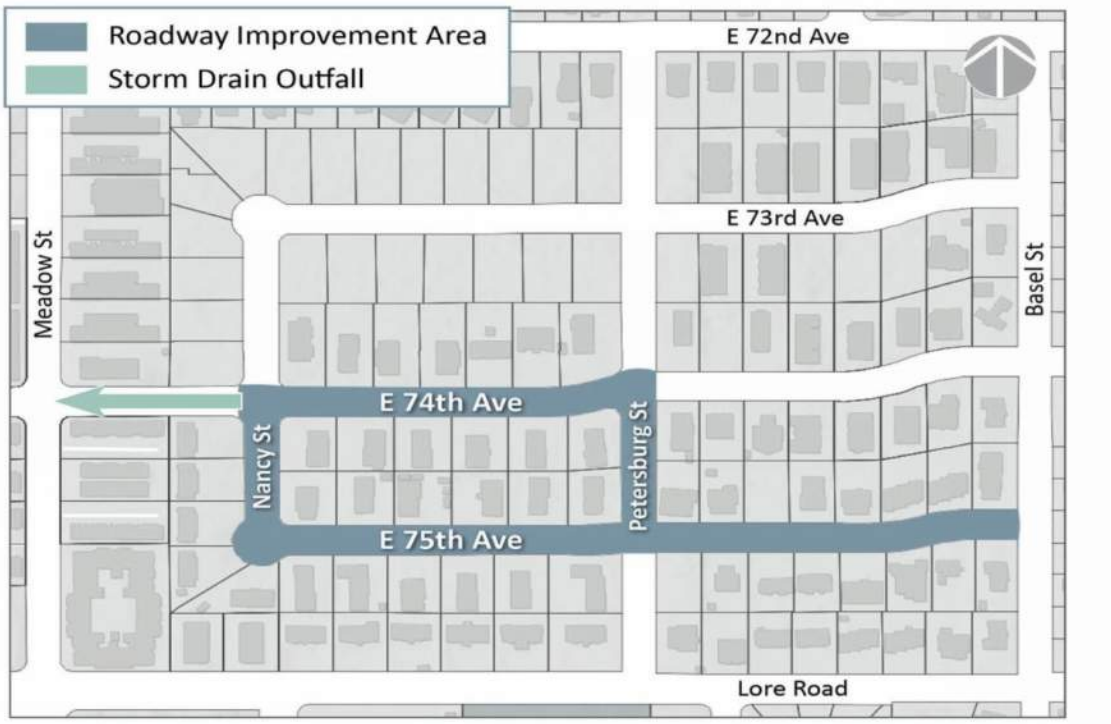
MOA PM&E has contracted with CRW Engineering Group, Inc. (CRW) to provide preliminary engineering and design services. CRW will evaluate alternatives to improve the roadway and provide recommendations in a Design Study Memorandum (DSM). The project is funded only through the DSM phase. No funding for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

How to Get Involved:

1. Complete the project questionnaire online or by completing and returning the paper version, which was mailed to residents/owners directly adjacent to the project area in October 2023. Complete the questionnaire by October 31, 2023.
2. Attend a public open house meeting: the first open house is expected to be held in early 2024.
3. Contact us anytime with comments or questions at holly@huddleak.com.

PROJECT WEBSITE

PROJECT AREA



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

Email the project team.

PM&E
PROJECT MANAGEMENT & ENGINEERING

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

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QUESTIONNAIRE WITHIN

Please **fold** along the dotted line to return questionnaire

Return address of
recipients here

First class
stamp

Please **secure** here before returning

Huddle AK
605 W 2nd Ave
Anchorage, AK 99501

Please **secure** here before returning

Huddle AK
605 W 2nd Ave
Anchorage, AK 99501

www.74th-75thAveReconstruction.com

NAME
ADDRESS
ANCHORAGE, AK

HELLO, 74TH - 75TH AVE AREA 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.

Follow these steps to get the most out of this process:

REVIEW the information in this packet.

ATTEND YOUR COMMUNITY COUNCIL for project updates.

COMPLETE AND RETURN the questionnaire by October 31, 2023.

VISIT THE PROJECT WEBSITE to sign up for email updates and stay up to date.

CONTACT US
If you have questions or concerns, or would like to provide feedback to project staff, please contact us or visit the project website!

Call: Holly Spoth-Torres at (907) 223-0136
Email: holly@huddleak.com

www.74th-75thAveReconstruction.com

October 2023

Project Background

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75th Avenue.

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, Inc. to evaluate alternatives to improve the roadways and provide recommendations in a Design Study Memorandum (DSM). The project is funded only through the DSM phase. No funding for construction has been received at this time.

Project Map

Ways to Participate:

1 Complete and Return the Project Questionnaire by October 31, 2023.

Online

Scan the QR code below using your smart phone camera to complete an online version of this survey.

OR

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

Fill out, scan, and email your completed questionnaire to holly@huddleak.com.

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

2 Attend your Community Council Meeting

3 Sign up for email updates on the website

www.74th-75thAveReconstruction.com

Please **cut** or **tear** along the dotted line to return questionnaire

74th-75th Ave Reconstruction Questionnaire

Name: _____

Physical Address: _____

Mailing Address (if different): _____

Email (optional): _____

Would you like to receive email updates (circle one): YES / NO

Phone Number (optional): _____

Your comments are important to us. We will use this information to aid in designing the improvements.

1. Do you own the property? Please circle one: YES / NO

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 project? Please circle one: YES / NO
   If yes, please explain: _____

6. What are the top 3 things you would change about the streets within the project area?
   1. _____
   2. _____
   3. _____

7. Do you have any concerns about speeding along the streets within the project area? Please circle one: YES / NO
   If yes, please explain: _____

8. Do you think there should be additional space in the roadway for on-street parking within the project limits? Please circle one: YES / NO
   If yes, please explain where parking should be provided: _____

9. Are you aware of any sight distance problems within the project limits that may need to be corrected as part of the project? For example, trees or structures blocking your visibility while driving. Please circle one: YES / NO
   If yes, please explain: _____

10. Do you think pedestrian facilities (e.g. sidewalks) should be constructed as part of this project? Please circle one: YES / NO

11. Are you aware of any drainage problems within the project area that need to be corrected? Please circle one: YES / NO
    If yes, please explain: _____

12. Please include any other comments: _____

Thank you. We appreciate your input.

