2011 Capital Projects Campbell Park - Community Council Priority List Municipality of Anchorage

Project Management and Engineering Projects

PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		46th Ave Upgrade RID - Folker St to Wintergarden St	\$7,000,000	\$0	\$7,000,000
	Scope:	The project will upgrade the road to urban standards. Improvements are expected to include pavement, curbs, lighting, and landscaping.	pedestrian fac	cilities, storm	drains, stre
	Need:	This local road is currently a two-lane chip seal surfaced road with inadequate drainage, street lighting, and pedes	trian facilities.		
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 30/70 R	econstruction I	Road Improv	ement Distr
		program in which the project is initiated by property owners who agree to pay 70% of the costs through special ass	sessments.	·	
PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		50th Ave Upgrade RID - Lake Otis Pkwy to Folker St	\$4,000,000	\$0	\$4,000,000
	Scope:	The project will upgrade the road to urban standards. Improvements are expected to include pavement, curbs, lighting, and landscaping.	pedestrian fac	cilities, storm	drains, stre
	Need:	This local road is currently a two-lane chip seal surfaced road with inadequate drainage, street lighting, and pedes	trian facilities.		
		No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 30/70 R program in which the project is initiated by property owners who agree to pay 70% of the costs through special ass		Road Improv	ement Distr
PRIORITY #					Additional
			Estimated	Funds on	Funds
			Cost	Hand	Required
		Bancroft Subd Area Road and Drainage Rehab	\$500,000	\$0	\$500,000
	Scope:	This project will rehab drainage and roadway facilities.	<u>.</u>	l	l
		The roads in this subdivision are deteriorating rapidly due to lack of adequate drainage.			
		This project has not started. Funding is proposed as a 50/50 match of state grants and local road bonds. A state g	rant has been	requested.	
PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		Bancroft Subd Street Reconstruction RID	\$15,000,000	\$0	\$15,000,00
		Reconstruct local roads.	-		-
	Scope:	reconstruct roads.			
	Need:	These roads are deteriorating. No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 90/10 R			

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	Bartlett Dr Reconstruction RID - Cache Dr to Waldron Dr	\$4,000,000	\$0	\$4,000,000
Sc	cope: Reconstruct the local road.	1.		
	Need: This local road is deteriorating.			
St	tatus: No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 90/10		Road Improv	ement Distric
	program in which the project is initiated by property owners who agree to pay 10% of the costs through special as	ssessments.		
PRIORITY #		Estimated	Funds on	
		Cost		Required
	Blackstone Cir Reconstruction RID - Campbell PI North	\$2,000,000	\$0	\$2,000,000
Sc	cope: Reconstruct local road.		•	
	Need: This local road is deteriorating.			
St	tatus: No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 90/10		Road Improv	ement Distri
	program in which the project is initiated by property owners who agree to pay 10% of the costs through special as	ssessments.		
PRIORITY #				Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	Campbell Airstrip Rd Upgrade - Mile 0.3 to 0.7 (Pedestrian/Bike Trail)	\$2,900,000	\$0	\$2,900,000
	Campbell Airstrip Rd Upgrade - Mile 0.3 to 0.7 (Pedestrian/Bike Trail) cope: Construct roadway improvements and a multi-modal pathway to match the existing improvements on either end. Need: This road is the primary access to Far North Bicentennial Park and the Stuckagain Heights neighborhood. This	project is inclu	ided in the 1	985 Far Nort
N	cope: Construct roadway improvements and a multi-modal pathway to match the existing improvements on either end. Need: This road is the primary access to Far North Bicentennial Park and the Stuckagain Heights neighborhood. This Bicentennial Park Master Plan, the 2000 Anchorage Bowl Park Natural Resource and Recreation Facilities Plathree plans recommend that this section of Campbell Airstrip Road be improved and the multi-modal trail extend on either end have already been improved. This project would provide safe access to both park users and reside	s project is incluin, and the 1990 led through this	ided in the 1	985 Far Nor Trails Plan. <i>I</i>
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PRIORITY #		Estimated Cost	Funds on Hand	Required
	Campbell PI Reconstruction RID - Waldron Dr to Lake Otis Pkwy	\$4,500,000	\$0	\$4,500,000
	Scope: Reconstruct local road.			
	Need: This local road is deteriorating.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 90/10 R		Road Improv	ement Distric
DDIODITY #	program in which the project is initiated by property owners who agree to pay 10% of the costs through special ass	sessments.	1	A 1 11/2 1
PRIORITY #		Fatimatad		Additional
		Estimated	Funds on	
		Cost		Required
	Chuck Dr Upgrade RID - 50th Ave north	\$1,000,000	\$0	\$1,000,000
	Scope: Upgrade road to urban standards including a new road base, curbs, pavement, drainage, and lighting.			
	Need: This local road has never been constructed to urban standards.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 30/70 Upg in which the project is initiated by property owners who agree to pay 70% of the costs through special assessment		provement D	istrict progra
PRIORITY #				Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	Fish Creek Improvements - Cook Inlet to Lake Otis Pkwy	No Estimate	\$0	\$0
	Scope: Construct water quality and drainage capacity improvements on Fish Creek.	<u> </u>		
	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 #				Additional
		Estimated	Funds on	
		Cost		Required
	Lake Otic Plany Channelization Improvements - Woldren Dr. to Dowling Pd (USID)	\$3,588,000		\$3,258,000
	Lake Otis Pkwy Channelization Improvements - Waldron Dr to Dowling Rd (HSIP)		· ·	
	Scope: This project will install raised medians at selected locations to direct traffic to appropriate intersections and aid islands. The location of median openings will take into account neighborhood circulation when determining we converted to right-in/right-out movements. The project will also install a traffic signal and construct a new approach Parkway at the 56th Avenue intersection with a connection to the trailer court to the east.	rhich side stree ch roadway on	ets and driv the east sid	eways can b le of Lake Ot
	Need: A number of right angle, left turning, pedestrian and bicycle crashes have occurred in the project area, particularly East 56th Avenue, and Pago Pago Street. The 5-lane section has high traffic volumes, turning demand, little turning locations which contribute to these crash patterns. The majority of the crashes have occurred where no tra	or no pedest ffic control dev	rian refuge ices are pres	and/or define sent.
	Status: Funding is through the Highway Safety Improvement Program (HSIP) and programmed in the AMATS TIP. Deconstruction funding in 2011. Coordination will occur with the MOA pavement rehab project. Design and construction			
PRIORITY #		Estimated Cost	Funds on	Additional Funds Required
	Laba Otta Blama Ormfana Bahahi Ormala II Orgali (2004) A	\$3,500,000	\$0	\$3,500,000
•	Lake Otis Pkwy Surface Rehab - Campbell Creek to 68th Ave	\$0,000,000	Ψ	ψυ,υυυ,υυυ
	Scope: This surface rehab will primarily include pavement overlay or replacement.			
	Need: Road surface is developing ruts and cracks. Further deterioration could impact safety.			
	Status: This project has not started, but design funding is included in the 2010 road bond. Funding is planned as a 50/			
	local road bonds. Construction is anticipated in 2012 if funding is available. The project will be coordinated with	a safety proje	cts planned	by the Alas
	DOT.			

