



Municipality of Anchorage
Project Management & Engineering Department
Anchorage Water & Wastewater Utility

42ND AVENUE UPGRADE

LAKE OTIS PARKWAY TO FLORINA STREET

Public Open House #2

Draft Design Study Report
Wednesday, October 14th, 2020



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Anchorage Water & Wastewater Utility

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AGENDA

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



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PROJECT TEAM

MOA PM&E

Project Manager: Russ Oswald, PE

Public Information Officer: Chelsea Ward-Waller

AWWU

Project Manager: James Armstrong, PE

Design Team – CRW Engineering Group, LLC

Project Manager: Justin Keene, PE

Project Engineer: Erica Jensen, PE, PTOE

Public Involvement: Holly Spoth-Torres

Website: www.42ndavenueupgrades.com



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SIGN IN



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MEETING PROCEDURES & ETIQUETTE

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

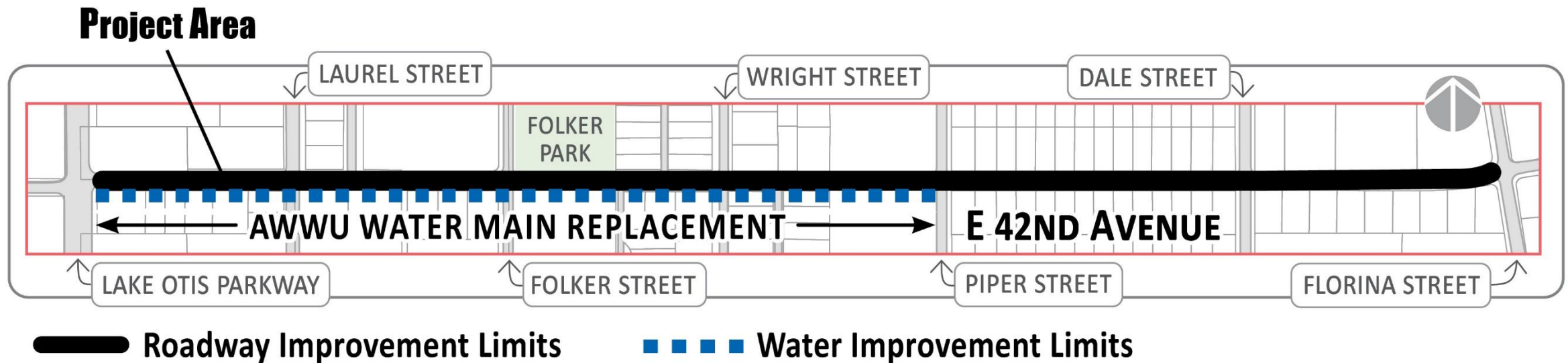


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PROJECT LOCATION



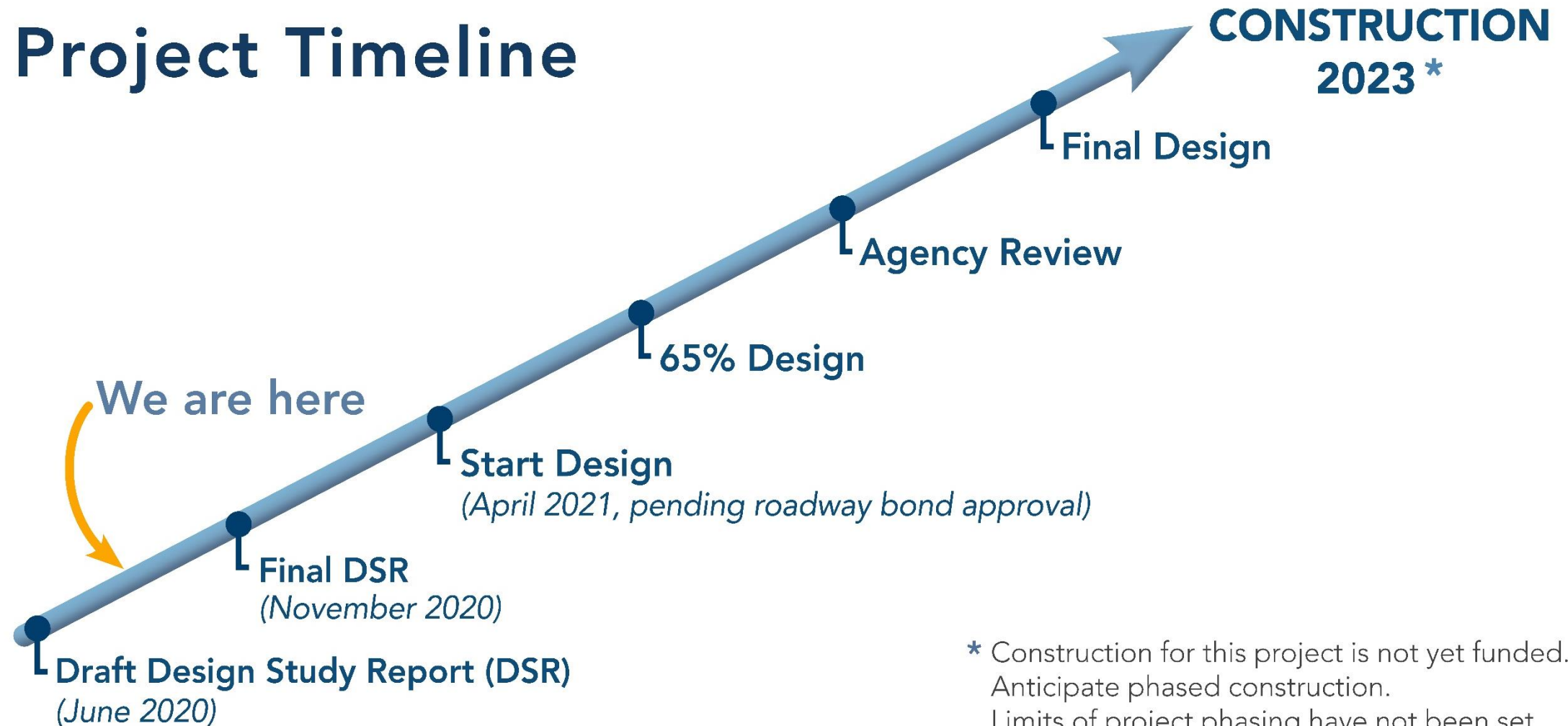


