

Resolution No. AR 99-255
authorizing eminent domain proceedings
and acceptance of the Decisional
Document for the construction of the
15th Avenue Safety Improvements, Ingra
Street to Sitka Street.

AR 99-255
RECEIVED
Office of Municipal Clerk

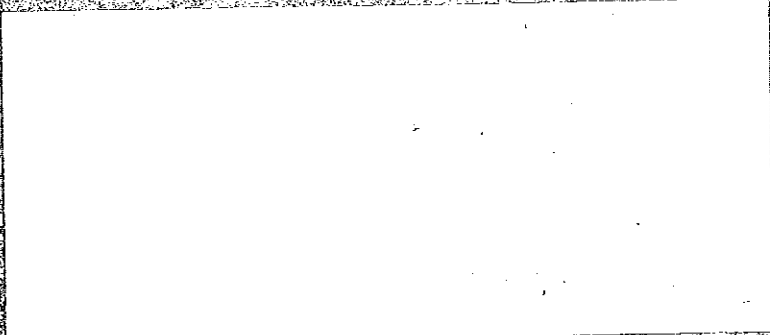
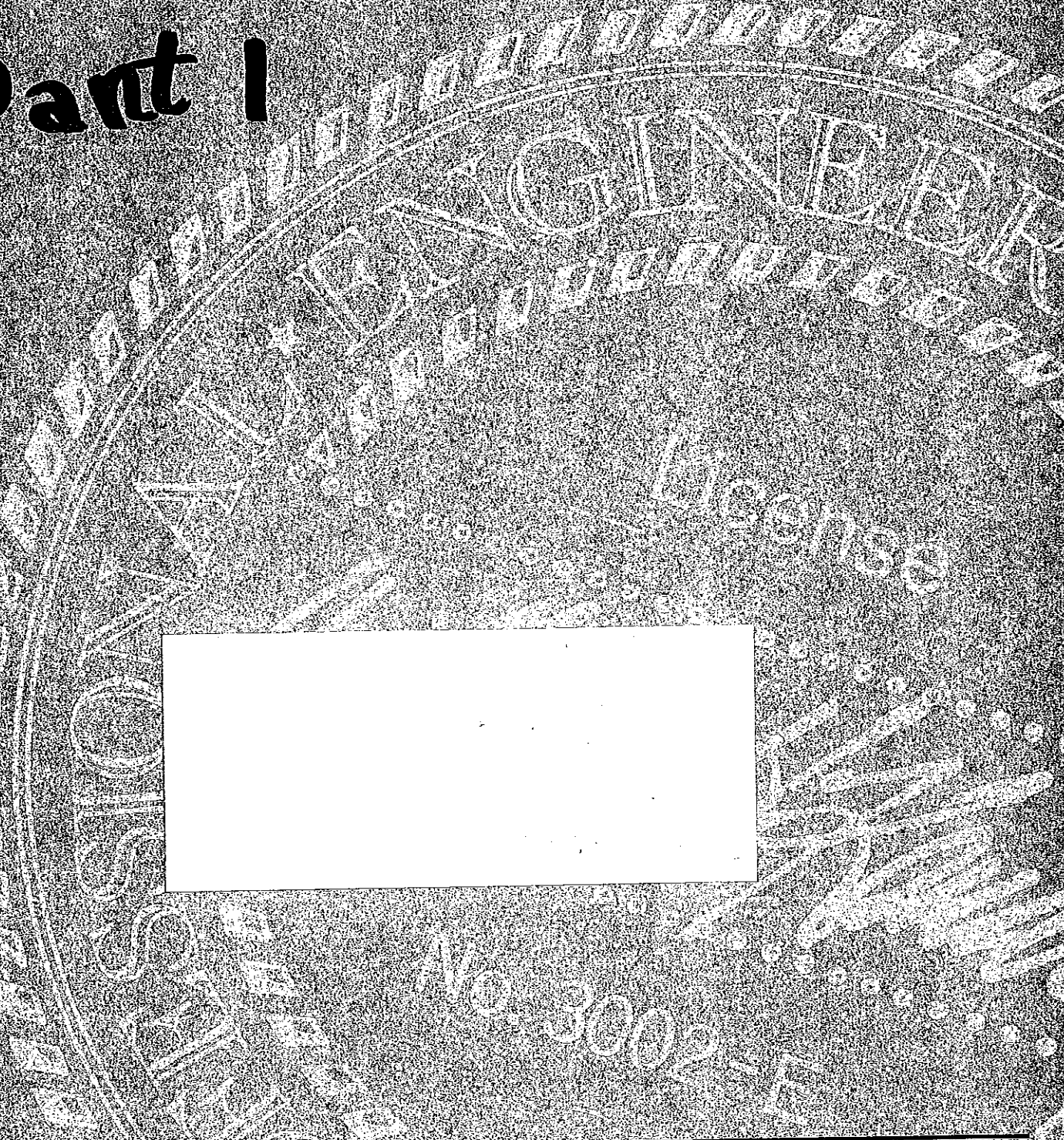
SEP 14 1999

P.O. Box 196650
Anchorage, AK 99519-8650

DOWL
ENGINEERS

AR 99-255

Part I



**15TH AVENUE
SAFETY IMPROVEMENTS**

**INGRA STREET TO SITKA STREET
DECISIONAL DOCUMENT
PART I**

CLERK'S OFFICE

APPROVED

Date: 10-19-99

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

ANCHORAGE, ALASKA
AR NO. 99-255

1 A RESOLUTION AUTHORIZING EMINENT DOMAIN PROCEEDINGS AND
2 ACCEPTANCE OF THE DECISIONAL DOCUMENT FOR THE CONSTRUCTION OF
3 THE 15TH AVENUE SAFETY IMPROVEMENTS, INGRA STREET TO SITKA 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 Road Improvements, a public project,
21 the design of which has been determined to provide the greatest public good for the
22 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 Road Improvements between Ingra Street and Sitka 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.

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


Chair

10 ATTEST:
11
12
13
14
15


Municipal Clerk

**15TH AVENUE SAFETY IMPROVEMENTS
INGRA STREET TO SITKA STREET**

**MUNICIPALITY OF ANCHORAGE
PROJECT NO. 98-10**

DECISIONAL DOCUMENT

Part I

for

**15TH AVENUE RIGHT-OF-WAY ACQUISITION
INGRA STREET TO SITKA 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

September 7, 1999

**15th AVENUE SAFETY IMPROVEMENTS
INGRA STREET TO SITKA STREET**

**Municipality of Anchorage
Project No. 98-10**

DECISIONAL DOCUMENT

for

15th Avenue Right-of-Way Acquisition

Ingra Street to Sitka Street

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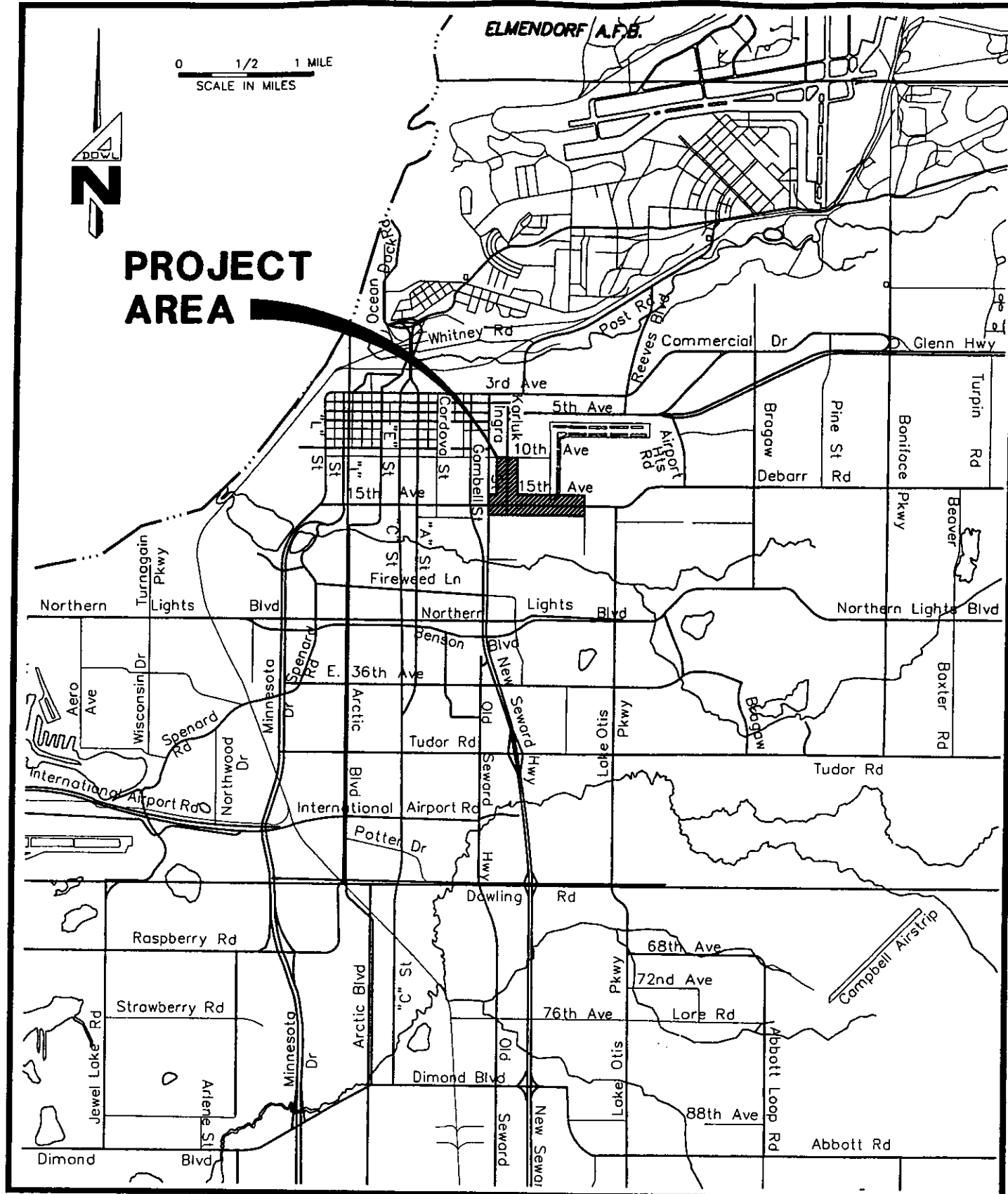
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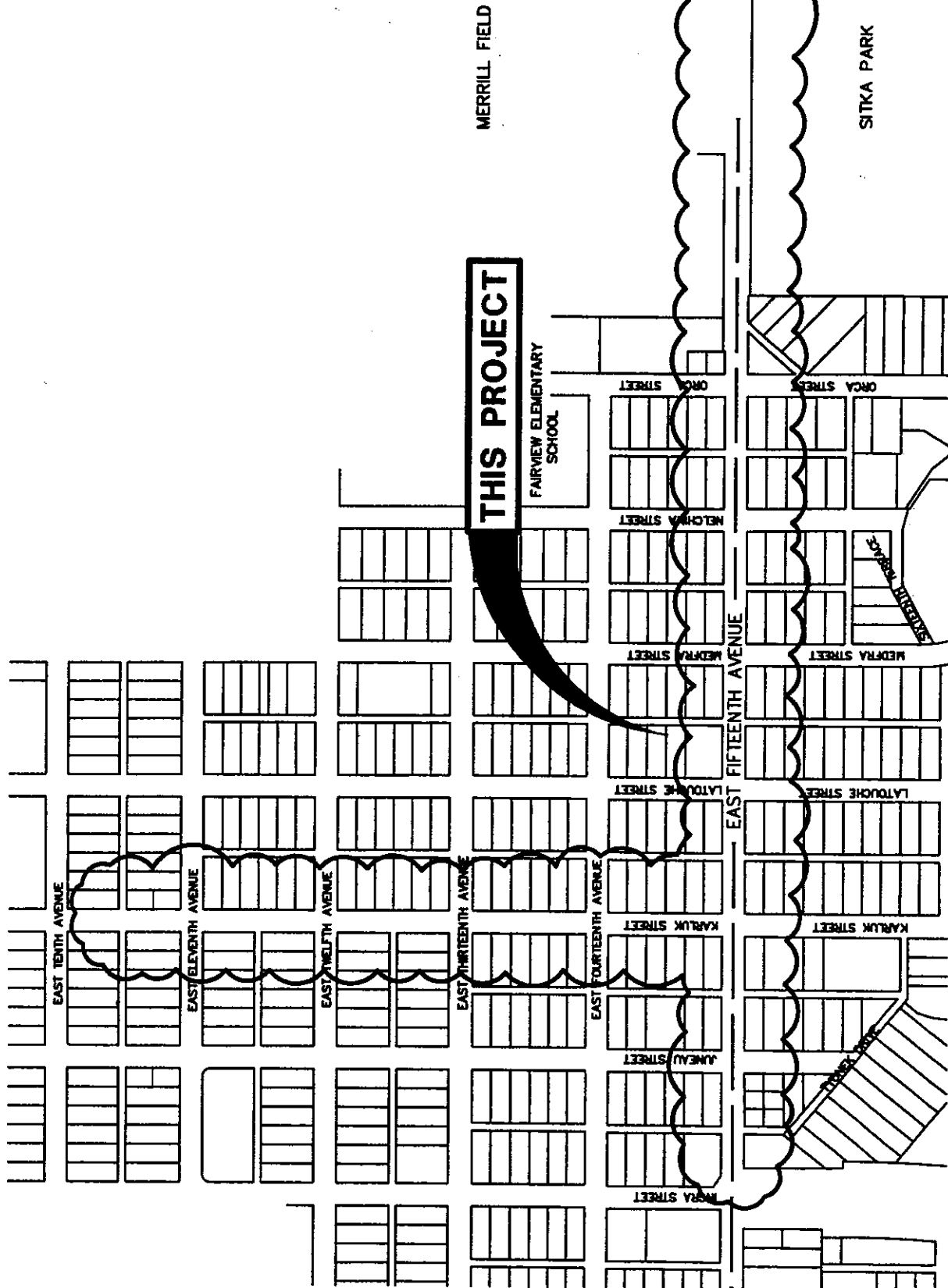
APPENDICES

Appendix A:	Proposed Right-of-Way Acquisition
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Appendix C:	Parcel Maps for Proposed Acquisition
Appendix D:	Cost Estimate

LIST OF ACRONYMS

Municipality of Anchorage	MOA
Right-of-Way	ROW
Americans with Disability Act.....	ADA
Transportation System Management	TSM
Anchorage Metropolitan Area Transportation Study.....	AMATS
Preliminary Engineering Report	PER
Anchorage Roads and Drainage Service Area.....	ARDSA
Public Use Easement.....	PUE
Intra-Governmental Permit	IGP
Municipal Light and Power.....	ML&P





W.O. D56430A
PLM15-98.dwg

SCALE: 1"=400'

A DOWL
ENGINEERS

Location Map
15th Avenue Traffic Safety Improvements
Ingra Street to Sitka Street

FIGURE 2

II History

In 1994, DOWL Engineers (under contract with the Municipality of Anchorage) prepared a Reconnaissance/Location Report that addressed the safety problems along 15th Avenue between L Street and Sitka Street. That study was aimed at solving the long-term safety deficiencies of 15th Avenue with a planning horizon of approximately 20 years. That study included a thorough analysis of the traffic safety issues along the corridor and considered and evaluated eight different design alternatives for improving safety along 15th Avenue, including the following:

1. No Action
2. Transportation System Management Alternative
3. Three-Lane Alternative
4. Modified Three-Lane Alternative
5. Five-Lane Alternative
6. 14th/15th Avenue Couplet Alternative
7. 15th/17th Avenue Couplet Alternative
8. Median Alternative

The results of that study concluded that the preferred alternative to solving the long-term transportation safety problems along 14th Avenue was to construct a 14th/15th Avenue Couplet for most of the project length. Due to community concerns regarding the division of the neighborhood and the associated increase in traffic volume that a couplet would bring, as well as potential air quality conformity problems, the Municipality of Anchorage Department of Public Works and the State of Alaska Department of Transportation & Public Facilities elected to focus on Transportation System Management (TSM) improvements only. TSM improvements are

relatively low-cost improvements that are aimed at addressing safety deficiencies in the near- and mid-term. These type of improvements are intended to be limited in scope and are developed with significant community involvement to minimize potential delays in bringing much needed safety benefits into existence.

