


MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: December 6, 2011

TO: Planning Commission

FROM: Eric Feldt, Planner 
Community Development Department

FILE NO.: CSP2011-0008

PROPOSAL: A City project review for the reconstruction of Berners Avenue in the southern Mendenhall Valley area.

GENERAL INFORMATION

Applicant: John Nelson, CBJ Engineering Department

Property Owner: City and Borough of Juneau (CBJ)

Property Address: Berners Avenue

Legal Description: Right-of-Way

Parcel Code No.: 0 Parcel

Site Size: 0

Zoning: 0

Utilities: City Water & Sewer

Access: Glacier Highway, Muir Street, Ladd Street & Radcliffe Road

Existing Land Use: Public Street

Surrounding Land Use: North- D-5/ Light Commercial; Single Family/ Offices; Berners Ave.
South - D-15/ Industrial; Single- & Multi-family; Berners Ave.
East - Light Commercial; Frontier Suites/ Mica Rest.; Glacier Hwy
West - D-5; Single Family; Radcliffe Rd.

ATTACHMENTS

Attachment A	Project Letter
Attachment B	Project Drawings
Attachment C	Public Comment
Attachment D	1994 Juneau Wetland Management Plan map

BACKGROUND

Berners Avenue is located in the southern part of the Mendenhall Valley and connects to Glacier Highway and Radcliffe Road; See vicinity map. This road is approximately 1/3 mile in length. The reconstruction of Berners Avenue is listed in the 2010-2015 Capital Improvement Project (CIP), as described below:

Berners Avenue Improvements - This project involves reconstruction of the road base, asphalt pavement, storm drainage improvements, utility repairs and replacement, a new sidewalk with curb & gutter, and enhanced street lighting. The water system improvements include replacement of valve boxes and adjustment to final pavement grade. The sewer system improvements include replacement of failing manholes, sewer main, and service laterals. The existing roadway driving surface is in poor condition, utilities are old and in need of repairs and replacement, and increased pedestrian use of the roadway supports sidewalk and street light improvements. The project area extends along Berners Avenue from Radcliffe Road to Old Glacier Highway.

ANALYSIS

Berners Avenue is in a medium-density residential neighborhood consisting of single- and multi-family residences. This road provides a main connection to the CBJ Wastewater Treatment Plant and the popular Airport Dike Trail. A higher volume of traffic and speeds than a typical residential neighborhood has caused the road surface to wear. The road currently contains many potholes and extensive cracking. These can be seen in Figure 1.

This road provides two vehicle lanes (east/west bound) separated by a middle yellow striping. There are no sidewalks, curbs, or gutters. Surface drainage is channeled toward shallow ditches along the road. Road shoulders are small and not well defined. There are no defined pedestrian or bicyclist areas. Some of these features can be seen in Figures 1 & 2. Street lighting is provided at intersections.

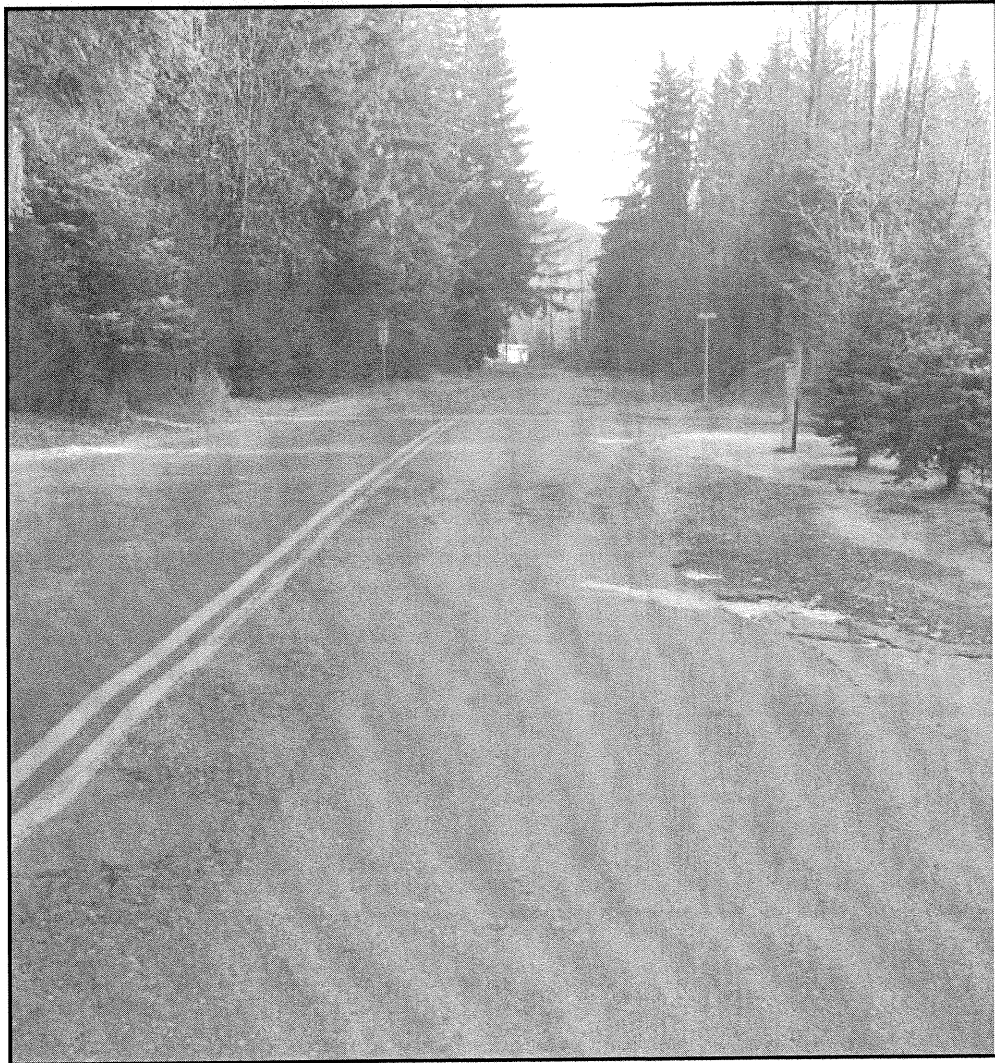


Figure 1: Picture of Berners Avenue looking east. Cracking of road surface can be easily seen. The road shoulder on the right side is failing. Picture taken by staff on 11-3-11.

Traffic speed has been a concern of the neighborhood for a long time. As indicated earlier, this street serves many users and acts more like a thoroughfare street than a typical residential street. Some property owners have posted signs informing drivers to “Slow Down”. Maximum speed limit signs are not well posted on this road. There are few traffic calming measures in place. The pot holes and uneven road surface slow traffic. With a new smooth road surface, traffic speeds are likely to increase. Staff received a letter from the public suggesting ways to slow traffic. Their concerns can

be read under attachment D. Traffic calming measures are warranted for this street.



Figure 2: Looking west along Berners Avenue toward Radcliffe Road, the road shoulder has been repaired and continues to erode. Property owners have installed personal speed limit signs to slow traffic. Picture taken by staff on 11-3-11.

Proposed Improvement

The following items are proposed for the reconstruction of Berners Avenue:

- Replacement of roadway embankment
- New 5-foot wide sidewalks with curb and gutters on both sides of street
- Improvements to existing water and sewer systems
- New underground storm drainage system
- New asphalt paving

- Upgrades to existing street lighting
- Additional road surface striping at intersections

The improvements will create new defined places for pedestrians while preserving vehicular traffic. The new sidewalks will make a continuous pathway as it connects to existing sidewalks along Glacier Highway and Radcliffe Road. Two, 12-foot wide travel lanes with 2-foot shoulders will be designed, as illustrated in Figure 3.

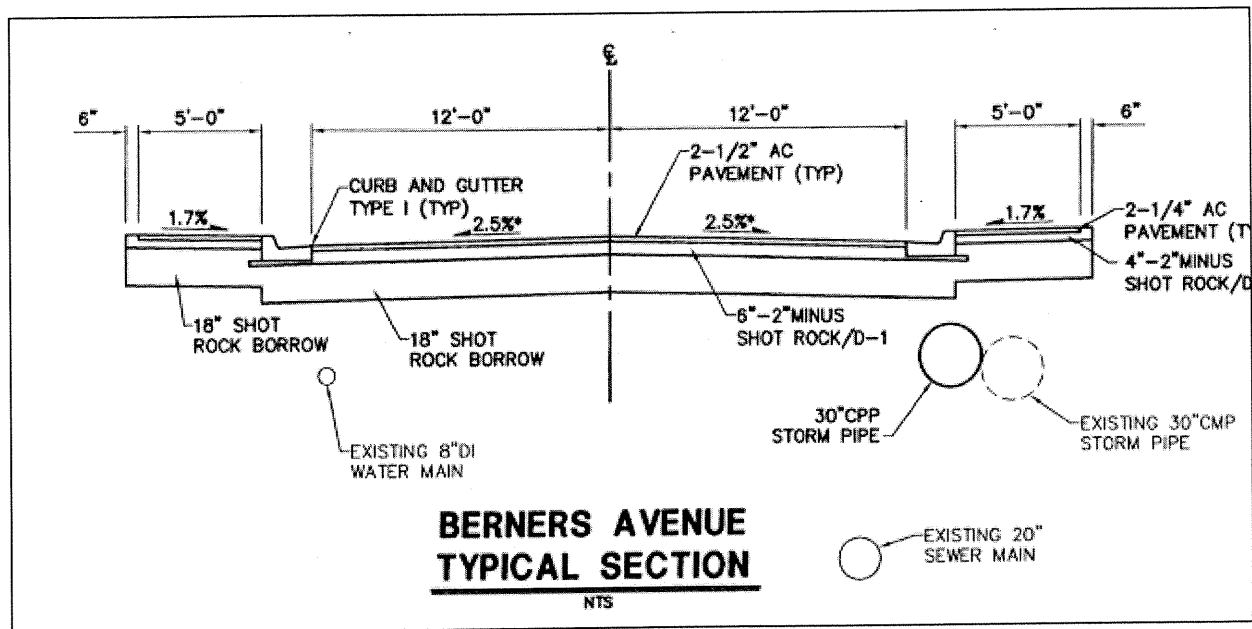


Figure 3: Proposed Road Profile

CONFORMITY WITH ADOPTED PLANS

2008 Comprehensive Plan

The 2008 Comprehensive Plan states the following transportation policies that are germane to the project:

POLICY 8.1 IT IS THE POLICY OF THE CBJ TO PROMOTE A BALANCED, WELL INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FOR PEOPLE AND COMMODITIES.