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Project Timeline



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



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PROJECT PURPOSE AND NEED

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



42nd Avenue viewing west at Laurel Street



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PROJECT EXISTING CONDITIONS

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



42nd Avenue Snow-Free Conditions



42nd Avenue Snowy Conditions



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Four Distinct Segments

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



Segment A with businesses and some full frontage driveways



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



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DRAFT DESIGN STUDY REPORT (PUBLISHED IN JUNE 2020)

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



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DRAFT DESIGN STUDY REPORT (PUBLISHED IN JUNE 2020)

Other proposed improvements:

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



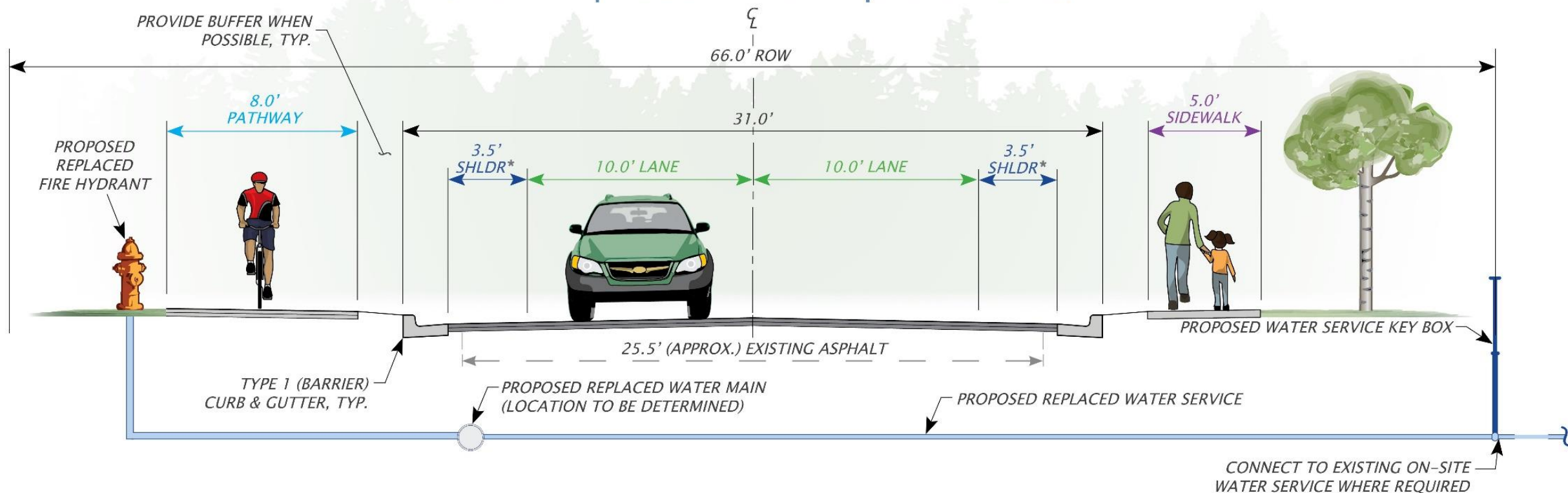
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Segments A & B – Lake Otis Parkway to Piper Street

