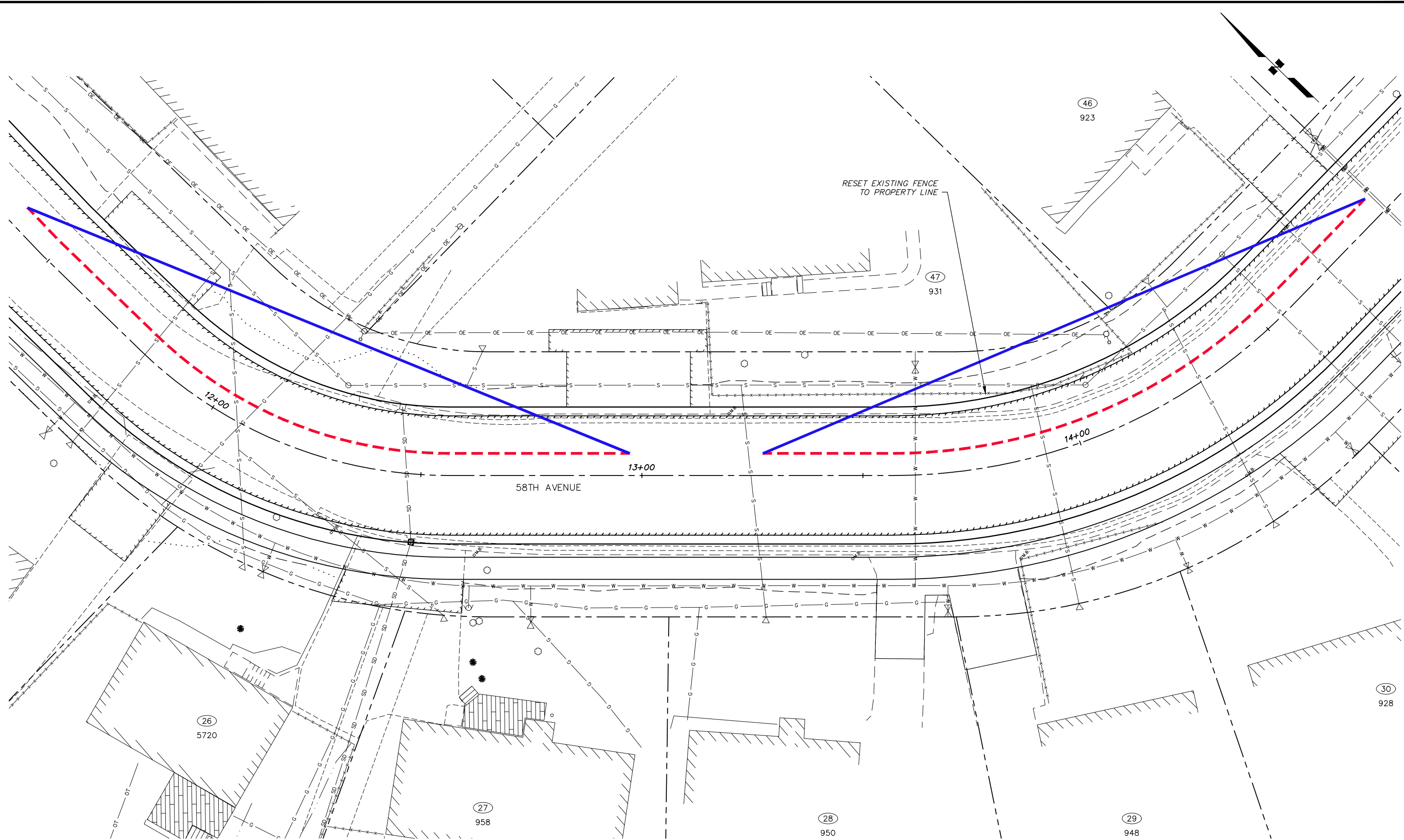


Stopping Sight Distance Figure

Appendix M

File: J:\JobsData\10149.00 Norann Subdivision Road Reconstruction\00 CADD\2019\02 Figures\01 DSR\10149.00 Stopping Sight Distance.dwg



LEGEND

STOPPING SIGHT DISTANCE ---

LINE OF SIGHT ---

NOTE:

STOPPING SIGHT DISTANCES SHOWN ARE NOT ALL INCLUSIVE. ONLY STOPPING SIGHT DISTANCES AT WORST CASE LOCATIONS ARE SHOWN.