8.1.SOP2 Maintain the CBJ overall and subarea transportation plans and ensure their consistency with other relevant CBJ Plans, including the Comprehensive Plan, the Parks and Recreation Comprehensive Plan and the Capital Improvement Plan and Program. (Emphasis added.)

POLICY 8.2 IT IS THE POLICY OF THE CBJ TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.

The following paragraph indicates the need for pedestrian facilities within and between neighborhoods.

“Improved pedestrian and bicycle movement within and between major shopping and employment centers, schools and other concentrations of population are needed. Pedestrian and bicycle facilities are needed to provide safer and more efficient movement within and between neighborhoods and major concentrations of population. These facilities are also important as an aspect of recreation.” (Emphasis added)

The Plan indicates several principles for creating livable mixed use communities. With residences along Berners Avenue living close to services along Glacier Highway, the policies below are germane to the proposal.

Design on a Human Scale

Compact, pedestrian-friendly communities allow residents, workers and visitors to walk to shops, services, cultural venues, and jobs, reduce traffic congestion and improve people’s health.

Provide Transportation Options

Design safe, well-lit and convenient all-weather pedestrian pathways, separated bicycle lanes, sheltered bus stops; give preferential parking to carpool vehicles and car-sharing vehicles and provide preferential and metered electric energy stations for electric vehicles.

2009 Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan (NMTP) encourages streets to be designed for safe travel of all users such as pedestrians (young & old), bicyclists, automobiles, handicap, transit, etc.. Choosing appropriate types of infrastructure is based on several elements such as surrounding land uses and volume and speed of users.

The following policy supports and encourages active transportation and increases the safety and effectiveness of the existing non-motorized system:

POLICY 3 MUNICIPAL PROJECTS. Improve the process for Planning Commission review of CBJ projects to allow timely comment on non-motorized infrastructure and routes. Project managers will use a context sensitive approach in the design of City projects to achieve a Complete Streets network.

The goals of this policy are two-fold, to: A) Have Planning Commission review of CBJ projects (Whether the project is initiated by the Airport, Engineering, Harbors, Lands, Parks and Recreation or other department) occur earlier in the design process; and B) “Institutionalize” the context sensitive approach that many CBJ departments already take to motorized and non-motorized improvement planning and construction.

Improvements to Berners Avenue is not specifically identified in the plan, but are listed in the 2010-2015 CIP as needing improvements to utility lines and new sidewalks, curb and gutters. The following items are recommended by the NMTP to increase pedestrian safety:

- Having 5-foot minimum wide sidewalks along low speed/volume roads and accessible ramps at street crossings,
- Wide shoulder lanes for bike lanes,
- 11 foot travel lanes widths where speed limit is less than 45 mph
- Shorten crossing distances at intersections by tightening curb radii,
- Use continental or ladder design pedestrian striping at street intersections, and
- Install appropriate street lighting for pedestrians.

Many of these items are incorporated into the project. The applicant indicates that there is insufficient room for bicycle lanes with 2, 5-foot wide sidewalks. Bicyclists can safely share the road with automobiles by using the road shoulder or travel lane. The recommended lane width of 11 feet is 1 foot less than what it proposed. An 11-foot travel lane is stated in the Plan as a traffic calming element.

As indicated earlier, the neighborhood is deeply concerned about traffic speeds and implementing traffic calming methods is warranted. Reviewing the recommended methods in the NMTP on pages 25 & 26 such as speed bumps, road diets, landscaping, etc. staff finds that narrowing the travel lanes is most effective given the nature of the street and the users. Narrowing travel lanes from the standard 12 feet down to 11 or 10 feet has been used during past road reconstruction projects in town as an effective traffic calming tool. Further, by retaining the same roadway width but reducing the travel lane to 11 feet, additional shoulder room for bicyclists would be created. The applicant states that the proposed sidewalks and curb/gutters will create a new narrowing effect and will slow traffic. Further, since part of this road is used by large trucks of the Waste Water Treatment Plant, a wider travel lane will be more accommodating. Also, the 12-foot lane widths will match those on the recently rebuilt Radcliffe Road. Bicycle lanes are not provided along Radcliffe Road. It is important to note that the Non-Motorized Transportation Plan is only a guideline, not a regulation. Overall,

staff finds that an 11-foot travel lane would make the project more consistent with the NMTP.

2001 Area-Wide Transportation Plan

The AWTP defines the framework for transportation projects for the next 20 years (2021) and sets six top priorities, three of the following are germane to the project:

- Establish and implement Transportation Demand Management Policies throughout the CBJ focusing on reducing single-occupant-vehicle trips and promoting alternative modes of travel.
- Focus on local street connections between subdivisions to maximize connectivity for pedestrian, bicycle and vehicle use and improve connections from neighborhoods to a regional, interconnected and area-wide non-motorized trail system.
- Establish and maintain bicycle lanes, pathways, sidewalks and bus stops where they are needed. Maintain bicycle lanes, pathways, sidewalks and bus stops with regular restriping, re-surfacing, street sweeping and snow removal.

The following guiding principles of the AWTP relate to the project:

- ***Public safety is of paramount concern.***
Measures that enhance safety for users of the transportation system will be carefully reviewed, evaluated, selected, and recommended.
- ***Bicycles provide a low-cost alternative to automobiles***
Surface transportation needs to be improved so that it works as well for bicyclists as it does for other vehicle operators.
- ***Travel by foot needs to be safe and convenient.***
The addition of pedestrian facilities at many locations is needed to provide for all travelers, including children, the elderly and the disabled.

With the proposed improvements of a new road surface with sidewalks and curbs, pedestrian safety will increase and an overall neighborhood pedestrian connection can be created. As stated earlier, with the narrow roadway, bicycles lanes will not be proposed with this project but bicyclists will be able to safely share the road with automobiles. Wide shoulders for increased bicyclist comfort may be created if the roadway width was retained as proposed and the travel lanes were 11 feet.

Though the AWTP does not specifically identify Berners Avenue, the following recommended area-wide transportation improvement relate to the project:

- With new construction and reconstruction, evaluate pedestrian and bicycle needs and recommend sidewalks on one or both sides of a street, as appropriate, in all commercial or residential subdivisions.

The proposed improvements are consistent with the 2001 Area Wide Transportation Plan.

HABITAT

The only mapped habitat regulated by the Land Use Code and affected by the project are mapped wetlands and Duck Creek, which is an Anadromous fish stream (Fish-spawning), at the intersection of Berners Avenue and Glacier Highway. (See Attachment C.) Duck Creek is channeled within a culvert at the crossing of Berners Avenue. The culvert, which is shown on sheet 6 of the submitted plans, will remain in place. There will not be any construction in or within the banks of Duck Creek. According to the Land Use Code, roads, culverts, bridges, and other public structures with the purpose to provide access across the creek are not subject to the no development 50-foot setback from the creek. Proposed construction limits will be largely within and very close to the existing shoulder of the road and will avoid Duck Creek and most of the wetlands.

If any wetlands are affected, the applicant will be responsible for obtaining an approved wetland fill permit from the US Army Corps of Engineering (COE) prior to filling of any wetlands.

The applicant indicates that a Storm Water Pollution Prevention Plan (SWPPP) will be required for this project. Though not required by the Land Use Code, this plan will encourage avoiding sensitive habitat.

As proposed, the project is consistent with the Land Use Code.

PUBLIC COMMENT

A letter from the public (Attachment C) stated that a new driveway would be created for the Professional Office Plaza along Berners Avenue, and that this access was specifically prohibited during the permitting of the development (Condition Use Permit # CU-4-79). This office plaza is located at the corner of Berners Avenue and Glacier Highway. Currently, access to this plaza is only along Glacier Highway. This restriction was a condition of the permit and access is limited to Glacier Highway. Therefore, a new driveway off of Berners Avenue cannot be created if approved by the Planning Commission through a separate Conditional Use permit. The submitted plans do not show an access to the office plaza from Berners Avenue.