PRIORITY #		Estimated Cost	Funds on Hand	Required
	Little Tree Dr Reconstruction RID - Waldron Dr to 56th Ave	\$3,900,000	\$0	\$3,900,000
'	Scope: Reconstruct local road including the addition of required storm drains.			
	Need: This local road is deteriorating.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The			
	Reconstruction Road Improvement District Program in which property owners initiate the project and agr	ee to pay 10% of	the costs t	hrough special
PRIORITY #	assessments.	<u> </u>	T	A al aliti a sa al
PRIORITI#		Estimated	Funds on	Additional
		Cost	Hand	
		\$400,000	\$90,000	Required \$310,000
	Little Tree Dr/Cindylee Ln Area Road and Drainage Rehab	,		• •
	Scope: Improvements are expected to include storm drains, excavating and replacing the road base where needed, i	nstalling geotextile	fabric and in	sulation board,
	resurfacing the road, and replacing curb as needed.			Tanahara 1 - 1
	Need: The roads in this area have deteriorated to the point that safety and maintenance may be impacted. The depart to inadequate drainage. This project is a priority for street maintenance and the neighborhood.	egeneration of the	road surface	is due in large
	Status: This project has not started. State grant funding is proposed through the Pavement Rehab 50/50 mat	china program an	d como imp	rovomente are
	anticipated in 2010.	ching program an	u some imp	iovernerits are
PRIORITY #				Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	Tudor Elementary Pedestrian Safety Study	\$30,000	\$0	\$30,000
	Scope: Construct a study of pedestrian needs in the Tudor Elementary School area.			1
	Need: Pedestrian facilities in the Tudor Elementary area may be inadequate.			
	Status: No work is currently planned. The project will remain on the Capital Project Needs List for future funding cons	ideration.		
PRIORITY #				Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	Tudor Rd Intersections Pedestrian Safety - Lake Otis Pkwy to Baxter Rd	\$1,050,000	\$0	\$1,050,000
1	Scope: This project will construct pedestrian crossing improvements along the intersections of the Tudor Road corrid	or from Lake Otis F	Parkway to B	axter Road.
	g in project nim condition possessing in provenience along the interest of the research	o o <u>-</u> a o	aa, 10 2.	
	Need: Nine of the top 50 Anchorage pedestrian/bicycle crash locations are located along this corridor. Pedestria intersections on this route. There is a high volume of pedestrian traffic as this roadway serves the Alaska Mission, a thriving commercial/medical district, and it is a gateway to the University-Medical District includ Alaska Anchorage. This is a high priority in the Anchorage Pedestrian Plan.	Native Medical Cen	ter, the Anch	norage Rescue
	Status: This project has not started. A state grant has been requested to study needs and options.		_	•
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	Woldren & Decembration DID Lake Otic Plant to Little Tree De	\$5,000,000	\$0	\$5,000,000
	Waldron St Reconstruction RID - Lake Otis Pkwy to Little Tree Dr	, , , , , , , , , ,	1	1 , ,
	Scope: Reconstruct local road. Need: This local road is deteriorating.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The	project would be	funded thro	ugh the 90/10
	Reconstruction Road Improvement District Program in which property owners initiate the project and agr			
	assessments.	0 pay 1070 01	500.0 (50g opcoldi