Alternative 1 (with Proposed Water Improvements)





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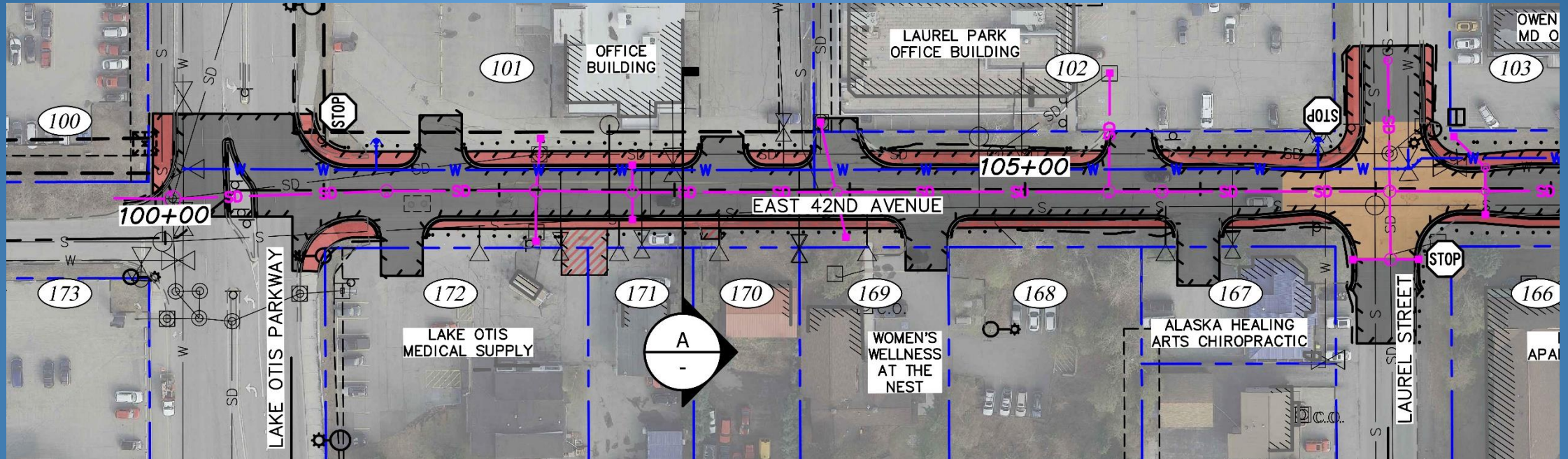
LAKE OTIS PARKWAY TO FLORINA STREET