FINDINGS

With the proposed improvements the project will be consistent with the 2008 Comprehensive Plan and 2001 Area-Wide Transportation Plan. Though the overall intent of the 2009 Non-Motorized Transportation Plan is met, having 11-foot travel lanes instead of 12-foot will make it more consistent. As stated earlier, this is not a requirement, only a suggested improvement for traffic calming. The project will be compliant with the Land Use Code.

RECOMMENDATION

It is recommended the Planning Commission adopt the Director's analysis and findings and recommend the approval of this City consistency review permit to the Assembly.

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CSP 2011 0008	10/25/11

TYPE OF PROJECT REVIEW:

☒ City Project Review
 ☐ City Land Acquisition /Disposal
 ☐ State Project Review

DESCRIPTION OF PROJECT

See attached Scope

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S):

Existing paved street approximately 24' in width

PROPOSED USE OF LAND OR BUILDING(S):

New 24' wide paved street with curb and gutter and 5' sidewalks on both sides.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☒ No ☐ Yes Case No.: _____

Capital Improvement Program # (CIP) R72-051

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ 1.1 million

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

CITY/STATE PROJECT FEES

Fees	Check No.	Receipt	Date
Application Fees	\$		
Total Fee	\$		


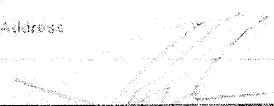
NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM


&

EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 10/25/11
Project Name (City Staff to design Name)		

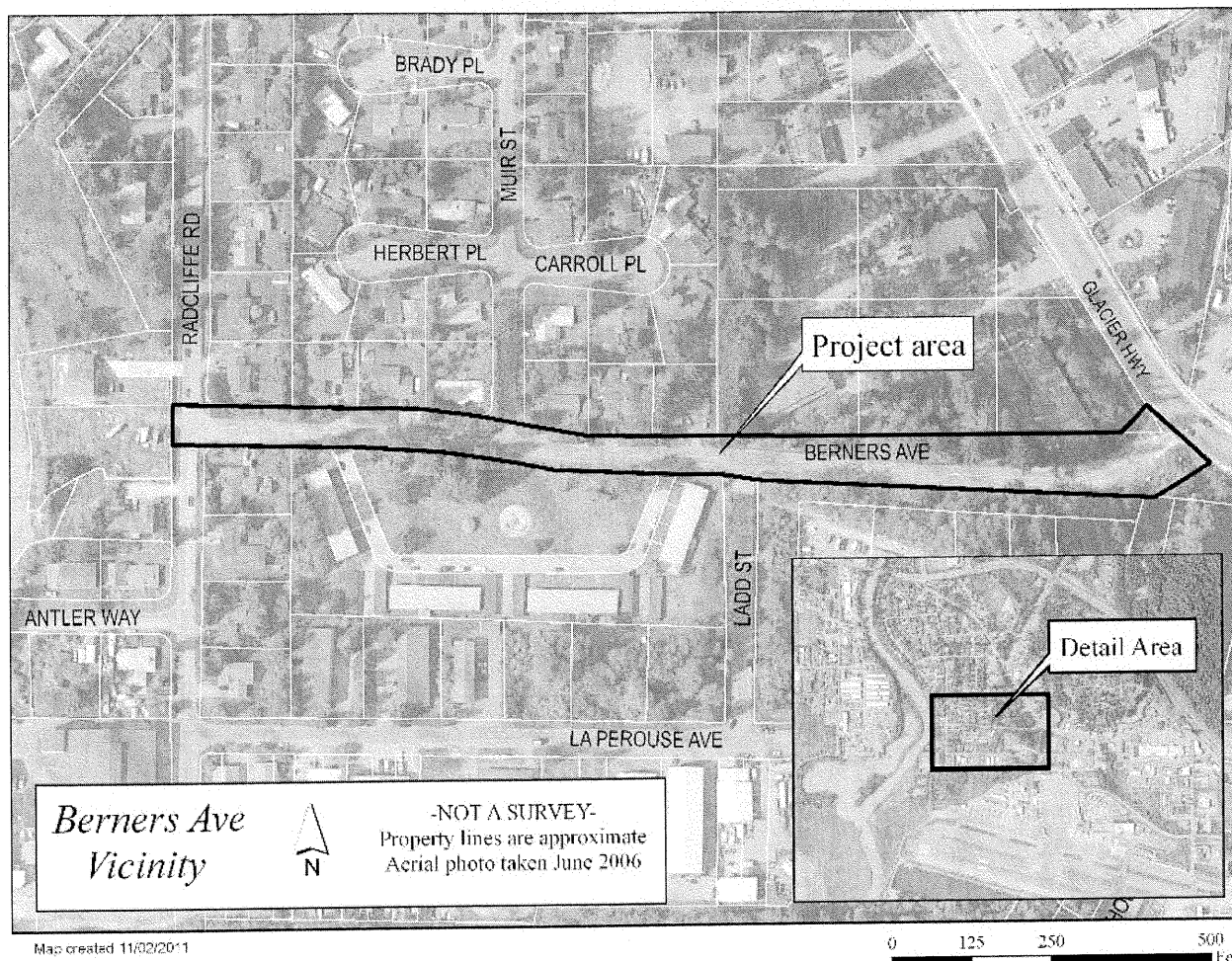
PROJECT / APPLICANT INFORMATION	Project Description (See attached sheets)		
	PROPERTY LOCATION		
	Street Address Herners Avenue between Radcliffe Road and Glacier Highway		City/Zip
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	LANDOWNER/LESSEE		
	Property Owner's Name City and Borough of Juneau		Contact Person: John Nelson
	Working Address 153 South Second Street Juneau AK 99801		Work Phone: 907 586-0896
	Email Address john.nelson@ci.juneau.ak.us		Home Phone: 907 957-2187
			Fax Number: 907 463-2606
LANDOWNER/LESSEE CONSENT ***Required for Planning Permits, not needed on Building/Engineering Permits***			
I am (we are) the owner(s) (or lessee(s)) of the property subject to this application and I (we) consent as follows:			
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.			
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X  Landowner/Lessee Signature		Date 10/25/11	
X _____ Landowner/Lessee Signature		Date _____	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the developer in relation to the permit content given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name SAME		Contact Person:	
Working Address		Home Phone:	
Email Address		Fax Number:	
		Other Contact Phone Number(s):	
X  Applicant's Signature		Date of Application _____	

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE		
	Permit Type	Date Received	Application Number(s)
	Building/Grading		
	Permit		
	City/State	10/25/11	CSP2011 0008
	Project Review and City Land Action		
	Inquiry Case		
	(Fee in Lieu, Letter of ZC, Use Not Listed)		
	Mining Case		
	(Small, Large, Rural, Extraction, Exploration)		
Sign Approval			
(If more than one, fill in all applicable permit #s)			
Subdivision			
(Minor, Major, PUD, St. Vacation, St. Name Change)			
Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
Variance Case			
(De Minimis and all other Variance case types)			
Wetlands			
Permits			
Zone Change			
Application			
Other			
(Describe)			
Comments: _____			
Permit Intake Initials 			

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS (PUDs, Sign Applications)

Revised November 2009

NOTICE OF PUBLIC HEARING



PROPOSAL: A City Consistency Review of the reconstruction of Berners Avenue.