As a result of this decision, the Municipality of Anchorage and the State of Alaska Department of Transportation & Public Facilities let a contract to plan and design safety improvements on 15th Avenue that were to be developed in conjunction with the public. As this safety project unfolded and solutions to meet the original project objectives were developed, the Anchorage Metropolitan Area Transportation Study committees proposed solutions for the eastern segment of the corridor that did not meet the original, rather limited, objectives of the TSM and Highway Safety Improvement Program project. Thus, the segment of the project from Juneau Street to Sitka Street was effectively removed from the 15th Avenue Safety Project for the west end of 15th Avenue (L Street to Juneau Street). That project is progressing forward independently with construction anticipated in 2000.

A new project was initiated to address some of the larger issues that were desired by Anchorage Metropolitan Area Transportation Study (AMATS) and Mayor Rick Mystrom (See Appendix B for AMATS Meeting Minutes). The 15th Avenue Safety Improvements Project - Ingra to Sitka is being carried out by the Municipality of Anchorage without Federal Highway Administration or Department of Transportation & Public Facilities funding or involvement. In 1997, a Preliminary Engineering Report (PER) outlined the design, planning, and environmental considerations for constructing improvements to 15th Avenue between Ingra and Sitka Street. The PER detailed three alternatives for the proposed construction. The preferred alternative from the PER provided the basis of design for the current project. In the 1998 and 1999 Anchorage Roads and Drainage Service Area (ARDSA) bonds, voters approved a total of \$8.4 million toward construction of this project.

III Project Goal

The purpose of this project is to upgrade 15th Avenue to accommodate existing and design period traffic volumes while improving traffic safety and creating a transportation corridor that compliments the Fairview neighborhood. The primary improvements consist of the following:

- Purchase right-of-way at least one lot deep on the north and south sides of 15th Avenue between Ingra and Sitka Streets. Demolish existing buildings and other structures.
- The 15th Avenue roadway will continue to have two through lanes in each direction but the centerline will be moved approximately six feet to the south. The extra space in the newly expanded right-of-way will be used to create a discontinuous landscaped median with left turn lanes at the major intersections (Karluk and Medfra Streets) to separate left turning movements from through traffic. Signal modifications will be constructed at these intersections to account for the revised traffic configuration.
- The vertical curve near Orca Street will be lengthened to meet current sight distance requirements.
- Landscaping improvements will be constructed in the median strip, on the margins of the roadway, and in all acquired right-of-way.
- Create separated multi-use trails on both the north and south side of the street, significantly separated from the traveled way to provide a buffer strip that can be used for snow storage and in which to situate utility features (e.g. traffic control boxes, fire hydrants, and luminaire poles).
- Pedestrian scale lighting fixtures will be constructed along the pathways on both sides of the road.
- All above ground utility lines on the south side of the street will be placed underground.
- Five additional properties on the north side of the road will be acquired for construction of the alley looping improvements.

The scope of the 15th Avenue Safety Improvements Project - Ingra to Sitka has been expanded to include the completion of the design and construction of traffic calming chicanes on Karluk Street. These improvements are recommendations of the Fairview Area Transportation Study and were originally included in the Fairview Area Transportation Improvements project, which began in 1996. The 15th Avenue Safety Improvements Project - Ingra Street to Sitka Street - will effectively complete all of the recommendations identified in the Fairview Area Transportation Study (DOWL, 1996).

IV Property Rights to be Acquired

The proposed improvements extend beyond the limits of the existing right-of-way along most of the length of the project corridor, as shown in Appendix A. Thus, right-of-way acquisition will be required to obtain the necessary space.

The proposed design will require property acquisition at least one-lot deep on both the north and south sides of the street. The resulting right-of-way will typically be 160-feet wide. Five additional properties on the north side of 15th Avenue will be acquired for placement of the alley looping improvements. In these areas, the right-of-way will be 210-feet wide. The properties listed in Section VIII will be required to implement the proposed improvements.

V Specific Use of Property

The acquired right-of-way on the south side of 15th Avenue will be used for:

- Landscaping improvements in the median strip, on the margins of the roadway, and on all acquired right-of-way.
- A multi-use trail with pedestrian scale landscaping lighting set back a minimum of 10-feet from the new curb line.
- Undergrounding all above ground utility lines on the south side of 15th Avenue to the southern edge of the ROW. These utilities include telephone, electric, and cable television.

- A buffer strip between the curb line and the trail for snow storage and above ground utility features (e.g. traffic control boxes, fire hydrants, and luminaire poles).
- Widening the roadway to the south to provide space for a landscaped median with discontinuous left-turn pockets.
- Improved ADA accessible bus stops.

The acquired right-of-way on the north side of 15th Avenue will be used for:

- Landscaping improvements in the median strip, on the margins of the roadway, and in all acquired right-of-way.
- A multi-use trail with pedestrian scale lighting set back a minimum of 10-feet from the new curb line.
- Widening the roadway to the north to provide space for a landscaped median with discontinuous left-turn pockets.
- Improved ADA accessible bus stops.
- A buffer strip between the curb and the trail for snow storage and above ground utility features (e.g. traffic control boxes, fire hydrants, and luminaire poles).

Five additional lots on the north side of 15th Avenue will be acquired for:

- Paved alley loops that connect the road closures with the alleys to maintain emergency and street maintenance vehicle access.
- A buffer and snow storage area for the alley loops and road closures.
- Landscaping improvements on the margins of the roadway, alley loops, and in all acquired right-of-way.

VI Initial Selection Process

As discussed previously, a PER was completed to evaluate the design, planning, and environmental considerations of the proposed improvements, as outlined by AMATS and Mayor Mystrom in February 1997 (See Appendix B).

The PER included three alternatives for constructing the project.

The preferred alternative, Alternative A, consisted of the design improvements detailed in Section III of this report. Two additional alternatives were included in the PER that reduced the overall quantity of ROW acquisition. Alternative B consisted of relocating the roadway centerline to the south so that second lot on the north side of 15th Avenue would not be necessary for construction of the alley looping improvements. Alternative C consisted of acquiring one lot deep only on the north side of the roadway and relocating the centerline accordingly.

Alternatives B and C were reviewed by MOA officials and were ultimately eliminated from further consideration because they did not accomplish the project objectives to properly separate the 15th Avenue roadway from the trails and alley looping improvements.

VII Attaining Project Objectives

The project objective is to upgrade 15th Avenue to accommodate existing and design period traffic volumes while improving traffic safety creating a transportation corridor that compliments the Fairview neighborhood. The proposed improvements will attain this goal as described below:

1. Providing left turn lanes at both of the signalized intersections (Karluk and Medfra Streets) will separate left turning vehicles from same direction through traffic and reduce the potential for angle and rear-end accidents. The additional capacity provided by the intersection turning lanes at Karluk and Medfra Streets may increase travel speeds in this area and decrease the operating level of service on Ingra and Gambell Streets.

2. The proposed roadway centerline will be moved about 6-feet to the south in an effort to locate travel lanes and wheel paths such that they do not conflict with storm drain and sanitary sewer manholes.
3. The strategic placement of the landscaped median (4 to 16 feet wide) will restrict left turns to the signalized intersections. Access to 15th Avenue on the north side of the road between Ingra Street and Sitka Street will be limited to Karluk and Medfra Streets.
4. Juneau, LaTouche, and Nelchina Streets will be closed on the north side of 15th Avenue and the intermediate alleys will be looped back to the side streets. A second lot on the north side will be required at each of the alley looping modifications. These streets will dead-end and the alleys will be used to provide the needed space for vehicles to turn around or loop back to 14th Avenue.
5. Pedestrian accommodations will be significantly improved by this project with the incorporation of separated sidewalks, snow storage areas, pedestrian scale lighting, and utility undergrounding.
6. Sufficient space will be available through right-of-way acquisitions to separate the multi-use trails from the north and south sides of the road by at least 10-feet except at the intersections where the trails must cross the roads at the crosswalks. Landscaping, snow storage, and utilities will occupy the buffer created by this action.
7. The vertical curve near the intersection of Orca Street will be lengthened from 250-feet to about 414 feet to improve stopping and intersection sight distance problems. The additional ROW will be used to transition the grades in this area. McHugh Lane access to 15th Avenue will be cut off due to grade transition difficulties.
8. Chicanes will be constructed on 15th Avenue between 10th and 15th Avenues.

VIII Private Property Impacts

In addition to the properties and easements already acquired for the project, the properties shown in Table 1 will require full acquisition (except Parcel 14) and demolition of all existing improvements in order to provide sufficient space for the proposed improvements. Drawings of each parcel and the existing structures that will be demolished are included in Appendix C.

Table 1: Third Addition Subdivision Parcels Proposed for 15th Avenue Right-of-Way to be Acquired in Full

Parcel Number	Block	Lot	Subdivision	Rights
2	25D	7	Third Addition	Fee
5	25C	6	Third Addition	Fee
7A, 29A	24D	5 & 6 (West ½)	Third Addition	Fee
8	24C	7	Third Addition	Fee
13A	37	16 (West 1/3)	Third Addition	Fee
13B, 13C	37	16 (Middle 1/3 & East 1/3)	Third Addition	Fee
14	37	15	Third Addition	PUE
15	37	1	Third Addition	Fee
18	38B	20	Third Addition	Fee
19	38B	1	Third Addition	Fee
20	39	20	Third Addition	Fee
21A	39	11 (West 1/3)	Third Addition	Fee
21B	39	11 (Middle 1/3)	Third Addition	Fee
25, 26	40	2 & 3	Third Addition	Fee

Acquisition of the following public use easement is necessary to construct the proposed improvements (see Appendix C for drawing).

Parcel 14, Lot 15, Block 37, Third Addition Subdivision

The proposed PUE consists of the north 33-feet of the parcel. The PUE will encompass four duplexes which will be demolished to provide space to construct the proposed improvements. These duplexes are part of a larger apartment complex that is located on three lots. The proposed easement provides the necessary space for the project. Water and sewer service lines may require rerouting to provide proper service to the structures that exist on the remaining lots. The space made available by demolishing these duplexes will be used for widening the roadway to

the south, utility undergrounding, and constructing a new 8-foot wide multi-use trail that is separated from the roadway.

IX Costs

A cost estimate for the 15th Avenue Safety Improvements Project as presented in the Final Design Study Report (DOWL, July 1999) is presented below in summary format (Appendix D contains a more detailed cost breakdown for each of the items listed below).

Table 2: Construction Cost Estimate

Base Bid	Estimated Cost
Construction	\$3,385,000
Contingency (5%)	\$169,000
Total - Base Bid	\$3,554,000
Add. Alt. 1 – Chicanes	
Construction	\$733,000
Contingency (5%)	\$37,000
Total - Add. Alt. 1	\$770,000
Subtotal - Base Bid & Add. Alt.	\$4,324,000
Utility Undergrounding	\$1,050,000
Right-of-Way Acquisition - Cost to Cure	\$3,873,000
Project Administration and Construction Inspection (10%)	\$412,000
Grand Total	\$9,659,000

The overall project cost estimate shown in Table 2 is about \$9.66 million, based on the 65 percent design documents. The estimate indicates approximately \$0.5 million in contingency.

The 1998 Anchorage Roads and Drainage Service Area bond package included \$6.0 million dollars for design and construction of this project. An additional \$2.4 million was included in the 1999 Anchorage Roads and Drainage Service Area bond package, which was approved by the voters in April 1999.

The design phase of this project began in January 1999 and is scheduled to be completed in November 1999. Construction of the proposed improvements will commence in the spring of 2000. The construction of the chicanes on Karluk Street will likely be an additive alternate to the base bid. In other words, the chicanes will be constructed only if funds are available.

X Property Owner Contacts

See Decisional Document, Part II.

XI Conclusion

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

XII Signature

The final route selection was made by:

Jerry Hansen, Project Manager
Department of Public Works
Project Management and Engineering

XIII 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

APPENDIX B
AMATS MEETING MINUTES

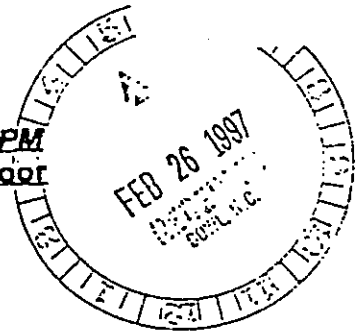


Anchorage
Metropolitan
Area
Transportation
Study

MUNICIPALITY OF ANCHORAGE
Community Planning & Development
TRANSPORTATION PLANNING DIVISION

AMATS POLICY COMMITTEE MEETING

AMATS Policy Committee, Thursday, February 27, 1997 5:00-6:30 PM
City Hall, 632 West 6th Avenue, Assembly Conference room, 1st Floor



AGENDA

1. Call to Order
2. Public Involvement Announcement
3. Approval of Agenda
4. Approval of the Minutes; January, 1997
5. Business Items
 - a. Proposed 1996 - 1998 Transportation Improvement Program Amendments for FFY 1997 - The AMATS Technical Advisory Committee is recommending approval of minor amendments to the 1996-1998 TIP for federal fiscal years 1997 and 1998. Staff presentation of recommended changes.
 - b. 15th Avenue Safety Study Improvement Project - The AMATS Technical Advisory Committee is recommending approval of selected improvements to 15th Ave from L Street to Ingra as recommended in the preferred alternative. Staff summary of recommendations.
 - c. Other Business
6. Informational Reports
 - a. Project Nominations for the 1998-2000 Transportation Improvement Program. AMATS staff in concert with staff from the MOA's Office of Management & Budget has distributed a letter from the Municipal Manager requesting project nomination for the 1998-2000 AMATS TIP and the MOA's 1998-2002 Capital Improvement Program (CIP).
 - b. Draft Revised AMATS Project Ranking Criteria - Staff is revising the AMATS project ranking criteria to be reviewed and approved by AMATS Policy Committee in March. Staff update.
 - c. Next Scheduled AMATS Meetings
 - AMATS Technical Advisory Committee, March 13, 1997, 10:30 AM-12:00 PM
 - AMATS Policy Committee, March 27, 1997, 5:00 PM-6:30 PM
 - e. Other Informational Reports
7. Adjournment

If you have questions about AMATS or need information regarding transportation plans and programs please give us a call at 343-4252.