PROJECT: 10149.00
STATUS: FINAL DSM



NORANN SUBDIVISION AREA ROAD RECONSTRUCTION
PM&E PROJECT NO. 20-14

STOPPING SIGHT DISTANCE
ALONG HORIZONTAL CURVES

DATE
DEC 2023

SCALE
NTS

FIGURE
M1

Draft DSM Review Comments and Responses

Appendix N



MUNICIPALITY OF ANCHORAGE
Project Management and Engineering Department
 4700 Elmore Road
 Anchorage AK 99507

Review Comments & Responses

Project Name: Norann Subdivision Area Road Reconstruction	Project No: 20-14
Project Status: <input checked="" type="checkbox"/> Draft DSM <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other	
Reviewer Name/Title: Summary of Review Comments & Responses	
Organization / Department: Varies	
Phone Number: N/A	Date: Varies

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
1)	Roy	Project Mgmt & Engr	6/27/23		Email from Isobel Roy stating no comments at this time	Noted, thank you.
2)	Wilson	Addressing	6/28/23		Email from Karleen Wilson stating no MOA Addressing comments at this time	Noted, thank you.
3)	Luciano	GCI	6/30/23	A1.2	OHF & OHTV Conflict at Arctic and 58th, see GCI provided Drawing	No direct conflict is expected with overhead line from proposed grade change, will coordinate further with GCI during detailed design as required.
4)	Luciano	GCI	6/30/23	A1.4	OHTV Conflict at Sta. 35+50, and OHF & OHTV Conflict at Arctic and 57th, see GCI provided Drawing	No direct conflict is expected with overhead line from proposed grade change, will coordinate further with GCI during detailed design as required.
5)	Kim for VanLanding ham	Street Maint.	7/10/23	A2.1 & B2.1	Can the roadway profile from Station 10+00 to 12+65 on Cope Street be designed similar to Alternative 1? Therefore, eliminating catch basins I1-1 and I1-2.	Will review during 65% design.
6)	Kim for VanLanding ham	Street Maint.	7/10/23	A2.1 & B2.1	Are catch basins I1-6 and I1-7 necessary, since catch basins I1-4 and I1-5 are provided 100 feet down the road?	They are not necessary, will eliminate these catch basins during the 65% design. Will also investigate eliminating storm drain manhole S1-4 during the 65% design.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
7)	Kim for VanLanding ham	Street Maint.	7/10/23	Pg. 301	Is sight distance a concern along Arctic Boulevard at the W 57th Avenue and W 58th Avenue approaches? The DSM does not seem to discuss much about it and was commented by the public of shrubs/trees blocking visibility.	Have included a stopping sight distance figure along the horizontal curves for Alternative 2 in the Final DSM in Appendix M and have included a writeup in Section 3.3 of the Final DSM. Some of the existing fences need to be reset out of the sight lines as shown on the figure.
8)	Ribble	Traffic	7/10/23	39	Traffic Engineering recommends obtaining the appropriate waivers from Municipal Traffic Engineer and Municipal Engineer for items listed on page 39 of this report. Traffic Engineering will be supportive if waivers from the standards for all developed properties and existing access management locations.	Noted, thank you.
9)	Ribble	Traffic	7/10/23		Existing traffic control signage, speed limit signs and street names signs shall be upgraded along the corridor.	Will do during 65% design.
10)	Ribble	Traffic	7/10/23		Traffic Engineering recommends that a nonconforming determination be done for Parcel 47 (PID# 01035229000) be obtained to allow existing oversize driveway to remain as constructed.	Will review with PTS during 65% design.
11)	Ribble	Traffic	7/10/23		Traffic Engineering is supportive of preferred alternate 2 which includes pedestrian and lighting upgrades as part of the project.	Noted, thank you.
12)	Guerrero	ACS	7/13/23		ACS does not have any buried facilities on W. 57th, W. 58th, or Cope Street. There is an aerial crossing across W. 57th and buried facilities on Arctic's West side running perpendicular to these roads North/South direction. See ACS provided drawing	Noted, thank you.
13)	Parkinson	Street Light Maint.	7/13/23	ES iii	Lighting – There is an existing MOA load center on Arctic, just north of the project area. Evaluate condition of load center and consider using this to serve the project area. My second preference to using existing load center is to install a new load center on Cope, between 56th and 57th. This would facilitate future MOA lighting projects north of the project area where there is currently no MOA lighting.	Will review during the 65% design.
14)	Parkinson	Street Light Maint.	7/13/23	21	6.4 Roadway: As a short, low speed roadway the illuminance method is sufficient and veiling luminance can be neglected.	Noted.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