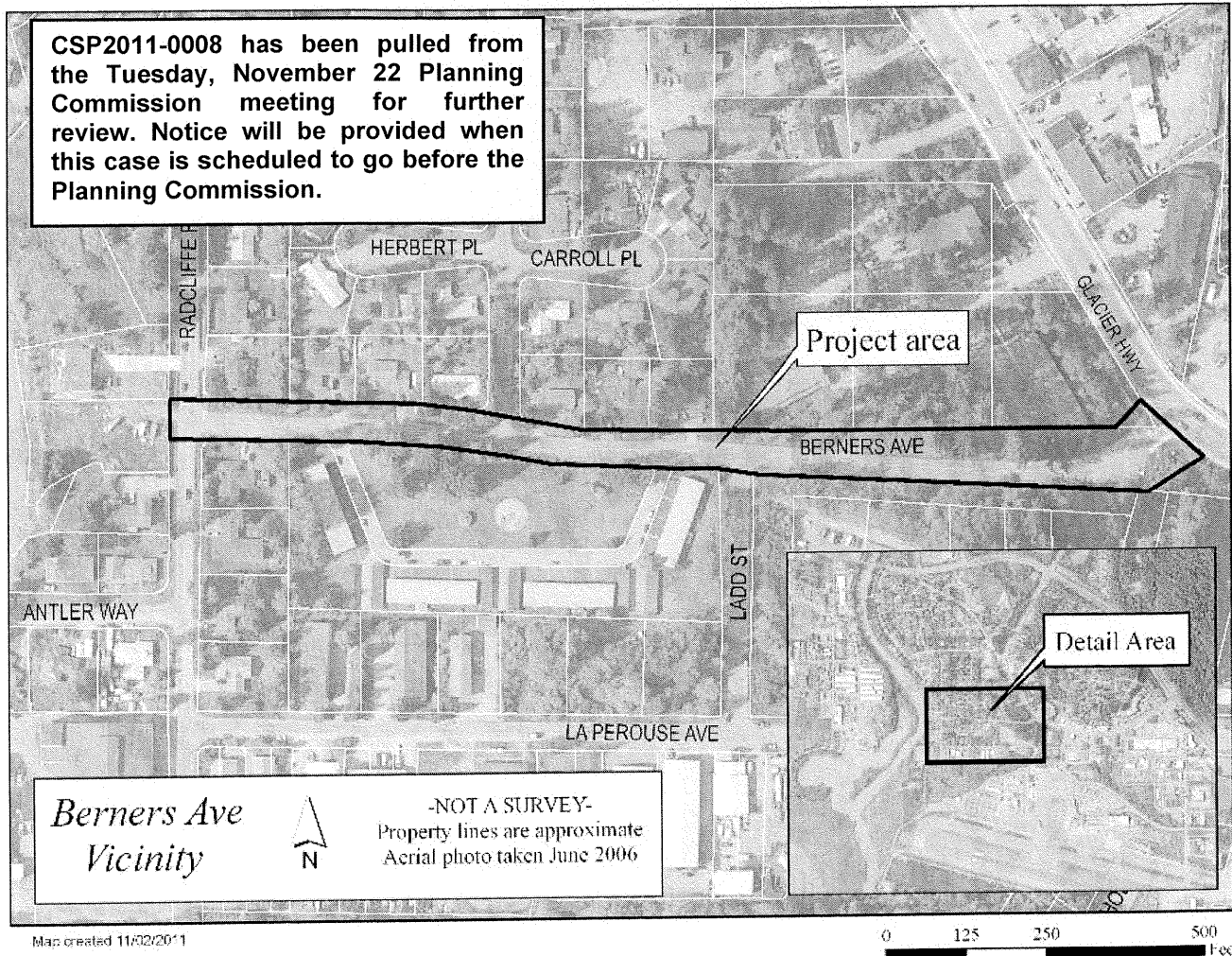
FILE NO.:	CSP2011-0008	APPLICANT:	CBJ Engineering
TO:	All Adjacent Property Owners	PROPERTY OWNERS:	City & Borough of Juneau
HEARING DATE:	December 20, 2011	PROPERTY ADDRESS:	Berners Avenue
HEARING TIME:	7:00 PM	SITE SIZE:	1/3 mile
PLACE:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward Street Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Eric Feldt at 586-0764, or e-mail: eric_feldt@ci.juneau.ak.us

NOTICE OF PUBLIC HEARING



PROPOSAL: A City Project for the reconstruction of Berners Avenue.

FILE NO.:	CSP2011-0008	APPLICANT:	CBJ Engineering
TO:	All Adjacent Property Owners	PROPERTY OWNERS:	City & Borough of Juneau
HEARING DATE:	November 22, 2011	PROPERTY ADDRESS:	Berners Avenue
HEARING TIME:	7:00 PM	SITE SIZE:	1/3 mile
PLACE:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward Street Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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If you have questions, please contact Eric Feldt at 586-0764, or e-mail: eric_feldt@ci.juneau.ak.us

Berners Avenue Reconstruction

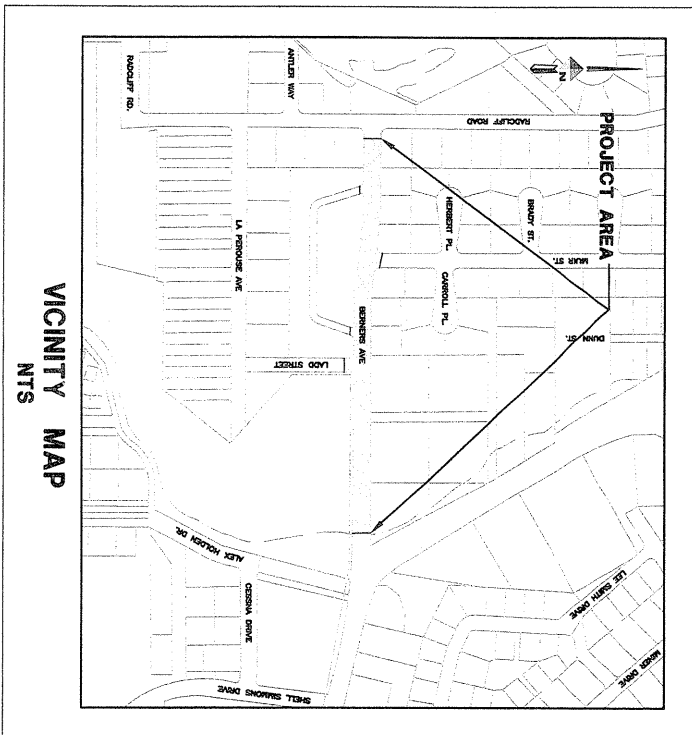
SCOPE:

This project will begin at the intersection with Radcliffe Road and end at Glacier Highway. The reconstruction work will include replacement of the roadway embankment, addition of sidewalks and curb and gutter on both sides of the street, minor improvements to the water and sanitary sewer system, installation of a new underground storm drainage system, new asphalt paving and possible upgrades to existing street lighting.

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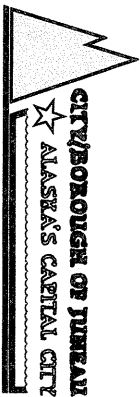
BERNERS AVENUE RECONSTRUCTION CONTRACT NO. E12-117



VICINITY MAP
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Consulting Engineers • Land Surveyors • Construction Administration

DOWL HKM

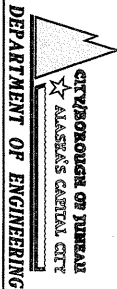
5368 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax

APPROVED BY		SHEET NO. 1 of 32
DIRECTOR OF PUBLIC WORKS		
SIGNATURE		
CHIEF CIVIL ENGINEER		DATE
SIGNATURE		DATE

65% DESIGN



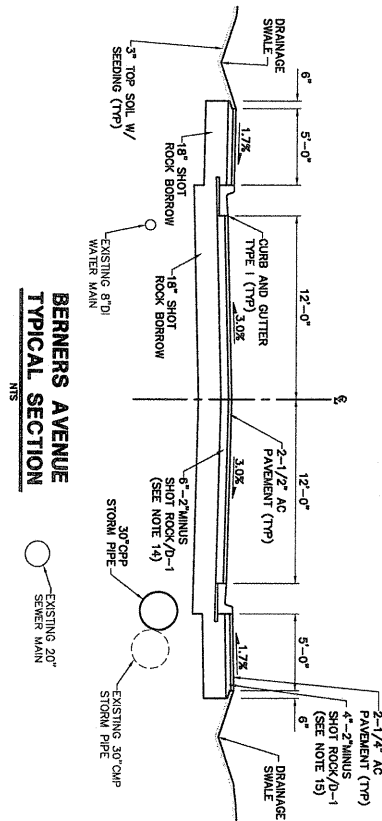
DOWL HKM
Consulting Engineers • Land Surveyors • Construction Administration
5368 Commercial Bld.
Anchorage, Alaska 99503
(907) 780-3533 Office
(907) 780-3535 Fax