74th/75th Avenue Road Reconstruction: Open House #1 Summary

Date: May 1, 2024
Attendees: 2 (Sign-in Sheet Attached)
Reporter: Holly Spoth-Torres, Huddle AK
Location: Polaris K-12 School Multi-Purpose Room, 6200 Ashwood Street
Project: 74th/75th Avenue Reconstruction
Subject: Open House #1 Summary

Summary

The first public meeting for the 74th/75th Avenue Reconstruction project was held on Wednesday, May 1, 2024, from 4:30 pm to 6:30 pm at Polaris K-12 School in Anchorage. Attendees viewed presentation boards set up around the gym, a project area roll plot displayed on tables, and had the opportunity to provide comments and ask questions of the project teams members.

In addition to a project scroll of the project area, the presentation boards included:

- Preferred Alternative Typical Section
- Board with existing condition pictures describing proposed improvements
- Project Timeline
- Summary of Questionnaire Responses

Summary of Comments and Input Received Verbally from Meeting Participants

- All meeting attendees' primary concerns in the project area were drainage and the deteriorated condition of the roadway.
- Both meeting attendees expressed support for the project and were primarily interested in ensuring the project received funding to proceed.
- Both meeting attendees were supportive of a sidewalk on one side of the roadway as shown on the meeting presentation materials.
- Both meeting attendees were supportive of the preferred alternative typical section.
- One participant completed a comment form indicating they support proposed road and drainage improvements.

Open House Advertising

Mailing: A postcard invitation to the open house was sent via the USPS on April 17, 2024.

E-mail: A Constant Contact Open House #1 invitation email was sent to the email list on April 17, 2024. A Constant Contact Open House #1 reminder email was sent to the email list on April 29, 2024. A Constant Contact email was sent thanking people for attending and alerting others that the meeting materials were available on the project website.

Web: The project website (https://74th-75thavereconstruction.com/) was updated with the Open House #1 meeting information, including the date, time, and location on April 17, 2024.

Abott Loop Community Council: The Huddle Team attended the Abbott Loop Community Council on Thursday, April 25, 2024. Huddle gave a very brief project presentation and invited council members to attend the open house meeting. (Meeting summary is attached)

Attachments

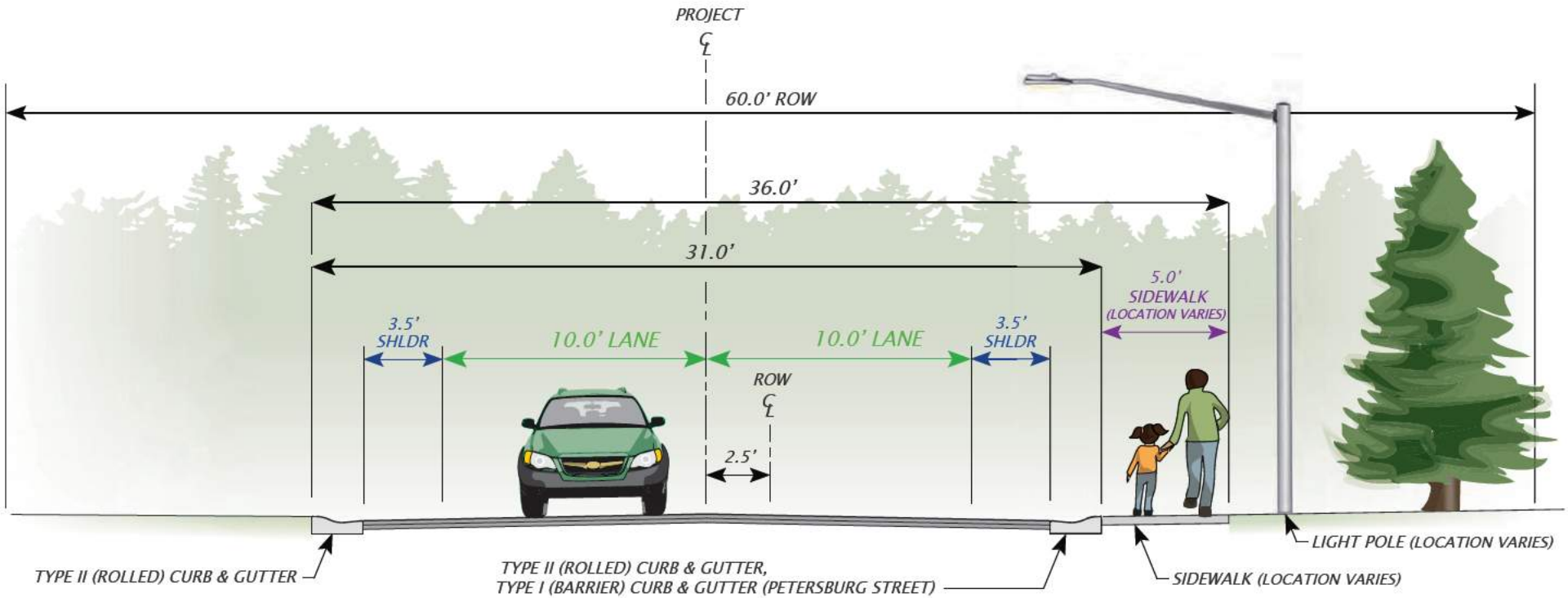
1. Presentation Boards
2. Attendance List
3. Public Comments Received
4. Public Meeting Advertisements (Mailer, Constant Contact Emails)