15)	Parkinson	Street Light Maint.	7/13/23	21	6.4 Pedestrian Facilities: Evaluate the sidewalk per DCM 5-4 for vertical and horizontal illuminance as well as uniformity.	Will do.
16)	Parkinson	Street Light Maint.	7/13/23	21	6.4 Crosswalks Although not described in DCM, recent IES standards recommend evaluation of vertical illumination in crosswalks. Per ANSI/IES RP-8-21 12.5, evaluate vertical illuminance in crosswalks to ensure electrolier placement provides sufficient vertical illuminance of pedestrians.	Will review during the 65% design.
17)	Parkinson	Street Light Maint.	7/13/23	21	6.4 Obtrusive Light: Although not described in DCM, recent IES standards recommend evaluation of obtrusive light. This residential neighborhood will have considerably more lighting on the roadway to comply with lighting standards than it currently has. Consider minimization of obtrusive light in the design. Evaluate maximum vertical illuminance of spill light for lighting zone LZ-1 in accordance with RP-8-21 chapter 4.3.2 / 10.3.2	The proposed luminaires will be specified to have back shields to minimize obtrusive light.
18)	Parkinson	Street Light Maint.	7/13/23	21	6.4 Mitigation of Sky Glow: Although not described in DCM, recent IES standards recommend mitigation of sky glow. Consider the Mitigation of Sky Glow measures in RP-8-21 4.4.3	The proposed luminaires will be specified to have back shields to minimize obtrusive light.
19)	Parkinson	Street Light Maint.	7/13/23	22	OSHP categorizes Arctic Blvd as a Minor Arterial. The intersections with Arctic Blvd should be evaluated as Major/Local.	Evaluating the Arctic Boulevard intersection lighting is not in the scope of this project since lighting is already provided on Arctic Boulevard.
20)	Parkinson	Street Light Maint.	7/13/23	21	Evaluate the alley way between 56 th & 57 th . There are multiple multifamily residences accessed via the alley. Should this be treated as a local road and should the intersection of the alley with 56 th & 57 th be evaluated as local/local intersection?	Evaluating the alley way is not in the scope of this project.
21)	Parkinson	Street Light Maint.	7/13/23	23	7.3 Arctic is Minor Arterial and evaluate the alley per prior comments.	See previous responses to comments 19 and 20.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
22)	Parkinson	Street Light Maint.	7/13/23	26	Why is a concrete buffer specified between the curb and sidewalk?	To provide space for individual mailboxes. A concrete buffer is preferred to a grass buffer due to the minimal 3' width of the buffer. 3' wide grass buffers end up just being a gravel buffer with no grass. MOA Street Maintenance prefers to maintain a concrete buffer instead of a grass buffer.
23)	Parkinson	Street Light Maint.	7/13/23	31	9.4 Freeze Protection: If the only part of system requiring thaw wire is along Cope, placement of the new load center at the northwest extent of the project, perhaps between 56 th and 57 th would significantly reduce the length of cold lead runs.	Will review the new load center location for heat trace during the detailed design.
24)	Parkinson	Street Light Maint.	7/13/23	31	9.4 Freeze Protection: Utilize a single load center for lighting and thaw wire.	It's our understanding that MOA doesn't allow the use of the same load centers for lighting and thaw wire.
25)	Parkinson	Street Light Maint.	7/13/23	31	9.4 Freeze Protection: Integrate the design elements of the Camrose thaw wire system including elimination of LC thermal control, system normal indication, 3Cxx cold leads, and termination of thaw wire braid to a conductor in the cold lead cable.	Will do during 65% design.
26)	Gallagher	AKRR	7/13/23		ARRC supports the preferred storm drain improvements (alternative 2).	Noted, thank you.
27)	Gallagher	AKRR	7/13/23		If drainage alternative 1 is selected, please refer to Part 2.3 and 3.5 of the ARRC Technical Standards.	Noted, thank you.
28)	Gallagher	AKRR	7/13/23		A Temporary Construction Permit will be required for all work within the ARRC ROW.	Noted, thank you.
29)	Hunting	Geotech	7/14/23	Pg 3, 2.3	The presence of the alley paralleling Arctic is described in this section, but I didn't find any discussion about why it isn't included in the proposed scope of improvements. The presence of peat at BH-06 located in the alley suggests conditions are poor at times and it may be prudent to include improving subgrade conditions in the work, even if the surface is left as gravel.	Improving the alley way is not in the scope of this project.