LEGEND FOR PLAN VIEWS SHOWN BELOW

LEGEND

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

SEGMENT A – LAKE OTIS PARKWAY TO LAUREL STREET

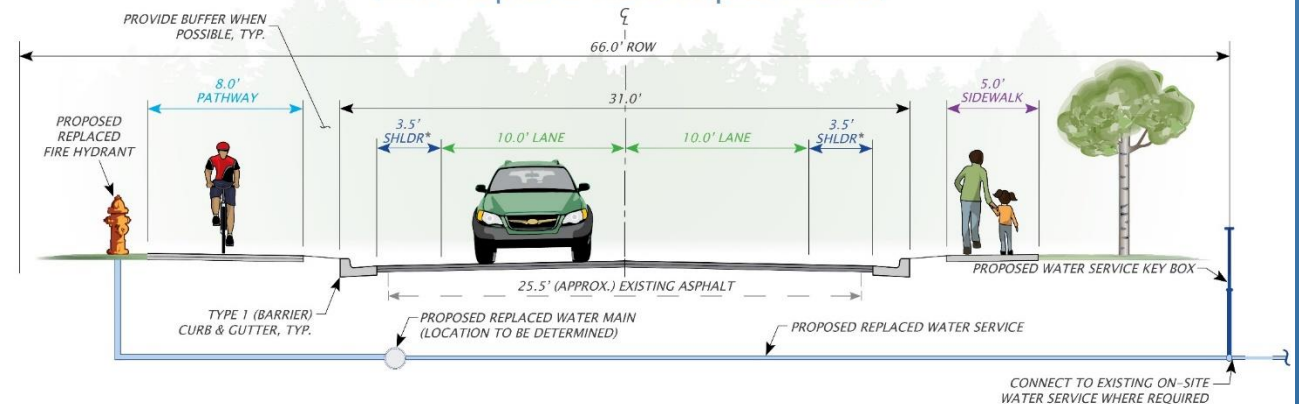


- Neckdown at Laurel Street
- Stop signs for Laurel Street traffic only, 42nd Avenue will not have stop signs since not warranted

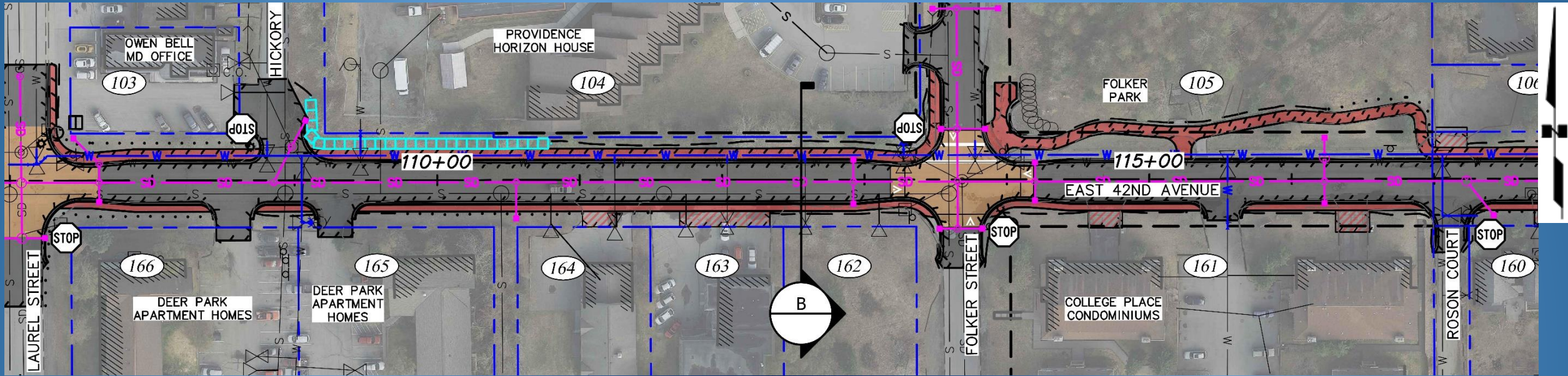
Segments A & B – Lake Otis Parkway to Piper Street

Alternative 1

(with Proposed Water Improvements)



