

Submitted by: Chair of the Assembly
at the Request of the Mayor
Prepared by: Public Works Department
For Reading: SEPTEMBER 21, 1999

CLERK'S OFFICE

APPROVED

Date: 10-19-99 ANCHORAGE, ALASKA
AR NO. 99-254

1 A RESOLUTION AUTHORIZING EMINENT DOMAIN PROCEEDINGS AND
2 ACCEPTANCE OF THE DECISIONAL DOCUMENT FOR THE CONSTRUCTION OF
3 THE 15TH AVENUE SAFETY IMPROVEMENTS, 'L' STREET TO JUNEAU STREET
4

5
6 WHEREAS, the Municipality has engaged in negotiations regarding the
7 acquisition of property rights for the parcels listed in Exhibit A, and;
8

9 WHEREAS, the Municipality has made every reasonable effort to acquire
10 the properties described in Exhibit A by negotiated agreement in accordance with
11 applicable law, and;
12

13 WHEREAS, further delay as a result of continued nonproductive
14 negotiations would have a detrimental effect upon the cost and scheduling of the
15 project;
16

17 NOW THEREFORE, the Anchorage Assembly resolves:
18

19 SECTION 1. The property interests described in Exhibit A are to be
20 acquired for the construction of the 15th Avenue Street Safety Improvements, a public
21 project, the design of which has been determined to provide the greatest public good
22 for the least private injury. The Municipality is hereby authorized to acquire necessary
23 property rights in regard to the following parcels for right of way for the 15th Avenue
24 Safety Improvements between 'L' Street and Juneau Street, more specifically described
25 in Exhibit A.
26

27 SECTION 2. The Municipality is authorized to institute eminent domain
28 proceedings, including the use of a Declaration of Taking, against the properties
29 described in Exhibit A.
30

31 SECTION 3. The Decisional Document attached as Exhibit B, has been
32 reviewed and accepted by the Assembly and is approved for use in filing a Declaration
33 of Taking for the properties described in Exhibit A.
34

35 SECTION 4. This resolution shall take effect immediately upon passage
36 and approval by the Anchorage Assembly.
37

1 PASSED AND APPROVED by the Anchorage Municipal Assembly this 19th day of
2 October, 1999.
3
4
5
6
7
8
9


Chair

10 ATTEST:
11
12
13
14
15


Municipal Clerk

**15TH AVENUE
SAFETY IMPROVEMENTS**

**L STREET TO JUNEAU STREET
DECISIONAL DOCUMENT
PART I**

15TH AVENUE SAFETY IMPROVEMENTS

L STREET TO JUNEAU STREET

AKSAS PROJECT NO. HHE-0530(1)/50624

DECISIONAL DOCUMENT PART I

Prepared for:

Municipality of Anchorage
Department of Public Works
P.O. Box 196650
Anchorage, Alaska 99519-6650
and

Alaska Department of Transportation
and
Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519-6900

Prepared by:

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503

W.O. D55548G

September 1999

TABLE OF CONTENTS

	<u>Page</u>
1.0 PROJECT IDENTIFICATION.....	1
1.1 History.....	2
2.0 PROJECT GOAL.....	2
3.0 PROPERTY RIGHTS TO BE ACQUIRED.....	4
4.0 SPECIFIC USE OF PROPERTY	6
5.0 INITIAL SELECTION PROCESS.....	6
5.1 Western Segment - L Street to Cordova Street.....	9
5.1.1 No Action.....	9
5.1.2 Grade Changes	9
5.1.3 Cross-Sectional Changes	10
5.1.4 Spot Improvements	10
5.2 Eastern Segment - Cordova Street to Juneau Street.....	11
5.2.1 No Action.....	11
5.2.2 Grade Changes	11
5.2.3 Cross-Sectional Changes	11
5.2.4 Spot Improvements	12
6.0 ATTAINING PROJECT OBJECTIVES	13
7.0 PRIVATE PROPERTY IMPACTS.....	14
8.0 ESTIMATED COSTS	24
9.0 PROPERTY OWNER CONTACT.....	24
10.0 CONCLUSION.....	25
11.0 SIGNATURE.....	25
12.0 ASSEMBLY APPROVAL.....	25

TABLES

Table 1: 15th Avenue Safety Improvements Project	7
Table 2: Parcel Listing	14
Table 3: Estimated Costs	24

APPENDIX

Appendix A:.....	Proposed Right-of-Way Acquisition
Appendix B:.....	Parcel Maps

LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADAAG	Americans with Disabilities Act, Accessibility Guidelines
ADOT&PF	Alaska Department of Transportation and Public Facilities
ADT	Average Daily Traffic Volume
AHDM	Alaska Highway Drainage Manual
ASD	Alaska Standard Drawings
C/CTSP	Community/Corridor Traffic Safety Program
DSR	Design Study Report
kg	Kilogram
km	Kilometer
km/hr	Kilometers Per Hour
m	Meter
m ²	Square Meter
m ³	Cubic Meter
mm	Millimeter
MEV	Million Entering Vehicles
MOA	Municipality of Anchorage
N/A	Not Applicable
OSHP	Official Streets and Highways Plan
PCM	ADOT&PF Highway Preconstruction Manual
PS&E	Plans, Specifications and Estimates
ROW	Right-of-Way
TCP	Temporary Construction Permits
TFDG	MOA Transit Facilities Design Guide

CONVERSION FROM METRIC TO ENGLISH QUANTITIES

The design study report was assembled using metric units. The table below provides information for converting standard metric values to the English system of measure.

TO CONVERT TO	FROM	DIVIDE BY
Acre (U.S. Survey)	Square Meter (m ²)	4,046.873
Acre (U.S. Survey)	Hectare (ha)	0.4046873
Cubic Foot	Cubic Meter (m ³)	0.02831685
Cubic Yard	Cubic Meter (m ³)	0.7645549
Degree Fahrenheit	Degree Celsius (°C)	$T^{\circ}\text{C} = (T^{\circ}\text{F} - 32) / 1.8$
Foot	Meter (m)	0.3048
Foot (U.S. Survey)	Meter (m)	1200/3937
Foot-candle	Lux (lx)	10.76391
Gallon (U.S. Liquid)	Cubic Meter (m ³)	0.003785412
Inch	Meter (m)	0.0354
Kip-Force	Kilonewton (kN)	4.44822
M. Gal	Cubic Meter (m ³)	3.785412
Metric Ton	Kilogram (kg)	1,000
Mile (U.S. Statute)	Meter (m)	1,609,347
Pound (LB Avoirdupois)	Kilogram (kg)	0.45359237
Pound-Force (LB)	Newton (N)	4.44822
Square Foot	Square Meter (m ²)	0.09290304
Square Yard	Square Meter (m ²)	0.8361274
Ton (Short, 2,000 LB)	Kilogram (kg)	907.1847

1.0 PROJECT IDENTIFICATION

The purpose of this Decisional Document is to show that the proposed improvements, as well as the decision where to locate them, are in the public's best interest while causing the least private damages. The improvements themselves are based on current engineering standards. The document also discusses how the property acquisition reasonably considered and balanced the needs of both the public and the private property owner.

Fifteenth Avenue is a major two-way east/west arterial serving the needs of the Anchorage bowl. The project corridor extends from L Street on the west to Juneau Street on the east; a total length of approximately 2.0 km. Fifteenth Avenue consistently ranks among the most accident prone roadways in the Municipality of Anchorage (MOA). In 1994, four of the intersections on this short section of roadway made the list of 40 most accident prone intersections in the MOA. The MOA Traffic Engineering Office ranks roadways and intersections according to the number of accidents per Million Entering Vehicles (MEV), with 1.0 being an acceptable maximum. Accident data compiled between 1992 and 1995 by the MOA and Alaska Department of Transportation and Public Facilities (ADOT&PF) show that seven intersections exceeded the 1.0 threshold value, with a high value almost twice the threshold value at E Street (1.9 accidents per MEV).

Review of the historical accident data indicates there is a relatively high incidence of traffic accidents caused by motorists ignoring traffic control devices, driving at excessive speeds, or driving while under the influence of alcohol or drugs. Of the accidents that are sensitive to engineering solutions, the majority were angle and rear end accidents. Numerous geometric features not meeting current standards also exist along the roadway at the design speed. They include: 1) substandard vertical curve stopping sight distance and intersection sight distances at five locations; 2) substandard intersection sight distances due to trees, bushes, fire hydrants, traffic control boxes and the like; 3) substandard curb return radii at most intersection locations; and, 4) driveway sight distance and access geometric problems at many locations. Discussions with the Anchorage Fire Department, Emergency Medical Services persons, and the Anchorage Transit Authority support the aforementioned problems relating to vertical curves and curb return radii.

1.1 History

According to the Official Streets and Highways Plan (OSHP) of the MOA, 15th Avenue is a major two-way east/west arterial serving the needs of the Anchorage bowl. The existing roadway includes sidewalks on each side of the street adjacent to the curb and gutter at the edge of the traveled way. Due to the narrow Right-of-Way (ROW) width for a four lane arterial, the margins of the roadway are cluttered with utility poles, hydrants, retaining walls, and traffic control boxes. Although the concrete sidewalk surface is generally 1.2 meters wide throughout most of the corridor length¹, obstructions frequently reduce the usable width to 0.3 meters or less. During the winter months, use of the sidewalk is further restricted by snow that is plowed from the driving surface onto the pedestrian use areas. Pedestrians frequently engage in the dangerous practice of using the traveled way as a walking surface during the dark and snowy winter months.

The Average Daily Traffic (ADT) volumes along 15th Avenue generally increase from west to east, with a low of about 4,100 ADT at the west end and a high of about 22,400 ADT at the east end (1994 data). In 1994, four of the intersections on this short section of roadway made the list of 40 most accident prone. Similar patterns exist for other years.

15th Avenue is not identified as an existing or proposed bicycle trail or bike route in the Municipality of Anchorage 1996 Areawide Trails Plan, although it will offer a connection to the proposed A/C Couplet bicycle route. The separated sidewalk under the proposed alternative (between L Street and Cordova Street) will offer a bicycle trail to users, however its relatively short length is more compatible with the recreational user rather than the commuting cyclist.

2.0 PROJECT GOAL

The objective of this project is to improve vehicular and pedestrian safety on 15th Avenue between L Street and Juneau Street. Meeting current criteria for accessibility and addressing the current and projected five year traffic volumes for a major urban arterial is a requirement within the project scope of work. Pavement rehabilitation, with a goal of improving safety

and as appropriate to fit with the other proposed improvements, is also included. This project also includes a Community/Corridor Traffic Safety Program (C/CTSP) component aimed at non-engineering type solutions to improving safety (e.g. enforcement and education).

Several major alternatives were investigated as part of this project to correct the safety problems along the length of the roadway. Major alternatives for each section of the roadway include: 1) no action; 2) grade changes; 3) cross-sectional changes for segments of the roadway; and, 4) spot improvements at problem areas, or some combination thereof.

Design recommendations are as outlined below. The western segment of the roadway (*L Street to Cordova Street*) will be reduced to a three lane section with one through lane in each direction and a two-way left turn lane in the center. The curb line on the north side of the street will be moved approximately three meters to the south, creating a separated sidewalk to the north of the roadway with a buffer dedicated to landscaping, snow storage, and utilities. The vertical curve near the intersection with F Street will be lengthened to improve substandard stopping and intersection sight distance. Curb radii will be increased to 10.0 meters at I, E, and C Streets, resulting in limited right-of-way acquisition.

The eastern segment of the project (*Cordova Street to Juneau Street*) will remain four lanes, with an additional two-way left turning lane constructed between Gambell and Ingra Streets. The expansion of the roadway in this section will require right-of-way acquisition on the north side of 15th Avenue. Curb radii will be increased to 10.0 meters at Cordova and Gambell Streets, resulting in limited right-of-way acquisition. Easements will be obtained on the north side of 15th Avenue for the relocation of utilities out of the sidewalk area creating a useable space that meets current accessibility guidelines.

The general objective of this project is to improve safety on the 15th Avenue corridor for all users. Specific objectives, as taken from the engineering services contract, include:

- improve vehicular traffic safety
- improve pedestrian and bicycle safety

¹ Several areas have no sidewalks, including: north side of roadway near F Street and near Bridgeway Street.

- adequately serve current and projected five year traffic volumes
- meet current criteria for the disabled
- meet current design criteria for major arterial urban streets
- pavement rehabilitation, as required for safety

3.0 PROPERTY RIGHTS TO BE ACQUIRED

The proposed improvements extend beyond the limits of the existing right-of-way at several locations, the most significant of which is at the Gambell and Ingra intersections. Additionally, some limited right-of-way acquisition will be required at several other areas to allow for curb return radii to be increased while maintaining continuous sidewalks.

ROW acquisition will be necessary in the Gambell Street and Ingra Street areas to obtain space necessary for the construction of a separate left turning lane. This left turn lane is required to improve safety at these two key intersections by separating out left turns and to improve the traffic operations in the vicinity. Both the north and south sides of the street were evaluated as potential areas for ROW acquisition. The following points came out of the initial evaluation:

- A northern expansion of the roadway appears to be preferred from a ROW standpoint. Issues that play into this decision include more impact on buildings and businesses on the south side, less desirable lane configurations with a southern expansion, possible problems relating to an environmentally contaminated site on the south side of the street, and the requirement to underground utilities on the south side, among others.
- The major obstacles and difficulties with a northern expansion of the roadway relates to the Black Angus Inn property at the northwest corner of 15th Avenue and Gambell Street, and the Texaco Station at the northeast corner of 15th Avenue and Ingra Street.
- A partial take at the Black Angus property will be required to allow for the construction of an additional lane for left turning movements. Approximately 12 hotel rooms (two wide, three deep, two high) will need to be eliminated from the Black Angus wing that

projects toward 15th Avenue to the south to make way for the additional lane. Ten rooms of the annex facility located to the west of the main building on this lot will be affected by the taper to transition back to the four lane section.

- The project impacts parking at PJ's Pawn Shop, on Lots 7A and 8A (northeast corner of 15th Avenue and Gambell Street), as addressed in the Black-Smith and Richards appraisal prepared for the MOA.
- The business machine supply store on the northwest corner of 15th Avenue and Ingra Street is in the process of expanding. Impacts were identified in appraisal documentation prepared for the MOA. The fact that this project is occurring at or near the same time as the building's remodel complicates the situation considerably.
- Impacts on the existing Texaco station at the northeast corner of 15th Avenue and Ingra Street could be significant. The Texaco station has recently been remodeled/reconstructed into a filling station and a mini-mart rather than an auto repair shop. The fuel pumps to the south of the building are impacted to the point of either being eliminated or relocated. It is also important to note that this Texaco property has documented environmental problems that could require significant funding to clean up.
- The small restaurant and house immediately to the east of the Texaco station will be acquired to make space for the northern expansion of the highway and approach taper.