Project Name:
Reviewer Name:

Norann Subdivision Area Road Reconstruction
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30)	Hunting	Geotech	7/14/23	Pg 32, 11.0	Based on age (installed in 1963) and material (asbestos cement), it would be prudent to remove and replace the entirety of the water and sanitary systems instead of just where services need to be rerouted to avoid storm drain conflicts. Are there any criteria or policies in place regarding replacing/upgrading buried utility lines during road reconstruction projects? Seems like there should be so that this work can be anticipated and incorporated into the project during this stage.	Discussed further with AWWU on 8/9/2023. AWWU is reviewing internally.
31)	Brechan	Survey	7/18/23		No comment at this phase.	Thank you.
32)	Karcz	PTS	6/8/23	20	Pg 20, second paragraph, first sentence. Be careful with this sentence. Note 1 of Figure 1-13 says sidewalk requirements and separation are discussed in Chapter 4. I don't see where the figure says sidewalks MUST be provided on both sides.	<p>We investigated DCM Chapter 4 regarding sidewalk requirements and didn't see a specific statement on when they are required. As noted in comments below in DCM Chapter 1.5 G Pedestrian Facilities, first paragraph, first sentence it states "Pedestrian facilities should be installed on both sides of arterials and collectors, on local streets as specified in AMC 21, . . ." Have updated statement to note the requirements of AMC 21 instead of DCM and changed "must" to "shall."</p> <p>For sidewalk separation we noted that in DCM Chapter 4.2H Road Separation, paragraph 2, second sentence it notes: "See standard road sections in Chapter 1 of the DCM for the applicable standard for each road classification." The sidewalk road separation doesn't appear to be clearly defined since nothing is provided for road separation in Chapter 1 or in AMC Title 21 for local roads.</p>

