

**2014 Capital Projects
Spenard - Community Council Priority List
Municipality of Anchorage**

Area Wide - Parks and Recreation Projects

PRIORITY #

3

		Estimated Cost	Funds on Hand	Additional Funds Required
Multi-use Athletic Field Rehabilitation		\$600,000	\$0	\$600,000
Scope:	Funds will be used to rehabilitate existing fields to a reasonable standard for all users and increase field amenities to offer quality statewide and local spectator and player use.			
Need:	Athletic fields in Anchorage play an important role by promoting healthy recreational activities and helping young athletes develop positive life skills. They also play a significant role in statewide athletics. Anchorage is one location for the State Cup soccer competition, hosting statewide soccer tournaments sponsored by local soccer clubs as well as little league and adult softball tournaments that draw teams into Anchorage from around the region and the state. Accommodating the local and regional use of the athletic fields within the Municipality requires fields that can withstand intense use over the summer sports seasons. Past use has resulted in large ruts and depressions, exposed soil and stones, and other hazards that have the potential to cause serious injury to participants.			
Status:	Anchorage has 110 athletic fields to serve the community and state needs for healthy sports activities. Funds will be used to rehabilitate existing fields to safe and current field standards.			

PRIORITY #

2

		Estimated Cost	Funds on Hand	Additional Funds Required
Storm Damage Clean-up: Forest Health and Park Safety		\$200,000	\$0	\$200,000
Scope:	Funds will be used to conduct a follow-up risk assessment, develop a recommended strategy for species management (cottonwood, evergreen, birch), finalize a tree emergency plan and continue the clearing of hazard trees on parkland from the 2012 windstorm.			
Need:	In September of 2012 more than 5000 trees were lost during a windstorm. Initial assessments estimate clean-up to be over 1 million dollars. The Anchorage Urban Forester's plan to address the damage include a mix of volunteer clean-up, commercial sales and contracted clean-up. Currently, park assets are safe for park and trail users, however as conditions change, follow-up risk assessment and clean-up is required.			
Status:	Park Maintenance and horticulture crews have cleared parks and trails making current park assets safe for Anchorage citizens.			

PRIORITY #

1

		Estimated Cost	Funds on Hand	Additional Funds Required
Campbell Creek Greenbelt		\$2,000,000	\$0	\$2,000,000
Scope:	Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements			
Need:	Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Trail use, both summer and winter, will continue to increase and safety and quality condition of trail infrastructure and amenities needs to be a priority.			
Status:	Bond funding and State legislative grant requests are pending. Area-wide greenbelt trails (Campbell Creek Greenbelt, Chester Creek Greenbelt Coastal Trail and Ship Creek Trail) need a repair program to address safety and security concerns (over 250 miles).			

Parks and Recreation Projects

PRIORITY #

1

		Estimated Cost	Funds on Hand	Additional Funds Required
Roosevelt Park		\$100,000	\$0	\$100,000
Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.			
Need:	Roosevelt Park is an important neighborhood park playground for the Spenard neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards.			
Status:	Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.			

PRIORITY # 2		Estimated Cost	Funds on Hand	Additional Funds Required
	Red Bridge Park	\$125,000	\$0	\$125,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Red Bridge Park is an important neighborhood park playground for the Spenard neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards. Additionally, there is an important trail connection through the park. Asphalt and bridge repairs are necessary.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the park assets as necessary. In 2008 the Spenard Community completed a neighborhood park report card and in 2009 volunteer completed a volunteer park fix-it. Some of the tot-lot playground elements were replaced.		
PRIORITY # 3		Estimated Cost	Funds on Hand	Additional Funds Required
	Didlika Park	\$250,000	\$0	\$250,000
	Scope:	Funds will be used to repair the playground and safety surfacing and fix neighborhood park amenities.		
	Need:	Didlika Park is an important neighborhood park playground for the Turnagain and Spenard neighborhoods. The playground and safety surfacing need to be compliant with current industry-wide safety standards.		
	Status:	Park Maintenance performs monthly safety inspections and repairs the playground as necessary.		
Project Management and Engineering Projects				
PRIORITY # 7		Estimated Cost	Funds on Hand	Additional Funds Required
	27th Ave Pedestrian Safety - Minnesota Dr to Blueberry Rd	\$1,750,000	\$0	\$1,750,000
	Scope:	This project will construct pedestrian safety improvements along this corridor. The exact improvements will be determined in the design phase.		
	Need:	This is a high volume pedestrian corridor in mid-town Anchorage. 27th Avenue has no pedestrian facilities between Spenard Road and Blueberry Road. The existing attached sidewalks between Minnesota Drive and Spenard Road are often used for parking. This project is a high priority in the Anchorage Pedestrian Plan.		
	Status:	This project has not started. State grant funding is proposed.		
PRIORITY # 2		Estimated Cost	Funds on Hand	Additional Funds Required
	35th Ave/McRae St Upgrade - Wisconsin St to Spenard Rd	\$13,546,219	\$7,864,000	\$5,682,219
	Scope:	The project will upgrade the road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, street lighting, pedestrian facilities, and landscaping.		
	Need:	This collector street is a 22' to 24' strip-paved road with inadequate drainage, lighting, and no pedestrian facilities. 35th Avenue is a designated walking route for Lake Hood Elementary School but there are no paved shoulders, or sidewalks, or pathways on either side of 35th Avenue. Moreover, there is no piped storm system, drainage being provided by roadside ditches.		
	Status:	Final design, right-of-way acquisition, and utility relocation design phases are in progress. The selected road configuration alternative has been identified and agreed to through an extensive public process. Construction is anticipated to begin in 2013 or 2014 depending on the availability of funding.		
PRIORITY # 4		Estimated Cost	Funds on Hand	Additional Funds Required
	Arctic Blvd Phase III Reconstruction - 36th Ave to Tudor Rd	\$8,000,000	\$2,280,000	\$5,720,000
	Scope:	Improvements are expected to include pavement, curbs, a center turn lane, medians, pedestrian facilities on both sides, street lighting, storm drains, and landscaping.		
	Need:	The existing pavement has deteriorated, and the current 4-lane configuration will be improved for both traffic-flow and safety aspects.		
	Status:	Draft design is being updated to reflect the three-lane configuration. Construction is expected to begin in 2014 depending on the availability of funding. Project funding is anticipated to comprise a combination of state grant and local road bonds.		