**BERNERS AVENUE
RECONSTRUCTION
CONTRACT NO. E12-117**

TYPICAL SECTION

65% DESIGN
SHEET NO.
5
of
32



NOTES FOR TYPICAL SECTION

1. SEE PLAN VIEW DRAWINGS FOR DITCH FLOWLINE GRADIENTS.
2. ADDITIONAL EXCAVATION BELOW THE NEUTRAL SUBCUT LEVEL MAY BE REQUIRED IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE FOUND AT OR NEAR THE PLANNED SUBCUT LEVEL. AS DIRECTED BY THE ENGINEER, USABLE MATERIAL FROM EXCAVATION SHALL BE USED TO BACKFILL THE ADDITIONAL AREAS OF EXCAVATION, WHICH MAY VARY FROM 6" IN DEPTH TO A DEPTH OF UP TO 5'-0" BELOW FINISH GRADE. THE BACKFILLING WITH USABLE MATERIAL FROM EXCAVATION WILL BE CONSIDERED INCIDENTAL TO OTHER WORK.
3. IF EXISTING SOILS WITHIN THE PLANNED SUBCUT LAYER ARE FOUND TO BE SUITABLE, AS DETERMINED BY THE ENGINEER, THE DEPTH OF EXCAVATION AND BACKFILL MAY BE DECREASED.
4. SEE HORIZONTAL AND VERTICAL CONTROL, CURB AND GUTTER LAYOUT AND GRADE DRAWINGS FOR GRADING DETAILS.
5. UNDERGROUND ELECTRICAL AND WATER AND SEWER SERVICES NOT SHOWN. SEE PLAN SHEETS FOR LOCATIONS.
6. ALL FILL AREAS BEYOND SUBCUT LIMITS SHALL BE BACKFILLED WITH SUITABLE MATERIAL FROM EXCAVATION AND GRADED TO DRAIN AS SHOWN ON THE PLAN VIEW DRAWINGS.
7. DRIVEWAYS DISTURBED DURING CONSTRUCTION SHALL BE RECONSTRUCTED TO EQUAL, OR BETTER CONDITION WITH SUBGRADE REPLACED IN LAYERS TO MATCH THOSE REMOVED EXCEPT:
 - A) PAVED DRIVEWAYS SHALL BE SUBJECT TO 24-1/4 INCHES BELOW FINISH GRADE AND REPLACED WITH 18 INCHES OF SHOT ROCK BORROW, 4 INCHES OF BASE COURSE, GRADING D-1, AND 2-1/4 INCHES OF A.C. PAVEMENT FOR SIDEWALKS AND DRIVEWAYS.
 - B) CONCRETE DRIVEWAYS SHALL BE SUBJECT TO 24 INCHES BELOW FINISH GRADE AND REPLACED WITH 14 INCHES OF SHOT ROCK BORROW, 4 INCHES OF BASE COURSE, GRADING D-1, AND 6 INCHES OF CONCRETE.
 - C) ORGANIC, ROOTS, WOOD OR OTHER DESTRUCTIVE MATERIALS ENCOUNTERED IN THE DRIVEWAYS DURING EXCAVATION OPERATIONS SHALL NOT BE REPLACED, BUT SHALL BE REMOVED OR AT AN APPROVED DISPOSAL SITE. BACKFILL Voids BELOW THE REQUIRED SUBBASE LAYER WITH USABLE MATERIAL FROM EXCAVATION.
8. CONSTRUCT HYDRANT ACCESS PADS AS FOLLOWS:
 - A) EXCAVATE TO 24 INCHES BELOW FINISH GRADE TO PAD SHOULDER LIMITS.
 - B) PLACE 18 INCHES OF SHOT ROCK TO SHOULDER LIMITS.
 - C) COVER SELECTED BORROW WITH 4 INCHES OF BASE COURSE, GRADING D-1
 - D) SURFACE WITH 2 INCHES A.C. PAVEMENT.
9. ACCESS RAMP SHALL CONFORM TO GRI STANDARD 106 REGARDING CROSS SLOPES AND TRANSITIONS FOR THE DEPRESSSED SIDEWALK. EXCEPT THE BACK OF SIDEWALK SHALL BE DEPRESSSED TO PROVIDE A MINIMUM 2% CROSS SLOPE.
10. TOP OF A.C. PAVEMENT SHALL BE 1/4 INCH TO 1/2 INCH ABOVE THE TOP EDGE OF CONCRETE GUTTER OR TOP OF CURB. TOP OF PAVEMENT GRADES GIVEN ON THE PLANS ARE 1/4 INCH BELOW ACTUAL FINISH PAVEMENT SURFACE.
11. 6-INCH THICK CONCRETE ACCESS RAMP PADS WITH 2"x4"x8" DETECTABLE TILES SHALL BE CONSTRUCTED AT THE LOCATIONS AND TO THE LIMITS SHOWN ON THE DRAWINGS.
12. SANITARY SEWER, WATER AND STORM DRAIN SERVICES ARE NOT SHOWN ON TYPICAL SECTIONS. SEE PLAN VIEW DRAWINGS FOR DETAILS.
13. GRADE TOP OF CURB AT 2%.
14. THE BASE COURSE LAYER SHALL BE 4" TO 5" OF 3-INCH MINUS SHOT ROCK WITH 1" TO 2" TOP LAYER OF BASE COURSE GRADING D-1 FOR A TOTAL THICKNESS OF 6". THE 2" MINUS SHOT ROCK SHALL BE WELL COMPACTED PRIOR TO PLACING THE BASE COURSE GRADING D-1.
15. BASE COURSE, GRADING D-1, MAY BE USED FOR THE FULL DEPTH OF THE BASE COURSE UNDER THE SIDEWALKS.

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PERMIT CENTER/CDD



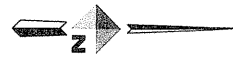
DOWL HKM
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Anchorage, Alaska 99507
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CITY/BOARDS OF JURISDICTION
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

**BERNERS AVENUE
RECONSTRUCTION
CONTRACT NO. E12-117**

**PLAN - BERNERS AVENUE
RADCLIFFE ROAD TO STA "B" 12+75**

6% DESIGN
SHEET NO. 15
of 32

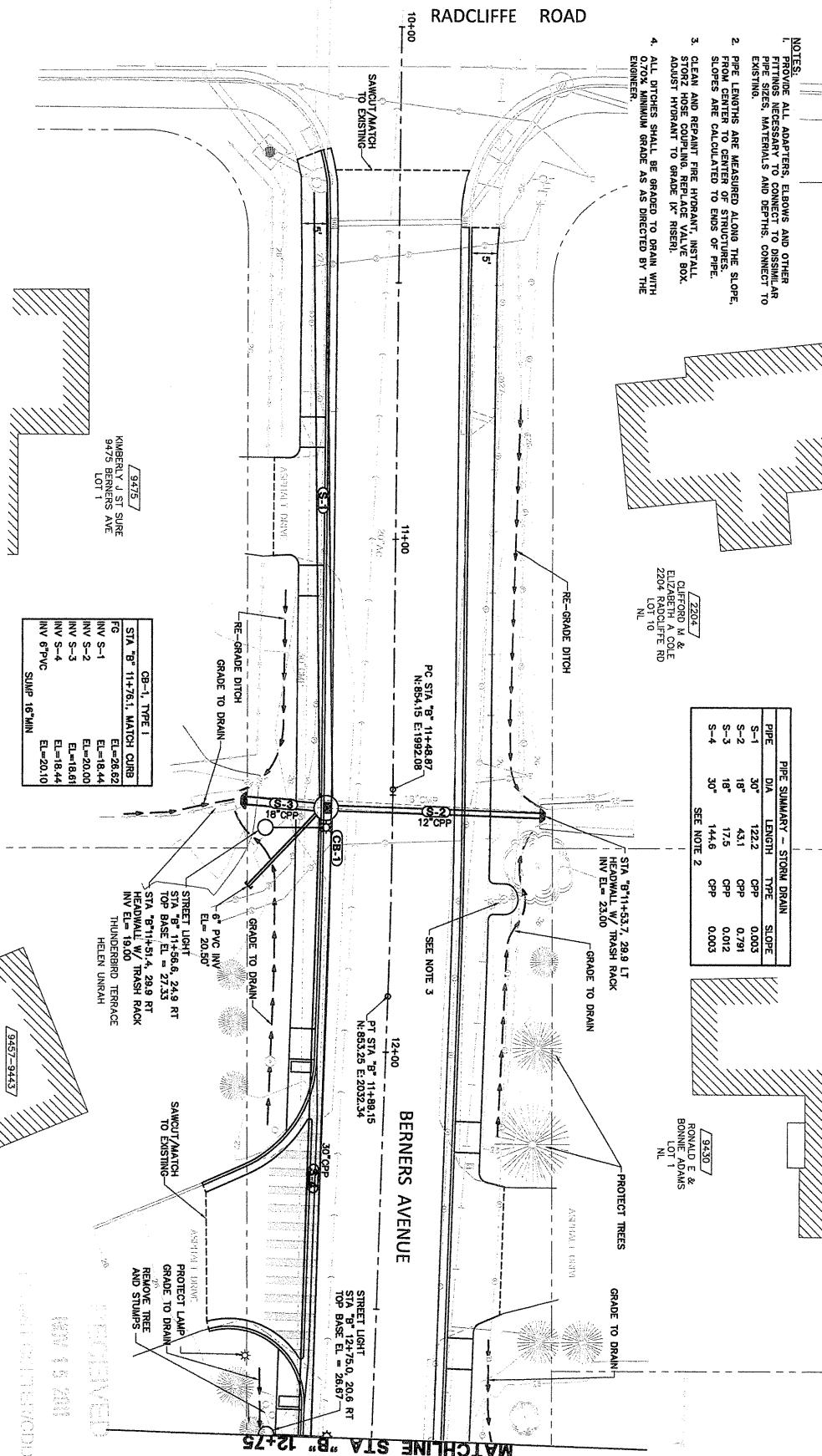


- NOTES:**
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
 2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
 3. CLEAN AND REPAINT FIRE HYDRANT. INSTALL STORM HOSE COUPLING, REPLACE VALVE BOX. ADJUST HYDRANT TO GRADE 12" INSET.
 4. ALL DITCHES SHALL BE GRADED TO DRAIN WITH 0.70% MINIMUM GRADE AS DIRECTED BY THE ENGINEER.