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
33)	Karcz	PTS	6/8/23		4.2H discusses road separation for trails adjacent to collector or higher classification. Where is separation for local road discussed. As such, what about attaching the sidewalk?	Please see response to comment #32 above. The buffer was proposed to accommodate space for installing individual mailboxes and provides space for snow storage. The buffer is required where Type 2 curb and gutter is proposed to meet the requirements of AMC Title 21.
34)	Yi	PTS	7/21/23	B2.4	Last Storm Drain sheet numbering says B2.4 of B2.6	Have corrected the sheet numbering.
35)	Yi	PTS	7/21/23	P&P Sheets	Existing water and existing sewer linework in the profile is the same line type and is difficult to distinguish. Not seeing a linetype standard for existing water line under profiles in the DCM Drafting Standards. Can the existing water linework in the profiles be modified (scale, lineweight, etc.) so it's easier to distinguish from the sewer line?	Have changed existing water lines in the profile to be a solid linetype so that is easier to distinguish between the existing water and sewer lines.
36)	Yi	PTS	7/21/23	25, Figure 3	Not finding in Section 1.5G, Table 1-6, or Figure 1-13 of the DCM where it states that pedestrian facilities are required on both sides of the roadway. Section 1.5G states that "pedestrian facilities should be installed on both sides". Unclear if that is interpreted as a requirement.	Please see response to comment #32.
37)	Dooley	AWWU	7/25/23		Both alternatives will require ADEC waiver(s) for separation and water crossings	Agreed, will acquire waivers during the design.
38)	Dooley	AWWU	7/25/23		Both alternatives will require removal and replacement of some segments of water and sewer mains to accommodate for the new storm drain piping	Alternative #2 requires a water main relocation at the intersection of 58 th Avenue and Arctic Boulevard. Both alternatives may require some segments of water and sewer main replacement for replacing water and sewer services. PTS noted a previous reconstruction project lined segments of sewer main in place instead of replacing sewer mains which could be another option if acceptable to AWWU.
39)	Dooley	AWWU	7/25/23		Both alternatives will require removal and replacement of some sanitary sewer services to provide clearance for the new storm drain system	Agreed, some water services will also need to be replaced.

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40)	Dooley	AWWU	7/25/23		Both alternatives will require fire hydrant easements/PUE's will need to be acquired, it is expected hydrants legs will need to be extended further	No existing fire hydrants are in direct conflict with the proposed improvements. AWWU may wish to relocate existing fire hydrants as part of their capital improvements. Per meeting with AWWU on 8/9/2023, they will review internally. The project can acquire fire hydrant easements if requested by AWWU.
41)	Dooley	AWWU	7/25/23		Both alternatives will require service key box conditions are all suspect, mostly due to age	Don't understand the comment. Will discuss further with AWWU during the 65% design.
42)	Dooley	AWWU	7/25/23		AWWU will investigate further how Parcel 27 receives a sanitary sewer service extension through Parcel 26 along Cope Street	Thank you.
43)	Rehm	PTS	7/27/23	Ex Sum. i	Existing Conditions: Second sentence, we are tying into a sidewalk on Arctic Boulevard.	Have clarified.
44)	Rehm	PTS	7/27/23	1	3 rd para: the project is funded through design. Construction is anticipated to occur in 2024 depending on the approval of ARDSA Bonds.	Have updated that project is funded through design. Have updated construction to occur in 2025 based upon current Capital Improvement PM&E budget.
45)	Rehm	PTS	7/27/23	3	2 nd para: please add "Class A" between as and R-1. This is an important distinction for AMC requirements.	Have added.
46)	Rehm	PTS	7/27/23	3	2 nd para: last sentence, there seem to be 45 lots described but there are 47 parcels, do some have two parcels?	Have clarified.
47)	Rehm	PTS	7/27/23	3	3 rd para: same as comment 43, we are connecting to existing sidewalks on Arctic.	Have clarified.
48)	Rehm	PTS	7/27/23	4	Discuss hydrant easements, sewer/water relocations, bootleg service, age concerns, and buried manhole with Dooley. We have sent a request to field services to excavate the manhole.	Met with AWWU on 8/9/2023.
49)	Rehm	PTS	7/27/23	11	Did not see discussion of the mystery 6" pipes connected to the catch basins at the intersection with Arctic.	Have added discussion.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
50)	Rehm	PTS	7/27/23	19	<p>Design Criteria Summary Table: Cross-Section requirements, why does it reference Figure 1-13 and not 1.9F?</p> <p>Is there a separation guideline for secondary local roads?</p>	<p>For the curb & gutter type, Figure 1-13 shows Type 2 curb & gutter for a local road. But have changed reference to 1.9F.1c if that reference is preferable.</p> <p>For the pedestrian facilities, 1.5.G notes that pedestrian facilities shall be installed on local streets as specified in AMC 21. So have eliminated the DCM Figure 1-13 reference.</p> <p>For the sidewalk separation, please see response to comment #33.</p>