ROW will be required at the corners of property at major intersections where curb return radii are proposed to be increased to meet current geometric standards. Below is a listing of those areas where increased curb return radii lead to the necessity of some very limited ROW acquisition:

- Northeast and southeast corners of 15th Avenue and I Street
- Northeast, southeast, and southwest corners of 15th Avenue and E Street
- Northwest and southwest corners of 15th Avenue and C Street
- All corners of 15th Avenue and Cordova Street

The following increased curb return radius has significant impacts to the associated property:

- Southwest corner of 15th Avenue and Gambell Street

Easements for utility poles, traffic signal poles, hydrants, and traffic control boxes will also be required, particularly on the north side of the central segment of the roadway between Cordova and Juneau Streets. These easements will allow for utilities to be relocated, thereby ridding the sidewalks of utility obstacles. Temporary construction permits (TCP) will also be required, particularly in areas where fences are being relocated and for grade transition.

4.0 SPECIFIC USE OF PROPERTY

The fee simple acquisitions, public use easements, and temporary construction permits in this project are necessary for the construction of the proposed improvements. The public use easements will allow the roadway improvements and relocated utilities to be contained within the right-of-way. The TCPs will give the Contractor temporary access to private property to construct or relocate improvements.

5.0 INITIAL SELECTION PROCESS

The primary guiding document for the 15th Avenue Safety Improvements project is the Final Design Study Report (DSR) prepared by DOWL Engineers (June, 1998) jointly for the Municipality of Anchorage Department of Public Works and State of Alaska Department of Transportation and Public Facilities. The DSR is a comprehensive document which presents the evolutionary process of the project, including alternatives considered, design criteria, history and background, discussion of existing facilities, recommended improvements, land use issues, traffic conditions, accident data, project goals, pedestrian considerations, soils and material source information, typical cross sections, pavement design, drainage issues, transit facilities, signalization and lighting, environmental concerns, utilities, right-of-way, cost estimates, and the public involvement process. For specific information on these issues, refer to the DSR document.

Design drawings are presently at the pre-PS&E (plans, specifications, and estimate) phase, with completion scheduled for winter, 1999. The design drawings present the roadway and

utility design based on the recommendations contained within the DSR, as well as show easements and fee simple acquisitions.

Following is a table of the design criteria used on the project, taken directly from Appendix B of the DSR:

Table 1: 15th Avenue Safety Improvements Project

<i>ELEMENT</i>	<i>VALUE</i>	<i>SOURCE</i>
Functional Classification	Major Arterial	Official Streets and Highways Plan
Design Year	2005	MOA
Present Year ADT (1995)	13,699	MOA
Mid-Period ADT (2000)	14,541	MOA
Design Year ADT (2005)	15,434	MOA
Design Hourly Volume (DHV)	10% of ADT	AASHTO
Directional Split (%D)	45%EB / 55%WB	MOA
Trucks (%T)	1.3%	MOA
Equivalent Axle Load	284,000	MOA
Pavement Design Year	2009 (12 years after construction)	PCM
Design Vehicle	WB-15	AASHTO
Design Speed (Terrain)	60 km/hr (Level)	AASHTO
Stopping Sight Distance	74.3m	AASHTO
Passing Sight Distance	N/A	AASHTO
Maximum Grade	7.0%	AASHTO
Minimum Grade	0.5%	AASHTO
Maximum Radius of Curvature	150m	AASHTO
Minimum K-value for Vertical Curves	Crest: 14 Sag: 15	AASHTO
Number of Roadways	1 (3 and 4 lanes, typical)	N/A
Width of Traveled Way	Varies, 10.0m to 16.5m typical	AASHTO
Lane Width	3.3 m	AASHTO
Width of Outside Shoulder	0.5 m	AASHTO
Surfacing, Lanes and Shoulders	AC Pavement	N/A
Side Slope Ratios	N/A (Existing)	N/A

Table 1: 15th Avenue Safety Improvements Project (continued)

<i>ELEMENT</i>	<i>VALUE</i>	<i>SOURCE</i>
Median Treatment	N/A	N/A
Illumination	Existing	N/A
Curb and Gutter Usage	"Standard", typical "Mountable" and "Depressed", as necessary	ASD
Pedestrian/Bicycle Provisions		MOA and ADAAG
- Sidewalk Width	1.2 m	
- Unobstructed Width	0.915 m	
- Max. Cross Slope	2%	
- Passing Areas	1.525 m sq. @ 65 m intervals	
- Maximum Vertical Step	13 mm	
- Minimum Vertical Clearance	2.6 m	
Miscellaneous Criteria		
- Transit Provisions (Bus Stops)		MOA-TFDG
- Locations	Far side of int. (preferable)	
- Spacing	210 to 300 meters	
- Type	On-Street	
- Geometrics	Per TFDG	
- Roadway Cross Slope	2%	PCM
- Superelevation	N/A	N/A
- Roadway Vertical Clearance	5.0 m, typical	PCM
Miscellaneous Criteria (continued)		
- Clear Zone	0.5 m min. from curb face	AASHTO
- Alleys		AASHTO/PCM
- Min. Return Radii	1.5 m (residential)	
- Driveways		AASHTO/PCM
- Minimum Return Radii	1.0 m	
- Minimum Distance Between	22.5 m	
- Minimum Corner Clearance	20 m	
- Minimum Sight Distance	80 m	
- Maximum Landing Slope	2%	
- Erosion Control	On Slopes Steeper than 3:1	AHDM

Several major alternatives were investigated as part of this project to correct the safety problems along the length of the roadway. Major alternatives for each section of the roadway include: 1) no action; 2) grade changes; 3) cross-sectional changes (e.g. changes in number of lanes, configurations, etc.) for segments of the roadway; and, 4) spot improvements at problem areas including vertical grade changes, or some combination thereof.

Because the nature of the roadway varies significantly along its length and in recognition that different solutions may be applicable depending on the section in question, the roadway was divided into three segments for traffic analysis and discussion purposes. The *west segment* extends from approximately L Street to Cordova Street. The *central segment* encompasses

the commercial area of the roadway and includes the area from about Cordova Street to Juneau Street. The *eastern segment* extends from about Juneau Street to Orca Street. Thus, for each of the major segments of roadway, all four major treatments mentioned previously were considered.

5.1 Western Segment - L Street to Cordova Street

This portion of the roadway has traffic volumes that currently range from 4,100 ADT at L Street to 12,400 ADT at Cordova Street. It is almost exclusively residential in nature, and has three signalized intersections along its length (not including Cordova Street). Accidents per MEV are approximately 1.0 at I Street, 1.9 at E Street, and 1.5 at C Street (1994 data). Speeding and disobeying traffic control devices are a documented problem. Pedestrian and non-motorized accommodations are lacking in this area.

5.1.1 No Action

Under this alternative, accident rates would increase slightly over time and speeding would continue to be a problem throughout this segment of the corridor. Existing documented problems regarding sight distances, sidewalk inadequacies, and curb return radii would remain.

5.1.2 Grade Changes

Grade changes considered include lengthening the vertical curves at K Street, F Street, C Street, and between Bridgeway and Cordova Streets to bring the roadway up to current standards. Of the four crest vertical curves not meeting current standards in this segment, the F Street location is the most substandard, requiring a lengthening of about 63 meters to meet present stopping sight distance design criteria. The C Street curve is approximately 40 meters shy of conforming to current standards. The curve between Bridgeway and Cordova Streets requires about 36 meters in lengthening while the K Street curve is only nine meters out-of-standard.

5.1.3 Cross-Sectional Changes

Because the volumes of traffic on this section of the roadway are relatively low in comparison to the central and eastern segments, cross-sectional changes considered here include reducing the existing four lane section to a three lane section. Note that between K Street and F Street parallel parking is allowed on the southern side of the street eliminating one of the eastbound lanes. The three lane section on this portion of the roadway would include one through lane in each direction with a two-way left turn lane in the center. Under this scenario, left turning vehicles would be separated out from through traffic, reducing the angle accident rate by as much as 35 percent. The incidence of rear-end accidents would also diminish. The three lane section would change the atmosphere of the roadway and send signals to drivers that this is a lower speed facility. The three lane section would allow for the sidewalk space on the north side of the roadway to be separated from the traveled way, creating a better walking environment and a buffer in which to situate utilities and landscaping, and to provide snow storage capability in the winter. On-street parallel parking would be eliminated in this segment as a result of the construction of the three lane alternative.

5.1.4 Spot Improvements

Various spot improvements were considered for this section of roadway. Those spot improvements include both geometric and traffic operations improvements along this section of the corridor. Geometric improvements considered as part of this project include increasing curb return radii to 10.0 meters at all intersections to accommodate the design vehicle.

Spot traffic safety improvements considered include enlarging 15th Avenue at I, E, and C Streets to create a separated left turn lane to reduce angle and rear-end accidents. This would result in widening of the roadway at various locations and some significant ROW acquisition, not only in the immediate area of the intersections, but a rather substantial distance back from the intersection to provide appropriately designed tapers.

Pavement resurfacing was also evaluated for this segment as part of this project.

5.2 Eastern Segment - Cordova Street to Juneau Street

This portion of the roadway has traffic volumes that currently range from 12,400 ADT at Cordova Street to 22,400 ADT at Juneau Street. This section of the roadway has a mix of residential properties and commercial areas, and has three signalized intersections along its length (including Cordova Street). Accidents per MEV are approximately 1.0 at Cordova Street, 1.5 at Gambell Street, and 1.6 at Ingra Street (1994 data). Speeding and disobeying traffic control devices are a well documented problem in this segment. Pedestrian and non-motorized accommodations vary from marginal to non-existent.

5.2.1 No Action

Under this alternative, accident rates would increase slightly over time and speeding would continue to be a problem throughout this segment of the corridor. Existing documented problems regarding sight distances, sidewalk inadequacies, and curb return radii would remain.

5.2.2 Grade Changes

No vertical curve problems are noted for this segment of the corridor and thus, no grade changes were considered.

5.2.3 Cross-Sectional Changes

Because the volumes of traffic on this section of the roadway are relatively high in comparison to the western segment, cross-sectional changes considered here included maintaining the existing four lane section and expanding the roadway to a five lane section. Brief consideration was given to a three lane section on this portion of the roadway, but the traffic volumes and the turning movements are such that a three lane section is not feasible. The general approach between Cordova Street and Fairbanks Street would be for the roadway to remain a four lane section. This approach provides the capacity to move vehicles to and from the busy Gambell and Ingra Street intersections, without altering the capacity of the roadway in this area. In the Gambell and Ingra Streets area, an additional lane would be added creating a five lane cross-section. The additional lane would create a two-way left turn

lane in the center, with two through lanes in each direction. Under this scenario, left turning vehicles would be separated out from through traffic, reducing the angle accident rate by as much as 35 percent. The incidence of rear-end accidents would also diminish in this segment. The five lane section would require the purchase of ROW on either the north or south side of the roadway between Fairbanks Street and Juneau Street. The sidewalk would remain adjacent to the traveled way on both sides of the street in this segment, although sidewalks on the northern side of the street would be cleared of utilities and other obstructions by relocating them to easements adjacent to the roadway.

5.2.4 Spot Improvements

Various spot improvements were considered for this section of roadway. Those spot improvements include both geometric and traffic operations improvements along this section of the corridor. Geometric improvements considered include increasing curb return radii to 10.0 meters at all intersections to accommodate the design vehicle.

Spot traffic safety improvements considered include enlarging the roadway at only Gambell or Ingra Streets to create a separated left turn lane to reduce angle and rear-end accidents. This would result in an expansion of the roadway at isolated locations and some significant ROW acquisition, not only in the immediate area of the intersections, but a rather substantial distance back from the intersection to provide appropriately designed tapers.

Pavement resurfacing was also evaluated for this segment as part of this project

Given the critical safety issues, one option was developed and analyzed that combined lane configuration and spot improvements.

The option involves:

Converting 15th Avenue into a three lane section between L Street and Cordova Street with a center two-way left turn lane.

Between Cordova Street and Juneau Street the existing four lane section would be modified, and at Gambell Street would include:

- two through lanes in the westbound direction
- one separate westbound left turn lane (new)
- one through lane and one through/right turn lane in the eastbound direction

At Ingra Street the cross-section would include:

- two through lanes in the eastbound direction
- one separate eastbound left turn lane (new)
- one through lane and one through/right turn lane in the westbound direction

6.0 ATTAINING PROJECT OBJECTIVES

The proposed improvements will satisfy project objectives. Road widening, increased curb return radii, relocation of utilities outside of existing sidewalks, vertical curve lengthening, and improved traffic signalization will all serve to improve safety in the roadway with better sight distance, safer traffic movement, and separated pedestrian walkways for year-round circulation improvements. Property acquisition (fee simple and public use easement) will allow the proposed improvements to be constructed.

7.0 PRIVATE PROPERTY IMPACTS

Note: Parcel numbering conforms to ADOT&PF project parcel numbering. Table 2 identifies the parcels discussed in this Decisional Document.

Table 2: Parcel Listing

<i>PARCEL</i>	<i>LEGAL DESCRIPTION</i>	<i>OWNER</i>	<i>RIGHTS</i>
E-4	N 49' Lot 12, Block 42A Welch	White (Schleusner)	PUE/TCP
5	Lot 12, Block 41A Plateau Heights	Cherrier	FEE/TCP
E-8	Lot, 11, Block 41A Plateau Heights	Thompson	PUE
E-9	Lot 2, Block 41A Plateau Heights	Morris	PUE
E-17	Lot 10, Block 34A Third Addition	Shashko	PUE/TCP
E-18	Lot 7A, Block 29D Third Addition	Kim/Choi	PUE/TCP
E-19	Lot 10B, Block 29C Third Addition	Choi/Shin	PUE/TCP
E-20	Lot 11, Block 28D Third Addition	Raymer	PUE/TCP
E-21	Lot 12, Block 28D Third Addition	Lim (Black Angus)	PUE/TCP
E-22	Lot 7A, Block 28C Third Addition	Lim (Black Angus)	PUE
E-24	Lot 7A, Block 27D Third Addition	Kruse/Erwin	PUE
E-25	Lot 8A, Block 27D Third Addition	Jacobson	PUE
E-27	Lot 9A, Block 27C Third Addition	Northern Auto	PUE
E-29	Lot 3A, Block 27C Third Addition	Niesen	PUE/TCP
E-30	Lot 7A, Block 26D Third Addition	Texaco	PUE
31	Lot 6, Block 26D Third Addition	Troutman	FEE
E-33	Lot 8B, Block 36 Third Addition	Jackson	PUE

Parcel No. E-4

Parcel No. E-4 (N 49 feet, Lot 12, Block 42A, Welch Subdivision) is a 650 square meter (7,000 square foot) property located at the southeast corner of 15th Avenue and I Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a single-family residence with driveway access from the H Street/I Street alley. The single-family residence is located in the west half of the property.

