

**2011 Capital Projects
Tudor Area - Community Council Priority List
Municipality of Anchorage**

Project Management and Engineering Projects

PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				No Estimate	\$0	\$0
	Fish Creek Improvements - Cook Inlet to Lake Otis Pkwy					
	Scope:	Construct water quality and drainage capacity improvements on Fish Creek.				
	Need:	Development has affected the natural flow of the creek and creek capacity is inadequate for current flow.				
	Status:	State grant funding is proposed for future work. Several phases have already been funded and constructed.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				No Estimate	\$0	\$0
	Tudor Area Traffic Calming Improvements					
	Scope:	Conduct traffic calming measures which may include speed humps.				
	Need:	Traffic speeds and volumes in local neighborhoods are creating safety concerns.				
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration.				

State Road Projects

PRIORITY #			Estimated	Funds on	Additional
			Cost	Hand	Funds
		Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd	\$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			

PRIORITY #			Estimated	Funds on	Additional
			Cost	Hand	Funds
		Seward Hwy - Tudor Rd Interchange NE/SE Quadrant Hook Ramps	no estimate	\$0	\$0
	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.			
	Need:	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.			
	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). These improvements may be part of the Seward Hwy project between 36th Ave and Dowling Rd.			

PRIORITY #			Estimated	Funds on	Additional
			Cost	Hand	Funds
		Seward Hwy Expansion - 36th Ave to Dowling Rd	\$58,062,000	\$0	\$58,062,000
	Scope:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection to International Airport Road.			
	Need:	Traffic on this Freeway 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).			

PRIORITY #			Estimated	Funds on	Additional
			Cost	Hand	Funds
		Tudor Rd Access Management (East) - Seward Hwy to Patterson St	\$37,000,000	\$0	\$37,000,000
	Scope:	While the scope is not set, improvements are expected to include restricting direct access onto Tudor Road.			
	Need:	Traffic volume increases are expected to further exceed the capacity on this arterial.			
	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).			