Lance Wilber
AMATS Coordinator



Official Business

Alaska State Legislature

State Capitol
Juneau, AK 99801-1182

February 25, 1997

Marianne See, Director
Division of Statewide Public Service
Alaska Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501

VIA FAX

Re: AMATS Policy Committee Meeting, February 27, 1997

Dear Marianne,

We are asking your support for the 15th Avenue Safety Improvements Project as proposed in the Draft Design Study Report, Executive Summary (Dowl Engineers). We are at a critical point. This Project supports the efforts of Fairview residents to revitalize their neighborhood, to follow the example set by Spenard Road with its pedestrian-friendly amenities that have spurred economic development.

To begin this Project west of Gambell/Ingra without undertaking the heart of the Project - the modification of the lane configurations through Fairview - is to bring increased capacity to an area with lesser need and bring increased pressures on 15th Avenue as it now is. That is why The Draft Design Study Report lists this modification as Priority 2, following the Gambell/Ingra Intersection modifications. (Executive Summary, page 23)

We note that the report addressing concerns of the AMATS Technical Committee prepared by Kittleson & Associates, Inc. concludes:

"However, the analysis shows that even with the capacity reduction, the facility will still provide sufficient capacity to serve the forecast daily traffic (the volume-to-capacity ratio is 0.97). It should be noted here that this analysis used a conservative estimate of the capacity of 15th Avenue within the three lane section." page 4, Project 1768, Feb. 9, 1997

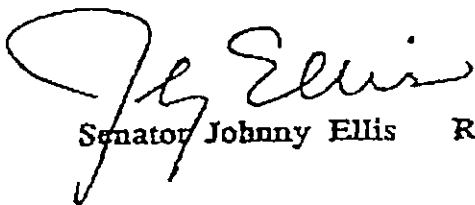
AMATS Policy Committee
February 25, 1997
page 2

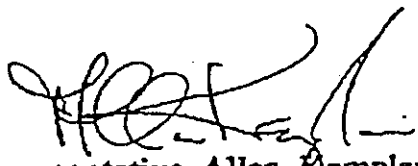
Frankly, we are amazed that the Technical Committee ignored a report they requested that supports the design plan as discussed and approved by the affected neighborhood community councils, the 15th Avenue Citizens Advisory Committee and the Municipal Planning and Zoning Commission.

We have for many years discussed how to create a more livable winter city. We know that winter cities are pedestrian friendly and built for kids, elderly and the disabled as top priorities. It may not be possible for Anchorage to create such a design throughout the metro area. However, we can do it in the older compact parts of town which are built around people. Our city has an opportunity to take a major step forward. We can establish the urban center as truly a healthy and vibrant heart of our community.

You can exercise visionary leadership. You can help citizens build a city with a realistic, climate-sensitive transportation infrastructure which is sustainable over the long term. A city built around traditional neighborhoods, not suburbs and commuter traffic, and for people, not automobiles. A city built to be accessible by everyone and affordable for all. A city where even the poorer neighborhoods get a fair deal.

Thank you for your consideration,


Senator Johnny Ellis


Representative Allen Kempler


Representative Eric Croft

Municipality of Anchorage



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ANCHORAGE ASSEMBLY
CHARLES F. WORTHINGTON

February 25, 1997

Mayor Rick Mystrom
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

John Horn
Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900

Pat Abney
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Marianne See
Department of Environmental Conservation
555 Cordova
Anchorage, AK 99510-2617

Cheryl Clementson
Anchorage Assembly
P.O. Box 196650
Anchorage, AK 99519-6650

Dear AMATS Policy Committee Member:

I understand you will vote Thursday as a member of the AMATS Policy Committee on the Technical Committee's recommendation for the 15th Avenue Safety Improvements Project. I am writing to ask you to adopt the consultant's preferred alternative, not the modified alternative proposed by the Technical Committee. I have prepared a position paper, which is attached, to explain how we got to this point and why it is so vitally important to follow the technical expertise of the consultant and the will of the community, not the advice of the committee.

This project has been a long and difficult one in the making. After a rocky start, the AMATS Policy Committee invited the communities bisected by 15th Avenue into a collaboration which arrived at a solution to enhance these neighborhoods while also increasing the safety of 15th Avenue for both vehicles and pedestrians. After years of hearing these neighbors complain "Fairview is getting dumped on again," we've arrived today at a point where cooperation has won converts, and people believe in the process. Now, suddenly, a so-called "technical committee" has overturned all that -- and overturned the technical advice of the consultant, the Planning and Zoning Commission, and many other experts.

Essentially, the Technical Committee has taken away all the planned improvements proposed for Fairview, while retaining the improvements designed to move more cars faster through the Ingra and Gambell intersections. The inevitable result will be increased

Position Paper
15th Avenue Safety Improvements Project:
A Community Perspective
February 25, 1997

Introduction: 15th Avenue Improvements Intended to Promote Safety

The purpose of this project as set forth in the AMATS Transportation Improvement Plan is "to design and construct improvements to address the safety concerns on 15th Avenue" between L and Orca Streets. It is a joint project of the Municipality of Anchorage and State of Alaska using Federal Highway Safety Improvement Project funds. 15th Avenue has an unacceptably high level of accidents. Sixty to eighty-three percent of these accidents are sensitive to design improvements.

Project History

15th Avenue bisects both the Fairview and South Addition neighborhoods. It carries an average daily traffic volume of 13,700 vehicles. Over 22,400 vehicles pass through the eastern or Fairview segment of the project area with a large number turning at Gambell or Ingra streets. The western or South Addition segment carries only one-third the amount of traffic with 7,500 vehicles counted at the I Street intersection. The traffic is about ten percent heavier westbound than eastbound.

The Municipality's first recommendation for improving the safety of 15th Avenue was to create a 14th/15th couplet as a long term solution. The Fairview and South Addition neighborhoods were adamantly opposed to that idea because of associated increase in traffic which would lead to increased noise, air pollution, and deterioration of their neighborhoods.

The Municipality re-evaluated the situation and decided instead to look for an interim solution with a focus on pedestrian and vehicular safety improvements to bring the roadway up to current standards.

The Public Process

The Municipality and State DOT&PF selected DOWL Engineers to plan and design the 15th Avenue Safety Project. The AMATS' Transportation Improvement Program provides that "study and design of this project will be done in ongoing consultation with a citizen's advisory committee with members designated by the Fairview and South Addition Community councils."

DOWL conducted an open and extensive public participation process. The most frequent comment was "to improve year-round pedestrian and non-motorized amenities" followed by "decrease 15th Avenue to a three lane section," "develop a neighborhood atmosphere around the roadway," and "reduce vehicle speed through design improvements."

The Preferred Alternative: Enhances Safety

DOWL developed a Preferred Alternative. This plan would narrow 15th Avenue to three lanes between L and Cordova, keep the four lanes between Cordova to Fairbanks, add a fifth lane section in the Ingraham/Gambell area, and narrow 15th Avenue to three lanes from Juneau to Orca.

This plan includes improvements for pedestrians. Where the road is narrowed to three lanes there would be ample space for snow storage and pedestrian walkways within the existing sixty foot right-of-way.

In addition, the plan would result in improving traffic flow at the Gambell and Ingraham intersections. By adding left turn lanes the plan should reduce angle and rear end accidents by as much as thirty-five percent. Reduction of speed on the east and west ends of the project as a result of the three lane section should also reduce accidents and create the more neighborly atmosphere the residents so strongly desire.

DOWL identified only two disadvantages from the preferred alternative: (1) a very short period of time during peak hour in the eastern segment where there would be reduced traffic flow; and (2) the inability of the eastern segment to accommodate *additional* traffic

The Technical Committee Overturns the Process

On February 13, 1997 the AMATS Technical Committee voted to adopt the preferred alternative with one significant modification. The Technical Committee rejected reducing the Fairview segment (Juneau to Orca) from four lanes to three lanes. Their reasoning had nothing to do with improving safety on 15th Avenue which is the stated purpose of this Project.

Instead, the Technical Committee was concerned that the three lane section would restrict traffic volume growth to such a degree that some vehicles would use other east/west streets instead. In fact, this is what is supposed to happen under the AMATS Long-Range Transportation Plan, which anticipates improvements to other east/west streets (Northern Lights/Benson, 5th/6th Avenues) to handle increased traffic volume.

Computer modeling based on the Long-Range Transportation plan showed that the Anchorage bowl transportation system would function properly with 15th Avenue as a three lane section. The Technical Committee determined, however, that the improvements called for in the Long-Range Transportation Plan have little chance of being implemented, therefore, the Fairview segment of 15th Avenue must remain four lanes so it can shoulder

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the brunt of increases in east/west traffic. In effect, the Technical Committee crafted its own *de-facto* version of the Long-Range Transportation Plan, without public comment, by providing for 15th Avenue to carry increased traffic loads.

The Negative Impact on Fairview

The Technical Committee's decision elevated the desires of through-traffic commuters over the needs of the resident community for safe streets and a healthful environment. It ignores the toll major arterials exact on the quality of community life through increased noise, air pollution, and health and safety risks and through decreased pedestrian traffic and friendly interaction among neighbors. As 15th Avenue carries more and more traffic it will become an even more formidable barrier further fragmenting the neighborhood and further eroding the sense of community Fairview is trying so hard to retain and enhance.

No person or neighborhood should be forced to bear an unequal share of the social, environmental, or monetary costs of other people's travel. Those that are, and will be, most affected by the heavy traffic are those who are unable to relocate - the elderly, the disabled, and the poor. Funneling more and more of Anchorage's vehicular traffic through Fairview is particularly unfair as Fairview has a far higher percentage of residents who do not have a car (24%) than Anchorage in general (6%). Fairview also has almost double the percentage of senior citizens than Anchorage in general. Over twenty-one percent of Fairview's residents live in poverty compared to just seven percent for the general Anchorage population. Thus, Fairview residents, much more than other Anchorage residents, utilize the streets as pedestrian thoroughfares and rely on public transportation. The Technical Committee's decision to improve vehicular access at the expense of the pedestrian and public transportation needs of Fairview is wrong.

Technical Committee's Recommendation Reverses Safety Mandate

Moreover, the above "policy" considerations aside, the Technical Committee's decision to keep the Fairview segment four lanes is directly contrary to the project's purpose to improve safety. In fact, the Technical Committee's modification to the preferred alternative will decrease safety on many fronts.

* **Increases Traffic Capacity and Volume** First, because the Technical Committee agreed with the proposed improvements to the Gambel/Ingra intersections, those intersections will be able to carry a much higher volume of traffic. While the delays at those intersections now limit how many vehicles enter the Fairview segment, once the improvements are completed the Fairview segment will be able to accommodate a much higher volume of traffic than it currently experiences. Thus the traffic will probably increase until it balances out with the other east/west streets (5th and 6th Avenues and Northern Lights/Benson), which, unlike 15th Avenue were planned and designed for that function.

* **Increases Traffic Speed** Second, with improved conditions at the Gambell/Ingra intersections traffic delays will be reduced and the traffic, which already disregards the speed limit will be able to move even faster. DOWL has documented the roadway travel speed at 44 mph in the Fairview segment even though the posted limit is 30 mph. According to DOWL's report speeding is a major contributing factor to accidents along the entire project area and narrowing the road to three lanes coupled with landscaping along the right-of-way would have provided both visual and engineering clues to slow traffic down.

* **Increases Likelihood of Collisions** Third, the preferred alternative would have reduced the number of accidents from angle and rear-end collisions by providing for a turning lane. The Karluk and Medfra street intersections each had about 25 accidents in 1995 most of which could have been prevented with a turning lane and reduced speed. The Technical Committee's decision to forgo the turning lane means that no improvements will be made to address the safety problems at Karluk and Medfra Streets.

* **Decreases Pedestrian Improvements** Fourth, under the preferred alternative sidewalks on the north side of the street would have been dramatically improved and buffered from the street. The buffer would have been used for landscaping, snow storage, and as an area to relocate utility poles, fire hydrants, traffic control boxes and similar structures. This would have resulted in a cleaner, safer, more pedestrian friendly walkway. The Technical Committee's decision means none of this is possible unless additional right-of-way is acquired because there is no room within the existing right-of-way for a four lane roadway and pedestrian improvements.