The proposed 15th Avenue Safety Improvements include providing a larger curb return radius at the I Street intersection, new accessible curb ramps, and new traffic signal poles and load center at the intersection.

The necessary easements and permits include a 25 square meter (269 square foot) triangular-shaped public use easement located at the northwest corner of the property and a 49.8 square

meter (536 square foot) TCP located just behind the public use easement. The easement is necessary and will allow the curb return radius, curb ramps, and traffic signal improvements to be constructed. The TCP will allow the load center to be installed and the private fence to be relocated outside of the easement area. The proposed easement and TCP will have very little impact to Parcel No. E-4.

Parcel No. 5

Parcel No. 5 (Lot 12, Block 41A, Plateau Heights Subdivision) is a 650 square meter (7,000 square foot) property located at the southeast corner of 15th Avenue and G Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a multi-family duplex residence with driveway access from the F Street/G Street alley. The duplex is located in the center of the property.

The proposed 15th Avenue Safety Improvements include lowering the grade of the F Street hill approximately three feet in order to improve stopping sight distance. This will in turn lower the grade in the F Street/G Street alley by approximately three feet eliminating access to the detached garage, which is built along the alley. Originally, the MOA offered to purchase this as a fee simple acquisition. The owner requested that DOWL analyze the potential for maintaining access to the garage following construction. DOWL worked with a subconsultant to prepare a report of finding on that issue. It was determined that the existing garage could be lowered to the new alley grade or removed at a reasonable cost. The MOA revised their offer to the property owner based on the owner's request to retain the duplex. To date, the owner is undecided.

The necessary permit (depending on whether the garage lowering option or the garage removal option is selected) is a 46.4 square meter (500 square foot) TCP along the eastern edge for grading the site to match the new alley grade. The proposed TCP will have very little impact to Parcel No. 5.

Parcel No. E-8

Parcel No. E-8 (Lot 11, Block 41A, Plateau Heights Subdivision) is a 650 square meter (7,000 square foot) property that is the second lot deep, south of 15th Avenue, between G

Street and the F Street/G Street alley. The parcel is developed as a single-family residence with driveway access from the F Street/G Street alley. The single-family residence is located in the west half of the property.

The proposed 15th Avenue Safety Improvements include lowering the grade of the F Street hill approximately three feet in order to improve stopping sight distance. This will in turn lower the grade in the F Street/G Street alley by approximately three feet. However, the lowered alley begins to taper up to the south (from 15th Avenue) to match existing alley grade. Slope limits end just beyond the parcel's frontage.

The necessary easement is a five square meter (54 square foot) triangular-shaped public use easement located at the northeast corner of the property. The easement is necessary for grade transition onto the property. The proposed easement will have very little impact to Parcel No. E-8.

Parcel No. E-9

Parcel No. E-9 (Lot 2, Block 41A, Plateau Heights Subdivision) is a 650 square meter (7,000 square foot) property that is the second lot deep, south of 15th Avenue, between F Street and the F Street/G Street alley. The parcel is developed as a single-family residence with driveway access from the F Street/G Street alley. The single-family residence is located in the west half of the property.

The proposed 15th Avenue Safety Improvements include lowering the grade of the F Street hill approximately three feet in order to improve stopping sight distance. This will in turn lower the grade in the F Street/G Street alley by approximately three feet. However, the lowered alley begins to taper up to the south (from 15th Avenue) to match existing alley grade. Slope limits end just beyond the parcel's frontage.

The necessary easement is a seven square meter (75 square foot) triangular-shaped public use easement located at the northwest corner of the property. The easement is necessary for grade transition onto the property. The proposed easement will have very little impact to Parcel No. E-9.

Parcel No. E-17

Parcel No. E-17 (Lot 10, Block 34A, Third Addition Subdivision) is a 687 square meter (7,392 square foot) property located at the southeast corner of 15th Avenue and Cordova Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a multi-family four-plex with driveway access from Cordova Street. The four-plex is located in the north half of the property.

The proposed 15th Avenue Safety Improvements include providing a larger curb return radius at the Cordova Street intersection, new accessible curb ramps, and new traffic signal poles and load center at the intersection.

The necessary easements and permits include a 28 square meter (301 square foot) triangular-shaped public use easement located at the northwest corner of the property and a 46.6 square meter (501 square foot) TCP located just behind the public use easement. The easement is necessary and will allow the curb return radius, curb ramps, and traffic signal improvements to be constructed. The TCP will allow the load center to be installed and the trash enclosure to be relocated outside of the easement area. The proposed easement and TCP will have very little impact to Parcel No. E-17.

Parcel No. E-18

Parcel No. E-18 (Lot 7A, Block 29D, Third Addition Subdivision) is a 2,604 square meter (28,030 square foot) property located at the northeast corner of 15th Avenue and Cordova Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a multi-family apartment complex (Kings Court Apartments) with driveway access from Cordova Street. The apartment building is located in the south half of the property.

The proposed 15th Avenue Safety Improvements include providing a larger curb return radius at the Cordova Street intersection, new accessible curb ramps, new traffic signal poles, and a new concrete retaining wall.

The necessary easements and permits include a 30 square meter (323 square foot) triangular-shaped public use easement located at the southwest corner of the property and a 44 square meter (474 square foot) TCP located just behind the public use easement. The easement is necessary and will allow the curb return radius, curb ramps, traffic signal improvements, and retaining wall to be constructed. The TCP will allow for the construction of the retaining wall. The retaining wall will be constructed within the easement area, however access onto the private property will be required during construction for final grading. The proposed easement and TCP will have very little impact to Parcel No. E-18.

Parcel No. E-19

Parcel No. E-19 (Lot 10B, Block 29C, Third Addition Subdivision) is a 2,090 square meter (22,500 square foot) property located at the northwest corner of 15th Avenue and Eagle Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains the Royal Suite Annex with driveway access from 15th Avenue and Eagle Street. The building is located in the west half of the property.

The proposed 15th Avenue Safety Improvements involve the relocation of a fire hydrant.

The necessary easements and permits include a 4.6 square meter (50 square foot) rectangular public use easement located at the southeast corner of the property and a 30.2 square meter (99 square foot) TCP located just behind the public use easement. The easement is necessary and will allow for the proposed location of the hydrant. The TCP will allow for the actual relocation of the hydrant. The proposed easement and TCP will have very little impact to Parcel No. E-19.

Parcel No. E-20

Parcel No. E-20 (Lot 11, Block 28D, Third Addition Subdivision) is a 650 square meter (7,000 square foot) property located on the north side of 15th Avenue between Eagle Street and Fairbanks Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a single-family residence with driveway access from the 15th Avenue/14th Avenue alley. The single-family residence is located in the center of the property.

The proposed 15th Avenue Safety Improvements involves the widening of 15th Avenue. 15th Avenue's north curb line begins its taper to the proposed widened road section in front of the property.

The necessary easements and permits include a 30 square meter (323 square foot) rectangular public use easement located along the south property line and a 62.7 square meter (675 square foot) TCP located just behind the public use easement. The easement is necessary and will allow for the proposed road widening and construction of the new sidewalk. The TCP will allow for the relocation of a private fence outside the easement area. The proposed easement and TCP will have very little impact to Parcel No. E-20.

Parcel No. E-21

Parcel No. E-21 (Lot 12, Block 28D, Third Addition Subdivision) is a 650 square meter (7,000 square foot) property located at the northwest corner of 15th Avenue and Fairbanks Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a parking lot for the Black Angus Inn, which is across Fairbanks Street.

The proposed 15th Avenue Safety Improvements involves the widening of 15th Avenue, providing a larger curb return radius at the Fairbanks Street intersection, and new accessible curb ramps. In front of the property, 15th Avenue's north curb line is in its taper to the proposed widened road section.

The necessary easements and permits include a 63 square meter (678 square foot) public use easement located along the south property line and a 76.7 square meter (825 square foot) TCP located just behind the public use easement. The easement is necessary and will allow for the proposed road widening, curb return radius, and curb ramps to be constructed. The TCP will allow for the relocation of a private dumpster enclosure outside of the easement area. The proposed easement and TCP will have very little impact to Parcel No. E-21.

proposed road widening, curb ramps, and street light to be constructed. The proposed easement impacts Parcel No. E-24's parking as discussed in Black-Smith and Richards appraisal prepared for the MOA.

Parcel No. E-25

Parcel No. E-25 (Lot 8A, Block 27D, Third Addition Subdivision) is a 652 square meter (7,023 square foot) property located on the northwest corner of 15th Avenue and the Gambell Street/Hyder Street alley. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel is developed as a strip mall which spans over its western lot line into the adjacent property to the west (Lot 7A).

The proposed 15th Avenue Safety Improvements involves the widening of 15th Avenue in front of the property.

The necessary easement is a 105 square meter (1,130 square foot) public use easement located along the south property line. The easement is necessary and will allow for the proposed road widening to be constructed. The proposed easement impacts Parcel No. E-25's parking as discussed in Black-Smith and Richards appraisal prepared for the MOA.

Parcel No. E-27

Parcel No. E-27 (Lot 9A, Block 27C, Third Addition Subdivision) is a 1,432 square meter (15,413 square foot) property located on the northeast corner of 15th Avenue and Hyder Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains Northern Auto Parts.

The proposed 15th Avenue Safety Improvements includes the widening of 15th Avenue and new accessible curb ramps at the Hyder Street intersection.

The necessary easement is a 134 square meter (1,442 square foot) public use easement located along the south property line. The easement is necessary and will allow for the proposed road widening to be constructed. The proposed easement impacts Parcel No. E-27's existing parking. The impact can be cured as addressed in the Black-Smith and Richards appraisal prepared for the MOA.

Parcel No. E-29

Parcel No. E-29 (Lot 3A, Block 27C, Third Addition Subdivision) is a 2,534 square meter (27,281 square foot) property located on the northwest corner of 15th Avenue and Ingra Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains Frontier Business Systems.

The proposed 15th Avenue Safety Improvements includes the widening of 15th Avenue, new accessible curb ramps at the Ingra Street intersection, and a new traffic signal pole at the Ingra Street intersection.

The necessary easements and permits include a 217 square meter (2,336 square foot) public use easement located along the south property line and a 148.4 square meter (1,597 square foot) TCP located just behind the public use easement. The easement is necessary and will allow for the proposed road widening, curb ramps, and traffic signal improvements to be constructed. The TCP will allow for the relocation of the private fence and landscaping outside the easement area. Impacts to this property are discussed in detail in the Black-Smith and Richards appraisal prepared for the MOA.

Parcel No. E-30

Parcel No. E-30 (Lot 7A, Block 26D, Third Addition Subdivision) is a 1,273 square meter (13,700 square foot) property located at the northeast corner of 15th Avenue and Ingra Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains a Texaco gas station and an A&W restaurant.

The proposed 15th Avenue Safety Improvements involves the widening of 15th Avenue, providing a larger curb return radius at the Ingra Street intersection, new accessible curb ramps, and new traffic signal poles at the Ingra Street intersection.

The necessary easement is a 168 square meter (1,808 square foot) public use easement located along the south property line. The easement impacts Texaco's pump dispenser island that faces 15th Avenue (See Section 3 for discussion). The easement is necessary and will

allow for the proposed road widening, curb return radius, curb ramps, and traffic signal improvements to be constructed.

Parcel No. 31

Parcel No. 31 (Lot 6, Block 26D, Third Addition Subdivision) is a 650 square meter (7,000 square foot) property located at the northwest corner of 15th Avenue and Juneau Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains two structures: a small eatery and a wood house.

The proposed 15th Avenue Safety Improvements includes the widening of 15th Avenue and providing new accessible curb ramps at the Juneau Street intersection.

The proposed roadway completely overlaps the eatery building. The proposed public sidewalk lies approximately 14-feet from the exterior wall of the house and about 8 feet from the house's walkway. For this reason, a fee simple acquisition was selected for the parcel.

Parcel No. E-33

Parcel No. E-33 (Lot 8B, Block 36, Third Addition Subdivision) is a 3,716 square meter (40,000 square foot) property located on the south side of 15th Avenue between Gambell Street and Ingra Street. The 15th Avenue right-of-way adjacent to the property is 18.3 meters (60 feet). The parcel contains an office/business building.

The proposed 15th Avenue Safety Improvements involves the construction of a concrete People Mover boarding pad behind the existing sidewalk.

The necessary easement is a 27.9 square meter (300 square foot) public use easement located at the northwest corner of the property. The easement is necessary and will allow for the construction of the boarding pad. The proposed easement will have very little impact to Parcel No. E-33.

8.0 ESTIMATED COSTS

Estimated costs for the 15th Avenue Safety Improvements project are shown below in Table 3 below:

Table 3: Estimated Costs

Item	Estimated Cost
Design Engineering	\$768,000
ROW Acquisition	\$5,000,000
Utility Relocation	\$1,000,000
Road Construction	\$2,737,452
Construction Engineering	\$629,614
TOTAL	\$10,135,066

9.0 PROPERTY OWNER CONTACT

Parcel No. E-4	(To be completed with Part II)
Parcel No. 5	(To be completed with Part II)
Parcel No. E-8	(To be completed with Part II)
Parcel No. E-9	(To be completed with Part II)
Parcel No. E-17	(To be completed with Part II)
Parcel No. E-18	(To be completed with Part II)
Parcel No. E-19	(To be completed with Part II)
Parcel No. E-20	(To be completed with Part II)
Parcel No. E-21	(To be completed with Part II)
Parcel No. E-22	(To be completed with Part II)
Parcel No. E-24	(To be completed with Part II)
Parcel No. E-25	(To be completed with Part II)
Parcel No. E-27	(To be completed with Part II)
Parcel No. E-29	(To be completed with Part II)
Parcel No. E-30	(To be completed with Part II)
Parcel No. 31	(To be completed with Part II)
Parcel No. E-33	(To be completed with Part II)

10.0 CONCLUSION

The acquisition of the properties previously described is necessary for this project. The project is located and designed in a manner which is most compatible with the greatest public good and cause the least private injury.

