



**40th AVENUE EXTENSION/UPGRADE
CITIZEN ADVISORY COMMITTEE MEETING NO. 4**

January 20, 2009

MEETING NOTES

ATTENDEES: ***Municipality of Anchorage (MOA)***
John Smith, P.E., Project Manager
Julie Makela, P.E., Project Administrator
Bob Kniefel, P.E., Municipal Traffic Engineer

DOWL HKM
Steve Noble, P.E, Project Manager
Brad Melocik, P.E., Project Engineer
Kevin Doniere, PLA., Landscape Architect
Eric Voorhees, E.I., Design Engineer
Mike Spitz, P.E., Traffic Engineer
Sarah Keown, Landscape Architect
Jason Snyder, Landscape Architect
Kristi Stuller, Public Involvement Coordinator
Alison Lohrke, Public Involvement Planner

Community Participants
Tim Spernak
Barbara Garner
Ed Leonetti
Dale Rahn

Not in attendance
Beau Bassett
Jerry Jenkins

Brad Melocik and Kevin Doniere discussed the updated project design and its elements with the Citizens Advisory Group (CAC). The roadway design, landscaping, retaining wall, and other aspects of the project were discussed. Graphics were provided to the CAC members to accompany the discussion as well.

Below is a summary of these topics discussed at the CAC meeting with their concerns and questions addressed.

Roadway Design

Brad gave a description of the realignment of Folker Street and the extension of the five-foot retaining wall along 40th Avenue around to Folker Street, which will make the area more

aesthetically pleasing. He stated this also saved a portion of ACMHS's property and would help with sight distance.

Brad explained that the area of the roadway between Wright Street and Piper Street has not changed since the last CAC meeting.

Barbara Garner and Ed Leonetti asked what the traffic calming measure at Dale Street would be. Brad responded by describing the chokers that would be placed at Dale Street.

Ed asked if LED lighting will be placed along the roadway. Julie confirmed that LED lighting will be placed on 40th Avenue.

Ed asked if 40th Avenue had changed to meet the new residential collector standards. Bob Kniefel and John Smith both stated that this project will have no effect on the residential collector standards.

The west side of the Lake Otis Parkway intersection was discussed. Brad stated there will be a left-turn lane and a through right-turn lane that will proceed eastbound. They will be tying into 40th Avenue east of Young Street on the west side of Lake Otis Parkway.

Retaining Wall

There was clarification about the welded wire mesh panels along the retaining wall that will break up the wall's flat surface. This is not a structural element, but simply decorative and will be placed every 16 feet on center for the upper wall and every 8 feet on center for the lower wall.

Ed Leonetti asked about the pre-cast panels being used for the retaining wall. Steve Noble said these are not mechanically stabilized earth walls, but are soldier piles that are drilled into the ground 30 feet or deeper. The lagging will go into the web of the steel piles, which will retain the soil. Pre-cast panels will then be placed in front of the soldier pile and lagging wall.

Julie Makela stated she would like to develop a sign, saying U-MED District, on the west end of the wall between the lower and upper wall. It would serve a dual purpose of preventing people from going on top of the five-foot upper wall and would also provide a gateway sign.

Folker Hill

A further explanation was given regarding the hill that 40th Avenue will go through and whether the State of Alaska Department of Natural Resources or Trust Land Office (TLO) has the authority to decide what to do with the land.

Barbara brought up a concern with the hill being sloped back and how doing so would impact archaeological studies. Barbara stated that many archaeologists are concerned about the hill being sloped back because it is one of the few hills left in the Anchorage area that has been left undisturbed, and it could carry many prehistoric artifacts. Barbara stated that it needs to be explored and reviewed before construction.

Steve asked Tim Spernak if he or the TLO had any knowledge of the hill having any archaeological value to it. Tim stated that he did not.

Barbara stated that the State Historic Preservation Office report states that if soil is moved, archaeologists should be involved. Steve stated that DOWL HKM would check into this. Since

this meeting has taken place, it has been confirmed that there have been no known archaeological or historical sites within the project corridor.

There was a suggestion that as the soil from the hill was excavated; archaeologists could be present to respond to anything found. Mike Spitz stated that in all contracts, there are specifications and protocols for what should happen if archaeological artifacts are found. John stated that the Municipality of Anchorage (MOA) would not be going through the NEPA process but would put something in the contract specifications to call upon an archaeologist if something of value was found.

Steve asked John if there had been any archaeological artifacts found on any other MOA road projects. John stated there have not been any other artifacts found in the area.

Barbara stated she was also concerned that the trees on the hill would be going away because of the air quality control they provide. This was noted.

Landscaping

Kevin gave a description of all the landscaping along the road corridor, including the fencing, plants and roundabout features. He explained that the wine red color would be carried through the project.

