



## West 100<sup>th</sup> Avenue PROJECT FACT SHEET

**Street Name** West 100<sup>th</sup> Avenue

**Between** Resolution Pointe Drive to Victor Road

**Classification** Resolution Pointe Drive to Bayshore Drive:  
Local Road – 2 lanes, 60' ROW required  
Bayshore Drive to Victor Road:  
Class 1 Residential Collector – 2 lanes, 80' ROW required

Lanes/Speed	Street	Lanes	Speed	
			Posted	85%
	Resolution to Bayshore	2 lanes	25	39
	Bayshore to Victor	3 lanes*	35	42
	* - 1 lane westbound, 1 lane eastbound, center two-way left turn lane			

Traffic ADT	<u>Street</u>	<u>2008</u>	<u>2028</u>
	Resolution to Bayshore	730	2,000
	Bayshore to Victor	6,240	8,200

**Transit Service** None

**Community Council** Bayshore/Klatt

**Assembly District** Section 6 – Janice Shamberg and Chris Birch

**Legislative District** House District 28 – Lesil Maguire  
Senate District N – Ben Stevens

<b>CIP Information</b>		
<u>PM&amp;E project number 05-20</u>		
Design	02/07 to 9/07	\$ 1,141,500
Bid Phase	10/07 to 11/07	
Construction	05/08 to 08/08	\$4,180,200
<b>TOTAL PROJECT ESTIMATE</b>		<b>\$5,321,700*</b>

\* Conceptual project total. A more accurate total project cost will be included in the draft Design Study Report

**MOA GRID** 2426, 2427, 2525, 2526, 2527

**Project Nominated By** ADOT / MOA Road Transfer Project

**Known Issues**

- Additional traffic on western segment upon connection to Resolution Pointe
- Traffic generated by Mears Middle School; impacts on 100<sup>th</sup> Avenue and 100<sup>th</sup> Avenue/Victor Road intersection
- No pedestrian facilities west of Bayshore Drive
- No street lights west of Bayshore Drive
- Configuration of Bayshore/100<sup>th</sup> intersection
- Speeds on Resolution Pointe to Bayshore portion

**Schools**

<u>Elementary</u>	
Bayshore	No school walking route on 100 <sup>th</sup> W. of Bayshore
<u>Middle</u>	
Mears	No school walking route on 100 <sup>th</sup> W. of Bayshore
<u>High</u>	
Dimond	Pupil busing

**PLAN CONFORMANCE**

- L RTP**
  - No designation
  - Street typology, Residential
    - Primary Elements include sidewalks, tree lawns, on-street parking, landscaped medians, bike lanes
    - Secondary Elements include number of lanes and lane widths
    - Traffic Management Elements include medians, on-street parking, street trees, narrow travel lanes, traffic circles and roundabouts, shorter pedestrian crossing distances, diverters
  
- Official Streets and Highways Plan** – 100th Avenue east of Bayshore Drive is classified as a Residential Collector Class I. The function is to “collect” traffic from local residential areas and provide links to the arterial system. West of Bayshore Drive 100<sup>th</sup> Avenue does not have an OS&HP designation.
  
- Zoning/Comprehensive Plan** – The current Zoning for the area is R-1, residential low to medium density. The 2020 Land Use Plan shows this area to continue to be focused on mixed residential development (low to medium density, 1 – 15 units per acre) similar to its current pattern.
  
- Trails Plan** – Multiuse paved trails on the north and south side of 100<sup>th</sup> Avenue from Bayshore Drive to Victor Road.

- Street and Highway Landscaping Plan** - Suburban Classification (areas where existing native vegetation should be maintained or enhanced by new plantings).
- Wetlands Management Plan** There are no wetlands within the 100<sup>th</sup> Avenue right of way. There were Class C wetlands south of 100<sup>th</sup> Avenue west of Victor Road, but these have subsequently been filled with the development off of Maritime Loop.
- Traffic Calming** No Traffic Calming Studies have been performed at this time
- Street Lighting** – Design Criteria Manual, Chapter 5, Lighting
  - East of Bayshore Drive  
Collector, Medium nighttime pedestrian activity area  
Luminance Method
  - Average Luminance (fc.) 0.6
  - Uniformity Ratio – avg. 3.5
  - Uniformity Ratio – Max. 6.0
  - Veiling Luminance Ratio 0.4
  
  - West of Bayshore Drive  
Local, Medium nighttime pedestrian activity area  
Luminance Method
  - Average Luminance (fc.) 0.5
  - Uniformity Ratio – avg. 6.0
  - Uniformity Ratio – Max. 10.0
  - Veiling Luminance Ratio 0.4
- Geotech Hazards Plan** N/A
- Drainage Plan** \_\_\_\_\_
- Utility Corridor Plan -1990**, None
- Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan**
  - P 78  
Access, Trails, and Connectivity Needs
    - The primary trail is the Campbell Creek Trail along the greenbelt. At present, this greenbelt system has several key missing links at Lake Otis Boulevard and at the Seward Highway and at Campbell Lake.
  
  - P 93  
Develop Park Access, Trails, and Connectivity
    - Complete the Campbell Creek Trail between Victor Road and Campbell Lake to the coast.