

# Community Council Survey

## Capital Projects Needs Ranking Survey

**Comm Council  
Priority Rank**

(ALPHABETICAL)

### Tudor Area

Rank #

**36th Ave at Locarno Dr/Cottonwood Dr Intersection Safety (HSIP)**


**Goal:** Safety concerns have been raised at the 36th Avenue intersections with Locarno Drive and Cottonwood Drive.

**Scope:** This project will fund priority safety improvements identified in the Highway Safety Improvement Program (HSIP).

**Status:** Design is substantially complete and construction by the State of Alaska is anticipated in 2007. Funding is through the Highway Safety Improvement Program (HSIP).

**Highway to Highway Connection - Bragaw St to 20th Ave**


**Goal:** Congestion is growing throughout Anchorage. One option being evaluated in the Highway to Highway Connection.

**Scope:** Connect the Seward Highway to the Glenn Highway through the Fairview area, while improving connectivity within that neighborhood.

**Status:** Environmental efforts are underway by the state. This is a state owned facility evaluation and funding would be through the State of Alaska. The project is also being managed by the state.

**Seward Hwy - Tudor Rd Interchange NE/SE Quadrant Hook Ramps**


**Goal:** Traffic on this freeway already exceeds the capacity of the existing facility. Left turn traffic from Tudor Road onto the Seward Highway also affects safety and capacity on Tudor Road.

**Scope:** While the scope has not been set, freeway ramps are being suggested on the Northeast and Southeast quadrants of the Tudor Road/Seward Highway intersection to eliminate left turns from Tudor Road onto the Seward Highway.

**Status:** A major investment study on the Seward Highway 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 (OS&HP).

**Seward Hwy at 36th Ave Intersection Safety (HSIP)**


**Goal:** Safety issues have been raised at this intersection.

**Scope:** Construct identified safety improvements.

**Status:** Design by the State of Alaska is substantially complete and construction is expected in 2008 or 2009. Funding is through the Highway Safety Improvement Program (HSIP).

# Community Council Survey

## Capital Projects Needs Ranking Survey

**Comm Council  
Priority Rank**

(ALPHABETICAL)

### Tudor Area

Rank #

**Seward Hwy Expansion - 36th Ave to Dowling Rd (Includes Int'l interchange and expanding to 6-lane)**


**Goal:** Traffic on this Freeway already exceeds the capacity of the existing facility.

**Scope:** Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection to the International Airport Road.

**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.

**Tudor Area Traffic Calming (speed bumps)**


**Goal:** Traffic speeds and volumes in local neighborhoods are creating safety concerns.

**Scope:** Construct traffic calming measures which may include speed humps.

**Status:** No work is underway or scheduled in the six-year Capital Improvement Program. Funding will be scheduled through the annual Traffic Calming Program managed by the Traffic Department.

**Tudor Rd Access Management (East) - Seward Hwy to Patterson St**


**Goal:** Traffic increases are expected to further exceed the capacity on this arterial.

**Scope:** While the scope is not set, improvements are expected to include restricting direct access onto Tudor Road.

**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. The route is designated as a major arterial in the Official Streets and Highways Plan (OS&HP).

**Tudor Rd/Lake Otis Pkwy Intersection Improvements**


**Goal:** Intersection is not adequate to handle current traffic volumes.

**Scope:** Construct additional turn lanes to improve capacity and related pedestrian safety enhancements.

**Status:** DOWL Engineers is performing traffic analysis, survey, and data collection for the Preliminary Engineering Report. Next milestone is Environmental Approval.

Rank # = Numerical priority ranking of all projects; ("1" equals highest priority)