Municipality of Anchorage
Project Management & Engineering Department

E. 74TH AVENUE / NANCY STREET / E. 75TH AVENUE

ROAD RECONSTRUCTION

Preferred Alternative



Municipality of Anchorage
Project Management & Engineering Department

E. 74TH AVENUE / NANCY STREET / E. 75TH AVENUE

ROAD RECONSTRUCTION

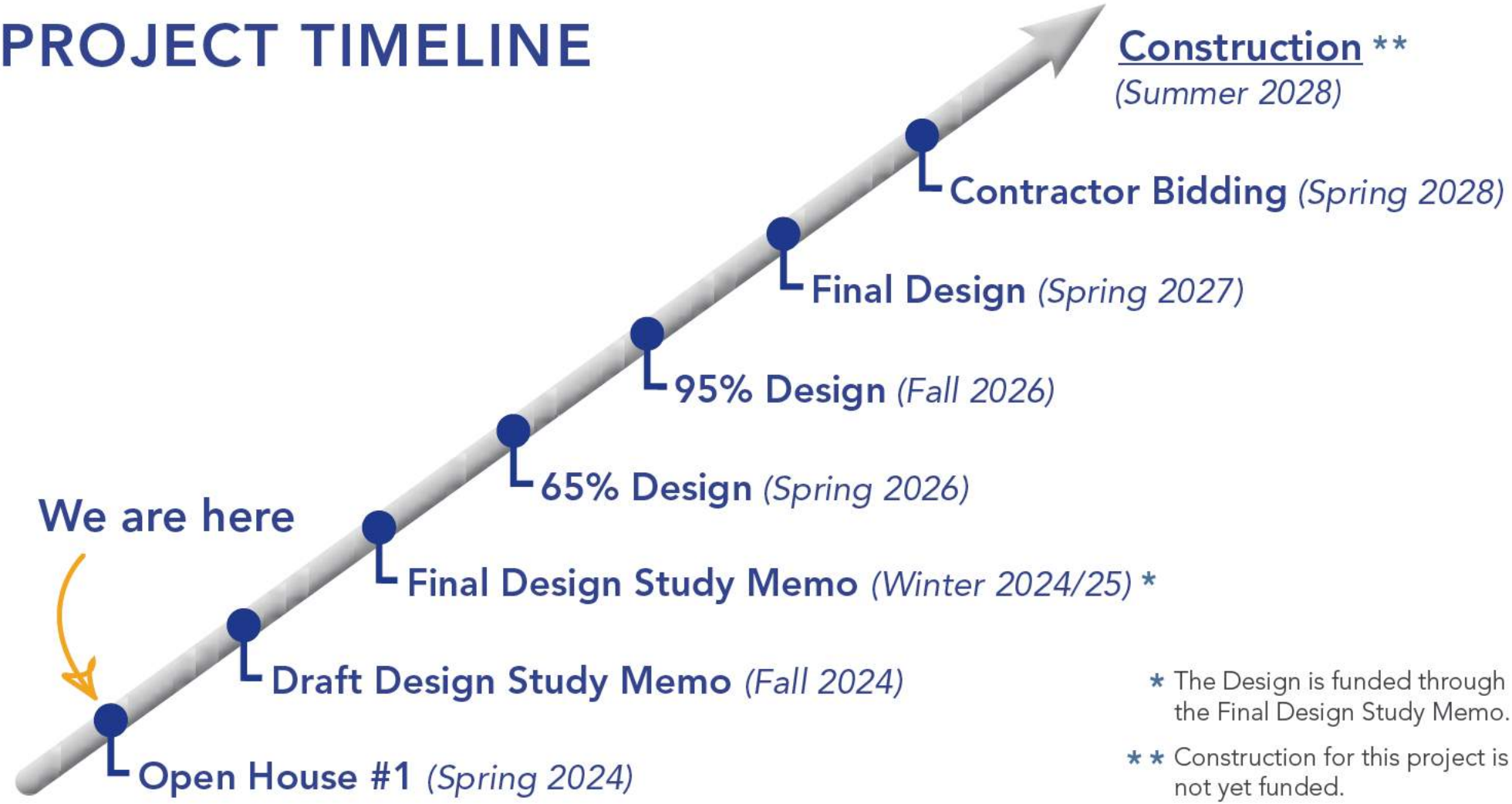
Improvements Include

- Roadway base and asphalt pavement
- Curb and gutter
- Piped drainage system
- Pedestrian facilities
- Street lighting

Municipality of Anchorage
Project Management & Engineering Department

E. 74TH AVENUE / NANCY STREET / E. 75TH AVENUE
ROAD RECONSTRUCTION

PROJECT TIMELINE



* The Design is funded through the Final Design Study Memo.

