

**2011 Capital Projects
Bayshore/Klatt - Community Council Priority List
Municipality of Anchorage**

Project Management and Engineering Projects

| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
|------------|--|--|--|-------------------|------------------|---------------------------------|
| | 100th Ave Extension Phase II - Minnesota Dr to C St | | | \$10,386,500 | \$2,612,012 | \$7,774,488 |
| | Scope: | This project will construct the collector street to urban standards and will complete a connection between the Old Seward Highway and Minnesota Drive. Improvements are expected to include pavement, curb and gutter, street lighting, storm drainage, pedestrian facilities, and landscaping. | | | | |
| | Need: | East/west traffic corridors south of Dimond Boulevard are limited between the Old Seward Highway and Minnesota Drive. As a result, a high volume of traffic is using Dimond Boulevard. | | | | |
| | Status: | Environmental permitting continues to be a major project issue. Negotiations are still ongoing with the regulatory agencies. Design, easement acquisition, and utility phases have been funded. Final construction funding is proposed for 2012 through a combination of state grant and local bond funds. A matching state grant has been requested. Construction anticipated in 2012 if environmental issues are resolved. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | 100th Ave Surface Rehab - Victor Rd to Minnesota Dr | | | \$1,100,000 | \$0 | \$1,100,000 |
| | Scope: | This project will rehabilitate the surface of the roadway. | | | | |
| | Need: | The surface of the roadway is experiencing rutting, cracking, and pot holing. | | | | |
| | Status: | This project has not started. Design funding is proposed in 2013 and construction funding in 2015. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | 92nd Ave Extension - King St to Old Seward Hwy | | | \$20,000,000 | \$0 | \$20,000,000 |
| | Scope: | Improvements would include a new road base, pavement, curbs, drainage, lighting, pedestrian facilities, signals, and an Alaska Railroad underpass. | | | | |
| | Need: | This project would complete an east/west transportation corridor serving the Dimond Center area. With the State DOT's construction of an underpass at the Seward Highway, the need and usefulness of a continued connection to the west increases. | | | | |
| | Status: | Funding is proposed as a 50/50 partnership with local road bonds and state grants. Design funding is proposed in 2013. Easement acquisition, utility relocation, and initial construction funding is proposed in 2014. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | 92nd Ave Extension - Minnesota Dr to King St | | | \$11,000,000 | \$0 | \$11,000,000 |
| | Scope: | This project will construct the missing transportation link to urban arterial standards. Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping. | | | | |
| | Need: | This road is identified as a minor arterial in the Official Streets and Highways Plan and is not currently constructed. | | | | |
| | Status: | Public involvement funding is proposed in 2015. | | | | |

| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
|------------|--|----------------|---------------|---------------------------|
| | Arctic Blvd Extension - 92nd Ave to 100th Ave | \$9,000,000 | \$0 | \$9,000,000 |
| | <p>Scope: Improvements are expected to include pavement, curb and gutter, storm drains, street lighting, pedestrian facilities on both sides, and landscaping.</p> <p>Need: This segment of Arctic is identified as a collector route in the OS&HP. As development occurs in south Anchorage as a result of the 100th Ave extension, the need for an additional north/south connector will increase.</p> <p>Status: This project has not started. Public involvement funding is planned for 2015.</p> | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Bayshore LED Street Lighting Upgrades | \$300,000 | \$0 | \$300,000 |
| | <p>Scope: Replace existing lighting with the more efficient LED lighting.</p> <p>Need: This project is a priority for the neighborhood and the Bayshore/Klatt Community Council.</p> <p>Status: Full project funding is proposed with a combination of a state grant and local road bonds.</p> | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Ensign Dr Surface Rehab - Admiralty Bay Lp to Southport Dr | \$400,000 | \$0 | \$400,000 |
| | <p>Scope: This project will repair pavement, curb, and sidewalk as required.</p> <p>Need: Pavement and curb are deteriorating on this collector street. This street is one of the primary pedestrian routes serving Bayshore Elementary School.</p> <p>Status: This project has not started and no funding is proposed in the 6-year capital improvement program. The project will remain on the needs list for future funding consideration.</p> | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Klatt Rd at C St Intersection Safety Improvements | \$5,572,000 | \$792,500 | \$4,779,500 |
| | <p>Scope: This project will construct safety and capacity improvements at the intersection of Klatt Road with C Street where Klatt Road extends to the east toward the Old Seward Highway. The scope will primarily include construction of a roundabout. A north-side trail connection to Via Apia Dr and pavement rehab on C St south to Timberlane Drive may also be included.</p> <p>Need: Congestion is expected to continue to increase at this intersection with increased use of the C Street extension. Almost 10,000 vehicles a day use this section of C Street while approximately 7,500 are on Klatt Road. Since there is not a light at the intersection, this produces long delays for traffic on Klatt Road waiting to turn onto C Street during peak traffic hours. This intersection also has safety concerns as sight lines are limited due to the curvature of C Street.</p> <p>Status: Design, easement acquisition, and utility phases have been funded with a 2007 state grant. Design is nearing completion. Construction funding is proposed for 2010 as a combination of local road bonds and a state grant.</p> | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Peninsula Dr Extension - C St to Lang St | \$1,895,608 | \$670,000 | \$1,225,608 |
| | <p>Scope: This project will extend Peninsula Drive over to Lang Street. Improvements are expected to include pavement, curbs and gutter, a storm drain, and street lighting.</p> <p>Need: Alaska Sand & Gravel truck traffic currently uses Klatt Road to access westbound Minnesota Drive. This route creates an undesirable combination of residential and truck traffic. This project is a priority for the Bayshore/Klatt Community Council.</p> <p>Status: Voters approved design funding for this connection in the 2007 road bond and design study is underway. A 2007 state grant was also received. Construction funding is proposed in 2013 as a 50/50 partnership of road bonds and state grants. Right of way issues remain unresolved.</p> | | | |

| | | | | | | |
|--|--|--|--|-----------------------|----------------------|----------------------------------|
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Portage Dr and Cir Reconstruction RID - Shore Dr to north end | | | \$1,800,000 | \$0 | \$1,800,000 |
| Scope: Reconstruct local roads. Need: These local roads are deteriorating. Status: This project has not started and no funding is proposed in the six-year Capital Improvement Program. Funding for road reconstruction would be through the 90/10 Reconstruction Road Improvement District Program in which property owners initiate the project and agree to pay 10% of the costs through special assessments. | | | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Shore Dr Storm - Skyway Park Estates Subd to Botanical Heights Subd | | | \$900,000 | \$0 | \$900,000 |
| Scope: Install storm drains. Need: Drainage problems exist in this area. Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. | | | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Shore Dr/Juniper Dr Storm - Portage Dr to Klatt Elementary | | | \$900,000 | \$0 | \$900,000 |
| Scope: Construct storm drains. Need: Drainage problems existing in this area. Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. | | | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Timberlane Dr at North Klatt Rd Intersection Safety | | | \$60,000 | \$0 | \$60,000 |
| Scope: Scope will be identified in a design study phase once funding is provided. Need: Safety concerns have been raised regarding this intersection. Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration. | | | | | | |
| State Road Projects | | | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Dimond Blvd Pedestrian and Landscaping Improvements - Jewel Lake Rd to Old Seward Hwy | | | no estimate | \$0 | \$0 |
| Scope: Construct improvements to the pedestrian facilities and landscaping along Dimond Boulevard. Need: Interest has been expressed in expanding the pedestrian and landscape improvements along Dimond Boulevard. Status: No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and evaluation and funding would be by the State of Alaska. | | | | | | |