SEGMENT B – LAUREL STREET TO ROSON COURT

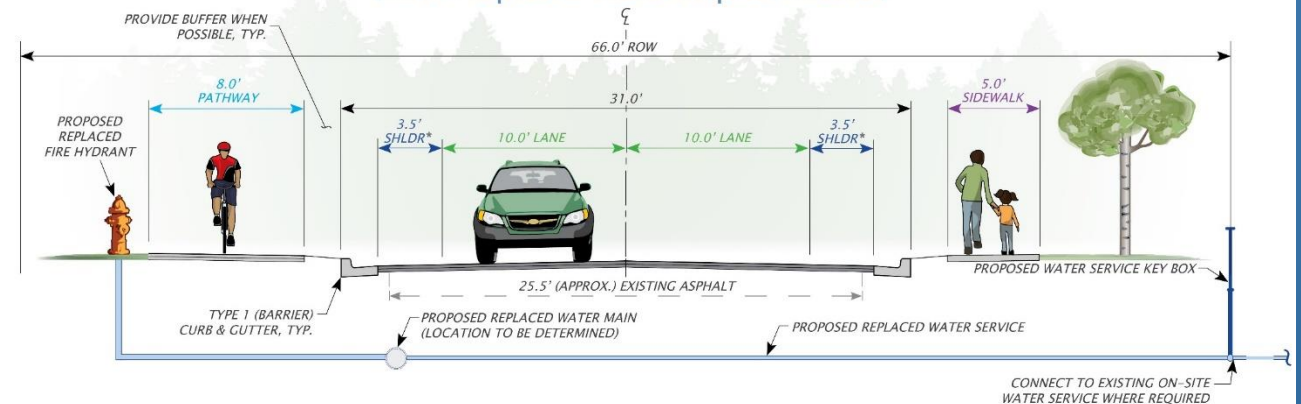


- Raised intersection with neckdown & striped crosswalk at north side crossing at Folkler Street
- Stop signs for Folkler Street traffic only, 42nd Avenue will not have stop signs since not warranted

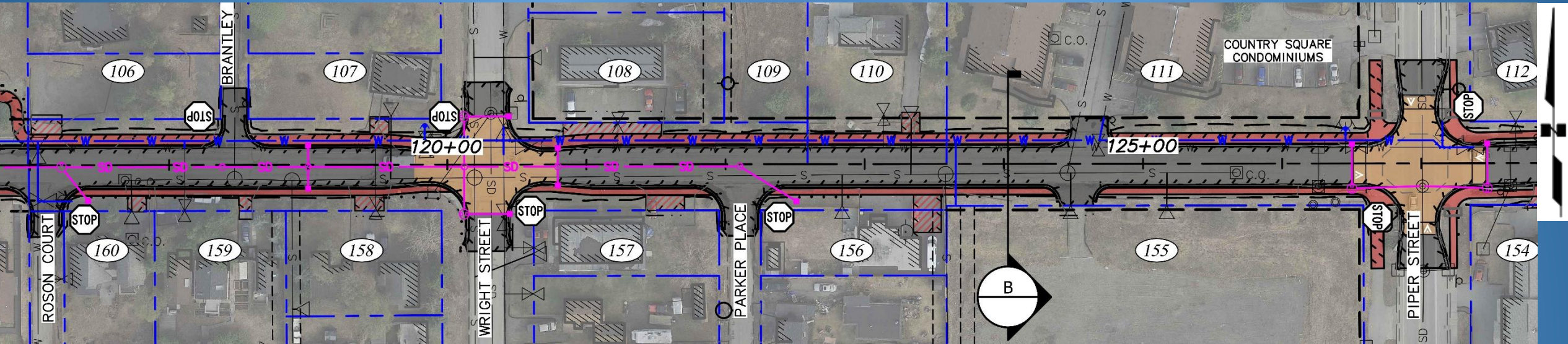
Segments A & B – Lake Otis Parkway to Piper Street

Alternative 1

(with Proposed Water Improvements)