** Construction for this project is not yet funded.

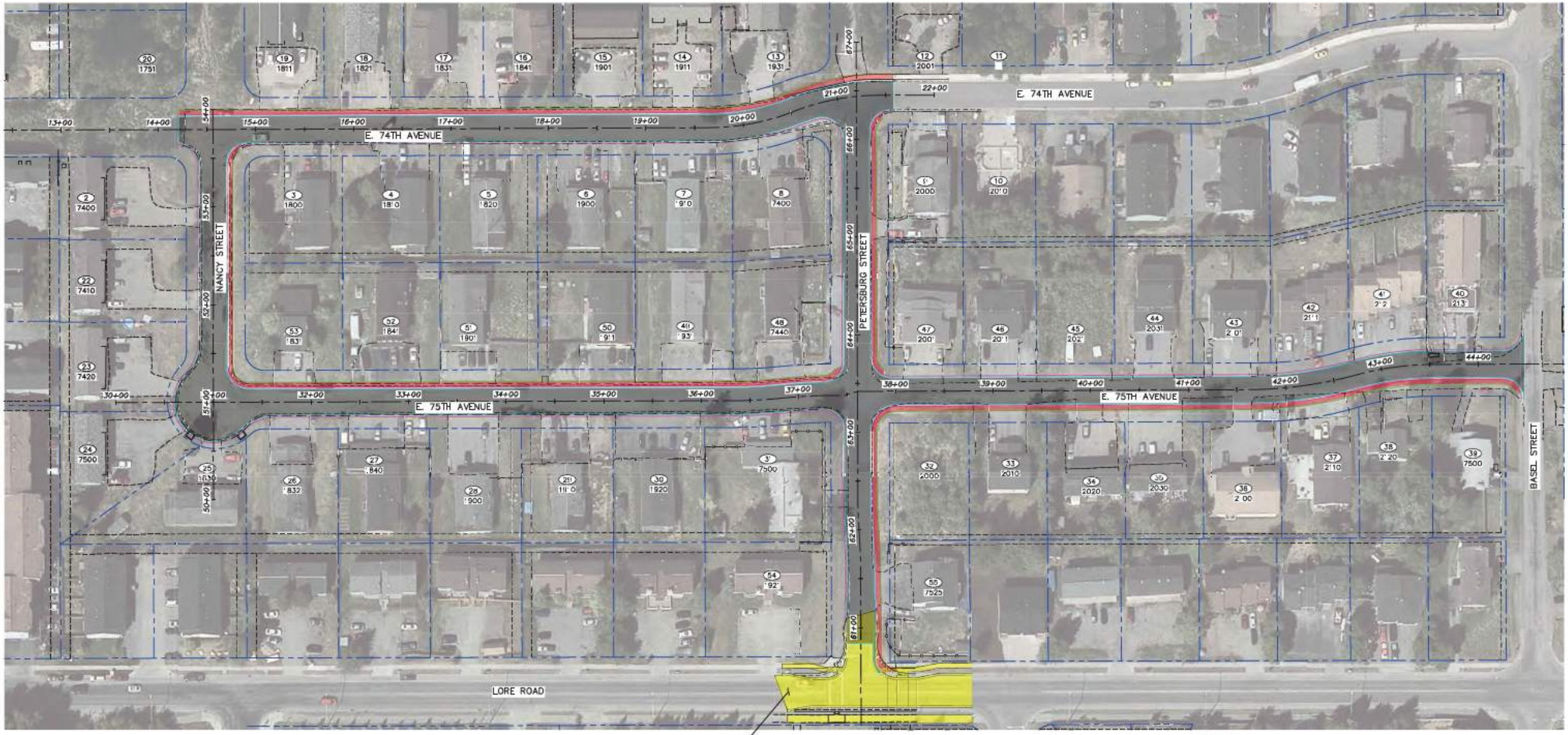
Municipality of Anchorage
Project Management & Engineering Department

E. 74TH AVENUE / NANCY STREET / E. 75TH AVENUE
ROAD RECONSTRUCTION

Questionnaire Responses
(Completed November 2023)

	QUESTIONS	ANSWERS No	ANSWERS Yes
1	Do you have concerns about speeding along the streets within the project area?	**12**	4
2	Do you think there should be additional space in the roadway for on-street parking within the project limits?	**8**	**8**
3	Are you aware of any sight distance problems within the project limits that may need to be corrected as part of the project?	**13**	3
4	Do you think pedestrian facilities (e.g. sidewalks) should be constructed as part of this project?	6	**10**

E. 74TH AVENUE / NANCY STREET / E. 75TH AVENUE ROAD RECONSTRUCTION
PM&E PROJECT NO. 21-02

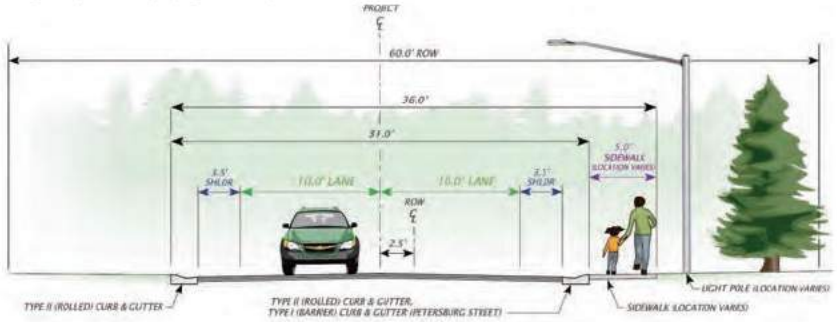


LEGEND

- 26 / 1832 — PARCEL NUMBER & ADDRESS
- EXISTING EASEMENTS
- EXISTING PROPERTY / RIGHT-OF-WAY LINES
- PROPOSED BACK OF CURB
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK

40' 0 40' 80'

AERIAL: 2015 ORTHO-PHOTOGRAPHY



1 **TYPICAL ROADWAY SECTION**
NTS

Open House #1
Wednesday, May 2, 2024

Polaris K-12 School
4:30 pm - 6:30 pm

NAME	ADDRESS	PHONE	EMAIL ADDRESS	CHECK HERE TO RECEIVE EMAIL UPDATES!
Jaime Lean	[redacted]		[redacted]	✓
Thomas O'Brien	[redacted]		[redacted]	✓

Public Comment Form

NAME	Thomas O'Brien
ADDRESS	[redacted]
EMAIL	[redacted]
PHONE	

☐ Check here to sign up for email project updates!

COMMENTS:

Support new drainage and road

Visit the project website: https://74th-75thavereconstruction.com/

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

Huddle AK 605 W 2nd Ave Anchorage, AK 99501

Email: holly@huddleak.com

April 2024

PM&E
PROJECT MANAGEMENT & ENGINEERING

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75th Avenue. Improvements may include:

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

OPEN HOUSE #1: Wednesday, May 1, 2024

Polaris K-12 School *Multi-Purpose Room*
6200 Ashwood St, Anchorage

Join us at the first public meeting to discuss this project. We are eager to learn about your thoughts about this project in your neighborhood.

