

**2011 Capital Projects  
North Star - Community Council Priority List  
Municipality of Anchorage**

**Project Management and Engineering Projects**

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>PRIORITY #4</b>	<b>Arctic Blvd Drainage - 18th Ave to Chester Creek</b>	\$200,000	\$0	\$200,000
	Scope: This project will replace a deteriorated storm drain outfall.			
	Need: The bottom of the existing pipe has rotted out. The project will improve safety and reduce O&M costs by reducing flooding and ice build up.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project has been added to the Capital Project Needs List for future funding consideration.			
		<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
<b>PRIORITY #6</b>	<b>Benson Blvd at Spenard Rd Area Pedestrian Safety Improvements</b>	\$35,000	\$0	\$35,000
	Scope: This project will construct pedestrian safety improvements at this intersection of arterial streets. Specific improvements will be identified in the study.			
	Need: This intersection has a high accident rate and pedestrian safety is a growing concern. This project is a priority in the Anchorage Pedestrian Plan.			
	Status: These improvements will be included in the Spenard Rd Reconstruction Phase II project.			
		<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
<b>PRIORITY #7</b>	<b>C St at 20th Ave Drainage</b>	\$300,000	\$0	\$300,000
	Scope: This project is expected to construct a drainage lift station and a new storm drain outfall into Chester Creek at 20th Avenue.			
	Need: The existing storm outfall is lower than the creek which causes sedimentation and ice build up in the system. The facility serves a local neighborhood. This project is a priority for street maintenance.			
	Status: This project has not started. Funding is proposed as a 50/50 partnership with local road bonds and state grants. A state grant has been requested.			
		<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
<b>PRIORITY #5</b>	<b>Chester Creek Trail Surface Rehab</b>	No Estimate	\$0	\$0
	Scope: Rehab the trail surface.			
	Need: Cracks and heaving on this trail are producing safety concerns with users.			
	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.			
		<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
<b>PRIORITY #3</b>	<b>Fireweed Ln at Arctic Blvd Pedestrian Safety</b>	\$650,000	\$0	\$650,000
	Scope: This project will construct pedestrian safety improvements to this intersection. The exact improvements will be determined in the design phase.			
	Need: This project is a priority in the Anchorage Pedestrian Plan. This is a high volume pedestrian area located between a residential area and the midtown commercial district.			
	Status: This project has not started. Design funding is proposed in 2011 and construction funding in 2013 with state grants.			

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>PRIORITY #2</b>	<b>Spenard Rd Reconstruction Phase II - Hillcrest Dr to Benson Blvd</b>	\$18,000,000	\$0	\$18,000,000
	Scope: This project will construct this minor arterial to current urban standards. Improvements are expected to include a new road base, curb and gutter, storm drain, transit improvements, lighting upgrades, pedestrian crossing improvements, and landscaping.			
	Need: The surface of the roadway is experiencing rutting, cracking, and pot holing to the point that safety may be impacted. Street maintenance expense has increased as a result of the road condition, which is deteriorating beyond the scope of normal maintenance. This corridor also includes the highest rate of pedestrian/bicycle related crashes in Anchorage.			
	Status: Design is substantially complete, pending resolution of the final scope. ROW acquisition and final design on hold pending additional funding. Project funding is proposed as a 50/50 match with state grants and local road bonds. Construction is anticipated to begin in 2011 or 2012 after community concerns have been addressed.			
<b>PRIORITY #1</b>	<b>Westchester Lagoon/Chester Creek Flooding</b>	No Estimate	\$0	\$0
	Scope: Study will evaluate causes and explore costs/options related to dredging the lagoon.			
	Need: Flooding occurred in January 2009 impacting homes adjacent to the creek.			
	Status: A flood evaluation study is underway. HDR has made recommendations for alternatives. A design study memo regarding Arctic Blvd area drainage is being prepared. Construction of a Chester Creek overflow channel under Arctic Boulevard is planned for 2010.			
<b>State Road Projects</b>				
<b>PRIORITY #2</b>	<b>A St Pedestrian Improvements - 14th Ave to Chester Creek Trail</b>	\$600,000	\$0	\$600,000
	Scope: Construct pedestrian pathways on the west side of A St from 14th Ave to the Chester Creek trail.			
	Need: The west side of A St has no pedestrian facilities between 14th Ave and the Chester Creek trail. This project is a priority for the South Addition Community Council.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. This is a state owned facility and prioritization and funding would be through the State of Alaska. The project will remain on the Capital Projects Needs List for future funding consideration.			
<b>PRIORITY #3</b>	<b>A St/C St Rut Repair - 5th Ave to International Airport Rd</b>	\$5,000,000	\$0	\$5,000,000
	Scope: This project will overlay or replace pavement on these major arterials.			
	Need: Alaska Department of Transportation has identified these streets as a high priority rut repair project.			
	Status: This project has not started. These are state owned roads and funding will be programmed through the AMATS TIP. These are identified as rut repair needs.			
<b>PRIORITY #8</b>	<b>A/C Couplet Restripe to 4-lane - 9th Ave to Tudor Rd</b>	\$480,000	\$0	\$480,000
	Scope: Eventual restripe from a 3-lane to a 4-lane configuration. Signal upgrades related to the new configuration are also anticipated.			
	Need: When constructed, pavement width was constructed to allow for a future restripe to 4-lanes if and when traffic volumes demonstrated the need. No studies have been completed demonstrating the need at this time.			
	Status: No work is underway. This is a state owned facility and prioritization and funding would be through the State of Alaska.			
<b>PRIORITY #1</b>	<b>C St Pedestrian Improvements - 20th Ave to 22nd Ave</b>	\$800,000	\$0	\$800,000
	Scope: Construct pedestrian pathways from 20th Ave to 22nd Ave on both sides of C St.			
	Need: Both sides of C St have missing links in the pedestrian pathways for this busy arterial.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. This is a state owned facility and prioritization and funding would be through the State of Alaska. The project will remain on the Capital Projects Needs List for future funding consideration.			