SEGMENT B – ROSON COURT TO PIPER STREET

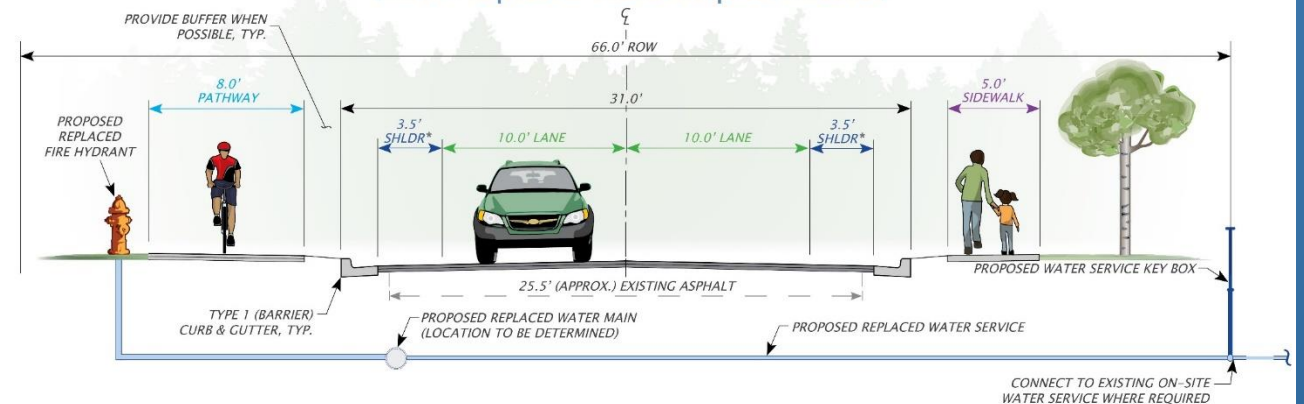


- Neckdown at Wright Street. Stop signs for Wright Street traffic only, 42nd Avenue will not have stop signs since not warranted
- Raised intersection with neckdown at Piper Street and stop signs on 42nd Avenue

Segments A & B – Lake Otis Parkway to Piper Street

Alternative 1

(with Proposed Water Improvements)





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SEGMENT B — SIGHT DISTANCE ISSUES AT PIPER STREET

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



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



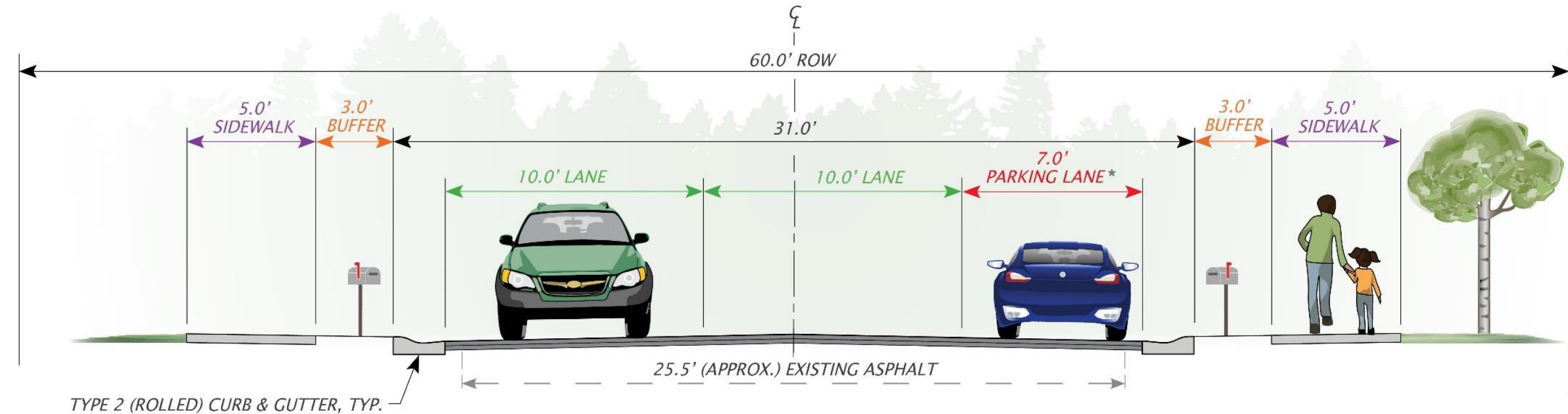
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Segment C – Piper Street to Dale Street