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

You're Invited!

OPEN HOUSE #1

WHEN: May 1, 2024
WHERE: Polaris K-12 School
Multi-Purpose Room
6200 Ashwood St, Anchorage
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.

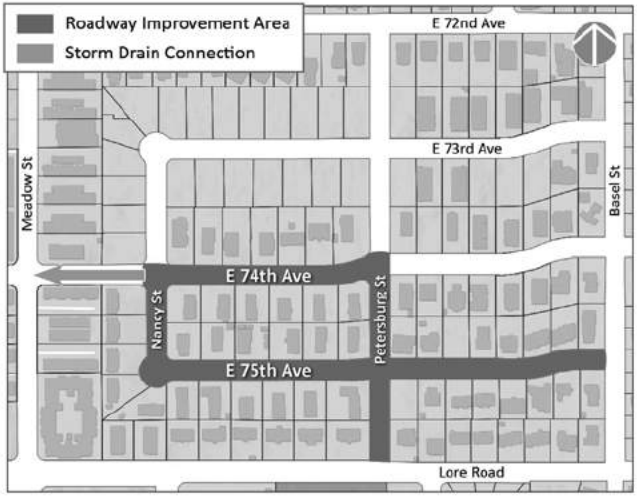
For more information and to sign up for e-mail updates, please visit the web page or contact:

Holly Spoth-Torres,
Public Involvement

(907) 223-0136 • holly@huddleak.com

www.74th-75thAveReconstruction.com

CRW ENGINEERING GROUP
3940 Arctic Blvd. Suite 300
Anchorage, Alaska 99503



74th/75th Ave Road Reconstruction, Project Map

PM&E PROJECT MANAGEMENT & ENGINEERING

www.74th-75thAveReconstruction.com

Holly Spoth-Torres

From: CRW Engineering Group, Inc. <comments@crweng.com>
Sent: Wednesday, April 17, 2024 4:30 PM
To: Holly Spoth-Torres
Subject: 74th/75th Avenue Reconstruction: Open House #1

Please Join Us!
Open House #1 is May 1st

WHEN: Wednesday, May 1, 2024
TIME: 4:30 PM - 6:30 PM
WHERE: Polaris K-12 School
6200 Ashwood Street Anchorage, AK 99507

Please join us at Open House #1 to discuss the 74th/75th Avenue Road Reconstruction project. The project team will be available to answer questions and hear your thoughts about this project in your neighborhood.

Map to Polaris K-12 School

ABOUT THE PROJECT

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75th Avenue (see map below).

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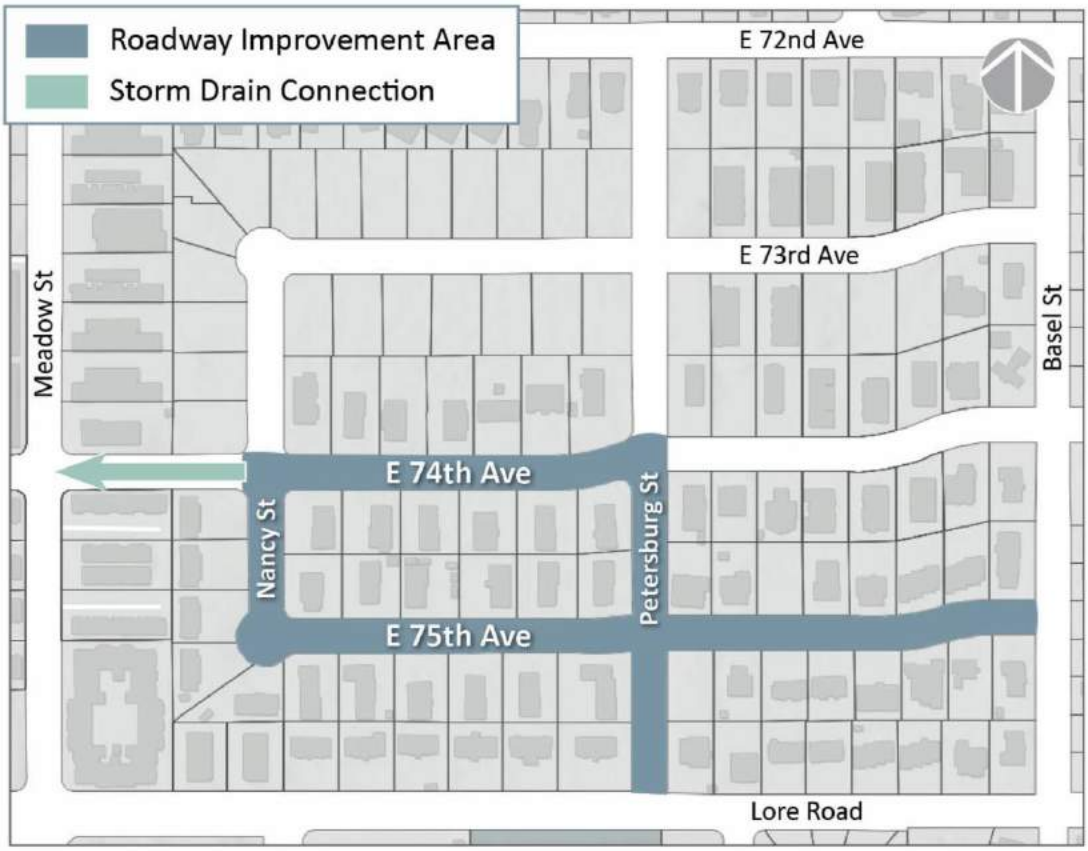
How to Get Involved:

1. Contact us anytime with comments or questions at holly@huddleak.com.
2. Attend our open house on May 1, 2024!
3. Share this email with a neighbor.

PROJECT WEBSITE

PROJECT AREA



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

Email the project team.