PRIORITY #

8

ARDSA Storm Drain System Condition Assessment and Rehabilitation Program

Estimated Cost	Funds on Hand	Additional Funds Required
\$1,000,000	\$0	\$1,000,000

Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) storm drain systems and rehabilitate those system segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of degradation and functionality in our existing storm drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this project will be to concentrate on metal pipes and sections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, it may be incumbent upon the investigative staff to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilitation will be completed on segments that have or are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future capital improvement program.

Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Drainage Service Area. Metal pipe was primarily used prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 gallon drums laid end to end to divert or convey storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now deteriorated to the extent that in some instances it has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts include health & safety consequences and property damage through flooding.

Status: This project has not started. This is an annual program with bond funding anticipated.

PRIORITY #

3 D

Benson Blvd at Spenard Rd Area Pedestrian Safety Improvements

Estimated Cost	Funds on Hand	Additional Funds Required
\$500,000	\$0	\$500,000

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.

PRIORITY #

3 E

Benson Blvd Southside Pedestrian Facilities - Lols Dr to Minnesota Dr

Estimated Cost	Funds on Hand	Additional Funds Required
\$1,500,000	\$0	\$1,500,000

Scope: This project will design and construct pedestrian facilities on the south side of Benson Boulevard. Bus stops and street lighting will also be evaluated and included in the project scope if warranted.

Need: There are no pedestrian facilities along Benson Boulevard. This corridor connects a large residential area to the west with a business/commercial district. This combination is a large generator of non-motorized traffic.

Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization.

PRIORITY #

9

Fireweed Ln at Arctic Blvd Pedestrian Safety

Estimated Cost	Funds on Hand	Additional Funds Required
\$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 mid-town commercial district.

Status: This project has not started. State grant funding is proposed.

PRIORITY #

1C

Fish Creek Improvements - Cook Inlet to Lake Otis Pkwy

Estimated Cost	Funds on Hand	Additional Funds Required
\$0	\$0	\$0

Scope: This project will 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. Several phases have already been funded and constructed.

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1A	Fish Creek Trail - Northwood Dr to Spenard Rd	\$1,313,000	\$866,339	\$446,661
	Scope: This project will construct a missing link of the Fish Creek Trail, specifically from Spenard Road to Northwood Drive. The first phase is anticipated to construct a bridge over Fish Creek.			
	Need: This segment of the Fish Creek Trail has never been constructed. Users must use roadways to make the connection.			
	Status: Design has been completed. Construction will occur once funding is available. A 2012 state grant provided initial construction funding for construction in the summer of 2013.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1B	Fish Creek Trail Upgrade - Barbara St Park to Spenard Rd	\$3,000,000	\$0	\$3,000,000
	Scope: This project will resurface the trail segments that are worn or unsafe and replace bridges along the trail as needed. Signage will also be upgraded.			
	Need: The Fish Creek Trail is well used and showing its age. There are many bridges that need to be replaced and sections of trail that need resurfacing.			
	Status: This project has not started. Funding is proposed as a partnership of state grants and local road bonds.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
DELETE	Lakeshore Dr Extension/Upgrade - Aero Ave to Wisconsin St	\$23,000,000	\$0	\$23,000,000
	Scope: Improvements would include a new road base, curbs, pavement, underground storm drains, street lighting, and pedestrian facilities.			
	Need: While no immediate need exists, the OS&HP identifies this as a possible future collector street connection.			
	Status: No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration. The project is identified as a collector route in the Official Streets & Highways Plan.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
6	Lois Dr/36th Ave Upgrade - Northern Lights Blvd to Minnesota Dr	\$10,500,000	\$0	\$10,500,000
	Scope: Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping. The typical section will be developed in the design phase with public involvement.			
	Need: This is a strip paved road with inadequate drainage, lighting, and pedestrian facilities. The pavement condition is also deteriorating.			
	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
5	Spenard Area Railroad Crossing Pedestrian Safety Improvements	\$200,000	\$0	\$200,000
	Scope: This project would study the pedestrian crossings of the Alaska Railroad in the Spenard area and then make recommendations for safety improvements. Future funding would be pursued to implement the results of the study.			
	Need: This need has been identified by the Spenard Community Council.			
	Status: This project has not started. There is no funding programmed in the six-year CIP for this project. However, this project will remain on the Needs List for future funding consideration.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3C	Spenard Rd Reconstruction Phase II - Hillcrest Dr to Benson Blvd	\$18,600,000	\$1,475,000	\$17,125,000
	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. Right of Way acquisition and final design are on hold pending a decision on a 3-lane or a 4-lane section. Project funding is proposed with a combination of state grants and local road bonds. Construction is anticipated to begin in 2015 depending on the availability of funding.			