There was a description given about the four different fencing types that would be placed along the project corridor. There will be a decorative metal fence incorporated into the right-of-way (ROW) of the residential housing from Dale Street to Piper Street. A six-foot cedar wood privacy fence will be provided to property owners from Folker Street to Piper Street. Kevin stated a wood privacy fence will be installed on the south side of 40th Avenue near Lake Otis Parkway along property boundaries that will incorporate the wine red color. The last fence will be placed on top of the concrete wall in order to separate pedestrians from an existing parking lot at the northeast corner of 40th Avenue and Lake Otis Parkway.

John stated that it would be a good idea to send property owners receiving a new fence from this project a letter to explain the improvements they would be receiving.

Ed suggested that a bigger post should be added to the residential fences to match the emphasis given to the posts on the other fencing types. However, he likes the fencing and overall concept of the design.

There was a concern from Dale Rahn about vac-truck access at Dale Street because of landscaping. Brad stated they would need to check to see if the trucks would be able to access the manhole by using the trail behind the landscaping. Ed suggested traveling along the sidewalk that is parallel with Dale Street. Brad stated they will send the concept over to Steve Hughes (MOA) and Shawn Dooley (MOA) to take a look at.

Kevin described the retaining wall and how there will be black vinyl security fencing at the top of the second tier in order to prevent people from going up or down the wall.

Julie stated that she would like to see something other than a six-foot-tall black, vinyl coated security fence along the top of the retaining wall. She suggested a black aluminum fence (picket/bars) from Hoover Fence Co. - fencing that you might see along residential areas or along a residential pool.

Kevin described the landscaping that would be placed along the retaining wall. He stated they would be placing vines along the wall. Kevin stated that the upper portions of the retaining wall will have hops and clematis on it. There was a general concern by the CAC members that the south side would be too cold for the vines, clematis and hops to grow.

Ed suggested rethinking the small shrubs along the road. He said this is because of the plows during the winter - they will take them out or bury them after the first snowfall.

Roundabout (RAB)

There was a discussion about the RAB. Brad stated it has remained almost the same since its original design with landscaping elements added in the middle. There was a discussion between Barbara and Kevin about the gateway structures being asymmetrical in the RAB.

Kevin described the elements that will be featured in the RAB. There will be wood columns in the center and will contain materials consistent with the rest of the fencing along the 40th Avenue corridor. John asked the dimensions of the columns. Kevin stated the dimensions are 15 inches each and vary from 7 to 13 feet in height.

Barbara and Ed stated they do not particularly like the unbalanced gateway located south of the RAB on Piper Street. They both suggested moving the existing Piper Street Gateway that is on the southeast side of the Piper Street and 40th Avenue intersection to the northeast corner. The issue of grades, trees and other site elements were brought up and may conflict with this proposal, but Kevin stated he would look into it.

Julie mentioned that using standard, off-the-shelf lighting in the RAB would not need to be custom. DOWL HKM would need to coordinate with RSA on lighting for these decorative columns that are proposed for the RAB.

Right-of-Way

Ed asked what is happening with the ROW acquisition process currently and where the project budget is at. Steve stated they are currently in the process of ROW acquisition with the appraisals in progress. They have not started the negotiations with the property owners. There is a project budget, but real numbers have not been calculated.

Ed asked where ROW acquisition will be occurring. Steve explained that it will be happening everywhere along the project corridor. Everything west of Piper needs to be acquired. There is also a small amount outside of the road reserve that needs to be acquired.

Julie stated that every property that abuts the corridor will have a temporary construction easement (TCE), temporary construction permit (TCP) or public use easement (PUE). Not all will require a money exchange, but all will require some type of ROW acquisition.

Drainage

Brad described a stormwater infiltration system that will be placed along the roadway to run off into landscaping which will have an outfall into a catch basin. There will be two oil grit separators, one near Dale Street and a previously existing one.

Ed asked if there had been any concerns with drainage or underground creeks near the hill. Brad stated that the project is well above the water table. Steve stated the water table is surprisingly high where the hill is located.

There was a description of the check dams east on 40th Avenue. Brad gave an explanation of the catch basin and how water may be able to infiltrate it.

Other

Barbara asked about the Spur Trail that is slightly north of Dale Street. She asked if it will continue to take the same route as it does now. Brad confirmed this and Dale stated that it shadows the creek along the Providence property.

There was a concern brought up by Barbara about Wright Street and its access to 40th Avenue. There is a concern with children crossing 40th Avenue and the speeds that cars will reach. Ed stated that the cross-section that has been designed seems to be adequate with the sight distance and lighting. Barbara suggested there be education for parents and children in the area for street crossing.

Ed asked if there will be any scheduled upgrades for PeopleMover. Julie stated that PeopleMover does not have any intentions for upgrades along 40th Avenue.

Barbara stated that the PeopleMover stop on Lake Otis Parkway should be moved to the intersection of 40th Avenue and Lake Otis Parkway to eliminate pedestrians crossing Lake Otis Parkway without a protected pedestrian crossing.