PM&E
PROJECT MANAGEMENT & ENGINEERING

Gmail **Mandy Powers <oldredshed@gmail.com>**

Reminder! 74th/75th Avenue Reconstruction: Open House #1

1 message

CRW Engineering Group, Inc. <comments@crweng.com> Mon, Apr 29, 2024 at 3:00 PM
Reply-To: comments@crweng.com
To: oldredshed@gmail.com

Just a reminder!

Open House #1 is this Wednesday

WHEN: Wednesday, May 1, 2024
TIME: 4:30 PM - 6:30 PM
WHERE: Polaris K-12 School
6200 Ashwood Street Anchorage, AK 99507

Please join us at Open House #1 to discuss the 74th/75th Avenue Road Reconstruction project. The project team will be available to answer questions and hear your thoughts about this project in your neighborhood.

Map to Polaris K-12 School

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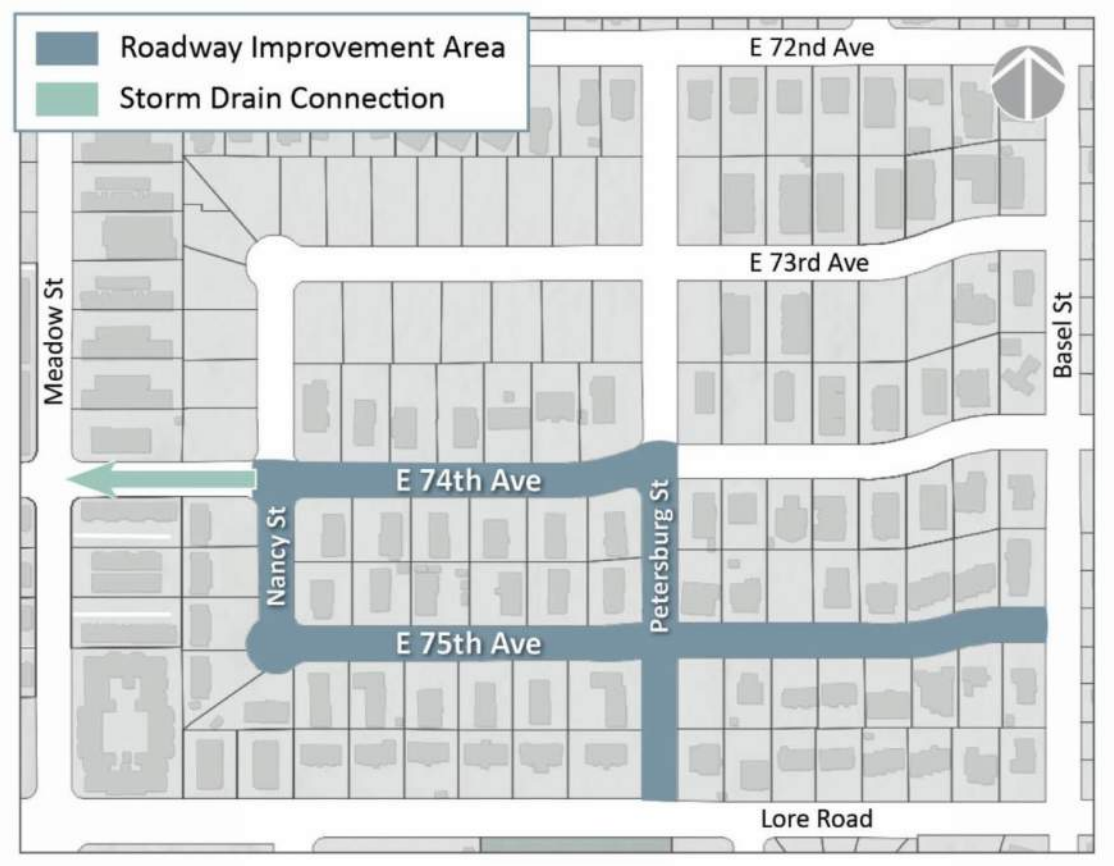

For more information, contact project staff or visit the project website.

Email the project team.

PM&E
PROJECT MANAGEMENT & ENGINEERING

Holly Spoth-Torres

From: CRW Engineering Group, Inc. <comments@crweng.com>
Sent: Monday, May 6, 2024 4:05 PM
To: Holly Spoth-Torres
Subject: Thank you for Attending! 74th/75th Avenue Reconstruction: Open House #1

Thank you for attending!

Thank you to everyone who was able to join us at Open House #1 to discuss the 74th/75th Avenue Road Reconstruction project! The materials that were presented are now available on the project website for your review.

Visit the Project Website

ABOUT THE PROJECT

The Municipality of Anchorage Project Management & Engineering Department (MOA PM&E) is planning to upgrade E. 74th Avenue, Nancy Street, Petersburg Street, and E. 75th Avenue (see map below).

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2. Share this email with a neighbor.