CLIFFORD M & ELIZABETH A COLE
2204 100 CLIFF RD
ANCHORAGE, AK 99503
NL

PIPE SUMMARY - STORM DRAIN				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-1	30"	122.2	OPP	0.003
S-2	18"	43.1	OPP	0.791
S-3	18"	17.5	OPP	0.012
S-4	30"	144.6	OPP	0.003

SEE NOTE 2



CB-1, TYPE 1			
STA	"B"	11+76.1, MATCH CURB	
INV S-1		EL=26.62	
INV S-2		EL=18.44	
INV S-3		EL=20.00	
INV S-4		EL=18.61	
INV 6" PVC		EL=18.44	
SUMP 18" MIN		EL=20.10	





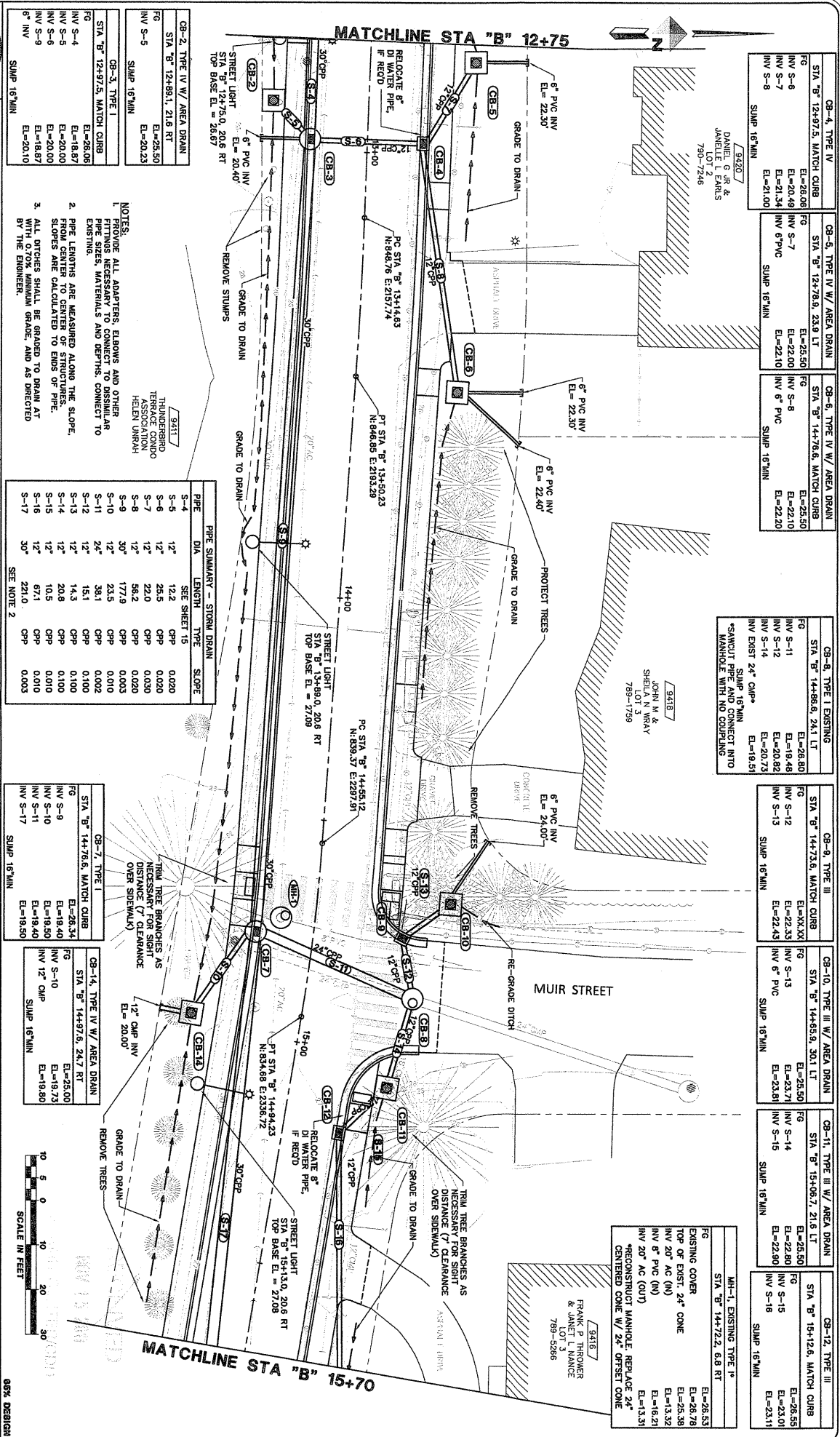
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**CITY/BOARDS OF JUNEAU
 ALASKA'S CAPITAL CITY**
 DEPARTMENT OF ENGINEERING

**BERNERS AVENUE
 RECONSTRUCTION**
 CONTRACT NO. E12-117

**PLAN - BERNERS AVENUE
 STA "B" 12+75 TO STA "B" 15+70**

SHEET NO. 16 of 32
 65% DESIGN



CB-2, TYPE IV W/ AREA DRAIN

STA	"B" 12+83.1	21.6 LT
FG	EL=25.50	
INV S-5	EL=20.23	

CB-3, TYPE I

STA	"B" 12+97.5	MATCH CURB
FG	EL=28.06	
INV S-4	EL=18.67	
INV S-5	EL=20.00	
INV S-6	EL=20.00	
INV S-7	EL=18.67	
INV S-8	EL=20.10	

CB-4, TYPE IV

STA	"B" 12+97.5	MATCH CURB
FG	EL=28.06	
INV S-6	EL=20.49	
INV S-7	EL=21.34	
INV S-8	EL=21.00	

CB-5, TYPE IV W/ AREA DRAIN

STA	"B" 12+78.9	23.9 LT
FG	EL=25.50	
INV S-7	EL=22.00	
INV S-8	EL=22.10	
INV S-9	EL=22.10	

CB-6, TYPE IV W/ AREA DRAIN

STA	"B" 14+78.6	MATCH CURB
FG	EL=25.50	
INV S-8	EL=22.10	
INV S-9	EL=22.10	
INV S-10	EL=22.10	

CB-7, TYPE I

STA	"B" 14+78.6	MATCH CURB
FG	EL=28.34	
INV S-9	EL=18.40	
INV S-10	EL=18.73	
INV S-11	EL=18.80	

CB-14, TYPE IV W/ AREA DRAIN

STA	"B" 14+97.6	24.7 RT
FG	EL=25.50	
INV S-10	EL=18.73	
INV S-11	EL=18.80	
INV S-12	EL=18.80	

CB-8, TYPE I EXISTING

STA	"B" 14+88.6	24.1 LT
FG	EL=28.80	
INV S-11	EL=19.48	
INV S-12	EL=20.82	
INV S-14	EL=19.51	

CB-9, TYPE III

STA	"B" 14+72.6	MATCH CURB
FG	EL=28.34	
INV S-12	EL=22.33	
INV S-13	EL=22.43	
INV S-14	EL=22.43	

CB-10, TYPE III W/ AREA DRAIN

STA	"B" 14+65.9	30.1 LT
FG	EL=25.50	
INV S-13	EL=23.71	
INV S-14	EL=23.81	
INV S-15	EL=23.81	

CB-11, TYPE III W/ AREA DRAIN

STA	"B" 15+06.7	21.6 LT
FG	EL=25.50	
INV S-14	EL=22.80	
INV S-15	EL=22.80	
INV S-16	EL=22.80	

CB-12, TYPE III

STA	"B" 15+12.6	MATCH CURB
FG	EL=26.55	
INV S-15	EL=23.01	
INV S-16	EL=23.11	
INV S-17	EL=23.11	

PIPE SUMMARY - STORM DRAIN

PIPE	DIA	LENGTH	TYPE	SLOPE
S-4	12"	12.2	GRP	0.020
S-5	12"	25.5	GRP	0.020
S-6	12"	22.0	GRP	0.020
S-7	12"	56.2	GRP	0.020
S-8	12"	177.9	GRP	0.003
S-9	12"	23.5	GRP	0.010
S-10	12"	38.1	GRP	0.002
S-11	12"	15.1	GRP	0.100
S-12	12"	14.3	GRP	0.100
S-13	12"	20.8	GRP	0.100
S-14	12"	10.5	GRP	0.010
S-15	12"	67.1	GRP	0.010
S-16	12"	22.0	GRP	0.003
S-17	30"	22.0	GRP	0.003

NOTES:

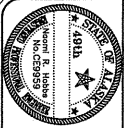
- PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISMILAR EXISTING.
- PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, PIPE CENTER TO CENTER OF STRUCTURES, SLOPES ARE CALCULATED TO ENDS OF PIPE.
- ALL DITCHES SHALL BE GRADED TO DRAIN AT THE DOWNHOLE, AND AS DIRECTED BY THE ENGINEER.

MH-1, EXISTING TYPE 1*

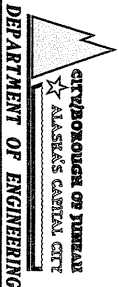
STA	"B" 14+72.2	6.8 RT
FG	EL=26.53	
EXISTING COVER	EL=26.78	
TOP OF EXIST. 24" CONE	EL=25.38	
INV 20" AC (IN)	EL=13.32	
INV 20" AC (OUT)	EL=16.21	
INV 20" AC (OUT)	EL=13.31	