State Road Projects

			Estimated Cost	Funds on	Additional Funds Required
		Brayton Dr Sound Barrier Fence - Tudor Rd to Dowling Rd	no estimate	\$0	\$0
	Scope:	Install a sound barrier fence.	1		<u>I</u>
	Need:	Traffic noise from the Seward Highway affects this residential neighborhood.			
		No work is currently scheduled in the 6-year Capital Improvement Program. The project has been added to Capi prioritization. However, it is state owned route and prioritization and funding would be by the State of Alaska.	tal Project Nee	eds List for (evaluation and
PRIORITY #					Additional
			Estimated	Funds on	Funds
			Cost	Hand	Required
		Soward Huy - Tudor Dd Interchange NE/SE Quadrant Hook Pamps	no estimate	\$0	\$0
	C	Seward Hwy - Tudor Rd Interchange NE/SE Quadrant Hook Ramps		-	
		While the scope has not been set, freeway ramps are being suggested on the Northeast and Southeast quadra 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 H	ighway also	affects safety
_		and capacity on Tudor Road.			
		A major investment study on the Seward Highway has been completed by the State of Alaska. This is a state- funding would be by the State of Alaska. The route is identified as a Freeway in the Official Streets and Highwa may be part of the Seward Hwy project between 36th Ave and Dowling Rd.			
PRIORITY #		may be part of the coward riny project between court we and bonning red.			Additional
FIXIONII #			Estimated	Funds on	
			Cost	Hand	Required
		Seward Hwy Expansion - 36th Ave to Dowling Rd		Hand	
	Scope:	Seward Hwy Expansion - 36th Ave to Dowling Rd Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection	Cost \$58,062,000	Hand \$0	Required \$58,062,000
		Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection	Cost \$58,062,000	Hand \$0	Required \$58,062,000
	Need:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection Traffic on this Freeway already exceeds the capacity of the existing facility.	\$58,062,000 to International	Hand \$0 al Airport Ro	Required \$58,062,000 ad.
	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection	\$58,062,000 to International	Hand \$0 al Airport Ro	Required \$58,062,000 ad.
PRIORITY #	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also income the state of Alaska.	\$58,062,000 to International	Hand \$0 al Airport Ro ding would bong Range	Required \$58,062,000 ad. be by the State Transportation
PRIORITY#	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also income the state of Alaska.	\$58,062,000 n to International and future func- cluded in the Lo	### ##################################	Required \$58,062,000 pad. be by the State Transportation
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PRIORITY #	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also included Plan (LRTP).	\$58,062,000 and future fundamental future fundamental	Hand \$0 al Airport Ro ding would b ong Range Funds on Hand	Required \$58,062,000 and. be by the State Transportation Additional Funds Required
PRIORITY #	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection. Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also inceplan (LRTP). Tudor Rd Access Management (East) - Seward Hwy to Patterson St	\$58,062,000 and future fundational future fundation the Least Estimated	Hand \$0 al Airport Ro ding would b ong Range Funds on Hand	Required \$58,062,000 and. be by the State Transportation Additional Funds
PRIORITY #	Need: Status:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection. Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also inceplan (LRTP). Tudor Rd Access Management (East) - Seward Hwy to Patterson St While the scope is not set, improvements are expected to include restricting direct access onto Tudor Road.	\$58,062,000 and future fundamental future fundamental	Hand \$0 al Airport Ro ding would b ong Range Funds on Hand	Required \$58,062,000 and. be by the State Transportation Additional Funds Required
PRIORITY #	Need: Status: Scope: Need:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection. Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also inceplan (LRTP). Tudor Rd Access Management (East) - Seward Hwy to Patterson St While the scope is not set, improvements are expected to include restricting direct access onto Tudor Road. Traffic volume increases are expected to further exceed the capacity on this arterial.	\$58,062,000 and future functional future functional functions and future functions are supported by the future functions and future functions are supported by the future functions are supported by the future futu	Hand \$0 al Airport Ro ding would b ong Range Funds on Hand \$0	Required \$58,062,000 ad. be by the State Transportation Additional Funds Required \$37,000,000
PRIORITY#	Need: Status: Scope: Need:	Improvements are expected to include expansion to 3-lanes in each direction and adding an underpass connection. Traffic on this Freeway already exceeds the capacity of the existing facility. A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation of Alaska. The route is identified as a Freeway in the Official Streets and Highways Plan. The project is also inceplan (LRTP). Tudor Rd Access Management (East) - Seward Hwy to Patterson St While the scope is not set, improvements are expected to include restricting direct access onto Tudor Road.	\$58,062,000 and future functional future functional functions and future functions are supported by the future functions and future functions are supported by the future functions are supported by the future futu	Hand \$0 al Airport Ro ding would b ong Range Funds on Hand \$0	Required \$58,062,000 pad. be by the State Transportation Additional Funds Required \$37,000,000