Conclusion:

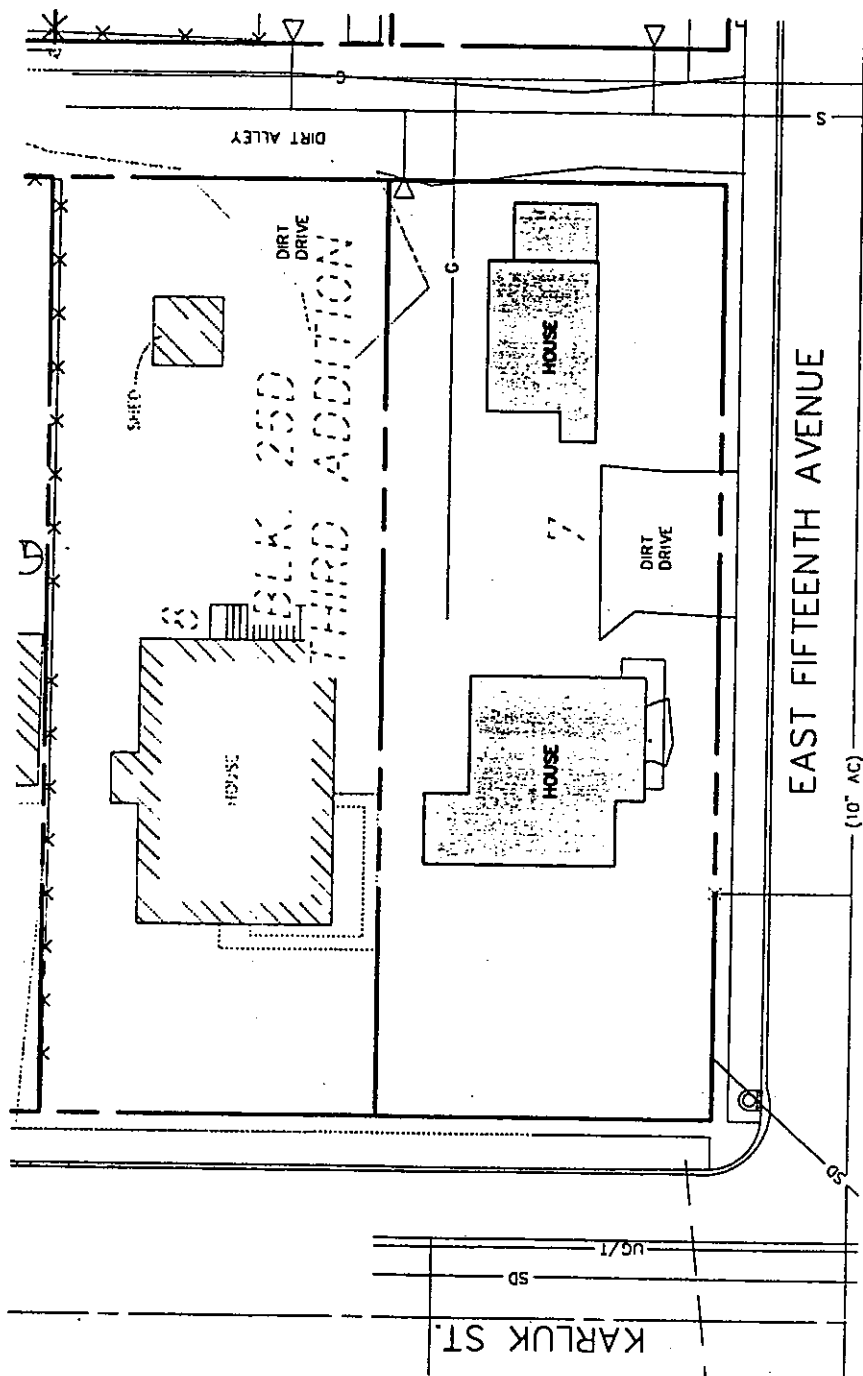
Return to the Preferred Alternative

The AMATS Policy Committee should recognize that government has an obligation to foster healthy vibrant neighborhoods that encourage people to flourish. It should treat all neighborhoods with equal respect and it should be careful to consider the impact of its policies on those who are least powerful in society -- children, the elderly, the disabled, and the poor -- to avoid marginalizing them further.

The Technical Committee's decision results in faster through traffic for residents of other areas of town and in pedestrian improvements on 15th Avenue's less-traveled western segment, while the Fairview segment receives no improvements. If the Technical Committee's decision stands, Fairview could understandably conclude that the public process they were invited to join, and which they spent many hours working on, was little more than a sham.

The Policy Committee has the opportunity to provide for adequate traffic capacity and improve the neighborhood by selecting the preferred alternative.

APPENDIX C
PARCEL MAPS FOR PROPOSED ACQUISITION



NOTES:

1. LOCATIONS OF UTILITIES ARE APPROXIMATE. CONTRACTOR SHALL VERIFY SITE CONDITIONS.
2. THIS DRAWING TO BE USED FOR GRAPHICAL PURPOSES ONLY. LEVEL OF DETAIL IS NOT APPROPRIATE FOR BIDDING.
3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

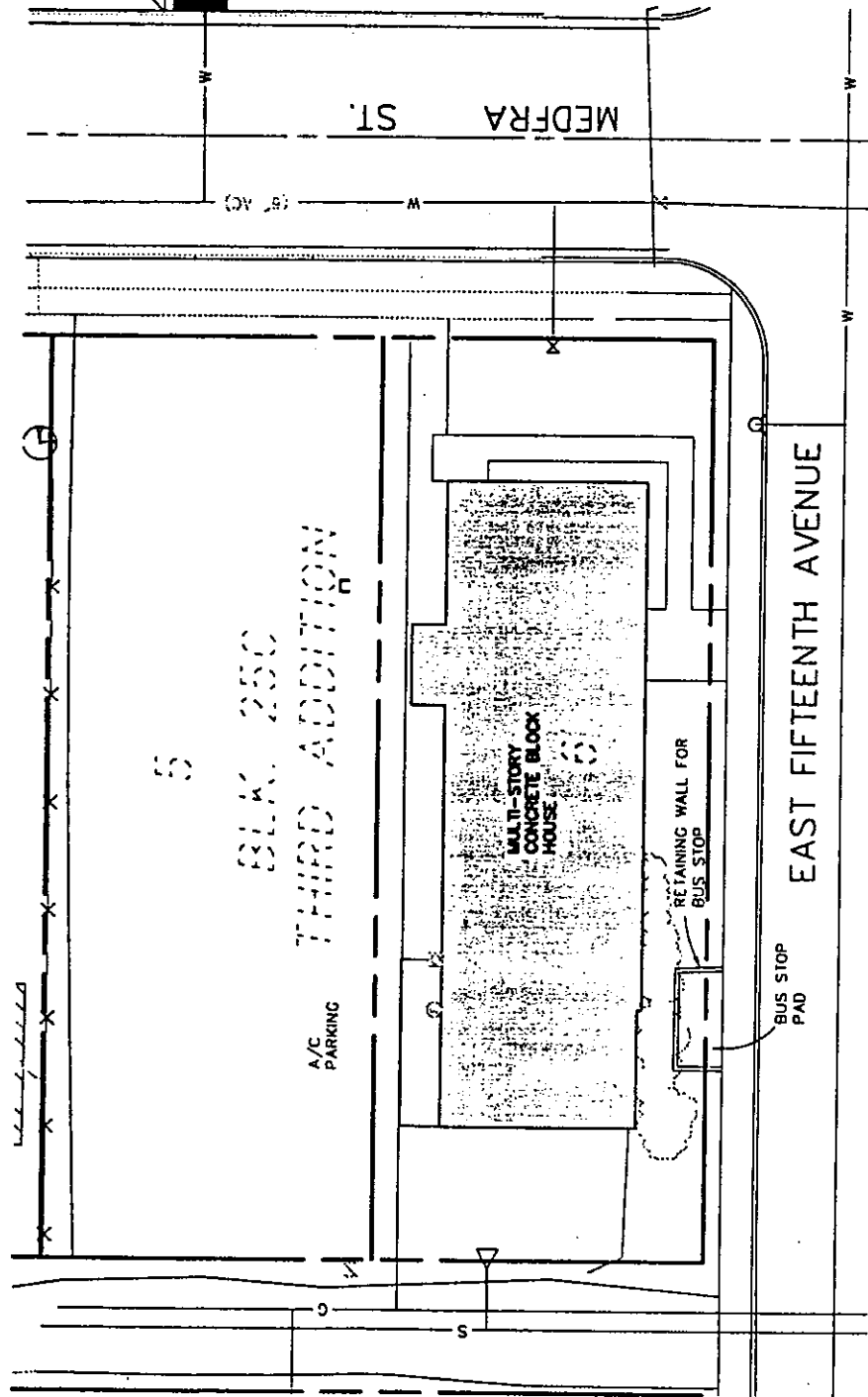
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DOWL
ENGINEERS

Existing Improvements
Parcel 2 - Stoney

Lot 7, Block 25D
Third Addition

SCALE: 1"=30'



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

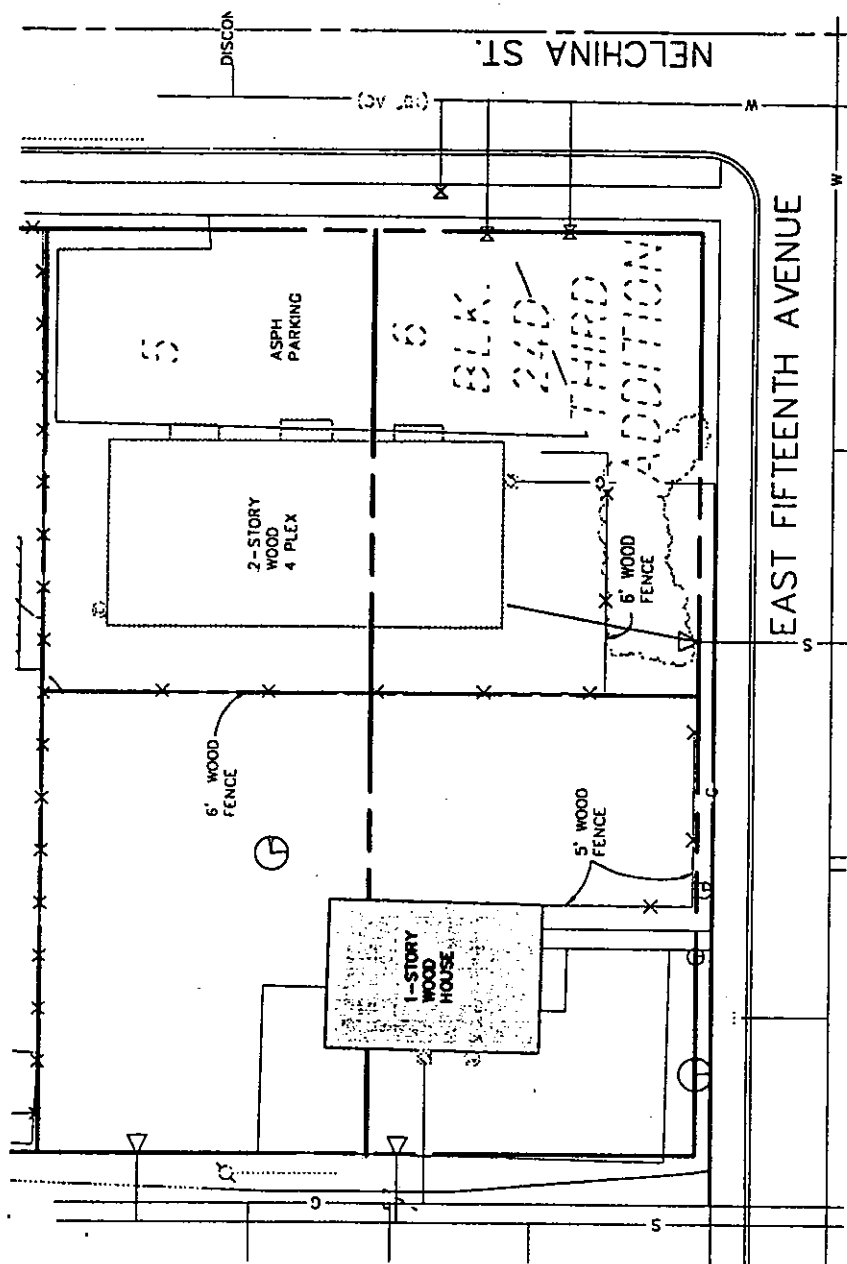
W.O. D56430A

DOWL
ENGINEERS

Existing Improvements
Parcel 5 - Alano

Lot 6, Block 25C
Third Addition

SCALE: 1"=30'



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

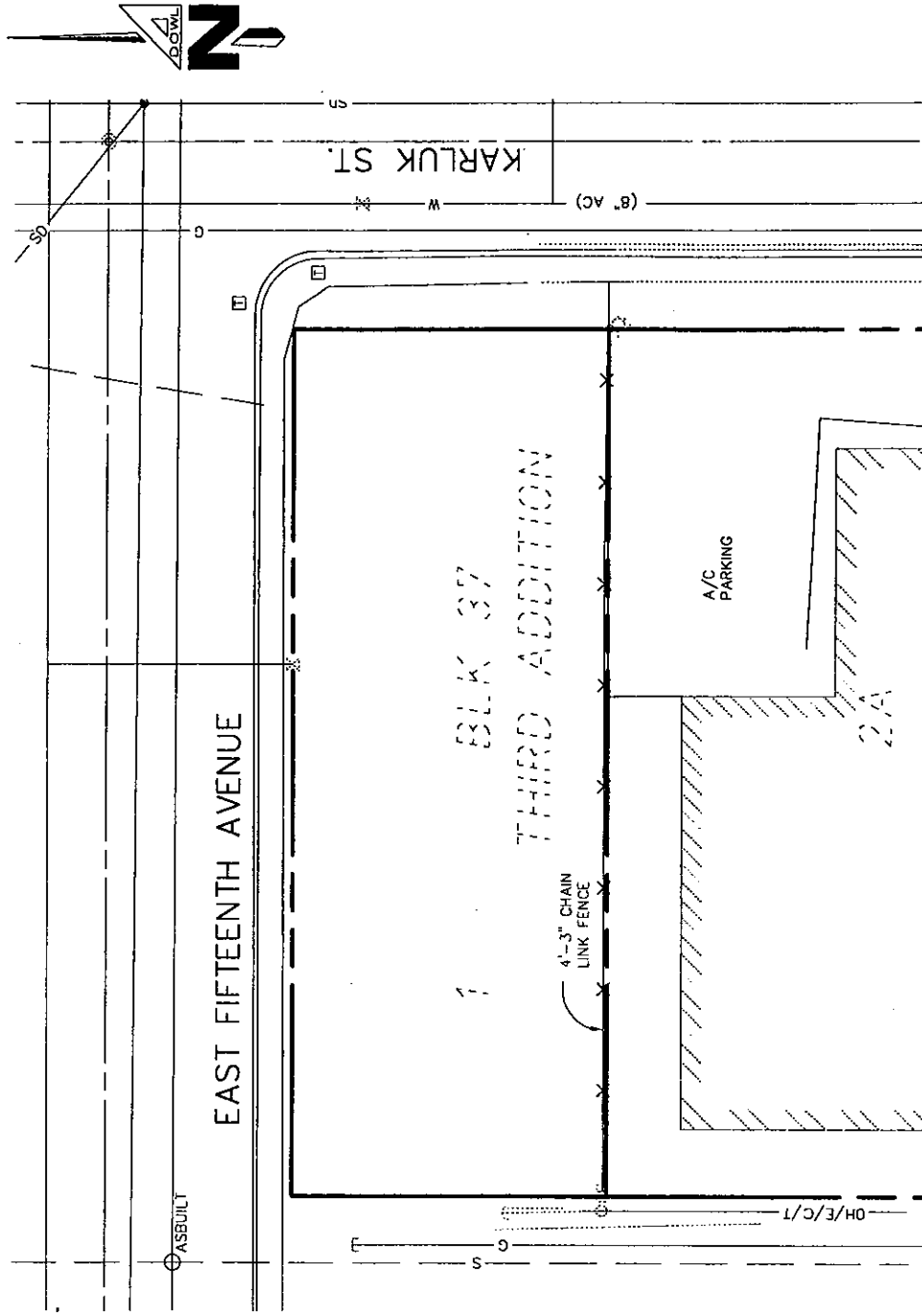
W.O. D56430A

SCALE: 1"=30'