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>PRIORITY #4</b>	<b>Fireweed Ln Reconstruction - Spenard Rd to Seward Hwy</b>	\$8,166,500	\$2,100,000	\$6,066,500
	Scope: Project is expected to include pedestrian, transit, bicycle and landscape improvements. This project may also convert an existing 4-lane facility into a 3-lane facility with a continuous left-turn lane, and protected left-turn lanes at major intersections. Public involvement will continue to be a key factor in final scoping decisions.			
	Need: There are safety and capacity concerns with the existing 4-lane road section, especially with regard to pedestrians and non-motorized travel.			
	Status: Project transferred back to DOT and no work is underway. All funding is proposed through the AMATS program, with the next funding slated for 2015. The majority of this route is state owned.			
<b>PRIORITY #5</b>	<b>Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave</b>	\$13,200,000	\$0	\$13,200,000
	Scope: Complete rut repair improvements which may include pavement replacement or overlay.			
	Need: Pavement is deteriorating on these major arterial routes.			
	Status: No work is underway. This is a state owned facility and evaluation and funding would be through the State of Alaska.			
<b>PRIORITY #6</b>	<b>Minnesota Dr Northbound Expansion - 16th Ave to 26th Ave</b>	\$16,700,000	\$0	\$16,700,000
	Scope: Add a north bound lane.			
	Need: Traffic is expected to continue to increase beyond the capacity of the existing configuration.			
	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 included in the Long Range Transportation Plan (LRTP).			
<b>PRIORITY #7</b>	<b>Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd</b>	\$750,000,000	\$21,155,000	\$728,845,000
	Scope: Connect the Seward Highway to the Glenn Highway with a controlled access freeway. The project is expected to include an 8-lane highway segment between Bragaw Street on the Glenn Hwy and Tudor Rd on the Seward Hwy. Scope details are being finalized in the design and public involvement process.			
	Need: The Highway to Highway improvements are considered necessary to address capacity, demand, safety, and system linkage to major destinations and freight mobility on the existing Seward Highway and Glenn Highway NHS routes. These NHS routes provide access to major employment centers in downtown and midtown Anchorage and major intermodal port, rail, and airport facilities. The Seward and Glenn Highway NHS routes are divided highways coming into the center of Anchorage, which transition to urban arterial streets with connecting roads, stop lights, and commercial and residential access. The urban arterial segments of the routes are characterized by high travel demand, congestion, and resulting safety issues caused by traffic levels that have exceeded the capacity of the existing arterial street network.			
	Status: Funding for this project is programmed through the ADOT STIP. Environmental engineering is underway and alternative routes are being explored and moved through the public process. The next phase of design funding is anticipated in 2012			