51)	Rehm	PTS	7/27/23	20	<p>Second paragraph is very confusing as to which reference (DCM or AMC) is driving, and where the requirements can be found. It's not often that we have a secondary local street with less than 300 ADT, so requirements are not already known. I believe I have located most references below, please verify the information, and modify to include the correct reference in the Design Criteria Table and discussion:</p> <ol style="list-style-type: none"> 1. 1st para: modify start to "Per the DCM Table 1-6" 2. 1st para: last sentence, what reference decides need for traffic markings? 3. 2nd para: add at the beginning "Per the DCM 1.5G, pedestrian facilities will be provided as specified in AMC Title 21 for local streets. Per AMC 21.07.060.E.2.b 5-foot sidewalks shall (not must) be installed on both sides of a local street in Class A zoning districts." 4. 3rd para: modify first sentence to say "Per DCM 1.9.F.1" 5. 3rd para: please clarify numbered items they change to roman numerals, i,ii,iii do not seem to be a sub to item 2 in the list. 6. 3rd para: when providing a code requirement, the source and language from code should be provided, for instance, item 2 is actually found from 21.08.050.D1.a.i, not 21.08.050.G, as implied. To get to the correct location recommend writing what 21.08.050G says then in a sub-bullet to item 2 state what 21.08.050.D1.a.i roads with less than 500 ADT may have rolled Type 2 (rolled) curb and gutter". 7. 3rd para: i) please replace "that do not require installation of" with how it is written in code "existing subdivisions without". 8. 3rd para: ii) and iii) what reference do these statements come from? 	<ol style="list-style-type: none"> 1. Have done. 2. No reference that we are aware of. This is a statement by MOA Traffic Engineering Department because they do not have enough funds to maintain local roadway traffic markings. Have added "Per the MOA Traffic Engineering Department" to beginning of sentence. 3. Have done. 4. Have done. 5. They are intended to be a sub item to item 2, have clarified. 6. Have done. The other item that 21.08.050.D1.a.i notes is that "These streets carry only traffic having either an origin or a destination on the street itself, and include cul-de-sacs or small loops . . ." Have added this additional information as well. 7. Item i) is directly from the 21.08.050.G code referenced, see snapshot below. 8. These are directly from the 21.08.050.G code referenced, see snapshot below. <p>G. Curbs and Gutters Where required, the subdivider shall construct curbs and gutters in accordance with the Alaska Department of Transportation and Public Facilities (ADOT) Standard Specifications (MASS), or a state-maintained road, the current standard specifications of the state transportation and public facilities. Curbs shall be of the MASS Curb Type 1.</p> <p>1. Exceptions</p> <ol style="list-style-type: none"> a. Curb and gutter within the arc of a residential scale cul-de-sac may be rolled curb variety, as identified in the MASS (Curb Type 2). b. Mass Curb Type 2 (rolled curb) may be provided for residential roads defined in Subsection 21.08.050D.1.a.i., <ol style="list-style-type: none"> i. that do not require installation of sidewalks per Section 21.08.050G.2.a.i. ii. when the pedestrian facilities will be separated from the curb by a minimum of 3 feet; or iii. if the Municipal Traffic Engineer determines that strict adherence to the standards is not expected to improve walkability or is not anticipated to include topography, developmental, anticipated driveway spacing, and dimensional standards. <p>H. Pedestrian Facilities</p> <p>1. Sidewalks</p> <ol style="list-style-type: none"> a. Sidewalks are required as determined by the transportation standards in section 21.07.060. b. Sidewalks shall be improved in accordance with table 21.08-7 below. c. Sidewalks at bus stops shall comply with the specifications of the Manual. <p><small>Title 21: Land Use Planning Anchorage, Alaska</small></p>
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52)	Rehm	PTS	7/28/23	23	Private Improvements in ROW – work with PM to meet with individual property owners to discuss encroachments as soon as possible.	In the past, these private improvement encroachments have been discussed with owners when acquiring TCP's. We envision a lot of time is going to be spent on discussing with owners and they will be angry about the change. It may be prudent to bring these encroachments up during the public open houses and then let it shake out during the TCP acquisitions and construction. But we support whatever direction PTS prefers.
53)	Rehm	PTS	7/27/23	24	8.1 Design Challenges 1 st bullet: why are only the single family homes addressed? Do the other 6 parcels not present a challenge?	Excluding Parcel 38 (duplex), the multi-family residences between the alley and Arctic Boulevard have driveway access from the alley so are not included in the list of design challenges since they don't have direct access to the project roadways. Have added the duplex (Parcel 38) to the list of challenges.
54)	Rehm	PTS	7/27/23	24	Image showing Parcel 20: Based on this, if this property had a fence, they would have an 8-foot yard, are there locations where relocating the fence to the property line will essentially take away viable use of the front yard?	Parcel 38, on the north side of the property appears to be the worst case of perceived yard loss, though it's the side of their lot that would be reduced not the front. The reduction would be down to about 8' typically and down to about 6' at where the fireplace extends further from the rest of the home.
55)	Rehm	PTS	7/27/23	25	1 st para: modify the first sentence modify to "...conformance with current DCM and AMC requirements.."	Have done.
56)	Rehm	PTS	7/27/23	26	Figure 4 – seems reverse. If the SW is on the south side, the Project CL should shift north not south, am I missing something?	This cross section is accurate for Cope Street where the project CL shifts west of the ROW CL. Agreed though this is confusing, have replaced cross section and added additional notes to clarify the different layout on 57 th Ave and Cope Street.
57)	Rehm	PTS	7/27/23	28	2 nd bullet: change from Remove to Abandon	Have changed.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
58)	Rehm	PTS	7/27/23	30	Where are the OGS and bypass systems going? Are there any concerns with location within the road way due to crossings and	It's assumed these will be placed within the roadway and though not ideal, there isn't anywhere else for them to be installed. These will be laid out/designed during the 65% design.
59)	Rehm	PTS	7/27/23	32	Table of ROW impacts: 1. Can the slope easements in Alternative 2 for Parcels 18 and 42 go away with retaining walls at property line? 2. TCE – only one shown in the table in the appendix for Alternative 2 3. Drainage Easement – there is an “X” in the drainage easement column for ARRC in the appendix for Alternative 2.	1. Yes. Will investigate installing retaining walls during the 65% design. 2. Have corrected and made consistent. 3. Have corrected and made consistent.
60)	Rehm	PTS	7/27/23	39	Proposed Variances: provide the authority (Board or Commission/Municipal Engineer) that will make the determination for each variance or waiver. It is important to the contract schedule whether a variance has to go before a municipal commission. This information may be better summarized in table format.	Have clarified that the MOA Platting Board will make the variance determination for only installing one sidewalk. The other variances will require approval by the Municipal Engineer and Municipal Traffic Engineer. Will provide variance information in a table for the design variance request memorandum during the design.
61)	Rehm	PTS	7/27/23	39	16.2 MOA DCM 1 st bullet: sidewalk requirements are required per AMC 21.07.060	Have removed bullet since it's listed as a required variance in Section 16.1.
62)	Rehm	PTS	7/27/23	39	16.2 MOA DCM 4 th bullet: are the curb returns designed with 30-ft radii now? If so, will replacing them in kind eliminate the PUE's needed?	No unfortunately the existing 57 th Avenue curb return has a radius of approximately 25' and the 58 th Avenue curb return has a radius of approximately 23'.
63)	Rehm	PTS	7/27/23	Dwgs	General comment add shallow utilities in profile, there is \$85,000 in potential relocation work for Enstar.	Will add shallow utilities in profiles for 65% design.