DOWL
ENGINEERS

Existing Improvements
Parcels 7A & 29A - Tucker

West Half of
Lot 5 & 6, Block 24D
Third Addition



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

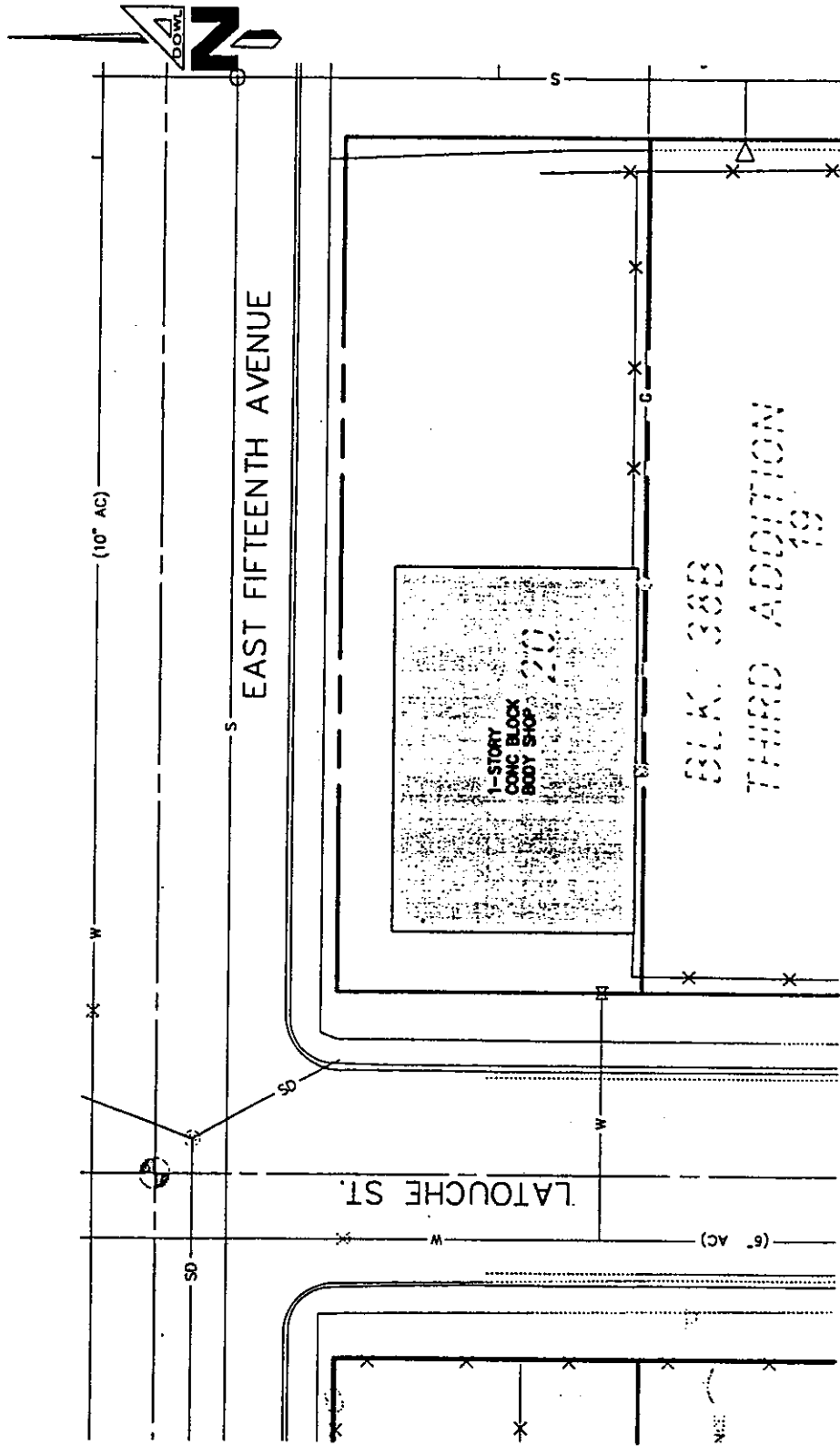
W.O. D56430A

SCALE: 1" = 30'



Existing Improvements
Parcel 15 - Joubert

Lot 1, Block 37
Third Addition



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

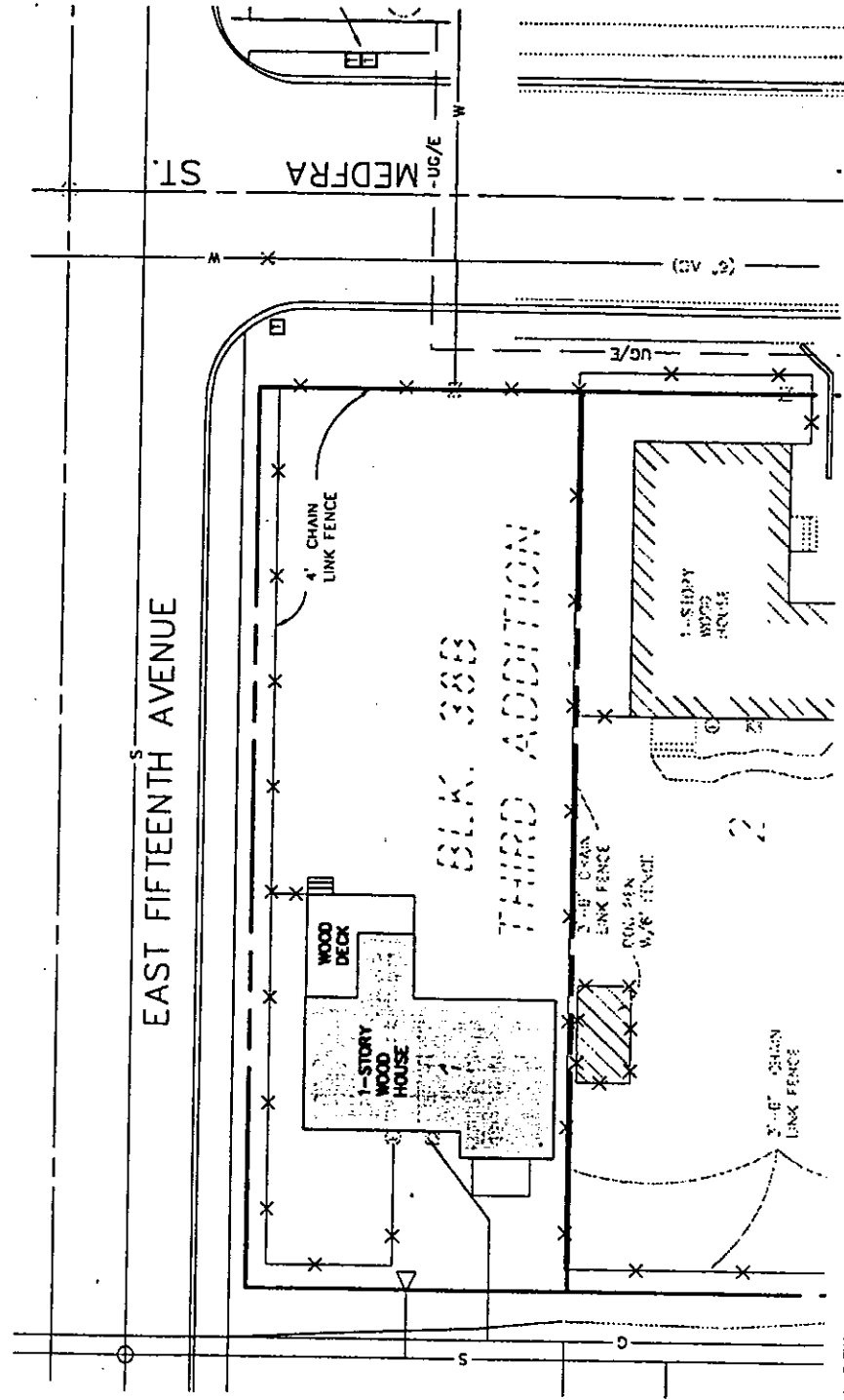
W.O. D56430A

DOWL
ENGINEERS

Existing Improvements
Parcel 18 - Randolph

Lot 20, Block 38B
Third Addition

SCALE: 1" = 30'



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

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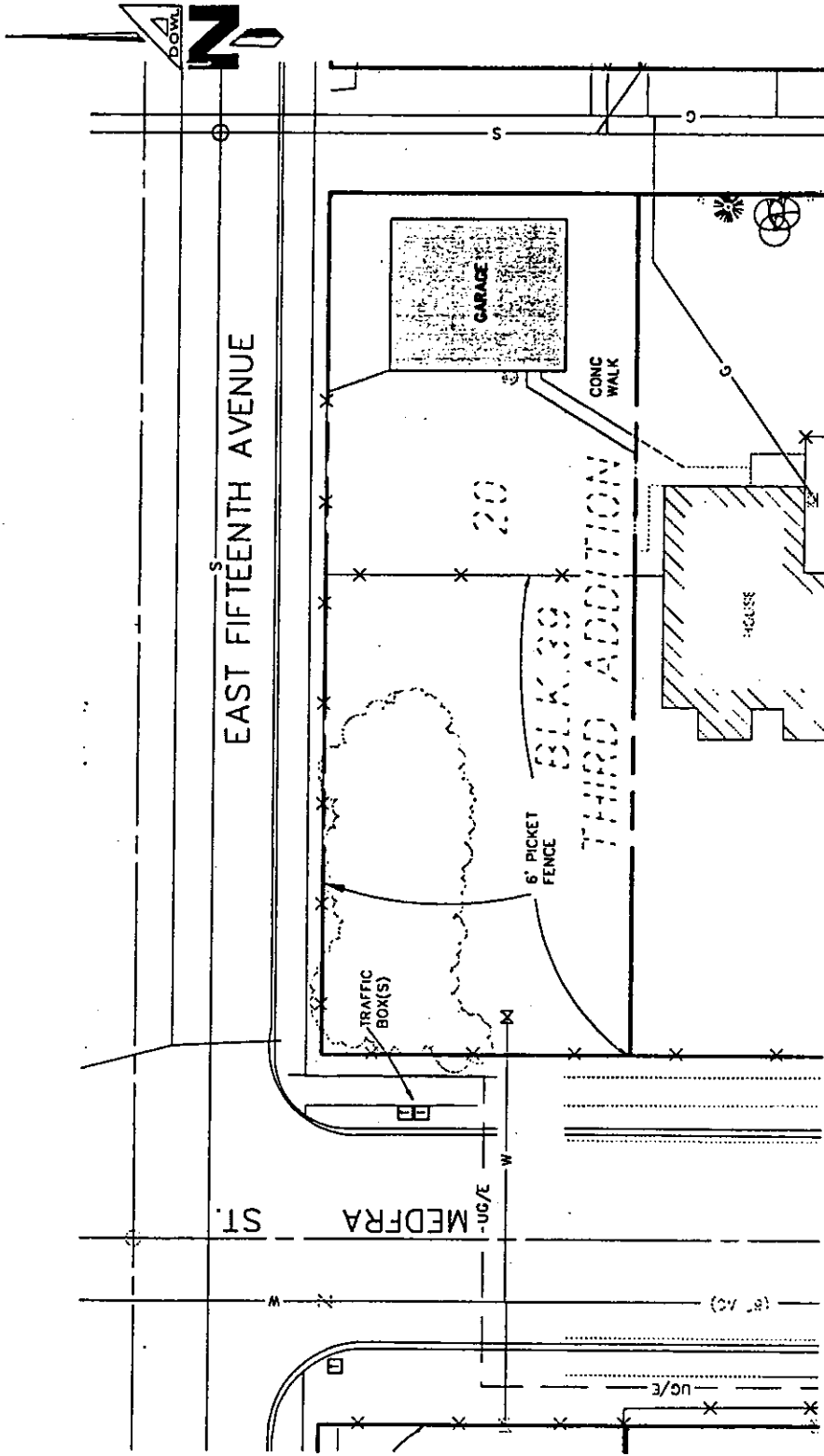


Existing Improvements

Parcel 19 - Fleet Mortgage

SCALE: 1"=30'

Lot 1, Block 38B
Third Addition



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

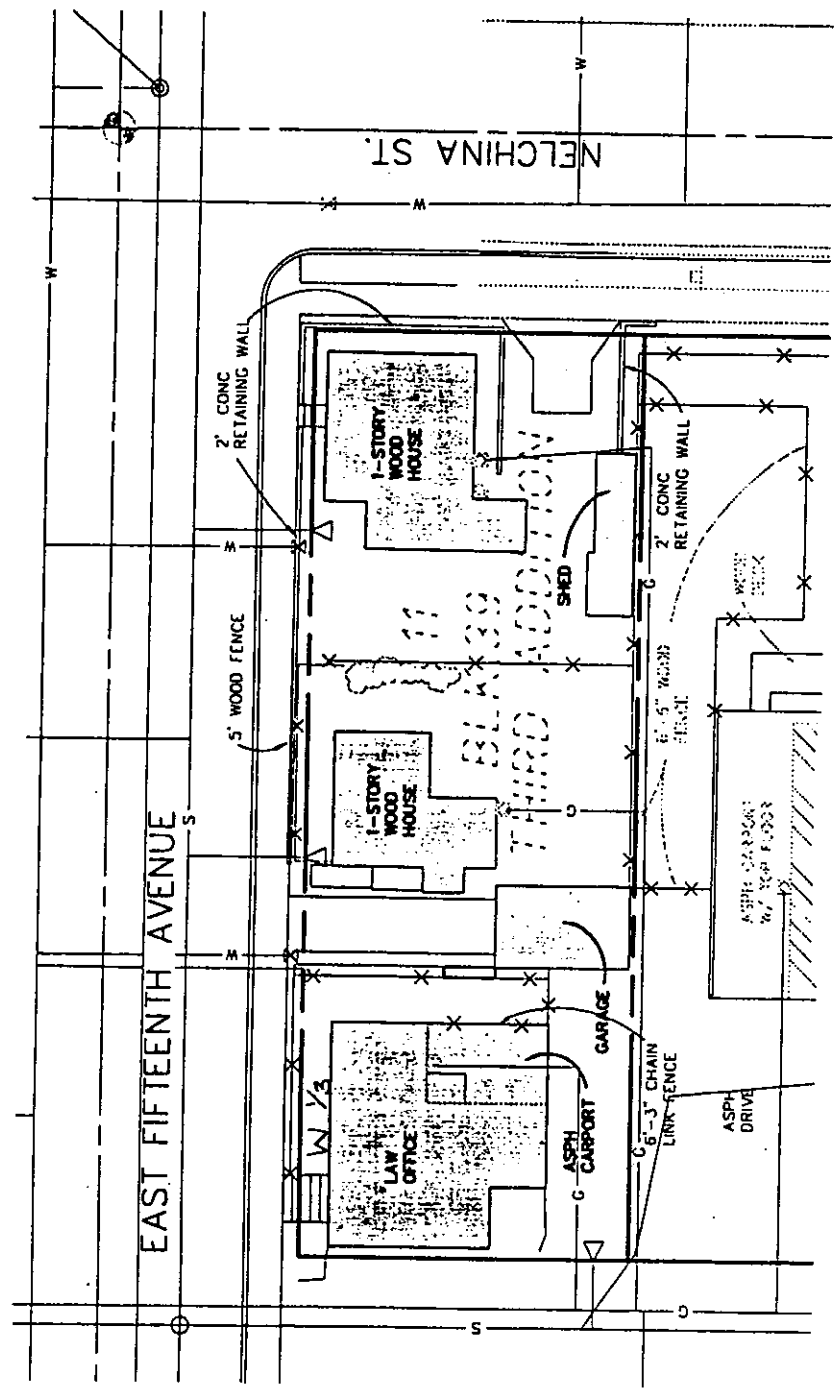
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SCALE: 1"=30'