11.0 SIGNATURE

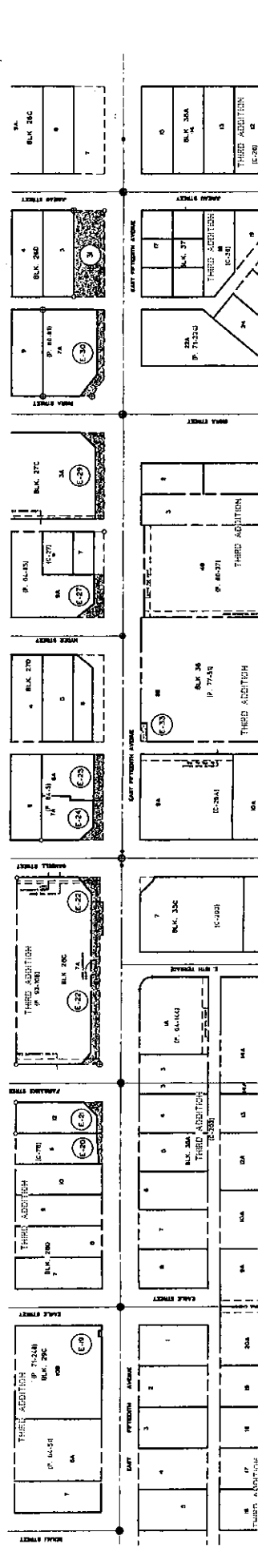
The final route selection was made by:

Jerry Hansen, Municipality of Anchorage
Department of Public Works Project Manager

12.0 ASSEMBLY APPROVAL




The Anchorage Assembly approved this document for use in filing a Declaration of Taking by Assembly Resolution (AR-99____) on _____, 1999.

APPENDIX A
PROPOSED RIGHT-OF-WAY ACQUISITION



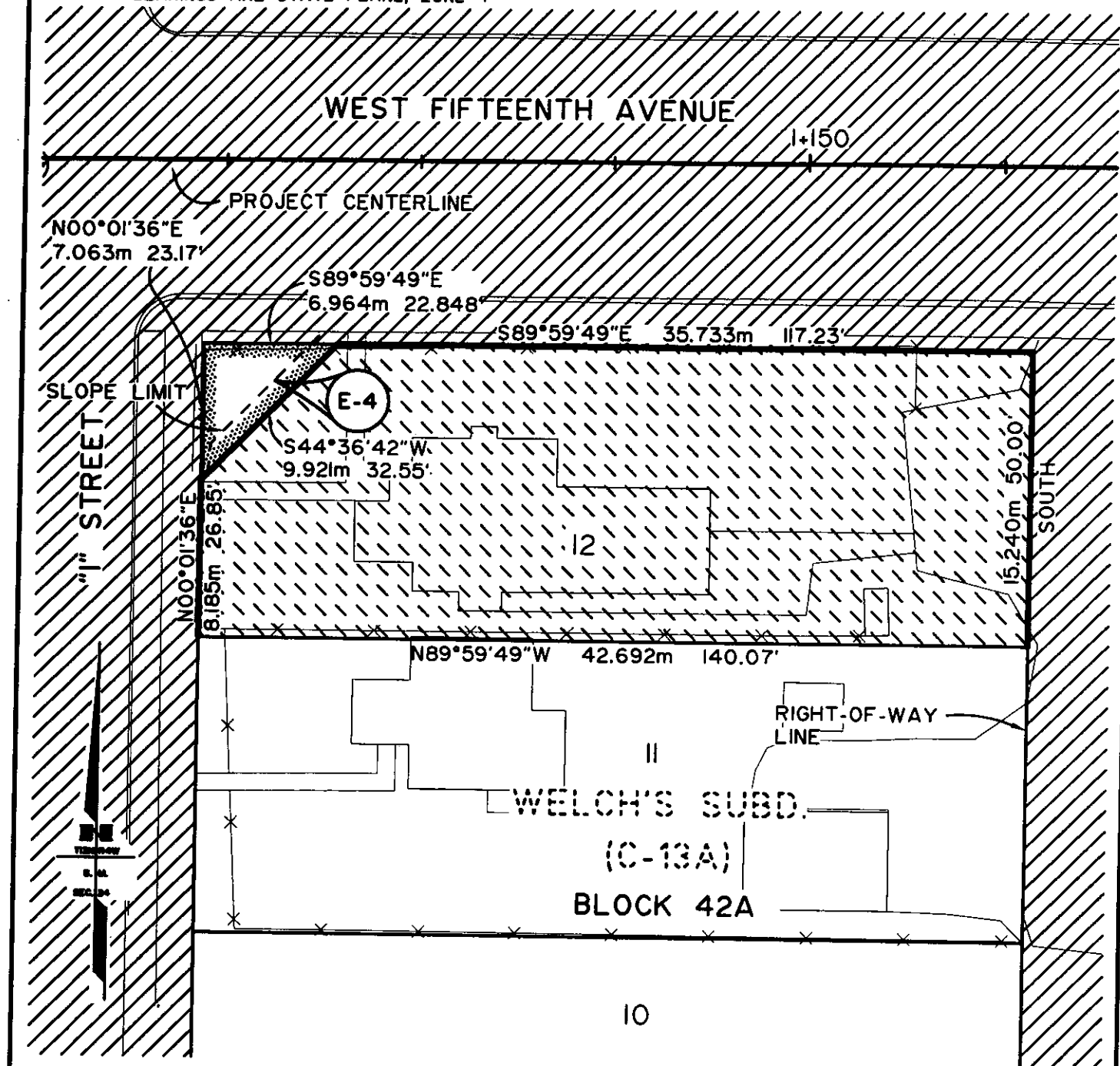
BOOKS	NOV. 1952	NOV. 1953	NOV. 1954	NOV. 1955	NOV. 1956	NOV. 1957	NOV. 1958	NOV. 1959	NOV. 1960	NOV. 1961	NOV. 1962	NOV. 1963	NOV. 1964	NOV. 1965	NOV. 1966	NOV. 1967	NOV. 1968	NOV. 1969	NOV. 1970	NOV. 1971	NOV. 1972	NOV. 1973	NOV. 1974	NOV. 1975	NOV. 1976	NOV. 1977	NOV. 1978	NOV. 1979	NOV. 1980	NOV. 1981	NOV. 1982	NOV. 1983	NOV. 1984	NOV. 1985	NOV. 1986	NOV. 1987	NOV. 1988	NOV. 1989	NOV. 1990	NOV. 1991	NOV. 1992	NOV. 1993	NOV. 1994	NOV. 1995	NOV. 1996	NOV. 1997	NOV. 1998	NOV. 1999	NOV. 2000	NOV. 2001	NOV. 2002	NOV. 2003	NOV. 2004	NOV. 2005	NOV. 2006	NOV. 2007	NOV. 2008	NOV. 2009	NOV. 2010	NOV. 2011	NOV. 2012	NOV. 2013	NOV. 2014	NOV. 2015	NOV. 2016	NOV. 2017	NOV. 2018	NOV. 2019	NOV. 2020	NOV. 2021	NOV. 2022	NOV. 2023	NOV. 2024	NOV. 2025	NOV. 2026	NOV. 2027	NOV. 2028	NOV. 2029	NOV. 2030	NOV. 2031	NOV. 2032	NOV. 2033	NOV. 2034	NOV. 2035	NOV. 2036	NOV. 2037	NOV. 2038	NOV. 2039	NOV. 2040	NOV. 2041	NOV. 2042	NOV. 2043	NOV. 2044	NOV. 2045	NOV. 2046	NOV. 2047	NOV. 2048	NOV. 2049	NOV. 2050	NOV. 2051	NOV. 2052	NOV. 2053	NOV. 2054	NOV. 2055	NOV. 2056	NOV. 2057	NOV. 2058	NOV. 2059	NOV. 2060	NOV. 2061	NOV. 2062	NOV. 2063	NOV. 2064	NOV. 2065	NOV. 2066	NOV. 2067	NOV. 2068	NOV. 2069	NOV. 2070	NOV. 2071	NOV. 2072	NOV. 2073	NOV. 2074	NOV. 2075	NOV. 2076	NOV. 2077	NOV. 2078	NOV. 2079	NOV. 2080	NOV. 2081	NOV. 2082	NOV. 2083	NOV. 2084	NOV. 2085	NOV. 2086	NOV. 2087	NOV. 2088	NOV. 2089	NOV. 2090	NOV. 2091	NOV. 2092	NOV. 2093	NOV. 2094	NOV. 2095	NOV. 2096	NOV. 2097	NOV. 2098	NOV. 2099	NOV. 2100	NOV. 2101	NOV. 2102	NOV. 2103	NOV. 2104	NOV. 2105	NOV. 2106	NOV. 2107	NOV. 2108	NOV. 2109	NOV. 2110	NOV. 2111	NOV. 2112	NOV. 2113	NOV. 2114	NOV. 2115	NOV. 2116	NOV. 2117	NOV. 2118	NOV. 2119	NOV. 2120	NOV. 2121	NOV. 2122	NOV. 2123	NOV. 2124	NOV. 2125	NOV. 2126	NOV. 2127	NOV. 2128	NOV. 2129	NOV. 2130	NOV. 2131	NOV. 2132	NOV. 2133	NOV. 2134	NOV. 2135	NOV. 2136	NOV. 2137	NOV. 2138	NOV. 2139	NOV. 2140	NOV. 2141	NOV. 2142	NOV. 2143	NOV. 2144	NOV. 2145	NOV. 2146	NOV. 2147	NOV. 2148	NOV. 2149	NOV. 2150	NOV. 2151	NOV. 2152	NOV. 2153	NOV. 2154	NOV. 2155	NOV. 2156	NOV. 2157	NOV. 2158	NOV. 2159	NOV. 2160	NOV. 2161	NOV. 2162	NOV. 2163	NOV. 2164	NOV. 2165	NOV. 2166	NOV. 2167	NOV. 2168	NOV. 2169	NOV. 2170	NOV. 2171	NOV. 2172	NOV. 2173	NOV. 2174	NOV. 2175	NOV. 2176	NOV. 2177	NOV. 2178	NOV. 2179	NOV. 2180	NOV. 2181	NOV. 2182	NOV. 2183	NOV. 2184	NOV. 2185	NOV. 2186	NOV. 2187	NOV. 2188	NOV. 2189	NOV. 2190	NOV. 2191	NOV. 2192	NOV. 2193	NOV. 2194	NOV. 2195	NOV. 2196	NOV. 2197	NOV. 2198	NOV. 2199	NOV. 2200	NOV. 2201	NOV. 2202	NOV. 2203	NOV. 2204	NOV. 2205	NOV. 2206	NOV. 2207	NOV. 2208	NOV. 2209	NOV. 2210	NOV. 2211	NOV. 2212	NOV. 2213	NOV. 2214	NOV. 2215	NOV. 2216	NOV. 2217	NOV. 2218	NOV. 2219	NOV. 2220	NOV. 2221	NOV. 2222	NOV. 2223	NOV. 2224	NOV. 2225	NOV. 2226	NOV. 2227	NOV. 2228	NOV. 2229	NOV. 2230	NOV. 2231	NOV. 2232	NOV. 2233	NOV. 2234	NOV. 2235	NOV. 2236	NOV. 2237	NOV. 2238	NOV. 2239	NOV. 2240	NOV. 2241	NOV. 2242	
-------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	--

APPENDIX B
PARCEL MAPS

-  EXISTING RIGHT-OF-WAY
 RIGHT-OF-WAY REQUIRED
 AREA REMAINING

() RECORD

BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
 FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE _____ 25 S.M.

NET TAKE _____ 25 S.M.

REMAIN _____ 650 S.M.

DRAWN BY BKF

SCALE 1:300 DATE 09/01/99 **PARCEL NO. E-4**

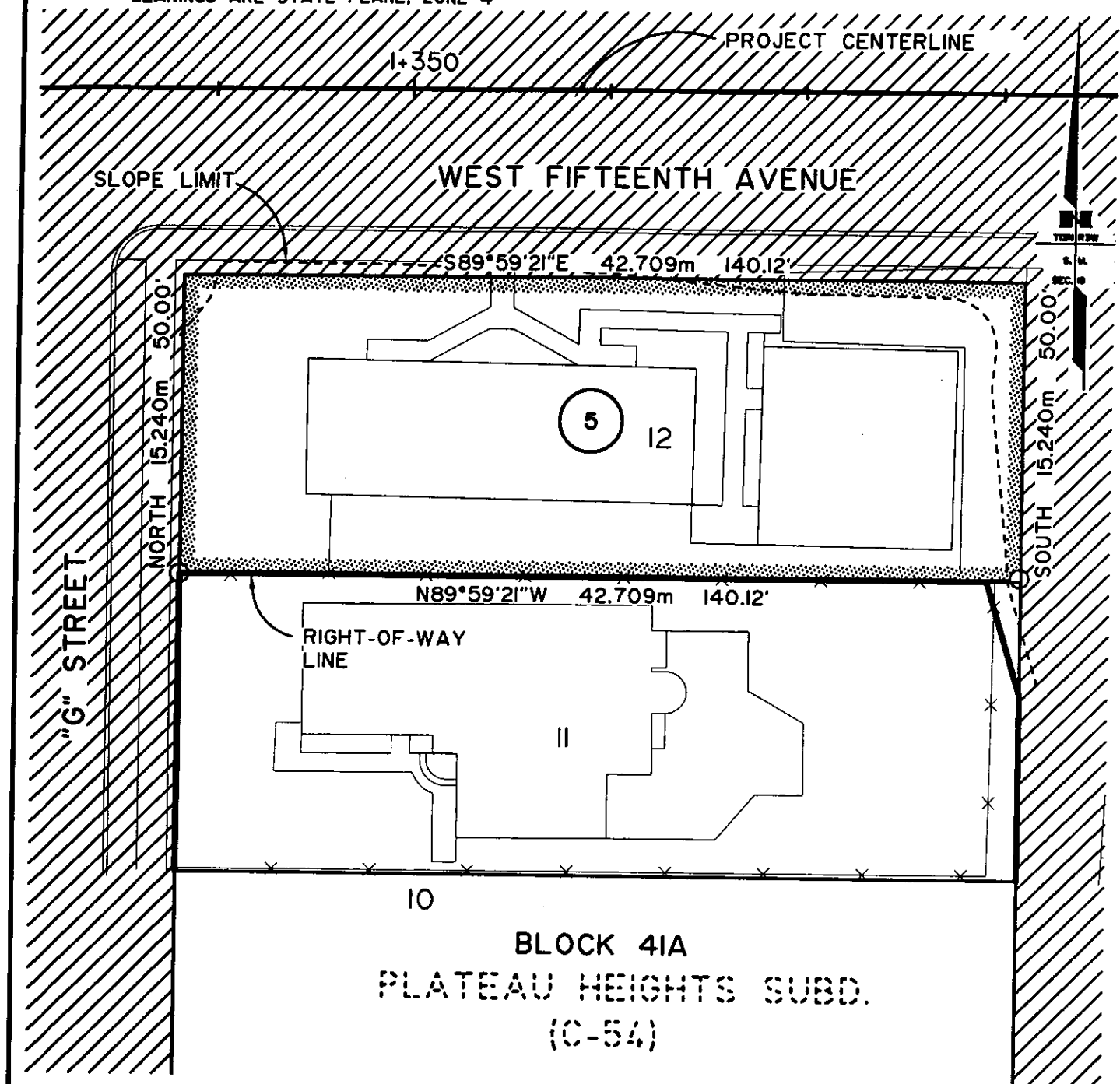


EXISTING RIGHT-OF-WAY
RIGHT-OF-WAY REQUIRED
AREA REMAINING

()

RECORD

BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE _____ 650 S.M.