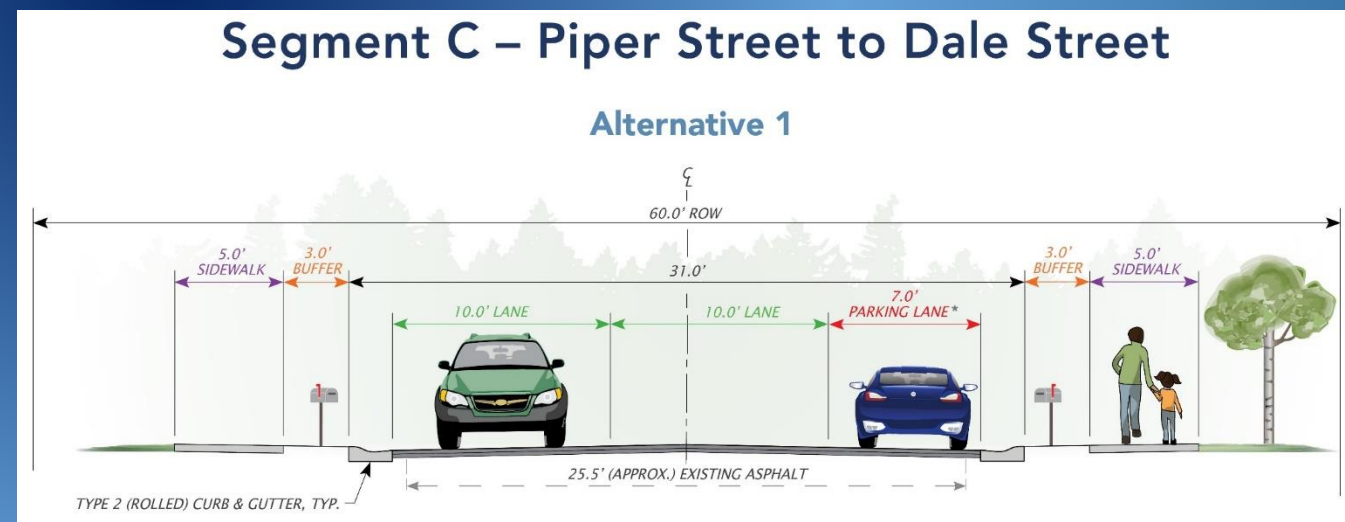
Alternative 1



SEGMENT C – PIPER STREET TO DALE STREET



- Raised intersection with neckdown at Dale Street. Stop signs for 42nd Avenue only.