	Reviewer	Dept.	Date	Page/ Sheet No.	Comment	Draft Response
64)	Rehm	PTS	7/27/23	A2.1/B 2.1	<p>Is the crest curve in the finished grade at station 11+60 provided to assist with the driveway grade for Parcel 20? If we were to leave the profile as is, what would the driveway grade be? If we used rolled curb what would the driveway grade be?</p> <p>By raising the grade it appears that we are moving the problem to Parcel 25 which would then require two permanent easements, and an additional catch basin and lead in Alternative 2. From the driveway table in the appendix, this impact to Parcel 25 only improves the Parcel 20 driveway by 2%.</p>	<ol style="list-style-type: none"> 1. Yes. 2. The driveway grade would be steeper than the existing grade of 14.5%. The maximum residential driveway grade is 12%. On past projects, we have not been allowed to make driveways steeper than the existing grade when they already have a grade greater than the maximum allowed grade. 3. Rolled curb is already proposed at this driveway for the curb cut and at various other driveways where we are challenged with steep driveway grades. 4. Yes, that is correct.
65)	Rehm	PTS	7/27/23	A2.1/B 2.1	<p>I do not see any cut or fill line within Parcel 25 that would indicate the need for a slope easement. However, there may be issues with the daylight lines in the drawing – e.g. Parcel 23 appears to have a large fill slope, but it is unclear why and a slope easement has not been added to the table.</p>	<p>It's hard to see but the proposed Parcel 25 fill line is barely over the property line. Parcel 23 is a "special fill" in that we can go onto property to fill and provide positive drainage back towards the roadway. The Parcel 25 fill slope is an actual fill slope since the sidewalk is higher than the adjacent property so we assumed it would be prudent to attain a slope easement so that the owner doesn't remove the fill slope and compromise the sidewalk.</p>
66)	Rehm	PTS	7/27/23	A2.2/B 2.2	<p>There are two water lines/services shown in the drawing crossing W 58th Avenue near 18+75 with two valves/keyboxes shown at the limits of the driveway construction on Parcel 39 and then extend off the page. There is already a water service to this property. What are these lines?</p>	<p>One is for the Parcel 11 water service that is extended along the alley. The other is the water service for the parcel south of Parcel 11 that is extended along the alley.</p>