NET TAKE _____ 650 S.M.

REMAIN _____ 0 S.M.

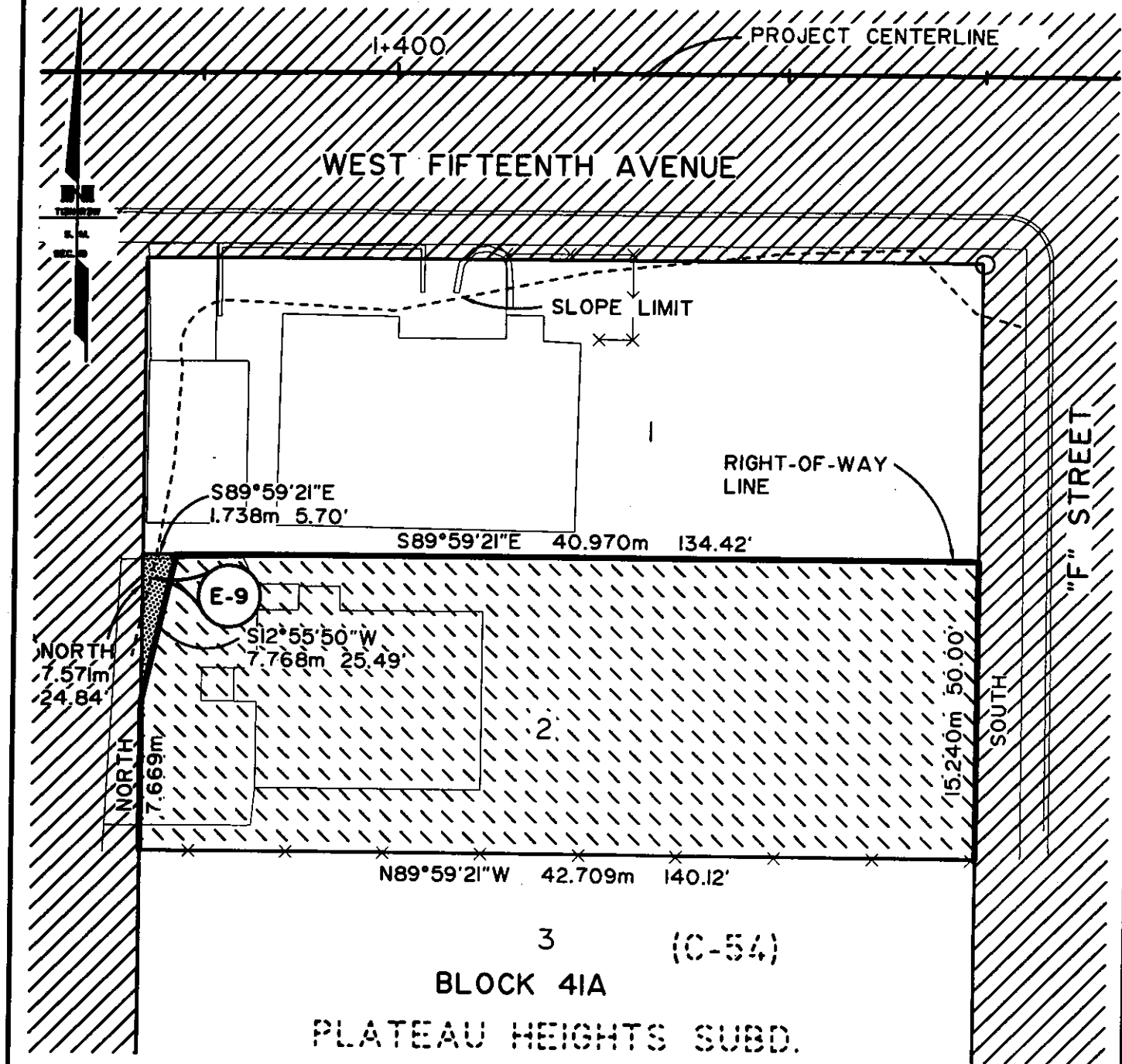
DRAWN BY BKF

SCALE 1:300 DATE 12/15/97

PARCEL NO. 5

-  EXISTING RIGHT-OF-WAY
 RIGHT-OF-WAY REQUIRED
 AREA REMAINING

() RECORD
 BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
 15TH AVENUE "L" STREET TO JUNEAU STREET
 FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE _____ 7 S.M.

NET TAKE _____ 7 S.M.

REMAIN _____ 650 S.M.

DRAWN BY BKF

SCALE 1:300 DATE 12/15/97

PARCEL NO. E-9



EXISTING RIGHT-OF-WAY



RIGHT-OF-WAY REQUIRED

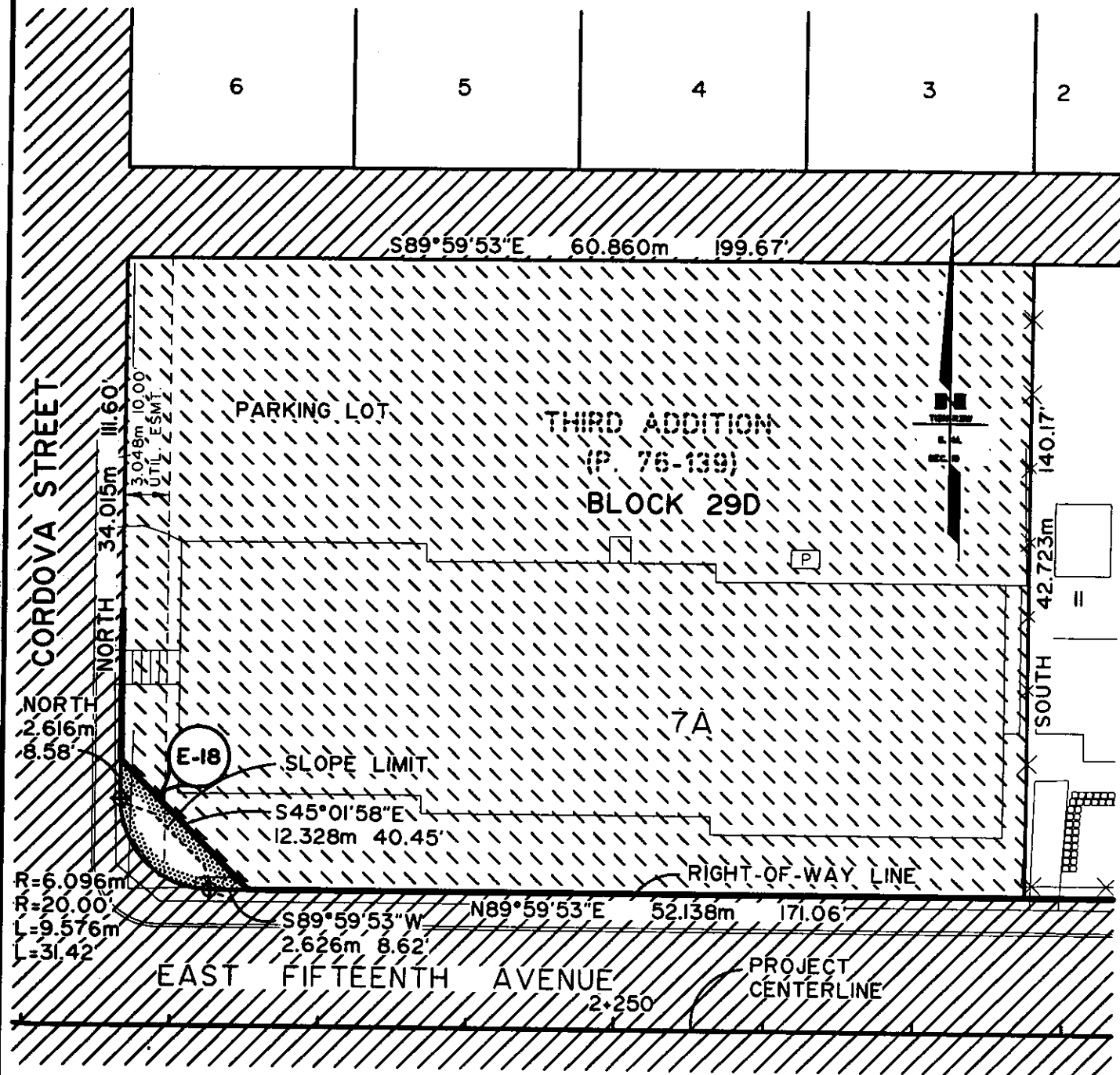


AREA REMAINING

()

RECORD

BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE 30 S.M.

NET TAKE 30 S.M.

REMAIN 2604 S.M.

DRAWN BY BKF

SCALE 1:400 DATE 12/15/97

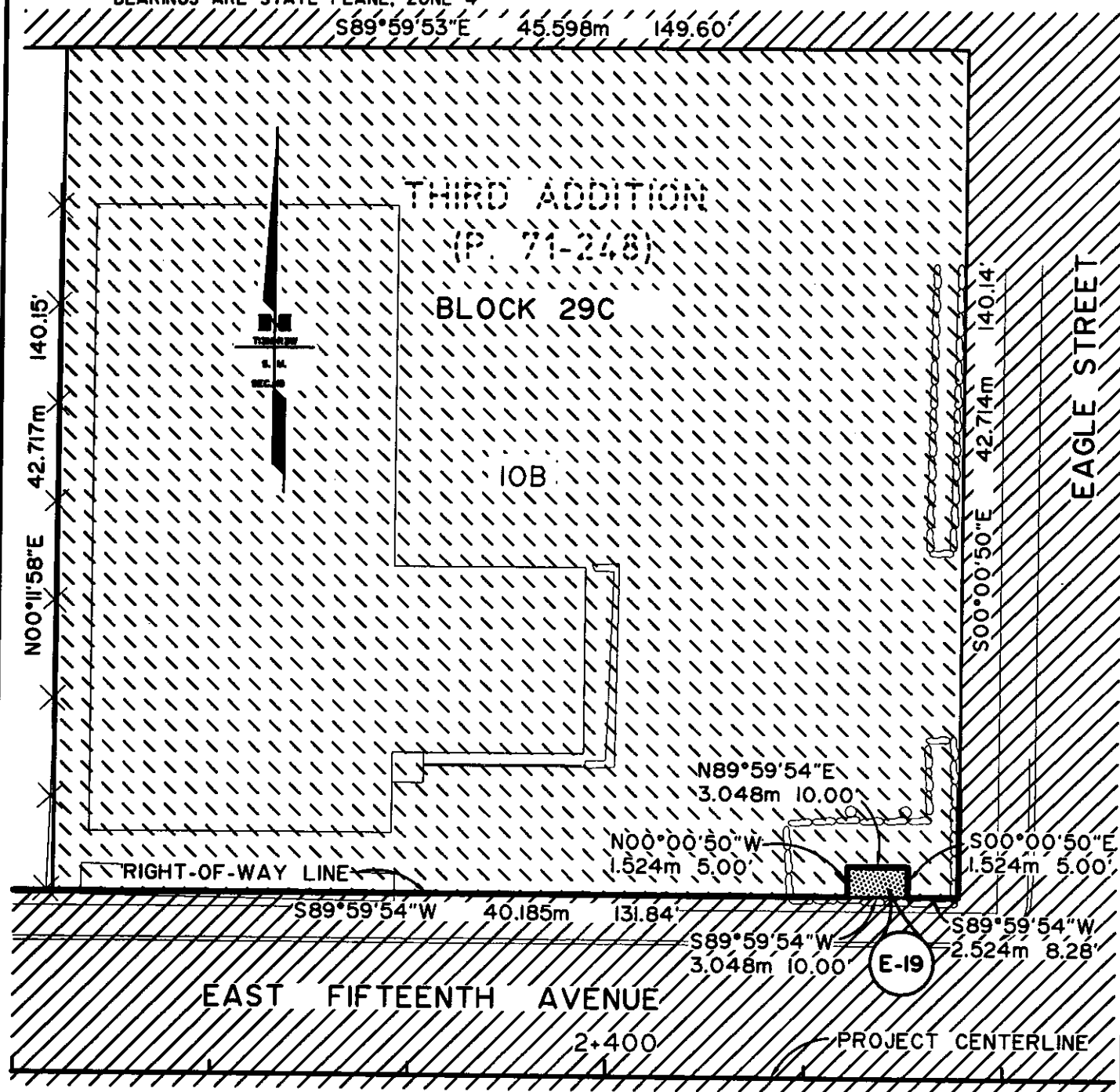
PARCEL NO. E-18



EXISTING RIGHT-OF-WAY
RIGHT-OF-WAY REQUIRED
AREA REMAINING

()

RECORD
BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE _____ 5 S.M.




NET TAKE _____ 5 S.M.