*RECONSTRUCT MANHOLE, REPLACE 24" CENTERED CONE W/ 24" OFFSET CONE





DOWN HKM
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(907) 780-3535 Fax

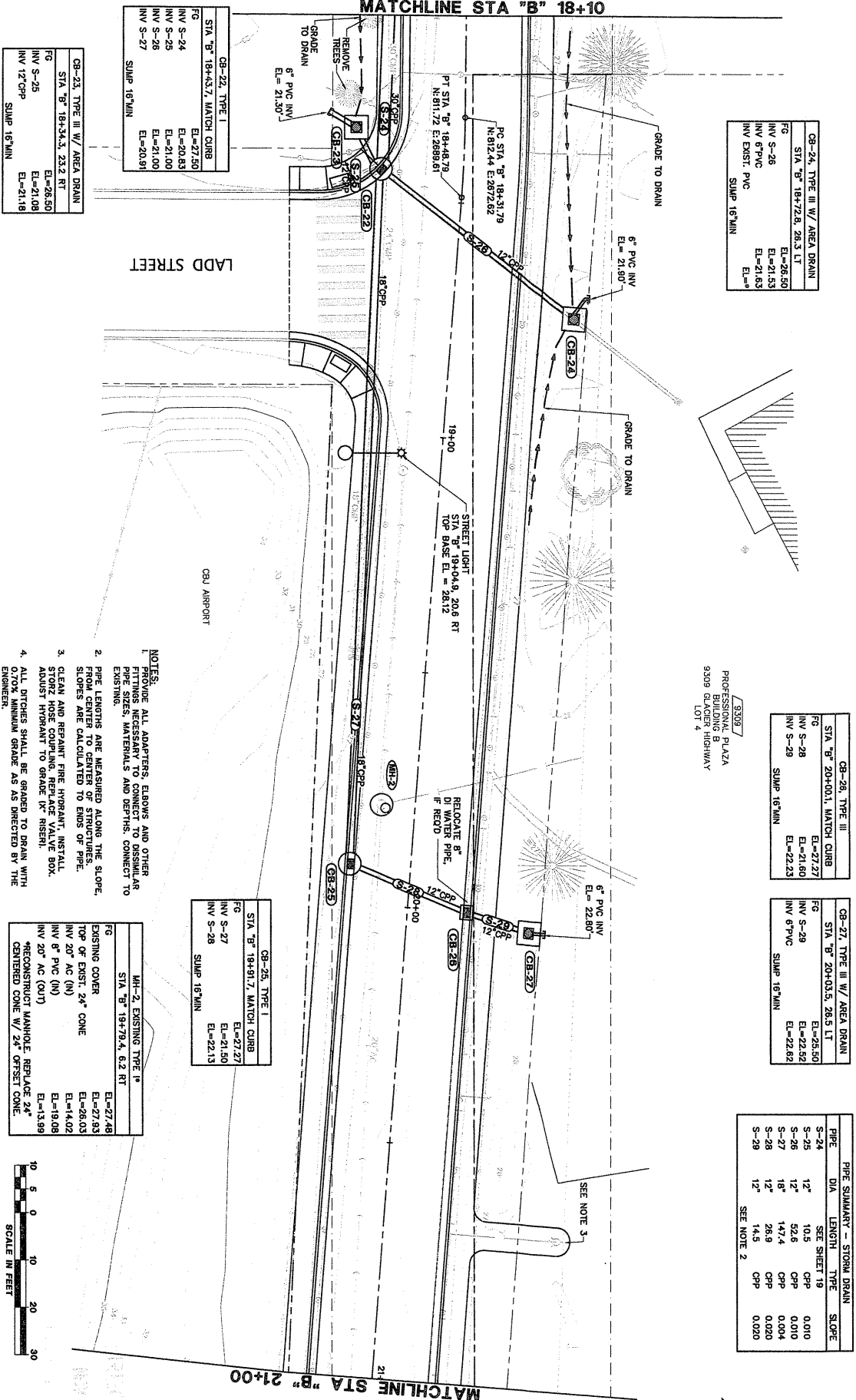


**BERNERS AVENUE
RECONSTRUCTION
CONTRACT NO. E12-117**

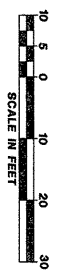
**PLAN - BERNERS AVENUE
STA "B" 18+10 TO STA "B" 21+00**

SHEET NO.
18
of
32

65% DESIGN



- NOTES:**
1. REMOVE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISMILAR PIPE SIZES. MATERIALS AND DEPTHS. CONNECT TO EXISTING.
 2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
 3. CLEAN AND REPAIR PIPE HYDRANT, INSTALL ADJUST HOSE COUPLING, REPLACE VALVE BOX. ADJUST HYDRANT TO GRADE (X" RISER).
 4. ALL DITCHES SHALL BE GRADED TO DRAIN WITH 0.70% MINIMUM GRADE AS DIRECTED BY THE ENGINEER.



CB-22, TYPE I	
STA	18+43.7, MATCH CURB
FG	EL=27.50
INV S-24	EL=20.83
INV S-25	EL=21.00
INV S-26	EL=21.00
INV S-27	EL=20.91
SUMP 16" MIN	

CB-23, TYPE III W/ AREA DRAIN	
STA	"B" 18+34.3, 23.2 RT
FG	EL=26.50
INV S-25	EL=21.08
INV 12" CP	EL=21.18
SUMP 16" MIN	

CB-24, TYPE III W/ AREA DRAIN	
STA	"B" 18+72.8, 28.3 LT
FG	EL=26.50
INV S-26	EL=21.53
INV 6" PVC	EL=21.63
INV EXIST. PVC	EL=21.63
SUMP 16" MIN	

CB-25, TYPE III	
STA	"B" 20+00.1, MATCH CURB
FG	EL=27.27
INV S-28	EL=21.60
INV S-29	EL=22.23
SUMP 16" MIN	

CB-27, TYPE III W/ AREA DRAIN	
STA	"B" 20+03.5, 28.5 LT
FG	EL=25.50
INV S-29	EL=22.52
INV 6" PVC	EL=22.62
SUMP 16" MIN	

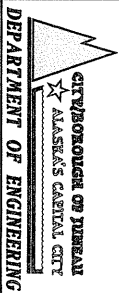
PIPE SUMMARY - STORM DRAIN				
PIPE	DIA.	LENGTH	TYPE	SLOPE
S-24	12"	10.5	CP	0.010
S-25	12"	52.6	CP	0.010
S-26	12"	147.4	CP	0.004
S-27	18"	26.9	CP	0.020
S-28	12"	14.5	CP	0.020
S-29	12"			

SEE NOTE 2

SEE NOTE 3



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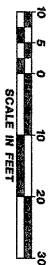
**BERNERS AVENUE
 RECONSTRUCTION
 CONTRACT NO. E12-117**

**PLAN - BERNERS AVENUE
 STA "B" 21+00 TO STA "B" 23+50**

19
 of
 32
 SHEET NO.

65% DESIGN

- NOTES:**
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO EXISTING PIPE SIZES, MATERIALS AND DEPTHS CONNECT TO EXISTING.
 2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
 3. ALL DITCHES SHALL BE GRADED TO DRAIN AT WITH 0.70% MINIMUM GRADE, AND AS DIRECTED BY THE ENGINEER.

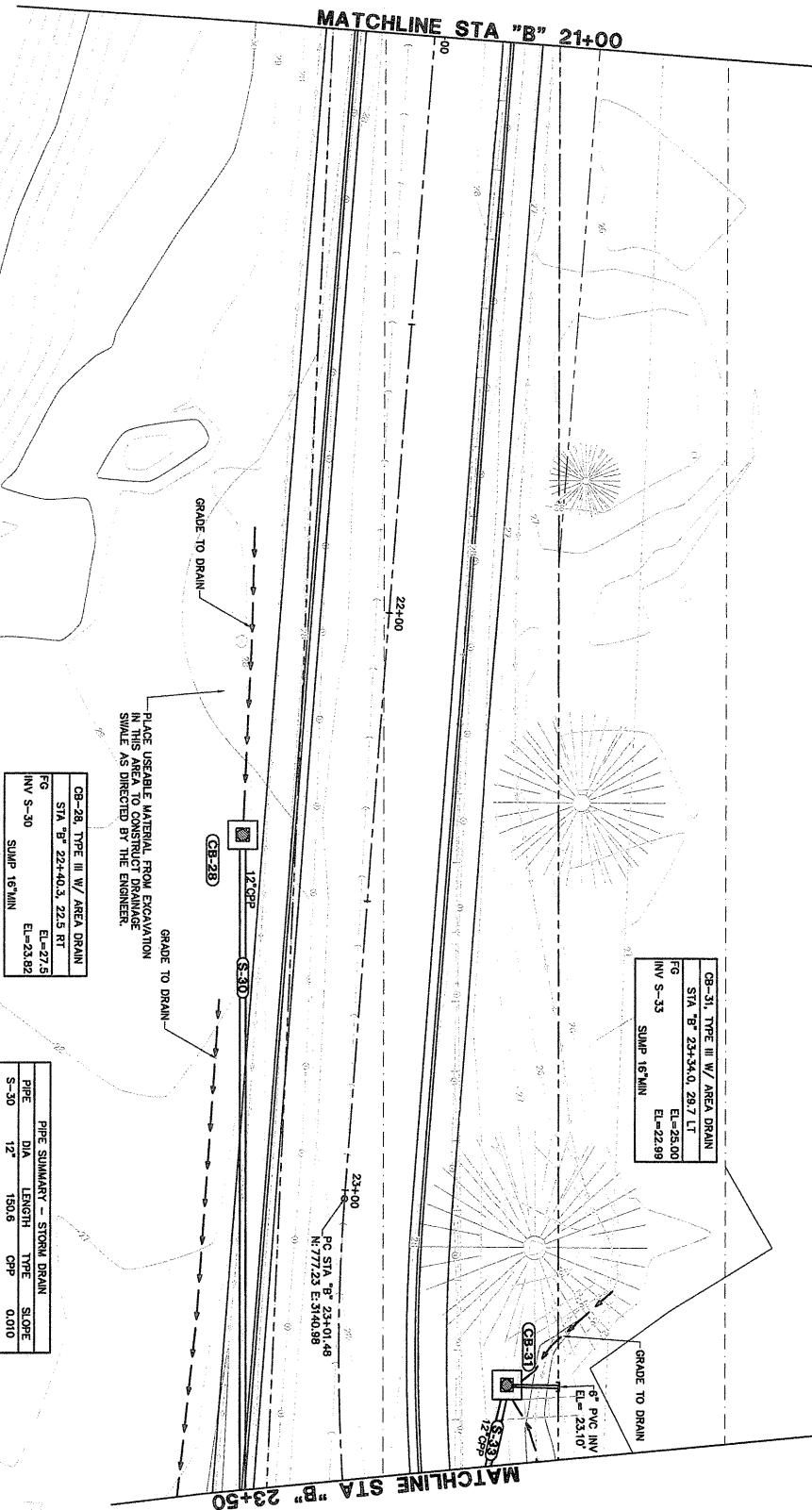


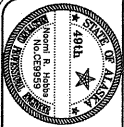
PIPE SUMMARY - STORM DRAIN				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-30	12"	150.6	CP	0.010
S-33	12"	51.8	CP	0.005

SEE NOTE 2

CB-28, TYPE III W/ AREA DRAIN		
FG	STA "B" 22+40.3	EL=27.5
INV S-30		EL=23.82
SUMP 16" MIN		

PLACE USABLE MATERIAL FROM EXCAVATION IN THIS AREA TO CONSTRUCT DRAINAGE SWALE AS DIRECTED BY THE ENGINEER.