DOWL
ENGINEERS

Existing Improvements
Parcel 20 - Neese

Lot 20, Block 39
Third Addition



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

W.O. D56430A

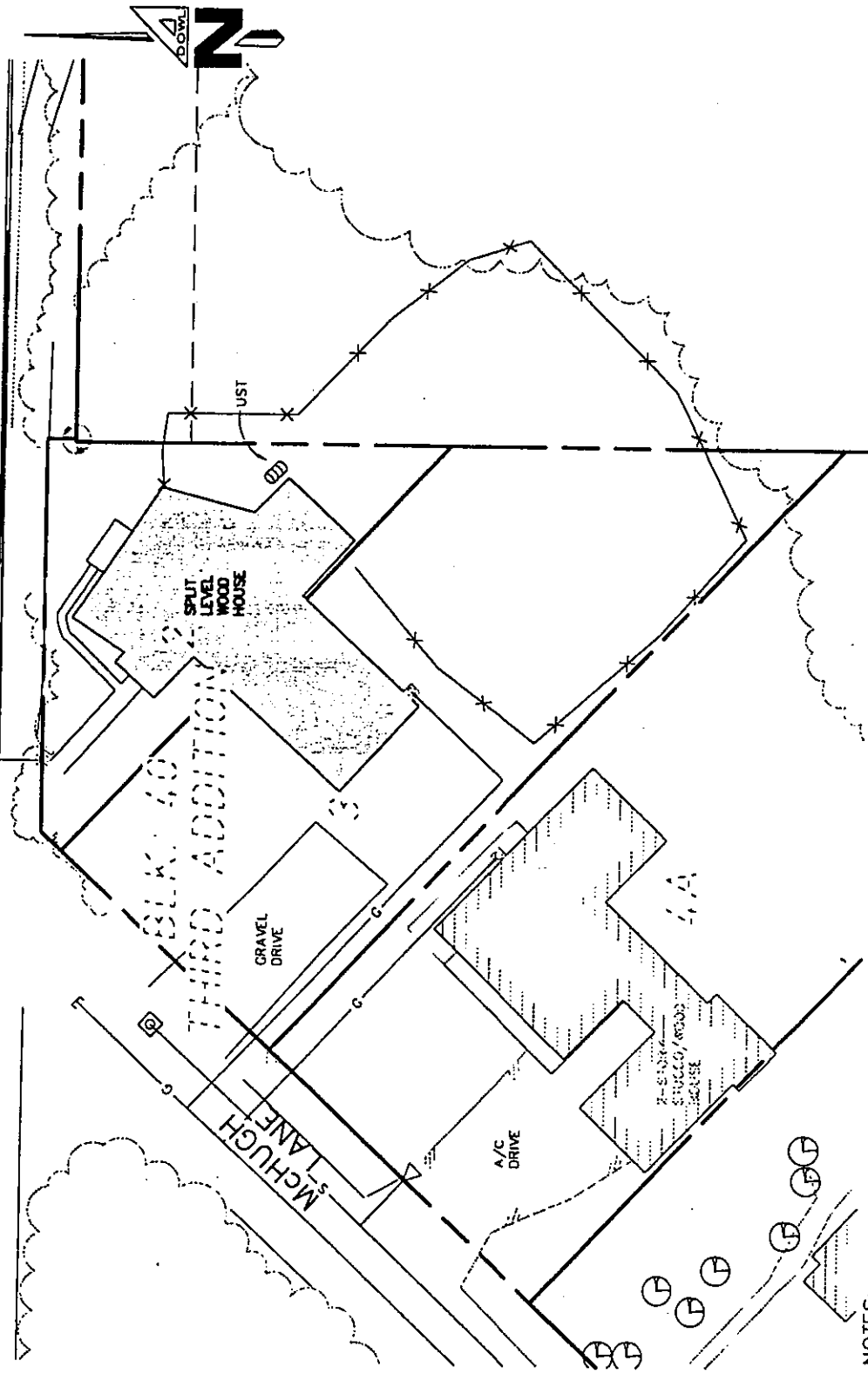


Existing Improvements
Parcel 21A - Dickerson

(W $\frac{1}{3}$) Lot 11, Block 39
Third Addition

SCALE: 1"=30'

EAST FIFTEENTH AVENUE



NOTES:

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3. INFORMATION BASED ON SURVEY PERFORMED BY DOWL ENGINEERS IN OCTOBER 1998.

W.O. D56430A

DOWL
ENGINEERS

Existing Improvements
Parcels 25 & 26 - Stewart

SCALE: 1"=30'

Lots 2 & 3, Block 40
Third Addition

APPENDIX D
COST ESTIMATE

**15th Avenue Safety Improvements Project
Ingra to Sitka Street
65% Design Cost Estimate Summary**

Base Bid	Estimated Cost
Construction	\$3,385,000
Contingency (5%)	\$169,000
Total - Base Bid	\$3,554,000
Add. Alt. 1 -- Chicanes	
Construction	\$733,000
Contingency (5%)	\$37,000
Total - Add. Alt. 1	\$770,000
Subtotal - Base Bid & Add. Alt.	\$4,324,000
Utility Undergrounding	\$1,050,000
ROW Acquisition - Cost to Cure	\$3,873,000
Project Administration and Construction Inspection (10%)	\$412,000
Grand Total - Base Bid & Add. Alts.	\$9,659,000

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1A	10.04 95.04	Temporary Erosion Control Per LS	1	\$20,000	\$20,000
2A	20.04	Unusable Excavation Per CY	5,000	\$6	\$30,000
3A	20.04	Usable Excavation Per CY	5,000	\$4	\$20,000
4A	20.05	Type II-A Classified Fill and Backfill Per TN	31,000	\$11	\$341,000
5A	20.06	Leveling Course (4" thick) Per TN	3,500	\$17	\$59,500
6A	20.06	Leveling Course (2" thick) Per TN	1,000	\$17	\$17,000
7A	20.06	Leveling Course (2" thick) Per TN	500	\$20	\$10,000
8A	20.07 95.04	Trench Excavation and Backfill (Various Depths) Per LF	1,150	\$14	\$16,330
9A	20.11	Bedding Material (Class C) Per LF	1,150	\$3	\$3,450
10A	20.13	Disposal of Unsuitable or Surplus Material Per TN	800	\$10	\$8,000

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15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
11A	20.14	Mechanical Compaction Per LF	1,150	\$1	\$1,150
12A	20.17 95.04	Remove Existing Sidewalk and Concrete Apron Per SY	3,900	\$8	\$29,250
13A	20.18 95.04	Remove Existing Curb and Gutter Per LF	6,800	\$3	\$17,340
14A	20.19 95.04	Remove Existing Pavement Per SY	17,800	\$3	\$44,500
15A	20.21 95.04	Grading Existing Surfaces Per LS	1	\$40,000	\$40,000
16A	30.02 95.04	P.C.C. Curb and Gutter Per LF	11,800	\$16	\$188,800
17A	30.03 95.04	P.C.C. Sidewalk, Bus Stop Pad, or Driveway Apron (4" thick) Per SY	900	\$37	\$33,300
18A	30.07 95.04	Curb Ramps Per SY	140	\$56	\$7,840
19A	30.09 95.04	Colored Imprinted Concrete Per SY	560	\$80	\$44,800
20A	30.10 95.04	P.C.C Sidewalk Retaining Wall Per SY	270	\$75	\$20,250

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
21A	40.02 95.04	A. C. Pavement (4" thick) (Class E) Per TN	4,000	\$55	\$220,000
22A	40.02 95.04	A. C. Pavement (2" thick) (Class E) Per TN	1,200	\$60	\$72,000
23A	40.02 95.04	A. C. Pavement Trail (2" thick) (Class E) Per TN	600	\$80	\$48,000
24A	40.06	Asphalt for Tack Coat Per TN	13	\$480	\$6,240
25A	55.02 95.04	Furnish and Install 12"CPEP Pipe Per LF	1,150	\$26	\$29,900
26A	55.04	Construct Type I Manhole Per EA	2	\$2,700	\$5,400
27A	55.06	Construct Catch Basin Per EA	23	\$1,900	\$43,700
28A	55.07	Connect to Existing Storm Drain Manhole Per EA	18	\$550	\$9,900
29A	55.14	Remove Catch Basin Lead Per EA	8	\$700	\$5,600
30A	55.15	Furnish and Install Catch Basin Inlets Per EA	1	\$750	\$750

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
31A	60.02	Furnish and Install Class 52 DIP Water Main Per LF	50	\$57	\$2,850
32A	60.04	Furnish and Install Fire Hydrant Assembly Per EA	1	\$2,800	\$2,800
33A	60.08	Relocate Hydrant Per EA	3	\$3,500	\$10,500
34A	60.03	Furnish and Install Gate Valve, Valve Box, & Marker Per EA	2	\$850	\$1,700
35A	60.06	Disconnect Water Service Line Per EA	14	\$800	\$11,200
36A	60.09	Irrigation System Per EA	14	\$4,000	\$56,000
37A	65.02 95.04	Construction Survey Measurement Per LS	1	\$30,000	\$30,000
38A	65.02 95.04	Survey Monument Installed In Monument Case Per EA	6	\$350	\$2,100
39A	70.03 95.04	Adjust Manhole Ring to Finish Grade Per EA	15	\$260	\$3,900
40A	70.07	Remove Existing Catch Basin Per EA	10	\$1,000	\$10,000

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
41A	70.08	Adjust Mainline Valve Box to Finish Grade Per EA	15	\$410	\$6,150
42A	70.14 95.04	Reset Fence Per LF	100	\$15	\$1,500
43A	70.18	Insulation Board (R = 18) 4 inch Per LF	320	\$3	\$800
44A	70.19 95.04	Painted Traffic Markings (4" and 8" wide - white and yellow) Per LF	6,000	\$3	\$18,000
45A	70.19 95.04	Painted Traffic Markings (Stop Bars) Per LF	1,200	\$8	\$9,600
46A	70.19 95.04	Traffic Markings - Words & Legends Per LS	1	\$10,000	\$10,000
47A	70.20 95.04	Remove and Relocate Existing Sign Per EA	15	\$180	\$2,700
48A	70.20 95.04	Standard Sign Per SF	130	\$80	\$10,400
49A	70.21 95.04	Traffic Maintenance Per LS	1	\$50,000	\$50,000
50A	70.25 95.04	Solid Bollards Per EA	20	\$250	\$5,000

MUNICIPALITY OF ANCHORAGE
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15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE A - BASE BID
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
51A	70.24	Landscape Fence Per LF	2,000	\$75	\$150,000
52A	70.26 95.04	Remove Fence Per LF	1,000	\$10	\$10,000
53A	70.27 95.04	Remove Existing Sign Per EA	5	\$100	\$500
54A	70.28	Pedestrian amenities (Fairview sign, overlook) Per LS	1	\$125,000	\$125,000
55A	70.28	6' Bench Per EA	18	\$1,800	\$32,400
56A	70.28	Trash receptacle Per EA	18	\$1,200	\$21,600
57A	70.28 95.04	Install Owner Furnished Bus Stop Benches and Trash Receptacles Per EA	7	\$500	\$3,500
58A	80.07 95.04	Install Conduit Per LF	700	\$15	\$10,500

Subtotal Schedule A \$1,992,700

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE B - SIGNALIZATION
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1B	70.20 95.04	Standard Sign Per SF	160	\$80	\$12,800
2B	80.02	Trenching and Backfill Per LF	3,270	\$4	\$12,099
3B	80.02	Sawcut Trench Per LF	3,220	\$13	\$43,148
4B	80.03 95.04	Remove Signal Pole Foundation Per EA	8	\$480	\$3,840
5B	80.04 95.04	Load Center Foundation - Type III Per EA	2	\$1,425	\$2,850
6B	80.04 95.04	Controller Cabinet Foundation - Type P Per EA	2	\$1,500	\$3,000
7B	80.04 95.04	Signal Mast Arm Pole Foundation (large) Per EA	4	\$2,400	\$9,600
8B	80.04 95.04	Signal Mast Arm Pole Foundation (small) Per EA	4	\$2,200	\$8,800
9B	80.05 95.04	Combination Mast Arm/Luminaire Pole 40' Arm (40 ft LA Mounting Height) Per EA	4	\$2,000	\$8,000
10B	80.05 95.04	Combination Mast Arm/Luminaire Pole 30' Arm (40 ft LA Mounting Height) Per EA	4	\$1,950	\$7,800

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE B - SIGNALIZATION
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
11B	80.06	30' Mast Arm Per EA	1	\$650	\$650
12B	80.06	40' Mast Arm Per EA	1	\$700	\$700
13B	80.07 95.04	Install 1" Galvanized RSC Per LF	80	\$4	\$320
14B	80.07 95.04	Install 2" Galvanized RSC Per LF	3,400	\$7	\$23,800
15B	80.07 95.04	Install 3" Galvanized RSC Per LF	650	\$22	\$14,300
16B	80.07 95.04	Install 4" Conduit Per LF	170	\$28	\$4,760
17B	80.08 95.04	Type 1A Junction Box Per EA	21	\$455	\$9,555
18B	80.08 95.04	Type 2 Junction Box Per EA	6	\$855	\$5,130
19B	80.08 95.04	Type 3 Junction Box Per EA	6	\$1,300	\$7,800
20B	80.10 95.04	3C #8 Conductor Per LF	1,800	\$2	\$3,960