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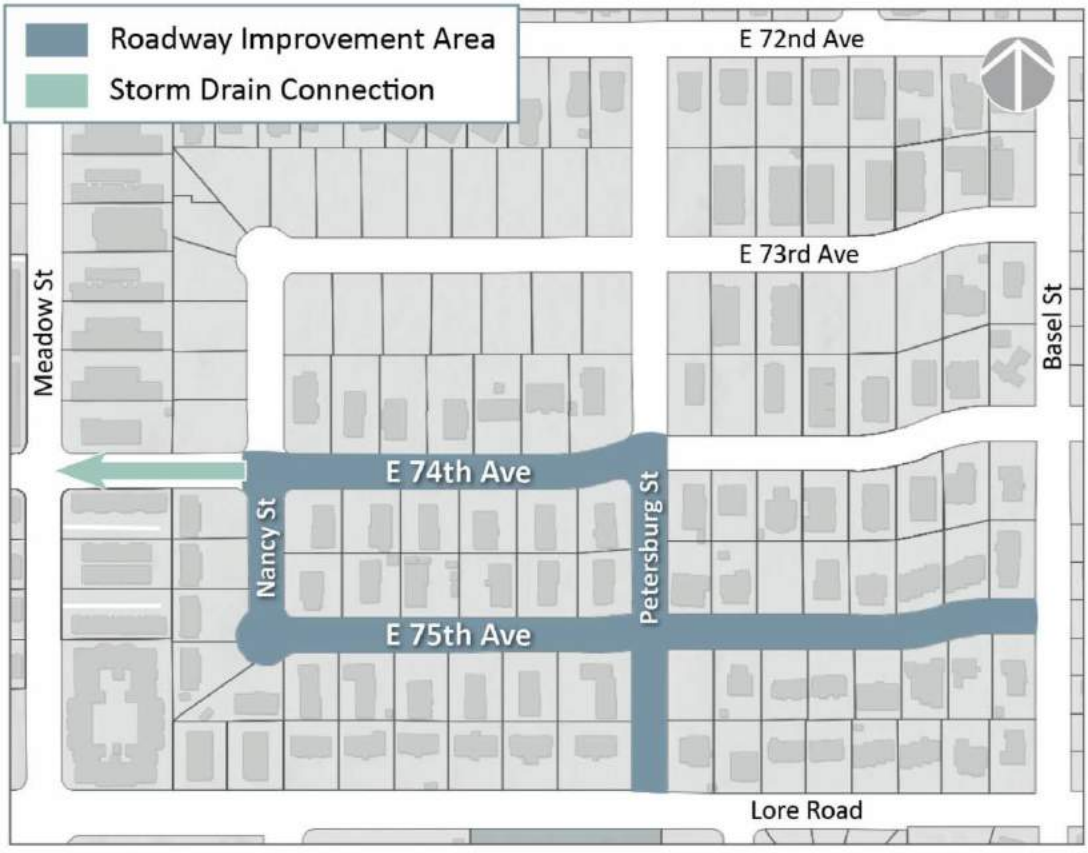

For more information, contact project staff or visit the project website.

APPENDIX M

Draft DSM Review Comments and Responses

E. 74th Avenue / Nancy Street / E. 75th Avenue Road Reconstruction
MOA / PM&E Project No. 21-02
Review Comments Summary - Draft Design Study Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
1	Mark A Cypher, GCI	6/6/2025	1	A1, A2, A3	GCI has fiber and COAX cables within the ROW -(See attached redlines)	Thank you.
2	Isobel Roy, PM&E	5/23/2025	1	29	According to typical roadway section (see below), there is room within the ROW to plant a mere ½ dozen birch (or other large tree) far enough back from sidewalk or curb and still allow for snow removal storage/operations, utilities, dumpster room, and clear sight lines. Existing conditions used to address landscape. This neighborhood landscape is bereft of mature trees, leaving the impression that dumpsters line the roads. Add interest to the pedestrian, driving and overall neighborhood experience by introducing an attractive vertical element of a handful of trees to support traffic calming and, as the trees mature, to assist with storm water uptake (a green infrastructure that appreciates over time). Maturing trees counter the harsh visual element of the dumpsters- there's plenty of room for both trees and dumpsters. An example may be found just north of the project on 72nd Avenue (PME 07-32 & 08-21). The birch trees were part of the design and placed near the ROW edge and 7' from back of sidewalk. They have doubled in caliper and have improved the street experience. Vertical, calming effects of mature trees, seasonal interest, habitat, clean air of said traffic. In ten years, their maturity will offer green infrastructure benefits as they now do on 72nd. These trees, many of them in front of similar multi-residential units, have thrived because of their placement in continuous lawns (greater soil volume for healthier trees) and the extra care, however minimal provided by the property management companies. Not one birch has been lost in 15 years. Nothing in the DCM prohibits the MOA from planting trees in the ROW. Wise planting that allows for snow removal activity and storage as well as for trash removal and storage (dumpsters). Many of our jobs include a few trees in the bid item to allow for tree replacement because of construction. While helpful, it is different from an intentionally designed plan- one that doesn't leave tree planting up to chance or the whims/discretions of any given project construction team. -(See word document for included pictures)	Project team will incorporate birch trees and landscaping plans for 65% design. Locations and quantity of brich trees will be evauluated to avoid utility conflicts and to provide adequate sight distance at intersections.
3	Isobel Roy, PM&E	5/23/2025	2	14	Appendix C, Post-construction, speeding in a neighborhood with lots of children was mentioned in the public response. A half-dozen well-placed birch trees (w/ no sight distance, dumpster, or utility conflicts) would introduce a vertical element to the roadway that may help with traffic calming over the years.	See response above.
4	Isobel Roy, PM&E	5/23/2025	3	28	Appendix C, "Q2 Is your driveway heated?" Are we surprised that all 16 respondents said no?	Not surprising but it is good information to have. Previous projects had some heated driveways and it affected the reconstruction of the driveway.
5	Kyle Pettibone, PM&E	6/5/2025	1	16	Review downstream impacts of proposed storm drain systems and stormwater rerouting against the Campbell Creek Watershed Masterplan.	According to MOA Watershed Management's website, data is still being collected for the Campbell Creek Watershed Master Plan and will be available sometime this year (2025). Once that document is available, the project team will review any potential downstream impacts of the proposed storm drain systems for this project.