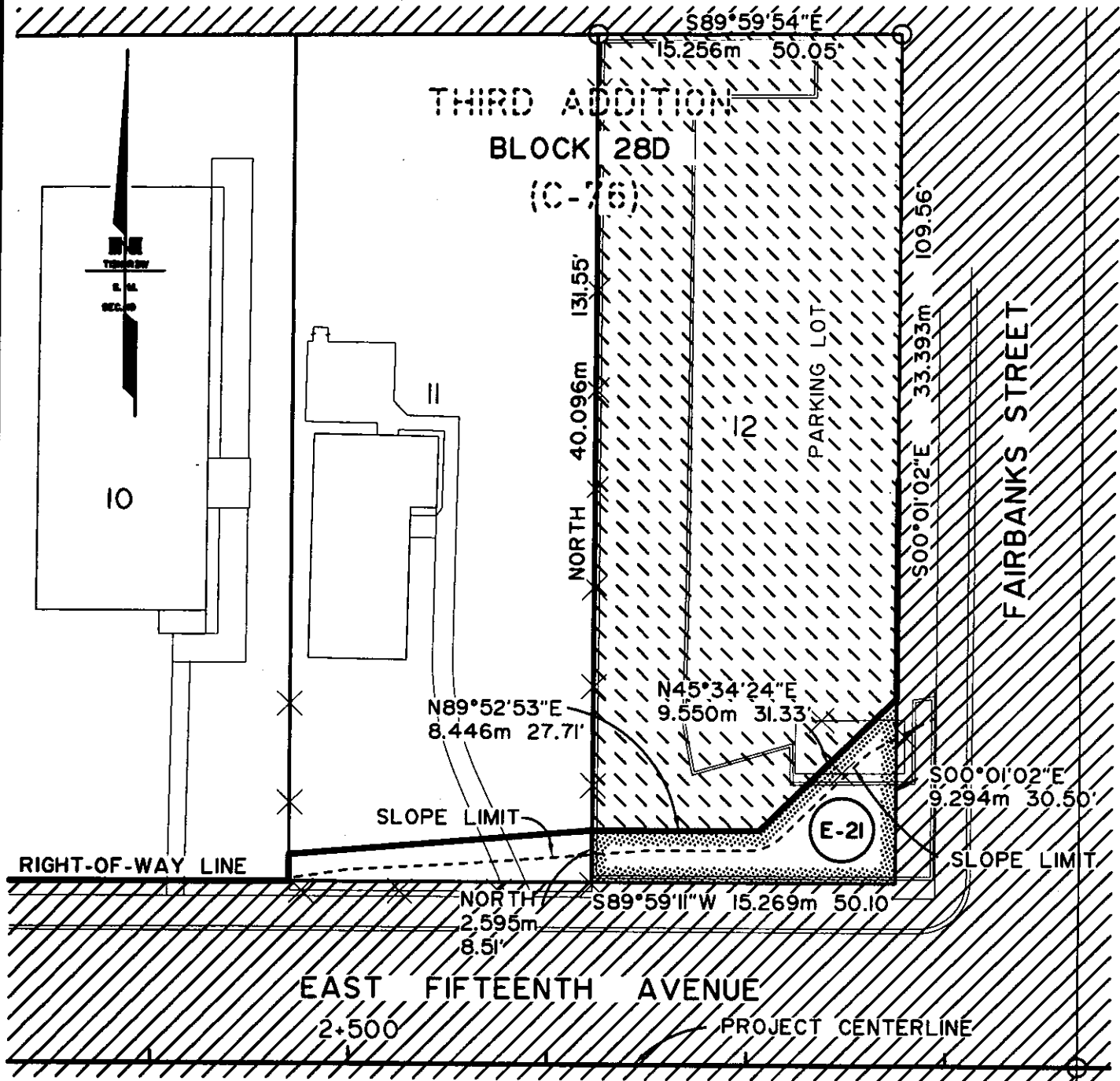
REMAIN _____ 2090 S.M.

DRAWN BY BKF

SCALE 1:300 DATE 12/15/97

PARCEL NO. E-19

-  EXISTING RIGHT-OF-WAY
 RIGHT-OF-WAY REQUIRED
 AREA REMAINING
 () RECORD
 BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
 15TH AVENUE "L" STREET TO JUNEAU STREET
 FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

DRAWN BY BKF

SCALE 1:300 DATE 12/15/97

GROSS TAKE 63 S.M.

NET TAKE 63 S.M.

REMAIN 650 S.M.

PARCEL NO. E-21



EXISTING RIGHT-OF-WAY



RIGHT-OF-WAY REQUIRED

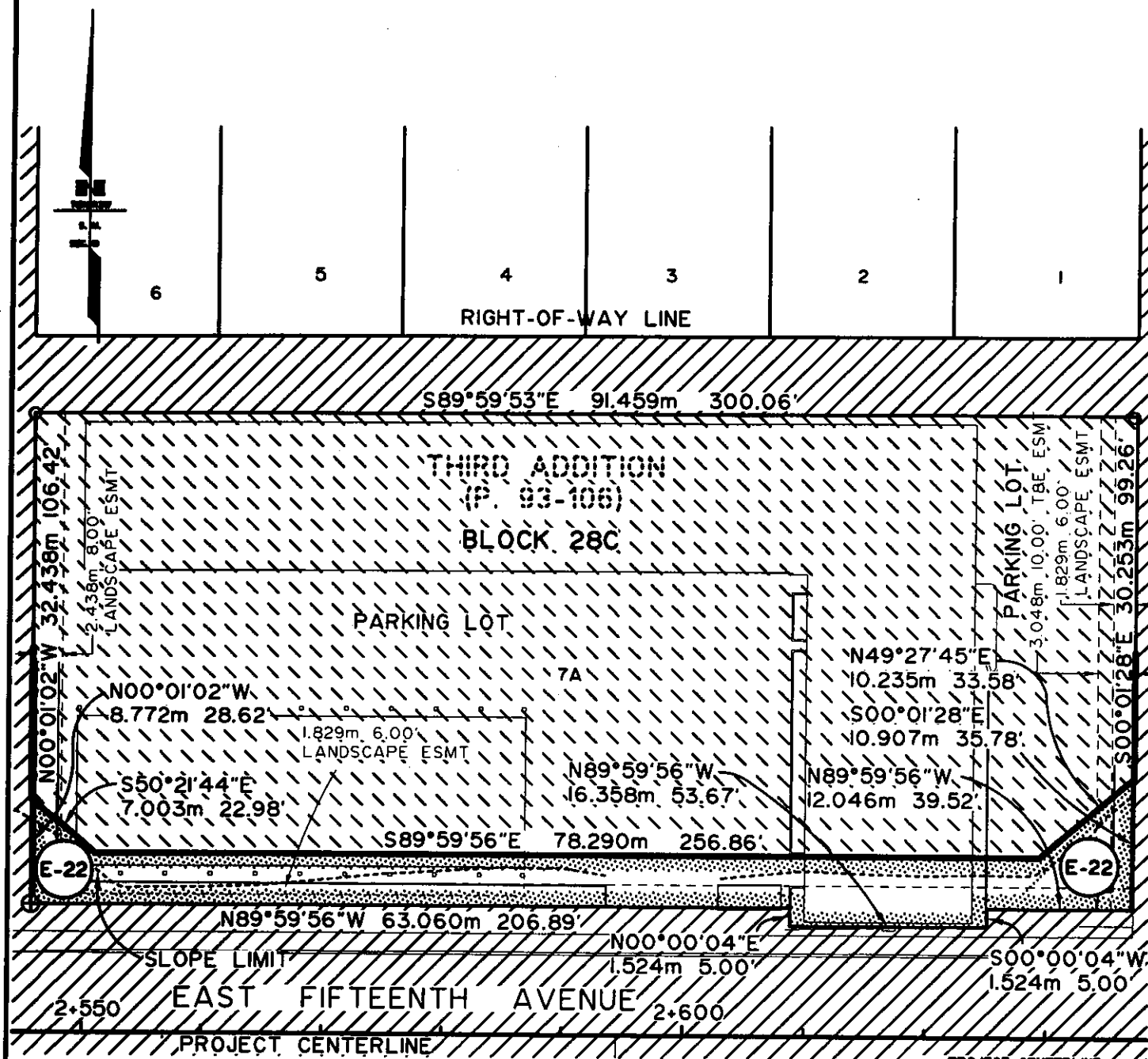


AREA REMAINING

()

RECORD

BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

GROSS TAKE 452 S.M.

ATTACHED TO _____

NET TAKE 452 S.M.

DRAWN BY BKF

REMAIN 3789 S.M.

PAGE ____ OF ____ DATED _____

SCALE 1:500 DATE 12/15/97 PARCEL NO. E-22



EXISTING RIGHT-OF-WAY



RIGHT-OF-WAY REQUIRED



AREA REMAINING

()

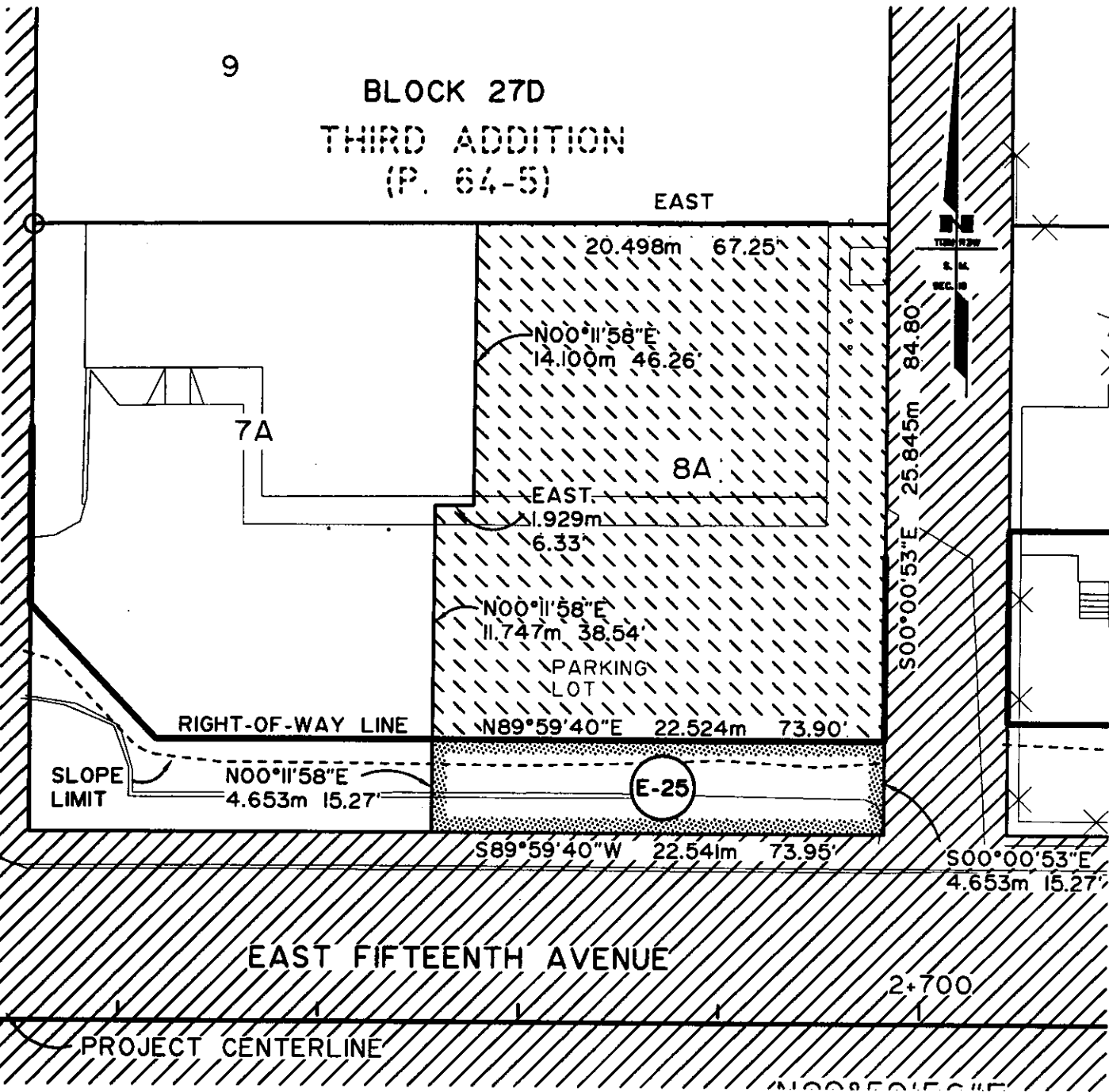
RECORD

BEARINGS ARE STATE PLANE, ZONE 4

9

BLOCK 27D
THIRD ADDITION
(P. 64-5)

EAST



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

GROSS TAKE 105 S.M.

ATTACHED TO _____

NET TAKE 105 S.M.