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67)	Rehm	PTS	7/27/23	B2.4	Will drainage from the south side of W 57 th Avenue beyond CB 14-4 be picked up by a catch basin in Arctic prior to W 58 th Avenue?	Drainage along the south side of 57 th Avenue from Arctic Boulevard to CB 14-4 is intended to drain to CB 14-4. We haven't graded out the intersection in detail, but we assume some of the curb return drainage at the southwest side of the 57 th Avenue and Arctic Boulevard intersection will drain south along Arctic Boulevard. There is an existing catch basin approximately 120' south of the intersection on the west side of Arctic Boulevard. If we cannot maintain a minimum 0.5% grade around the curb return though, then an additional catch basin may be required.
68)	Rehm	PTS	7/27/23	Alt. 2 EE, Page 1	Item B-8, MASS 55.02: Furnish, Install, & Televiser Pipe (6-inch, Type S, CPEP). Per MASS CCTV occurs only for 12 to 36-inch pipe. Verify with Street Maintenance whether these 6-inch pipes should be replaced versus abandoned in place	Have corrected. Would you like CRW to coordinate with Street Maintenance? Haven't been able to find any records of these pipes. We believe these are private footing drain/sump pump pipes. If Street Maintenance doesn't have any information, we can go out with our QuickView camera to investigate, which may help clarify if it is connected to something. It may be that we need to hire a company to send a camera up each pipe if the QuickView camera results are not definitive.
69)						
70)						