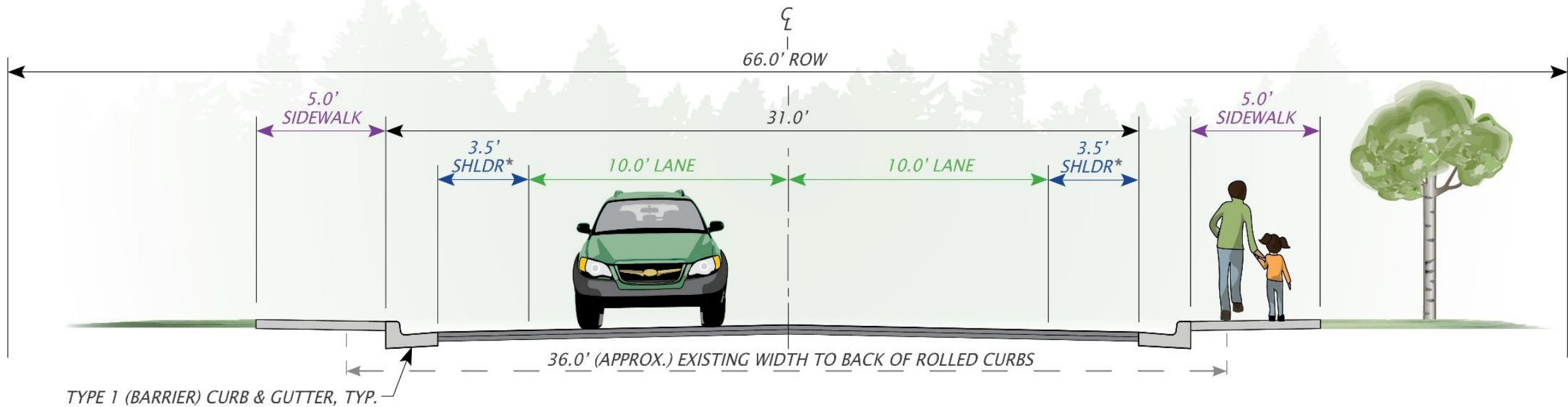
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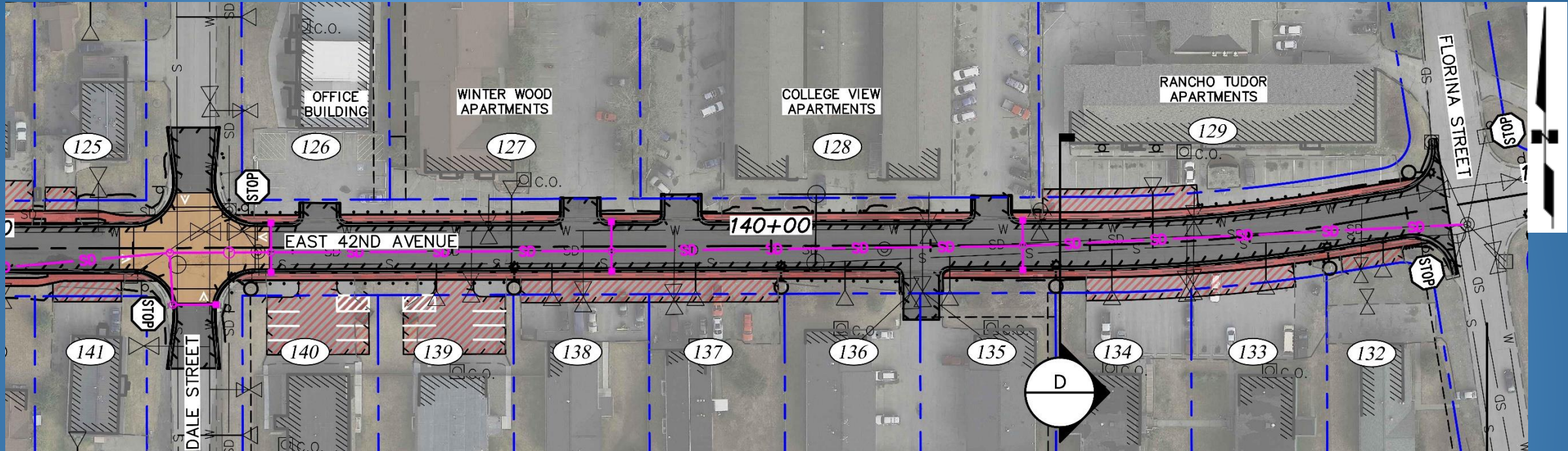
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Segment D – Dale Street to Florina Street

Alternative 1

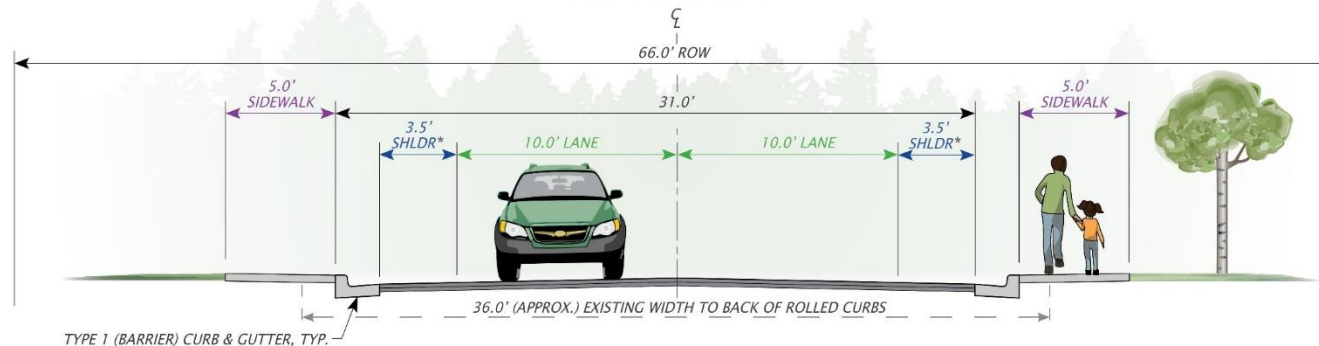


SEGMENT D – DALE STREET TO FLORINA STREET



Segment D – Dale Street to Florina Street

Alternative 1





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NEXT STEPS

Final DSR:

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

Design (not currently funded):

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



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QUESTIONS?



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HOW TO STAY INVOLVED & SUBMIT COMMENTS

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