PAGE ____ OF ____ DATED _____

DRAWN BY BKF

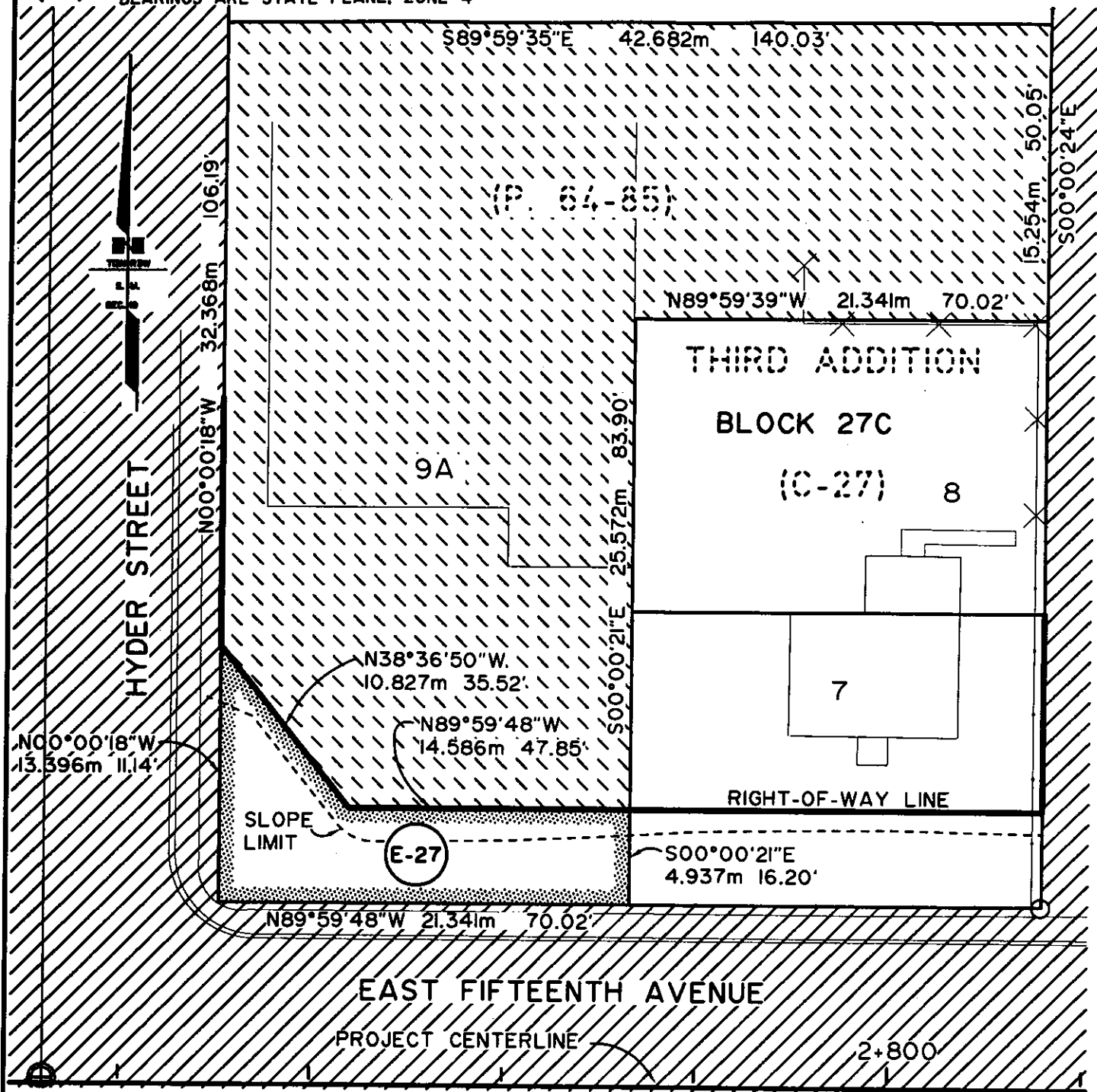
REMAIN 652 S.M.

SCALE 1:300 DATE 12/15/97 PARCEL NO. E-25



EXISTING RIGHT-OF-WAY
RIGHT-OF-WAY REQUIRED
AREA REMAINING

RECORD BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

GROSS TAKE _____ 134 S.M.

ATTACHED TO _____

NET TAKE _____ 134 S.M.




DRAWN BY BKF

REMAIN _____ 1302 S.M.

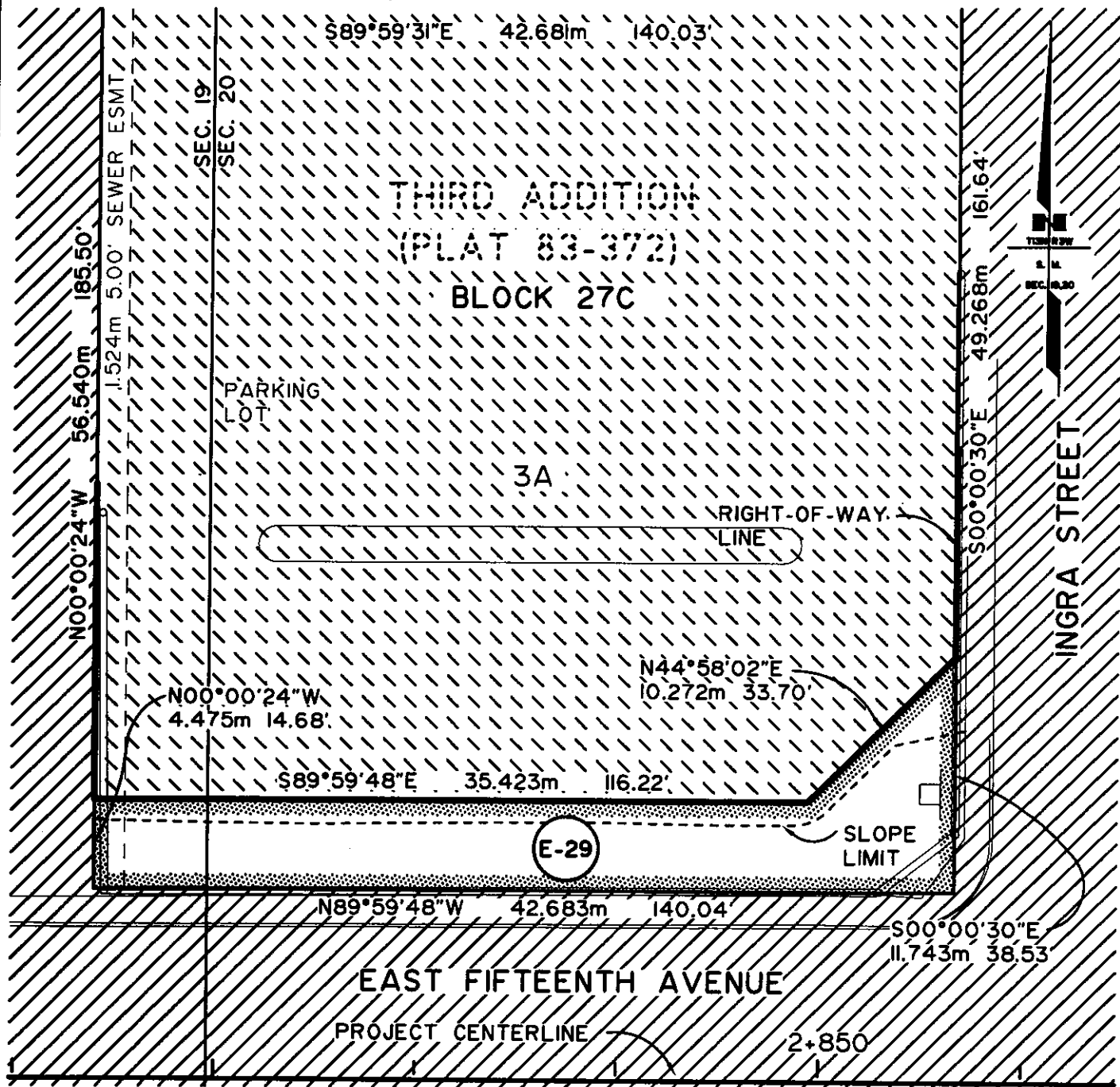
PAGE ____ OF ____ DATED _____

SCALE 1:300 DATE 12/15/97

PARCEL NO. E-27

 EXISTING RIGHT-OF-WAY
 RIGHT-OF-WAY REQUIRED
 AREA REMAINING

() RECORD
 BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
 15TH AVENUE "L" STREET TO JUNEAU STREET
 FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE 217 S.M.

NET TAKE 217 S.M.

REMAIN 2534 S.M.

DRAWN BY BKF

SCALE 1:300 DATE 12/15/97

PARCEL NO. E-29



EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY REQUIRED

AREA REMAINING

()

RECORD

BEARINGS ARE STATE PLANE, ZONE 4

4

THIRD ADDITION

(C-27)

BLOCK 26D

5

N89°59'31"E 42.677m 140.02'

RIGHT-OF-WAY LINE

N00°00'23"W
15.249m 50.03'

SLOPE
LIMIT

6

31

S89°59'17"W 42.676m 140.01'

S00°00'15"E
15.246m 50.02'

JUNEAU STREET

EAST FIFTEENTH AVENUE

PROJECT CENTERLINE

2+950

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE _____ 650 S.M.

NET TAKE _____ 650 S.M.

REMAIN _____ 0

DRAWN BY BKF

SCALE 1:300 DATE 09/16/98 PARCEL NO. 31



EXISTING RIGHT-OF-WAY

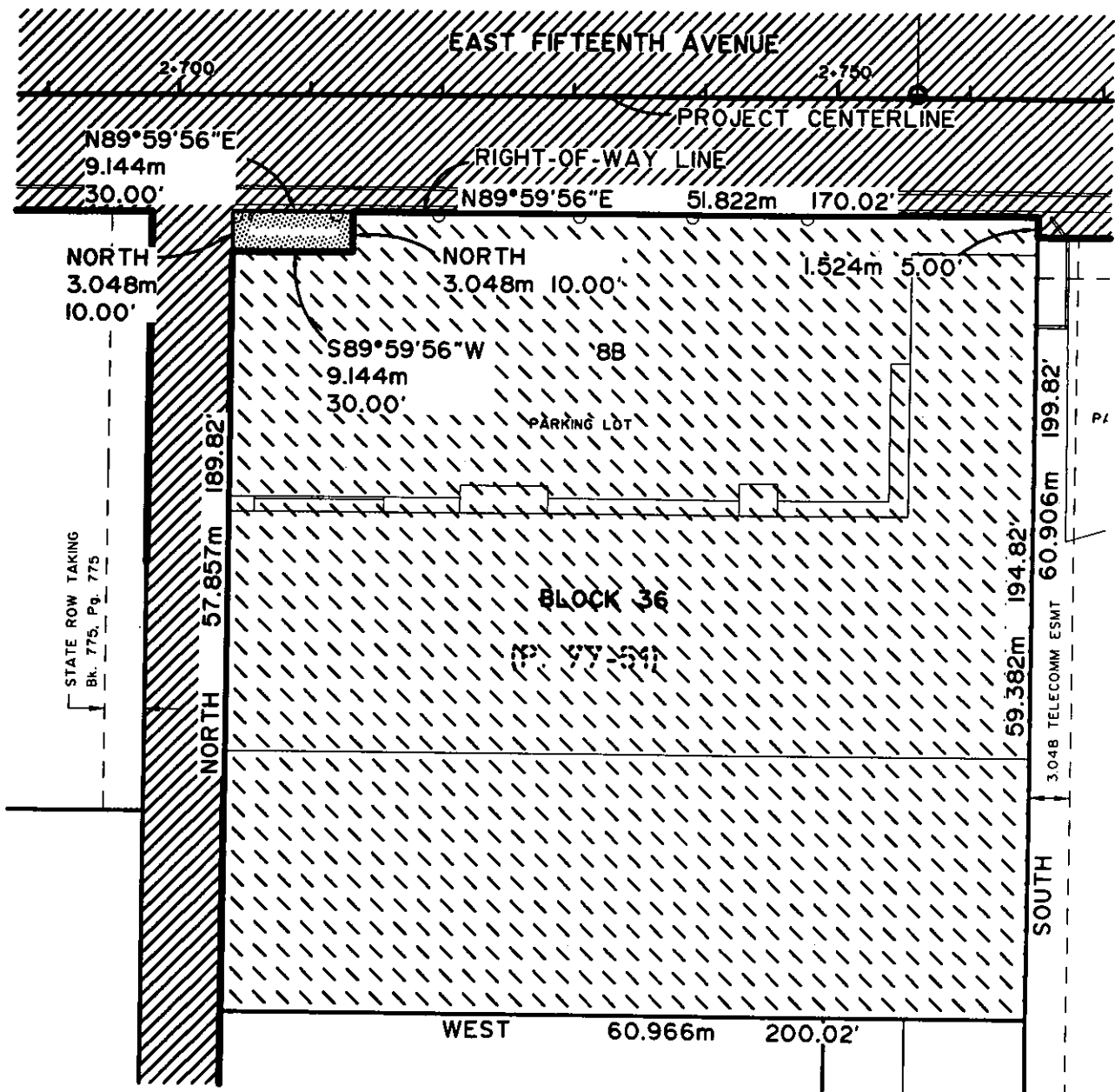
RIGHT-OF-WAY REQUIRED

AREA REMAINING

()

RECORD

BEARINGS ARE STATE PLANE, ZONE 4



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY REQUIRED FOR
15TH AVENUE "L" STREET TO JUNEAU STREET
FA-HHE-0530(001)

OWNER'S INITIAL _____

ATTACHED TO _____

PAGE ____ OF ____ DATED _____

GROSS TAKE 28 S.M.

NET TAKE 28 S.M.

REMAIN 3,716 S.M.

DRAWN BY BKF

SCALE 1:500 DATE 9/02/99

PARCEL NO. E-33

Part 2

RECEIVED
Office of Municipal Clerk

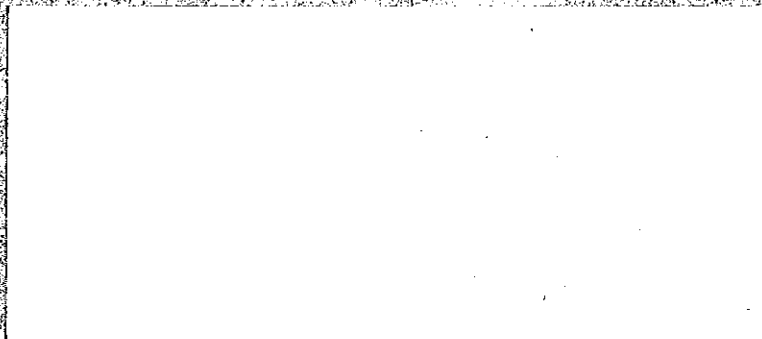
OCT 14 1999

P.O. Box 198650
Anchorage, AK 99519-8650

DOWL
ENGINEERS

#2

AR 99-~~254~~ 254



**15TH AVENUE
SAFETY IMPROVEMENTS
1ST STREET TO JUNEAU STREET
DECISIONAL DOCUMENT
PART II**

**15TH AVENUE SAFETY IMPROVEMENT
'L' STREET TO JUNEAU STREET
MUNICIPALITY OF ANCHORAGE
PROJECT NO. 98-10**

DECISIONAL DOCUMENT

Part II

for

**15TH AVENUE RIGHT-OF-WAY ACQUISITION
'L' STREET TO JUNEAU STREET**

Prepared for:

Municipality of Anchorage
Department of Public Works
P.O. Box 196650
Anchorage, Alaska 99519-6650

Prepared by:

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503
(907) 562-2000

W.O. D56430A

October 1999

I Parcel No. 5/P-2; Cherrier

This property is owned by Kent P. Cherrier and is described as Lot 12, Block 41A of Plateau Heights Subdivision in South Addition to the Townsite of Anchorage. This property is improved with an owner-occupied duplex and oversize garage. Acquisition of a 500 square foot temporary construction permit along the south boundary of West 15th Avenue is required for construction of this project. This property is impacted by a five-foot drop in elevation at the alley which will preclude continued access to the garage. After the taking the garage will need to be converted to another use, removed, raised up or lowered down to the new elevation of the alley.