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE B - SIGNALIZATION
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
21B	80.10 95.04	2C #14 Conductor Per LF	3,010	\$2	\$4,515
22B	80.10 95.04	5C #14 Conductor Per LF	3,335	\$2	\$6,503
23B	80.10 95.04	7C #14 Conductor Per LF	4,110	\$3	\$10,275
24B	80.10 95.04	6PR #18 Conductor Per LF	6,630	\$2	\$13,260
25B	80.14 95.04	Pad Mounted Load Center Type III Single Meter Per EA	2	\$3,430	\$6,860
26B	80.17 95.04	Eight Phase Controller & Cabinet Per EA	2	\$16,000	\$32,000
27B	80.18 95.04	Detector Loops Per EA	84	\$600	\$50,400
28B	80.19 95.04	3-Sec. Vehicle Signal Per EA	16	\$550	\$8,800
29B	80.19 95.04	5-Section Vehicle Signal Per EA	8	\$650	\$5,200
30B	80.20	Pedestrian Signal Head Per EA	16	\$250	\$4,000

MUNICIPALITY OF ANCHORAGE
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15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE B - SIGNALIZATION
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
31B	80.21	Push-Button Assembly Per EA	16	\$100	\$1,600
32B	80.23	Luminaire w/Lamp - 250 Watt MC Type III Per EA	8	\$230	\$1,840

Subtotal Schedule B

\$328,165

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE C - ROADWAY AND TRAIL LIGHTING
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1C	80.02	Trench Backfill and Patch for Conduits Per LF	10,400	\$5	\$56,160
2C	80.04 95.04	Driven Pile Luminaire Pole Foundations Per EA	34	\$750	\$25,500
3C	80.05 95.04	35' Slip Base Luminaire Pole with Arm Per EA	26	\$1,200	\$31,200
4C	80.05 95.04	20' Slip Base Luminaire Pole with Arm Per EA	8	\$1,000	\$8,000
5C	80.05 95.04	12' Luminaire Pole with Luminaire Per EA	59	\$1,450	\$85,550
6C	80.07 95.04	2' Steel Conduit Per LF	10,400	\$6	\$63,440
7C	80.08 95.04	Type 1 Junction Box Per EA	45	\$405	\$18,225
8C	80.10 95.04	No. 6 AWG Conductor Per LF	12,200	\$2	\$20,740
9C	80.14 95.04	Load Center Per EA	3	\$5,100	\$15,300
10C	80.24	250W Luminaire and Balast Per EA	32	\$300	\$9,600

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE C - ROADWAY AND TRAIL LIGHTING
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
11C	80.24	400W Luminaire and Balast Per EA	6	\$400	\$2,400

Subtotal Schedule C \$336,115

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE D - LANDSCAPING
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1D	75.04 95.04	Topsoil (4" for seeded areas) Per MSF	100	\$450	\$45,000
2D	75.04 95.04	Topsoil (18" for planting beds and median) Per MSF	75	\$1,800	\$135,000
3D	75.05 95.04	Seeding Schedule A Mowed Mix Per MSF	75	\$350	\$26,250
4D	75.05 95.04	Seeding Schedule B Wildflower Mix Per EA	25	\$450	\$11,250
5D	75.02 95.04	2" cal. Prunus padus commutata (May Day Tree) Per EA	76	\$300	\$22,800
6D	75.02 95.04	1 1/2" cal. Prunus padus commutata (May Day Tree) Per EA	52	\$250	\$13,000
7D	75.02 95.04	10' Larix sibirica (Siberian Larch) Per EA	146	\$300	\$43,800
8D	75.02 95.04	8' Larix sibirica (Siberian Larch) Per EA	88	\$250	\$22,000
9D	75.02 95.04	8' Picea pungens (Colorado Green Spruce) Per EA	114	\$450	\$51,300
10D	75.02 95.04	6' Picea pungens (Colorado Green Spruce) Per EA	77	\$400	\$30,800

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE D - LANDSCAPING
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
11D	75.02 95.04	2" Betula papyrifera (Paper Birch) Per EA	155	\$300	\$46,500
12D	75.02 95.04	1 1/2" Betula papyrifera (Paper Birch) Per EA	103	\$250	\$25,750
13D	75.02 95.04	Malus 'radiant' (Radiant Crabapple) Per EA	19	\$300	\$5,700
14D	75.02 95.04	Prunus maackii (Amur Chokecherry) Per EA	151	\$275	\$41,525
15D	75.02 95.04	Acer ginnala (Amur Maple) Per EA	261	\$75	\$19,575
16D	75.02 95.04	Cornus stolonifera (Red Twig Dogwood) Per EA	143	\$40	\$5,720
17D	75.02 95.04	Spiraea x vanhouttei (Van Houtte Spirea) Per EA	483	\$40	\$19,320
18D	75.02 95.04	Pinus mugho pumilio (Dwarf Mugho Pine) Per EA	451	\$35	\$15,785
19D	75.02 95.04	Ribes triste (Red Currant) Per EA	198	\$40	\$7,920
20D	75.02 95.04	Sorbaria sorbifolia (Ural False Spirea) Per EA	51	\$40	\$2,040

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE D - LANDSCAPING
(15th Avenue from Ingra Street to Sitka Street)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
21D	75.02 95.04	Rosa rugosa (Rugosa Rose) Per EA	425	\$40	\$17,000
22D	75.02 95.04	Physocarpus opulifolius (Ninebark) Per EA	77	\$40	\$3,080
23D	75.02 95.04	Cotoneaster acutifolia (Peking Cotoneaster) Per EA	438	\$40	\$17,520
24D	75.02 95.04	Syringa 'royalty' (Royalty Lilac) Per EA	149	\$45	\$6,705
25D	75.02 95.04	Viburnum edule (Highbush Cranberry) Per EA	195	\$45	\$8,775
26D	75.02 95.04	Perennials Per SF	3,000	\$8	\$24,000
27D	75.02 95.04	Landscape Edging - steel Per LF	4,950	\$4	\$17,325
28D	75.02 95.04	Landscape Edging - plastic Per LF	4,950	\$2	\$7,425
29D	75.02 95.04	Boulders by Class (Type A, B, and C) Per TN	500	\$70	\$35,000

Subtotal Schedule D

\$727,865

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE E - ADDITIVE ALTERNATE NO. 1
(Karluk Street Chicanes from 15th Avenue to 10th Avenue)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1E	10.04 95.04	Temporary Erosion Control Per LS	1	\$10,000	\$10,000
2E	20.05	Type II-A Classified Fill and Backfill Per TN	850	\$11	\$9,350
3E	20.06	Leveling Course (2" thick) Per TN	850	\$17	\$14,450
4E	20.07 95.04	Trench Excavation and Backfill (Various Depths) Per LF	380	\$14	\$5,396
5E	20.11	Bedding Material (Class C) Per LF	380	\$3	\$1,140
6E	20.13	Disposal of Unsuitable or Surplus Material Per CY	500	\$10	\$5,000
7E	20.14	Mechanical Compaction Per LF	380	\$1	\$380
8E	20.17 95.04	Remove Existing Sidewalk and Concrete Apron Per SY	1,600	\$8	\$12,000
9E	20.18 95.04	Remove Existing Curb and Gutter Per LF	3,800	\$3	\$9,690
10E	20.19 95.04	Remove Existing Pavement Per SY	12,500	\$3	\$31,250

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE E - ADDITIVE ALTERNATE NO. 1
(Karluk Street Chicanes from 15th Avenue to 10th Avenue)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
11E	20.21 95.04	Grading Existing Surfaces Per LS	1	\$20,000	\$20,000
12E	30.02 95.04	P.C.C. Curb and Gutter Per LF	3,800	\$20	\$76,000
13E	30.03 95.04	P.C.C Sidewalk or Driveway Apron Per SY	2,100	\$41	\$86,100
14E	30.07 95.04	Curb Ramps Per SY	112	\$56	\$6,272
15E	30.09 95.04	Colored Imprinted Concrete Per SY	720	\$80	\$57,600
16E	30.10 95.04	P.C.C Sidewalk Retaining Wall Per SY	100	\$75	\$7,500
17E	40.02 95.04	A. C. Pavement (2" thick) (Class E) Per TN	900	\$65	\$58,500
18E	40.06	Asphalt for Tack Coat Per TN	4	\$80	\$320
19E	55.02 95.04	Furnish and Install 12"CPEP Pipe Per LF	380	\$26	\$9,880
20E	55.06	Construct Catch Basin Per EA	14	\$1,900	\$26,600

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE E - ADDITIVE ALTERNATE NO. 1
(Karluk Street Chicanes from 15th Avenue to 10th Avenue)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
21E	55.07	Connect to Existing Storm Drain Manhole Per EA	14	\$350	\$4,900
22E	55.14 95.04	Remove Catch Basin Lead Per EA	6	\$700	\$4,200
23E	65.02 95.04	Survey Monument Installed In Monument Case Per EA	4	\$350	\$1,400
24E	65.02 95.04	Construction Survey Measurement Per LS	1	\$20,000	\$20,000
25E	70.03	Adjust Manhole Ring to Finish Grade Per EA	15	\$260	\$3,900
26E	70.04	Adjust Standard Catch Basin To Finish Grade Per EA	2	\$300	\$600
27E	70.07	Remove Existing Catch Basin Per EA	4	\$1,000	\$4,000
28E	70.08	Adjust Mainline Valve Box to Finish Grade Per EA	10	\$165	\$1,650
29E	70.10	Adjust Gas Valve Key Box to Finish Grade Per EA	4	\$200	\$800
30E	70.14	Reset Fence Per LF	50	\$15	\$750

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

BID PRICE SHEET

SCHEDULE E - ADDITIVE ALTERNATE NO. 1
(Karluk Street Chicanes from 15th Avenue to 10th Avenue)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
31E	70.19 95.04	Painted Traffic Markings (4" and 8" wide - white and yellow) Per LF	200	\$3	\$600
32E	70.19 95.04	Painted Traffic Markings (Stop Bars) Per LF	160	\$4	\$640
33E	70.20 95.04	Standard Sign Per SF	12	\$80	\$960
34E	70.20 95.04	Remove and Relocate Existing Sign Per EA	13	\$180	\$2,340
35E	70.21 95.04	Traffic Maintenance Per LS	1	\$20,000	\$20,000
36E	70.24 95.04	Landscape Fence Per LF	1,100	\$70	\$77,000
37E	70.25 95.04	Solid Bollards Per EA	120	\$250	\$30,000
38E	70.26 95.04	Remove Fence Per LF	250	\$7	\$1,750

Subtotal Schedule E \$622,918

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE F - ADDITIVE ALTERNATE NO. 1
(Karluk Street Landscaping from 15th Avenue to 10th Avenue)

Item No.	Section No.	Work Description	Estimated Quantity	Unit Bid Price	Total Bid Price
1F	75.04 95.04	Topsoil (4" for seeded areas) Per MSF	10	\$450	\$4,500
2F	75.04 95.04	Topsoil (18" for planting beds) Per MSF	15	\$1,800	\$27,000
3F	75.05 95.04	Seeding Schedule A Mowed Mix Per MSF	10	\$350	\$3,500
4F	75.02 95.04	Common Lilac (4') Per EA	42	\$45	\$1,890
5F	75.02 95.04	Miss Kim Lilac (24" - 30") Per EA	450	\$35	\$15,750
6F	75.02 95.04	Amur Chokecherry (1 1/2" Cal.) Per EA	36	\$150	\$5,400
7F	75.02 95.04	Siberian Crabapple (1 1/2" Cal.) Per EA	87	\$175	\$15,225
8F	75.02 95.04	Hoopsi Spruce (5' - 6') Per EA	36	\$200	\$7,200
9F	75.02 95.04	Dwarf Mugo Pine (18" - 24") Per EA	48	\$45	\$2,160
10F	75.02 95.04	Rugosa Rose (24' - 30") Per EA	246	\$30	\$7,380

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW # 98-10

BID PRICE SHEET

SCHEDULE F - ADDITIVE ALTERNATE NO. 1
(Karluk Street Landscaping from 15th Avenue to 10th Avenue)

11F	75.02	Landscape Edging - plastic	4,950	\$3	\$14,850
	95.04				
		Per LF			
12F	75.07	Landscape Edging - cedar	1,200	\$4	\$4,800
	95.04				
		Per LF			

Subtotal Schedule F \$109,655

MUNICIPALITY OF ANCHORAGE
DEPARTMENT OF PUBLIC WORKS
15th AVENUE SAFETY IMPROVEMENTS
INGRA TO SITKA STREET
MOA DPW #98-10

ENGINEER'S ESTIMATE

BID SUMMARY

Base Bid	
Schedule A	<u>\$1,992,700.00</u>
Schedule B	<u>\$328,165.25</u>
Schedule C	<u>\$336,115.00</u>
Schedule D	<u>\$727,865.00</u>
Total	\$3,384,845.25
Additive Alternate No. 1	
Schedule E	<u>\$622,918.00</u>
Schedule F	<u>\$109,655.00</u>
Subtotal	\$732,573.00
GRAND TOTAL	\$4,117,418.25

ROW Acquisition

No.	Block	Lot	Tax Parcel Number	1999 Assessed Value + 25% Escalation		Actual Acquisition Cost	Lot Total
				Land	Bldg		
1	26D	7A	003-145-38*	Easement			\$0
2	26D	6	003-145-37	\$0	\$0		\$0
3	26C	7	003-145-13*	\$0	\$0		\$0
4	26C	6	003-145-12	\$26,250	\$54,875	\$75,000	\$75,000
5	25D	7	003-144-34	\$26,250	\$63,625	\$112,000	\$112,000
6	25D	6	003-144-12	\$26,250	\$61,125	\$92,500	\$92,500
7	25C	7A	003-143-47	\$52,500	\$50,000	\$105,000	\$105,000
8	25C	6	003-143-48, 49**	\$52,500	\$84,500	\$260,000	\$260,000
9	24D	7	003-142-32	\$26,250	\$96,375	\$120,000	\$120,000
10	24D	6	003-142-46, 48	\$26,250	\$161,125		\$187,375
11	24D	6	003-142-45, 47	\$26,250	\$39,500	\$171,000	\$171,000
12	24C	7	003-141-51	\$26,250	\$62,250		\$88,500
13	24C	6	003-141-37	\$26,250	\$85,875		\$112,125
14	23B	5A	003-141-15**	\$26,250	\$46,500		\$72,750
15	23B	4	003-141-65	Easement			\$0
16	37	22A	003-146-24	Easement			\$0
17	37	16	003-146-50, & 52	\$58,875	\$91,375	\$165,600	\$165,600
18	37	15	003-146-15	\$26,250	\$60,250		\$86,500
19	37	1	003-146-01	\$26,250	\$0		\$26,250
20	38A	20	003-144-33	\$26,250	\$48,375	\$72,000	\$72,000
21	38A	1	003-144-13	\$26,250	\$35,000		\$61,250
22	38B	20	003-143-33	\$26,250	\$42,375		\$68,625
23	38B	1	003-143-14	\$26,250	\$54,125		\$80,375
24	39	20	003-142-31	\$26,250	\$6,125		\$32,375
25	39	11	003-142-14 TO 16	\$30,750	\$70,125		\$100,875
26	39	10	003-141-50**	\$33,625	\$38,375	\$100,00	\$100,00
27	39	1	003-141-38	\$26,250	\$135,875	\$140,000	\$140,000
28	39	2	003-141-39	\$26,250	\$0		\$26,250
29	40	1	003-141-13**	Easement	\$0		\$0
30	40	2	003-141-12	\$10,750	\$0		\$10,750
31	40	3	003-141-11	\$22,500	\$105,875		\$128,375
32	26C	8	003-145-14***	\$26,250	\$48,000	\$115,000	\$115,000
33	25D	5	003-144-113***	\$26,250	\$79,625	\$119,000	\$119,000
34	24C	8	003-141-52***	\$26,250	\$154,375	\$176,000	\$176,000
Total							\$2,805,475

*ROW acquired as part of the West 15th Avenue Project.