E. 74th Avenue / Nancy Street / E. 75th Avenue Road Reconstruction
MOA / PM&E Project No. 21-02
Review Comments Summary - Draft Design Study Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
6	Kyle Pettibone, PM&E	6/5/2025	2	31	Given significant rerouting of storm water through proposed Meadow St connection as well as available space in undeveloped ROW, consider more effective stormwater controls (relative to proposed OGS) that meet project requirements. See DCM 2, Vol. 1, Table 6.4-1 and Section 6.6. Otherwise, submit Green Infrastructure Feasibility Forms (DCM 2, Vol. 1 Appendix L).	A stormwater control measure that satisfies the Green Infrastructure (GI) requirements outlined in the DCM, and provides both detention and peak flow management, could potentially be installed within the undeveloped right-of-way (ROW). The project team will coordinate with the MOA project manager to discuss future plans for this ROW and assess whether this approach is viable. This may not be feasible due to the utilities and high ground water in the area. If it is determined to be infeasible, an OGS will be used to provide water quality treatment, and a GI Feasibility Form will be submitted accordingly.
7	Kyle Pettibone, PM&E	6/5/2025	3	38	85% speeds determined during traffic study is <20mph; given as well as the general roadway context, is a speed limit of 20 mph more appropriate than 25mph?	Existing posted speed limit is 25 mph, the 85th percentile speeds may be low because of the condition of the roadway, Traffic department did not request to lower the existing speed limit.
8	Kyle Pettibone, PM&E	6/5/2025	4	19, 29	Provide roadway insulation transition detail and/or linework on plans	Insulation linework and details will be provided at 65% design.
9	Kyle Pettibone, PM&E	6/5/2025	5	Appendix D	Provide additional information on H&H model parameters i.e., model inputs/options and subcatchment information.	Appendix D has been updated with the requested additional H&H information.
10	Kyle Pettibone, PM&E	6/5/2025	6	Appendix G	Missing sight triangles for: 1.75th/Nancy 2.74th/Petersburg 3.Petersburg/Lore	Sight triangles added for 75th Avenue & Nancy Street. Sight triangle for 74th Avenue & Petersburg Street is provided in Appendix G, Sheet G1 Detail 2. Petersburg & Lore intersection sight triangle analyzed and no obstructions are present.
11	Kyle Pettibone, PM&E	6/5/2025	7	General	Identify ADA ramps within project	ADA ramps added in plan views, detail to be provided at 65% design.
12	Kyle Pettibone, PM&E	6/5/2025	8	Phase 1 & 2 Estimates	Pay item B-23: Construction of footing drains is included in engineer's estimate but not discussed in the DSM. Please provide more information and/or show on the plans w/ proposed detail	DSM has been updated to include information about footing drain services. Footing drain service detail and summary table defining the location of these pipes will be included in the 65% design submittal.
13	Kyle Pettibone, PM&E	6/5/2025	9	Sheet B2	Existing 18" CPEP storm pipe shown in profile view but not shown in plan view. Muni GIS does not show 18" CPEP storm pipe in the location shown in the profile view.	Existing 18" CPEP storm pipe shown in profile is a stub out for a future connection. Pipe is shown on as-builts and invert was found in the field at the nearest manhole. Pipe is shown in plan view under the proposed storm drain pipe.
14	Kyle Pettibone, PM&E	6/5/2025	10	Sheet B6	74th Ave. improperly labeled as 75th Ave.	Revised
15	Kyle Pettibone, PM&E	6/5/2025	11	Sheet B7	Show connection to existing storm pipe on Petersburg in profile view.	Connection to Existing Storm Drain now shown.
16	Kyle Pettibone, PM&E	6/5/2025	12	Sheet B8	Call out grade break from -1.28% to -1.03%	Call out Added.

E. 74th Avenue / Nancy Street / E. 75th Avenue Road Reconstruction
MOA / PM&E Project No. 21-02
Review Comments Summary - Draft Design Study Memorandum

No.	Reviewer	Date	Com. No.	Sheet No. / Page No.	Comment	Response
17	Kyle Pettibone, PM&E	6/5/2025	13	Sheet SD1	Existing grade over storm drain pipe called out but missing in profile. See M.A.S.S. Detail 55-10 for manhole heights in undeveloped areas.	Existing grade over pipe added to profile on Sheet SD1. MASS Detail 55-10 referenced for manhole height in same profile view.
18	Kyle Pettibone, PM&E	6/5/2025	14	Sheet B4/B7 & DS5/SD8	Distance measured between proposed MHs S4-4 and S5-1 is >300' (~303') from plans. See DCM 2, Vol. 1 5.3.5.B	Additional manhole added between S4-4 & S5-1 to meet DCM mahhole spacing requirement.
19	Kyle Pettibone, PM&E	6/5/2025	15	Sheets SD4/SD5	Overlap with centerline stationing linework makes it appear storm system is continuous through Petersburg/75th intersection from north to south. It may be helpful to more explicitly show this break in the plan views, especially given how the current system is routed.	Will review options to make this clearer for the 65% design submittal.
20	Jennifer Mayer, MOA Parks & Rec	5/28/2025	1	General	Whisper Faith Kovach is named after a seven-year-old killed on Lore Road in 1998. We support traffic calming elements that facilitate safe crossing of Lore Road and signage indicating a playground in the area. Perennial issues with drainage in the park we are actively working to mitigate Community request and future CIP request paved parking lot, but no funding as of now	Thank you.
21	Paul LaFrance, Private Development	6/5/2025	1	General	I may have missed it, but was extending 74th between Meadow and Nancy discussed? I am guessing it likely was for connectivity reasons, but probably got dropped due to cost?	It was discussed but there was no desire to develop this connection and was considered outside the scope of the project.
22	Paul LaFrance, Private Development	6/5/2025	2	General	The thinner structural section to keep peat in place? Why do we want to keep peat in place? Is the thinking that if we remove some peat, we will get some weird differential settling?	After reviewing with PM&E and Geotechnical engineer, structural section has been modified to show the same section throughout the project.
23	Karleen Wilson, MOA Adressing	5/27/2025	1	General	No comments	Thank you.
24	Martha Robinson, PM&E Survey	5/27/2025	1	General	No comments at this time regarding acquisitions for this project.	Thank you.
25	Zak Hartman, MOA Traffic	5/20/2025	1	General	No comments	Thank you.
26	Keith Baltozer, SWS	5/20/2025	1	General	No comments	Thank you.
27	Eric Armogost, PM&E	5/29/2025	1	General	No comments	Thank you.
28	Matti Silta, Enstar	8/27/2025	1	General	No comments	Thank you.