| | | | | | | |
|------------|---|--|--|-----------------------|----------------------|----------------------------------|
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Dimond Blvd Rut Repair- Jewel Lake Rd to Arctic Blvd | | | \$8,190,000 | \$0 | \$8,190,000 |
| | Scope: | Construct pavement rehabilitation. | | | | |
| | Need: | Pavement is deteriorating on this road with increasing traffic. | | | | |
| | Status: | No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and evaluation and funding would be by the State of Alaska. This project is included in AMATS TIP as a rut repair need. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Klatt Rd Pedestrian Facilities - C St Trail to Via Appia Rd (North side) | | | \$250,000 | \$0 | \$250,000 |
| | Scope: | This project will construct pedestrian facilities on the north side of Klatt Road between Via Appia and the existing trail system along C Street. | | | | |
| | Need: | No sidewalk exists on the north side of the road. This is a "missing link", connecting residential neighborhoods with the C Street trail. | | | | |
| | Status: | Design is underway and a state grant has been requested to fully fund the project for a 2010 construction start. If the grant is provided, improvements may be built in conjunction with the Klatt Rd and C St Intersection Safety project. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy | | | no estimate | \$0 | \$0 |
| | Scope: | Construct moose mitigation fencing on both sides of Minnesota Dr/O'Malley Rd from International Airport Rd to the New Seward Hwy. Install "safe" crossings that allow moose to migrate without becoming a hazard to drivers. | | | | |
| | Need: | The presence of moose on this high-speed route is an ever-present danger for motorists. Numerous moose related accidents occur annually causing personal injury and property damage. | | | | |
| | Status: | No work is underway and no funding is proposed in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. The project has been added to the Capital Projects Needs List for future consideration. | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Old Klatt Rd Rut and Trail Repair - Timberlane Dr to Victor Rd | | | \$1,100,000 | \$0 | \$1,100,000 |
| | Scope: | Replace or overlay the pavement. | | | | |
| | Need: | Pavement on this collector route is deteriorating. | | | | |
| | Status: | No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. This route is designated as a collector in the Official Streets and Highways Plan (OS&HP). | | | | |
| PRIORITY # | | | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Old Klatt Rd Upgrade - Timberlane Dr to Victor Rd | | | \$9,500,000 | \$0 | \$9,500,000 |
| | Scope: | Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, storm drains, street lighting, and landscaping. | | | | |
| | Need: | This state-owned collector route has deteriorated to the point that maintenance is no longer cost effective. | | | | |
| | Status: | No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. | | | | |

| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
|------------|--|-------------------|------------------|---------------------------------|
| | O'Malley Rd Interchanges at Old and New Seward Hwys | \$60,600,000 | \$0 | \$60,600,000 |
| | Scope: Construct separated interchange at the Old Seward Highway and upgrade the New Seward Highway interchange. | | | |
| | Need: Increasing traffic is expected to push these intersections beyond their current capacity. | | | |
| | Status: No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. This project is identified in the Long Range Transportation Plan (LRTP). | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Seward Hwy @ 92nd Ave Grade Separation - Old Seward Hwy to Abbott Rd | \$60,000,000 | \$20,000,000 | \$40,000,000 |
| | Scope: Construct a minor arterial with an underpass at the New Seward Hwy. Improvements are expected to include pavement, curb and gutter, storm drains, street lights, pedestrian facilities on both sides, and possible landscaping. The final scope will be determined during the design phase with public input. | | | |
| | Need: The Dimond Center area is one of the most congested in the city. Creating alternatives is the top priority for the Taku/Campbell Community Council and a high priority for the State of Alaska as well. This project will enhance traffic circulation by taking significant load off Dimond Blvd. | | | |
| | Status: Design is funded and underway by the State of Alaska. The State project has three main components: a) An underpass at 92nd Ave, b) upgrading 92nd Ave (Abbott Rd) west to the Old Seward Hwy, and c) upgrading 92nd Ave (Academy St) east to Abbott Rd. Additional state grant funding has been requested. | | | |
| PRIORITY # | | Estimated Cost | Funds on Hand | Additional Funds Required |
| | Seward Hwy Expansion - Dimond Blvd to O'Malley Rd | \$70,000,000 | \$0 | \$70,000,000 |
| | Scope: Improvements are expected to include expanding the road to 3-lanes in each direction and a west-side frontage road with a connection to the Old Seward Highway. An underpass at 92nd Ave is being developed separately. | | | |
| | Need: Traffic already exceeds the capacity of the existing facility. | | | |
| | Status: A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation and future funding would be by the State of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also included in the Long Range Transportation Plan (LRTP). Additional funding is planned through the STIP in 2011. | | | |