**1997 data shown since 1998 data was not available.

***Required for alley looping improvements.

Cost to Cure for Base Bid ROW

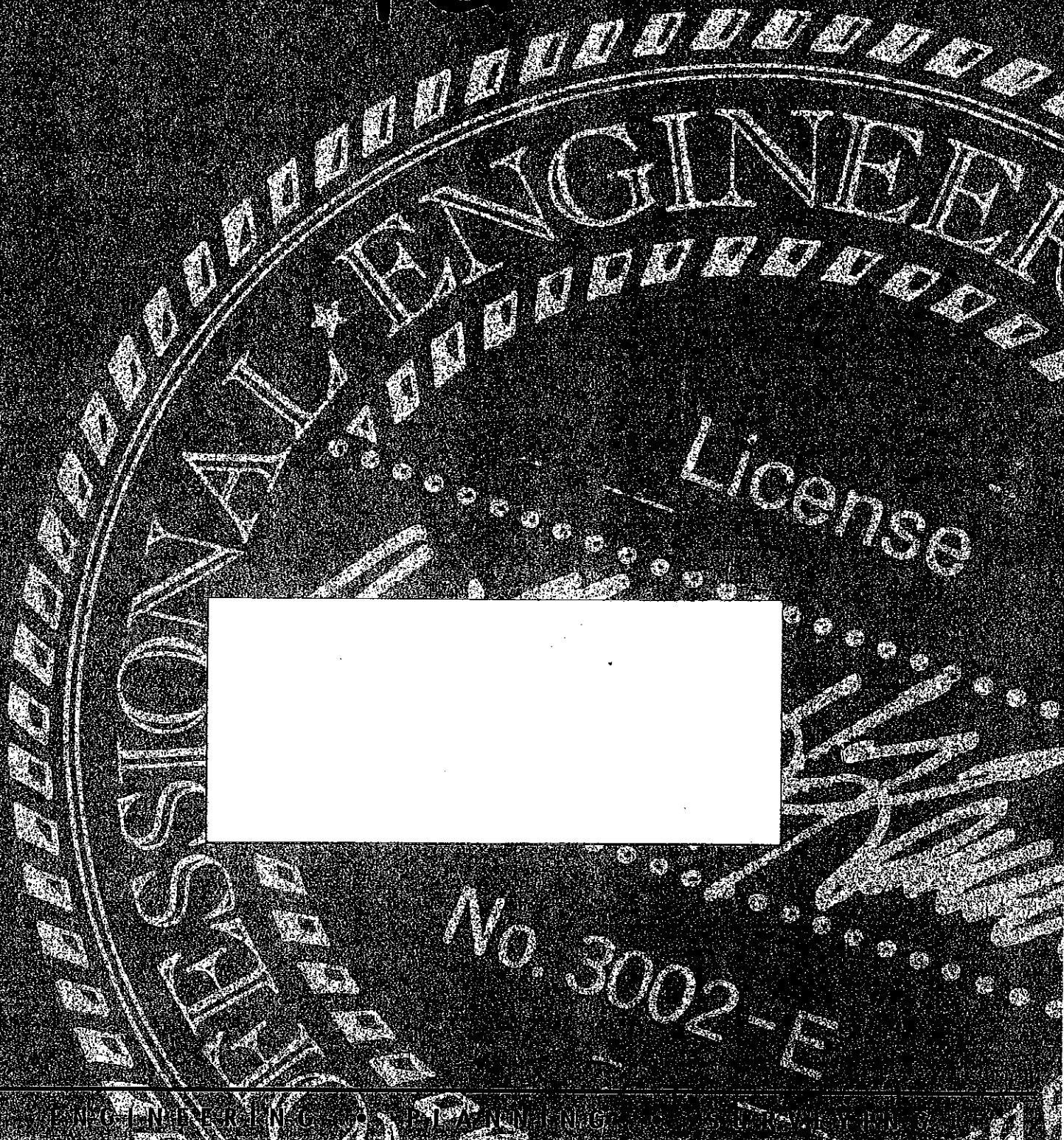
ITEM					
TOTAL # RESIDENTIAL PROPERTIES					24
TOTAL # COMMERCIAL PROPERTIES					5
TOTAL # OF PROPERTIES					29
TOTAL # OF LIVING UNITS					50
ITEM	UNIT	QUAN.	RES. COST	COMM. COST	Total
TITLE AND CLOSING COSTS	PARCEL	29	\$2,500	\$2,500	\$72,500
ROW ENGINEERING	LS	1	\$2,000	\$2,000	\$2,000
ROW CONSULTANTS	LS	1	\$2,000	\$2,000	\$2,000
APPRAISAL/FEE	PARCEL	29	\$1,500	\$3,000	\$51,000
APPRAISAL/REVIEW	PARCEL	29	\$1,000	\$1,500	\$31,500
NEGOTIATIONS	TENANT	55	\$5,000	\$10,000	\$300,000
PROPERTY MANAGEMENT	PARCEL	25	\$5,000	\$5,000	\$145,000
EASEMENTS	EA	1	-	\$10,000	\$10,000
CONDEMNATION/LEGAL ASSIST.	PARCEL	29	\$5,000	\$5,000	\$145,000
SUBTOTAL STAFF FEES					\$759,000
LAND ACQUISITION PAYMENTS					
ROW ACQUISITION COST					\$2,805,475
SUBTOTAL LAND ACQUISITION FEES					\$2,805,475
RELOCATION BENEFITS					
OWNER	PARCEL	24	\$1,500	\$10,000	\$86,000
TENANT	TENANT	50	\$1,500	\$10,000	\$125,000
SUBTOTAL OWNER/TENANT FEES					\$125,000
GRAND TOTAL OF "COST TO CURE"					\$3,689,000

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Office of Municipal Affairs

OCT 14 1999

P.O. Box 186650
Atlanta, GA 30316-0650

AR99-255
4 DOW
ENGINEERING
Part 2



15TH AVENUE
SAFETY IMPROVEMENTS
INGRA STREET TO SITKA STREET
DECISIONAL DOCUMENT
PART II

**15TH AVENUE SAFETY IMPROVEMENT
INGRA STREET TO SITKA STREET
MUNICIPALITY OF ANCHORAGE
PROJECT NO. 98-10**

DECISIONAL DOCUMENT

Part II

for

**15TH AVENUE RIGHT-OF-WAY ACQUISITION
INGRA STREET TO SITKA 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

15th AVENUE SAFETY IMPROVEMENTS

INGRA STREET TO SITKA STREET

Municipality of Anchorage

Project No. 98-10

DECISIONAL DOCUMENT PART II

for

15th Avenue Right-of-Way Acquisition

Ingra Street to Sitka Street

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III	PARCELS NO. 13B AND 13C; SHARP	3
IV	PARCEL NO. 15; JOUBERT.....	4
V	PARCEL NO. 18; RANDOLPH	4
VI	PARCEL NO. 21B; ROWLAND	5

DEFINITIONS OF TERMS

FEE	Total taking of property
PUE	(Public Use Easement) MOA pays 100% of fair market value per square foot for the easement.
TCP	(Temporary Construction Permit) Temporary authorization to enter the property; released at the end of construction

I Parcel No. 5; Alano Club of Anchorage, Inc.

This property is owned by the Alano Club of Anchorage, Inc., a social club supporting the goals of a 12 Step program. The property for which the Municipality of Anchorage (MOA) is requesting eminent domain authority is described as Lot 6, Block 25C of Third Addition to the Townsite of Anchorage. (The MOA has also requested the willing seller purchase of the adjacent parking lot parcel, Lot 5, Block 25C of Third Addition to the Townsite of Anchorage.) Fee simple acquisition of this 7,000 square foot vacant parcel along the north boundary of East 15th Avenue is required for construction of this project.

On January 15, 1999 the MOA offered to purchase the required fee rights to this property. On August 10, 1999 the owner responded with a substantially higher counter-offer. At the time this document is being written, the MOA has rejected the owner's counter-offer and negotiations appear to be at an impasse.

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 real property is necessary for this project, a final offer of fair market value compensation for the fee rights 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 this requested property would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that it is willing to sell the property and has indicated that its objection to the acquisition is the price and the owner's lack of securing a replacement property. The owner has requested remaining on this site during construction. This has been rejected by the MOA because of its cost impacts to design and construction. This acquisition can be resolved in a fair and equitable manner through eminent domain proceedings.

II Parcel No. 13A; MacDonald

This property is owned by Michael P. MacDonald and Pamela S. MacDonald. The property for which the Municipality of Anchorage (MOA) is requesting eminent domain authority is described as the West 1/3 of Lot 16, Block 37 of Third Addition to the Townsite of Anchorage. (The MOA has also requested the willing seller purchase of the adjacent 2,333 square foot parcel, the West 1/3 of Lot 17, Block 37 of Third Addition to the Townsite of Anchorage.) Fee simple acquisition of this 2,333 square foot vacant parcel along the south boundary of East 15th Avenue is required for construction of this project.

On May 28, 1999, the MOA offered to purchase the required fee rights to this property. The owner responded on June 7, 1999 and stated that he would settle for an additional amount. The MOA has agreed to reimburse the owner for the cost of a second, timely and reasonable fair market value appraisal. At the time this document is being written, substantiation of a higher fair market value has not been received from the owner by 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, 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 real property is necessary for this project, a final offer of fair market value compensation for the fee rights 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 this requested property would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he is willing to sell the property 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.

III Parcels No. 13B and 13C; Sharp

This property is owned by Michael Sharp and is described as the East 1/3 and the Middle 1/3 of Lot 16, Block 37 of Third Addition to the Townsite of Anchorage. These lots are improved with older buildings which house the owner's business, a holistic health center. Fee simple acquisition of each of these 2,333 square foot vacant parcels along the south boundary of East 15th Avenue is required for construction of this project.

On March 12, 1999, the MOA offered to purchase the required fee rights to these two properties. The owner responded on March 22, 1999 and stated that he would settle for a substantially higher amount. The MOA has agreed to reimburse the owner for the cost of a second, timely and reasonable fair market value appraisal. At the time this document is being written, substantiation of a higher fair market value has not been received from the owner by the 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 real property is necessary for this project, a final offer of fair market value compensation for the fee rights 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 this requested property would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of these parcels, is judged to best serve the greatest public good with the least private harm. The owner has stated that he is willing to sell the property, has granted the MOA the right to enter the property, has agreed to waive contesting authority and necessity and has requested initiation of eminent domain proceedings in order to resolve the issue of just compensation.

IV Parcel No. 15; Joubert

This property is owned by Sylvester and Joann Joubert and is described as Lot 1, Block 37 of Third Addition to the Townsite of Anchorage. Fee simple acquisition of this 7,000 square foot vacant parcel along the south boundary of East 15th Avenue is required for construction of this project.

On August 30, 1999 the Municipality of Anchorage (MOA) offered to purchase the required fee rights to this property. The owner responded on October 4, 1999 and stated that he would settle for an additional amount. At the time this document is being written, substantiation of a higher fair market value has not been received from the owner by 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, 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 real property is necessary for this project, a final offer of fair market value compensation for the fee rights 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 this requested property would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he is willing to sell the property 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.

V Parcel No. 18; Randolph

This property is owned by Roy Wayne Randolph and is described as Lot 20, Block 38B of Third Addition to the Townsite of Anchorage. Fee simple acquisition of this 7,000 square foot parcel along the south boundary of East 15th Avenue is required for construction of this project. This property is improved with the owner's vehicle repair business.

Fee simple acquisition of this 7,000 square foot parcel along at he south boundary of East 15th Avenue is required for construction of this project.

On August 23, 1999 the Municipality of Anchorage (MOA) offered to purchase the required fee rights to this property. At the time this document is being written, a counter offer for a substantially greater amount of just compensation was received on October 6, 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 real property is necessary for this project, a final offer of fair market value compensation for the fee rights 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 this requested property would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that he is willing to sell the property 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.

VI Parcel No. 21B; Rowland

This property is owned by Carita A. Rowland and is described as the East 45' of the West 90' of Lot 11, Block 39 of Third Addition to the Townsite of Anchorage. The property is improved with a small, single family house and garage. Fee simple acquisition of this 2,333 square foot parcel along the south boundary of East 15th Avenue is required for construction of this project.

On July 27, 1999, the Municipality of Anchorage (MOA) offered to purchase the required fee rights to this property. On September 1, 1999, the owner contacted the MOA and disagreed with the appraisal. The MOA has agreed to reimburse cost of a second, timely and reasonable fair market

value appraisal. Also, because the owner's tenant has moved recently and the MOA wishes to have the residence remain vacant, the MOA has agreed to reimburse the owner rent to keep the residence vacant. On September 9, 1999, the owner contacted the Municipal Ombudsman's office to complain about the agreements presented. The MOA contacted the owner and suggested a meeting to review details of the offer and agreements. The owner stated that she did not want to meet, but would agree to receive rent to keep the residence vacant and obtain a second appraisal. Revised agreements were mailed to the owner on September 10, 1999 for execution. At the time this document is being written, MOA is awaiting the owner's counter-offer.

Consistent with its policy for the acquisition of real property, the MOA has made a diligent, conscientious effort to acquire the required property 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 real property is necessary for this project, a final offer of fair market value compensation for the property 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 property rights would prohibit the necessary construction of design vehicular and pedestrian safety improvements. On the balance, this design, including the fee taking of this parcel, is judged to best serve the greatest public good with the least private harm. The owner has stated that she is willing to sell the property and has indicated that her objection to the acquisition is the price. This issue can be resolved in a fair and equitable manner through eminent domain proceedings