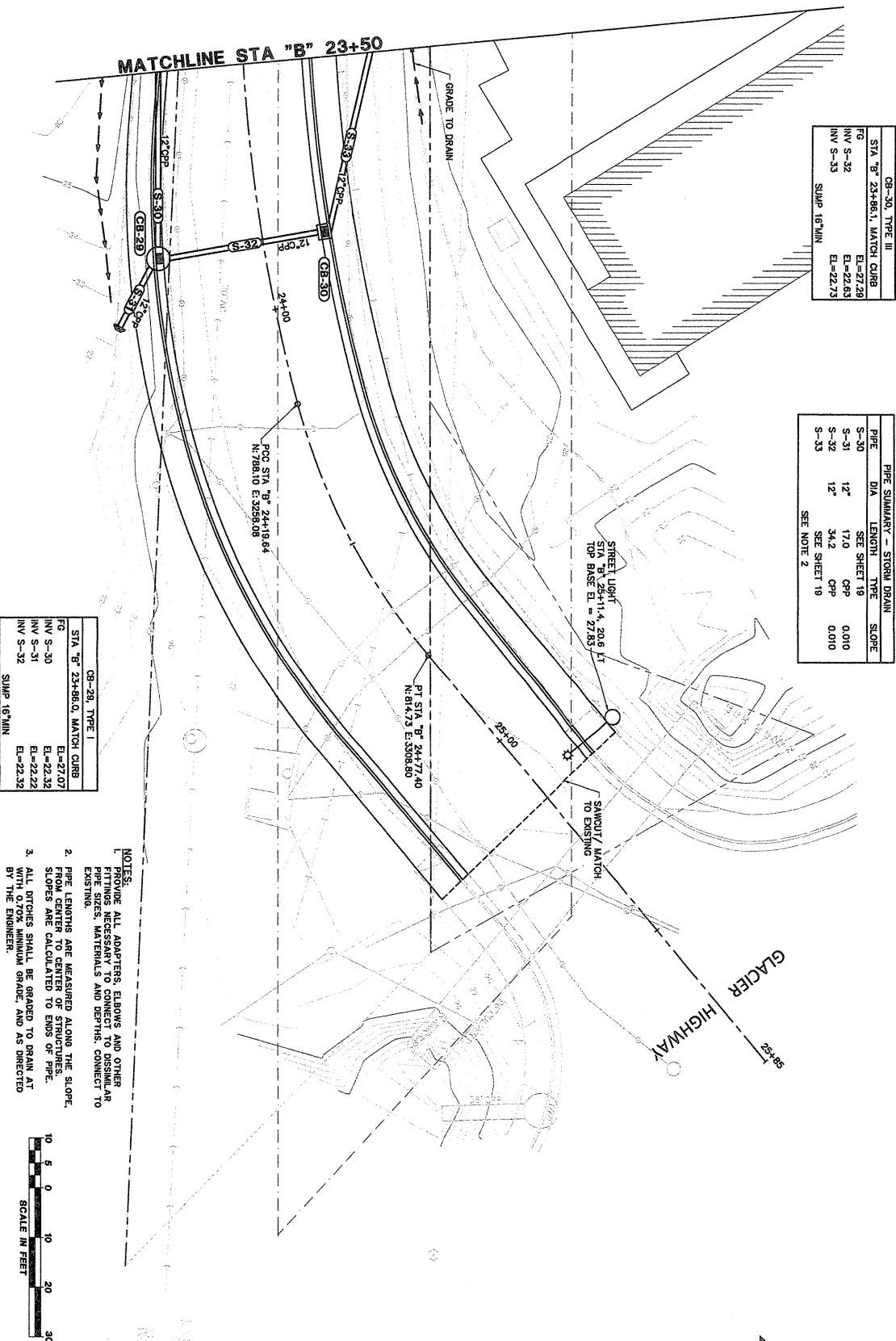
DOWL HKM
 Consulting Engineers • Land Surveyors • Construction Administration
 5358 Commercial Blvd.
 Juneau, Alaska 99801
 (907) 780-3533 Office
 (907) 780-3535 Fax
 DESIGNED BY: N. HOBBS
 CHECKED BY: P. HADFIELD
 DATE: OCT. 2011

**CITY/BOURGEON OF JUNEAU
 ALASKA'S CAPITAL CITY**
 DEPARTMENT OF ENGINEERING

**BERNERS AVENUE
 RECONSTRUCTION
 CONTRACT NO. E12-117**

**PLAN - BERNERS AVENUE
 STA "B" 23+50 TO GLACIER HIGHWAY**

SHEET NO.
20
 of
32
 68% DESIGN



CB-30, TYPE III			
STA "B" 23+86.1, MATCH CURB			
FG	EL=27.28		
INV S-32	EL=22.63		
INV S-33	EL=22.73		
SUMP 16" MIN			

PIPE SUMMARY - STORM DRAIN				
PIPE	DIA.	LENGTH	TYPE	SLOPE
S-30	12"	SEE SHEET 18	CP	0.010
S-31	12"	34.2	CP	0.010
S-32	12"	SEE SHEET 19	CP	0.010
S-33		SEE NOTE 2		

CB-28, TYPE I			
STA "B" 23+86.0, MATCH CURB			
FG	EL=27.07		
INV S-30	EL=22.32		
INV S-31	EL=22.22		
INV S-32	EL=22.32		
SUMP 16" MIN			

- NOTES:**
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO EXISTING PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
 2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
 3. ALL DITCHES SHALL BE GRADED TO DRAIN AT WITH 0.00% MINIMUM GRADE, AND AS DIRECTED BY THE ENGINEER.



10-21-11 Delle - This letter was sent to each PC member via CDD. I put the letter in their Blue Folders since packets went out yesterday. I also let Lori Savage in Engineering know that each PC member would be receiving it (10-25-11)
Ann

Janet Thrower
9416 Berners Ave.
Juneau, AK 99801

October 14, 2011

Naomi Hobbs, P.E.
Engineering Manager, DOWL HKM
5368 Commercial Blvd.
Juneau, AK 99801

Dear Ms. Hobbs,

I have been mulling over the Berners Avenue reconstruction project since last week's meeting at TMHS. Thank you for the presentation. The project will be beautiful, and it sounds as though it will help with several drainage problems. On the other hand, the road will appear much wider, resulting in more speeding cars as has happened on Radcliffe Road.

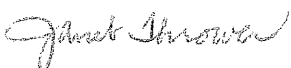
The item of greatest concern in your presentation is the driveway opening at Professional Plaza. No matter what the justification, a driveway from Professional Plaza onto Berners Avenue has the effect of routing commercial traffic through a residential neighborhood. The Planning Commission did not allow this when the development went in, and upheld the decision again a few years ago. It is very disturbing that this would be slipped into the plans, no matter WHO requested it. "It's easier to seek forgiveness than to get permission in the first place" seems to apply here. A DRIVEWAY FROM PROFESSIONAL PLAZA TO BERNERS AVE. SHOULD NOT BE INCLUDED IN THE PLANS FOR THIS PROJECT.

There needs to be a 3-way stop at Berners Avenue and Muir Street FOR THE PURPOSE OF PROVIDING A SAFE PLACE FOR CHILDREN/PEDESTRIANS TO CROSS THE STREET. It makes perfect sense to residents of this neighborhood. No one from the City has explained their lack of support, or the sideways glances between CBJ personnel when this has been brought up. What is the secret? Why the lack of response? This neighborhood should not be added to the growing list of locations that have safety measures installed AFTER an injury or fatality.

There has been much conversation about speed bumps in this neighborhood. I am requesting that one be placed on Berners Avenue between Ladd Street and Muir Street, and another between Muir Street and Radcliffe Road. I have been told of a type of speed bump that snowplows in Anchorage move right over in the winter. That has been mentioned as the problem with placing them. If there are speed bumps that the snowplows can maneuver over easily, the objection should end.

The above measures would enhance the safety of this project and this neighborhood.

Sincerely,

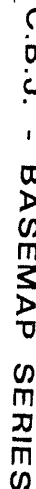


Janet Thrower

cc: John Nelson, Project Manager, CBJ Engineering Department
Planning Commission members Nicole Shewe

ATTACHMENT C

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