On September 16, 1998, the Municipality of Anchorage (MOA) offered to purchase the fee rights for this property. The project primarily eliminates access to owner's garage. The owner rejected the MOA's offer to purchase the entire property stating that he wishes to retain the lot and the duplex. Therefore, on March 26, 1999, the MOA revised its original offer and made an offer to compensate for the loss of garage access. On June 16, 1999 the MOA requested a temporary construction permit to facilitate regrading between the property and the alley adjacent to the property. On June 29, 1999, the owner submitted a counter offer for approximately three times the amount of the MOA's offer. This counter-offer has been rejected. On September 29, 1999, the owner contacted MOA staff and stated he was not agreeable to the MOA's offer. The MOA offered to reimburse the owner the cost of a second, timely and reasonable fair market value appraisal. At the time this document is being written, the MOA is awaiting a substantiated counter-offer from the owner.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation, has invited the owner to present a substantiated counter-offer and obtain a second, timely reasonable fair market value appraisal. However, because the MOA and the property owner have not reached an agreement and because this temporary construction permit is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire these requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the temporary construction permit on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he has no objection to the project and has indicated that his objection to the acquisition is the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

II Parcel No. E-08; Thompson

This property is owned by Darryl L. Thompson and Bridget E. Thompson and is described as Lot 11, Block 41A of Plateau Heights Subdivision in South Addition to the Townsite of Anchorage. Acquisition of a 54 square foot public use easement along the south boundary of West 15th Avenue is required for construction of this project.

On February 4, 1999, the Municipality of Anchorage (MOA) made an offer of just compensation. On September 9, 1999 Mr. Thompson said he plans to sell the property and had a concern about the public use easement affecting the fence and tree. The MOA has responded that the project will not impact the fence and tree. Communication attempts with the owner have been unsuccessful. At the time this document is being written, the required easement document has not been executed or returned to the MOA.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation. However, because the MOA and the property owner have not reached an agreement and because this public use easement is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire the requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement on this parcel, is judged to best serve the greatest public good with the least private harm. This matter can be resolved in a fair and equitable manner through eminent domain proceedings.

III Parcel No. E-17/P-7; Shashko

This property is owned by Viktor Shashko and is described as Lot 10, Block 34A of Third Addition to the Townsite of Anchorage. Acquisition of a 301 square foot public use easement and 501 square foot temporary construction permit along the south boundary of West 15th Avenue is required for construction of this project.

On February 4, 1999, the Municipality of Anchorage (MOA) made an offer of just compensation. On February 16, 1999, the owner contacted MOA staff and expressed concern about the location of the easement in relationship to the trash enclosure on the property. On March 5, 1999, the MOA sent a letter with a map illustrating the public use easement area in relationship to the trash enclosure and explained that a temporary construction permit might be required to relocate the trash enclosure. On March 24, 1999, the owner contacted MOA staff and stated that he felt easement was too much of impact on his property and that the MOA's monetary offer was inadequate. He requested that the MOA purchase the entire property. MOA staff explained to the owner that a public use easement was all that was required for the project. On June 22, 1999, the MOA requested a temporary construction permit to relocate the trash enclosure. On October 5, 1999, the owner telephoned the MOA staff and stated that the easement was worth more than what has been offered. The MOA invited presentation of a substantiated counter-offer. At the time this document is being written, a counter-offer has not been received and the required public use easement and temporary construction permit documents have not been executed or returned to the MOA.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation. However, because the MOA and the property owner have not reached an agreement and

because this public use easement and temporary construction permit is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire the requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement and temporary construction permit on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has no objection to the project and has indicated that his only objection is to the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

IV Parcel No. E-18/P-8; Kim/Choi

This property is owned by Kim Won Bo, also appearing of record as Won Bo Kim, and Choi Hyang Ran, also appearing of record as Hyang Ran Choi and is described as Lot 7A, Block 29D of Third Addition to the Townsite of Anchorage. Acquisition of a 323 square foot public use easement and 474 square foot temporary construction permit along the north boundary of West 15th Avenue are required for construction of this project.

On February 4, 1999, the Municipality of Anchorage (MOA) offered to purchase a public use easement. On March 10, 1999, the MOA received correspondence from the owner's attorney with questions and concerns. On June 23, 1999, the MOA requested a temporary construction permit to relocate a sign, retaining wall and landscaping. On July 2, 1999, MOA staff responded to the owners' attorney's questions and concerns about the project and the property. At the time this document is being written, the required public use easement and temporary construction documents have not been executed or returned to the MOA.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation. However, because the MOA and the property owner have not reached an agreement and because this public use easement and temporary construction permit are necessary for this project, a

final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire the requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement and temporary construction permit on this parcel, is judged to best serve the greatest public good with the least private harm. This matter can be resolved in a fair and equitable manner through eminent domain proceedings.

V Parcel No. E-19/P-9; Choi/Shin

This property is owned by Daniel W. Choi and Sol M. Shin and is described as Lot 10B, Block 29C of Third Addition to the Townsite of Anchorage. Acquisition of a 50 square foot public use easement and 99 square foot temporary construction permit along the north boundary of West 15th Avenue is required for construction of this project.

On February 4, 1999, the Municipality of Anchorage (MOA) offered just compensation for a public use easement. On February 9, 1999, the owner contacted the MOA to inquire about his flagpole and landscaping in reference to the location of the easement. On February 24, 1999, the MOA mailed a map illustrating the easement in relationship to the flagpole and landscaping area. On June 22, 1999, the MOA requested a temporary construction permit and revised its offer. On October 1, 1999, the owner contacted MOA staff and stated he was not agreeable to the offer and thought a higher price per square foot would be more reasonable. On October 12, 1999 one of the owners called and expressed his opinion that the offer should be approximately double the offer made by the MOA. The owner was invited to present a substantiated counter-offer. At the time this document is being written, a counter-offer has not been received and the required public use easement and temporary construction documents have not been executed or returned to the MOA.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation. However, because the MOA and the property owner have not reached an agreement and

because this public use easement and temporary construction permit are necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire the requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement and temporary construction permit on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he has no objection to the project and has indicated that his objection is to the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

VI Parcels No. E- 21 and E-22; Lim

This property is owned by Mr. Dong Joon Lim and is described as Lot 12, Block 28D and Lot 7A, Block 28C of Third Addition to Townsite. Acquisition of a 4,877 square foot public use easement on Lot 7A, a 675 square foot public use easement use easement on Lot 12, and temporary construction permit along the north boundary of East 15th Avenue are required for construction of this project. This property is improved with the Black Angus motel and restaurant.

On June 5, 1998 the Municipality of Anchorage (MOA) met with the owner and his consultants to discuss the substantial project impacts to the property. On January 5, 1999 the Municipality made an offer of Fair Market Value. On March 23, 1999 the MOA spoke with the owner's attorney who opined that the land value we were offering looked adequate but he wasn't certain if severance damages were adequate. The MOA invited presentation of a substantiated counter-offer. On June 12, 1999 the owner's attorney explained that he was waiting to receive a second appraisal. On June 28, 1999 the owner's attorney explained that the owner's appraisal might be ready in October and he understood the MOA's need to move forward with requesting eminent domain authority prior to receiving a substantiated counter-offer. October 4, 1999 the MOA received a letter from the owner's attorney wherein he stated that he now doesn't expect to receive the owner's appraisal until sometime in November. At the time this document is being written, a counter-offer has not been received.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation. However, because the MOA and the property owner have not reached an agreement and because these public use easements and temporary construction permit are necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire the requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easements and temporary construction permit on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he has no objection to the project and has indicated that his objection is to the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

VII Parcel No. E-27; Northern Auto Parts & Machine Works Inc.

This property is owned by Northern Auto Parts & Machine Works, Inc. and is described as Lot 9A, Block 27C Third Addition to the Townsite of Anchorage. This property is improved with an auto parts store. Acquisition of a 1,443 square foot public use easement along the north boundary of East 15th Avenue is required for construction of this project. The taking on this property mainly impacts existing parking.

On December 17, 1998 the Municipality of Anchorage (MOA) made an offer of Fair Market Value. On March 24, 1999 the company's vice president sent a letter addressing two main concerns – snow storage and sign relocation. On October 5, 1999 the MOA met with the owner's vice president to discuss his parking concerns and to discuss the MOA's request for eminent domain authority. We are continuing negotiations with the owner and they welcome the opportunity to resolve our differences at a master's hearing pending approval of eminent domain authority. At the

time this document is being written, the MOA is awaiting a substantiated counter-offer from the owner.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation, has invited the owner to present a substantiated counter-offer and obtain a second, timely reasonable fair market value appraisal. However, because the MOA and the property owner have not reached an agreement and because this public use easement is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire these requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that it has no objection to the project and has indicated that its objection is to the price. The owner is supportive of the MOA's request for eminent domain authority. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

VIII Parcel No. E-29; Niesen

This property is owned by Greg J. Niesen and Lenora H. Niesen and is the location of Frontier Business Machines. This property is described as Lot 3A, Block 27C Third Addition to the Townsite of Anchorage. Acquisition of a 2,342 square foot public use easement along the north boundary of East 15th Avenue is required for construction of this project. The taking on this property mainly impacts parking.

On February 4, 1999 the Municipality of Anchorage (MOA) made an offer of Fair Market Value. On February 22, 1999 the owners rejected the MOA offer, provided substantiation of some different costs than those used by the MOA in developing its offer, and offered to settle for a substantially higher amount. The MOA had the property reappraised and revised its original offer. This revised offer was rejected by the owners. The owners wish to have this matter resolved at a

master's hearing. At the time this is being written the MOA and the owners are awaiting Assembly approval of eminent domain authority in order to proceed with filing a declaration of taking and scheduling a master's hearing.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation, and has invited the owner to present a substantiated counter-offer and obtain a second, timely reasonable fair market value appraisal. However, because the MOA and the property owner have not reached an agreement and because this public use easement is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire these requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he has no objection to the project and has indicated that his objection is to the price. The owners are supportive of the MOA's request for eminent domain authority and have proceeded with their current expansion so as leave the proposed easement area available for MOA construction activities. This issue can be resolved in a fair and equitable manner through eminent domain proceedings and this method of resolution has been requested by the owners.

IX Parcel No. E-30; Equilon Pacific Northwest

This property is owned by Equilon Pacific Northwest and is the location of a Texaco gas station and an A&W Root Beer fast food restaurant. This property is described as Lot 7A, Block 26D Third Addition to the Townsite of Anchorage and has been identified as Project Parcel E-30. Acquisition of a 1,808 square foot public use easement along the north boundary of East 15th Avenue is required for construction of this project. This taking will cause the relocation of a gas pump island.

On December 7, 1998 the Municipality of Anchorage (MOA) made an offer of Fair Market Value. The owner's attorney has explained that the amount that the MOA is offering for the easement rights looks adequate the amount offered to move the pump island may be too low. The owner's consultants are researching these costs and will be presenting them to the MOA. The owner's attorney has also explained their franchisee may be presenting a claim for lost profits. Lost profits are not compensable under federal regulations and this may be a claim that will be decided at the master's hearing level, pending Assembly approval of eminent domain authority. MOA staff and consultants will be meeting with the owner, franchisee and their consultants on October 12, 1999.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation, and has invited the owner to present a substantiated counter-offer. However, because the MOA and the property owner have not reached an agreement and because this public use easement is necessary for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire these requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that it has no objection to the project and has indicated that its objection is to the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings.

X Parcel No. 31; Troutman

This property is owned by Darryl L. Troutman and is the location of a small donut/gyro restaurant and a single-family house. This property is described as Lot 6, Block 26D Third Addition to the Townsite of Anchorage and has been identified as Project Parcel #31. Acquisition of the fee interests to this property along the north boundary of East 15th Avenue is required for construction of this project.

On September 16, 1998 the Municipality of Anchorage (MOA) made an offer of Fair Market Value. The owner rejected that offer and requested a second appraisal. On February 10, 1999 the MOA offered an administrative settlement based on the second appraisal. The owner rejected this offer. At the time this document is being written, substantiation of a higher fair market value has not been received from the owner by MOA. The owner agrees with the taking this property and has granted the MOA a Right of Entry to the property. He has agreed to waive contesting the MOA's authority and necessity for the project and he has requested initiation of judicial proceedings for the taking of the property.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property rights through good faith negotiations. The MOA remains amenable to reaching a mutually satisfactory settlement with the owner in lieu of litigation, and has invited the owner to present a substantiated counter-offer. However, because the MOA and the property owner have not reached an agreement and because this parcel is required for this project, a final offer of fair market value compensation has been made to the owner prior to requesting eminent domain authority from the Assembly, pursuant to Anchorage Municipal Code 25.20.025.C.2.

In summary, failure to acquire these requested rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the public use easement on this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he has no objection to the project, has indicated that he objects to the price, and has requested eminent domain action as a way to resolve this issue in a fair and equitable manner.

AR99-254

Resolution No. AR 99-254, a resolution authorizing eminent domain proceedings and acceptance of the Decisional Document for the construction of the 15th Avenue Safety Improvements, 'L' Street to Juneau Street.

DOWL
ENGINEERS

AR99-254

#1

Part 1

AR 99-254
RECEIVED
Office of Municipal Clerk
SEP 14 1999
P.O. Box 186650
Anchorage, AK 99518-6650

**15TH AVENUE
SAFETY IMPROVEMENTS
'L' STREET TO JUNEAU STREET
DECISIONAL DOCUMENT
PART II**

APPENDIX B
PARCEL MAPS

**15TH AVENUE
SAFETY IMPROVEMENTS**

**L STREET TO JUNEAU STREET
DECISIONAL DOCUMENT
PART I**

Part 2

RECEIVED
Office of Municipal Clerk

OCT 14 1999

P.O. Box 196650
Anchorage, AK 99519-6650

#2

DOWL
ENGINEERS

AR 99-~~254~~ 254

DRAWN FILE NO. 227-93

PLOTTED: SEP 08 1999 10:00:31 (W9908)

DRAWING NAME: ROW-INDEX.DWG SCRIPT FILE FOR THIS SHEET: ROW

PROJECT: PLANNING