ADD
5A Extended Tudor Rd. Pathway - This was requested last year as an amendment to the 2035 MTP - connecting segments of pathway on Tudor @ railway crossing.

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3B	Spenard Rd Surface Rehab - Benson Blvd to 36th Ave	\$2,000,000	\$0	\$2,000,000
	Scope: This project will overlay or replacement the pavement and construct ADA upgrades.			
	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.			
	Status: This project has not started. Project funding is proposed as a combination of state grants and local road bonds.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
3A	Spenard Rd Surface Rehab - International Airport Rd to Wisconsin St	\$1,700,000	\$0	\$1,700,000
	Scope: This project will overlay or replacement the pavement and construct ADA upgrades.			
	Need: Pavement and curb deterioration are becoming safety concerns along this minor arterial.			
	Status: This project has not started. Project funding is proposed as a combination of state grants and local road bonds.			
State Road Projects				
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
2	Fireweed Ln Reconstruction - Spenard Rd to Seward Hwy	\$10,414,500	\$3,389,500	\$7,025,000
	Scope: Project involves complete reconstruction of Fireweed Lane between Spenard Road and the Seward Highway and will include pedestrian, transit, bicycle and landscape improvements.			
	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. 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
DELETE	International Airport Rd Interchange at Postmark Dr	\$21,000,000	\$0	\$21,000,000
	Scope: One potential capacity improvement is construction of an interchange.			
	Need: Anticipated traffic increases may call for capacity improvements at this intersection. This project is no longer in the Metropolitan Transportation Plan (MPT).			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. This is a state route and evaluation and funding would be through the State of Alaska.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
DELETE	International Airport Rd/Jewel Lake Rd Grade Separation	\$45,000,000	\$0	\$45,000,000
	Scope: Capacity improvements may include a grade separated intersection.			
	Need: Anticipated traffic increases may call for capacity improvements at this intersection. This project is no longer in the Metropolitan Transportation Plan (MPT).			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. This is a state route and evaluation and funding would be through the State of Alaska.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
DELETE	Minnesota Dr at Tudor Rd Interchange	\$25,000,000	\$0	\$25,000,000
	Scope: This project would study the feasibility of constructing an interchange at this intersection.			
	Need: Traffic is expected to continue to increase at this intersection.			
	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 through the State of Alaska.			

PRIORITY #				
6	Minnesota Dr Corridor Controlled Access - Northern Lights Blvd to International Airport Rd	Estimated Cost	Funds on Hand	Additional Funds Required
		\$19,900,000	\$0	\$19,900,000
	Scope:	The anticipated scope would focus on limiting access to Minnesota Drive.		
	Need:	Traffic is expected to continue to increase beyond the capacity of the existing configuration. Direct access to Minnesota Drive is an impediment to the optimal use of a major arterial as a safe, efficient traffic conduit.		
	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 #				
5	Minnesota Dr Northbound Expansion - 16th Ave to 26th Ave	Estimated Cost	Funds on Hand	Additional Funds Required
		\$0	\$0	\$0
	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.		
PRIORITY #				
1	Northern Lights Blvd @ Spenard Rd Intersection Improvements (HSIP)	Estimated Cost	Funds on Hand	Additional Funds Required
		\$240,000	\$0	\$240,000
	Scope:	This project will construct improvements to the intersection of Northern Lights Boulevard and Spenard Road.		
	Need:	Safety concerns have been identified at this intersection.		
	Status:	Project is incorporated into the Municipality's Spenard Road project.		
PRIORITY #				
3	Northern Lights Blvd Rut Repair - Minnesota Dr to Wisconsin St	Estimated Cost	Funds on Hand	Additional Funds Required
		\$1,170,000	\$0	\$1,170,000
	Scope:	Overlay or re-surface the existing roadway.		
	Need:	The rutting of this road surface may impact safety and maintenance.		
	Status:	This is a state-owned facility. Evaluation and prioritization are done by the State DOT. This project is on the Central Region's rut repair needs list.		

ADD
Priority
#44

Int'l Airport Frontage Road: widen pavement 5' to add pathway -
Northwood to Spenard connect existing pathway segments