2014 Capital Projects Taku/Campbell - Community Council Priority List Municipality of Anchorage

Area Wide - Parks and Recreation Projects

PRIORITY #		Parks and Recreation Projects			Additional
I KIOKITI #			Estimated	Funds on	Funds
			Cost	Hand	Required
		Multi-use Athletic Field Rehabilitation	\$600,000	\$0	\$600,000
		Funds will be used to rehabilitate existing fields to a reasonable standard for all users and increase field amenities player use.	to offer quality s	tatewide and	local spectator a
		Athletic fields in Anchorage play an important role by promoting healthy recreational activities and helping young atl a significant role in statewide athletics. Anchorage is one location for the State Cup soccer competition, hosting st soccer clubs as well as little league and adult softball tournaments that draw teams into Anchorage from around the and regional use of the athletic fields within the Municipality requires fields that can withstand intense use over the in large ruts and depressions, exposed soil and stones, and other hazards that have the potential to cause serious in	atewide soccer region and the summer sports	tournaments state. Accoms seasons. Pas	sponsored by lo modating the lo
		Anchorage has 110 athletic fields to serve the community and state needs for healthy sports activities. Funds will be current field standards.	e used to reha	bilitate existinç	g fields to safe a
PRIORITY #			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 manage tree emergency plan and continue the clearing of hazard trees on parkland from the 2012 windstorm.	ement (cottonw	ood, evergree	n, birch), finaliz
		In September of 2012 more than 5000 trees were lost during a windstorm. Initial assessments estimate clean-u Urban Forester's plan to address the damage include a mix of volunteer clean-up, commercial sales and contracte park and trail users, however as conditions change, follow-up risk assessment and clean-up is required.			
		Park Maintenance and horticulture crews have cleared parks and trails making current park assets safe for Anchora	ge citizens.		
PRIORITY #			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	1. ,,0	1 * *	1,=,:::,::00
	Need:	Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Traincrease and safety and quality condition of trail infrastructure and amenities needs to be a priority.	ail use, both su	mmer and win	ter, will continue
	Status:	Bond funding and State legislative grant requests are pending. Areawide greenbelt trails (Campbell Creek Greent Ship Creek Trail) need a repair program to address safety and security concerns (over 250 miles).	oelt, Chester Ci	eek Greenbel	t Coastal Trail a

	arks and Recreation Projects			
PRIORITY #	•			Addition
		Estimated	Funds on	Funds
	Takin Laka Badi	Cost	Hand	Require
	Taku Lake Park	\$150,000	\$0	\$150,00
	Scope: Funds will be used to repair lake bank erosion caused by heavy park use. Additionally, this project will provi	ide appropriate place	s for safe and	sustainable
	to the water and water's edge. Need: Taku Lake Park is one of Anchorage's most popular community use parks in the southern part of Anchorage.	It is important for th	o donartment t	o provido r
	with safe access to the lake but it is also our responsibility to protect water resource quality and minimize lake		e department t	o provide i
	Status: Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.	C Darik Crosion.		
PRIORITY #	Citation, in manifestation performs meritally early inspectation and repaire and paint access as inspectation,			Additio
		Estimated	Funds on	Funds
		Cost	Hand	Require
	Campbell Creek Bank Restoration at Minnesota and Dimond	\$200,000	\$0	\$200,00
	Scope: Project will repair the eroded sections of stream bank and will build access to the creek for park users.			
	Need: Constant use and access have impacted and eroded the stream bank.			
	Status: This area is a popular area off of the Campbell Creek Trail to access the creek.			
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Pr	roject Management and Engineering Projects			
PRIORITY #				Additio
		Estimated	Funds on	Funds
		Cost	Hand	Require
	71st Ave Upgrade RID - Arctic Blvd to Rovenna St	\$3,900,000	\$0	\$3,900,
	Scope: Install new road base, curbs, pavement, drainage, and lighting.	L:	_ I.'	
	Need: The road has never been constructed to standards regarding pavement, curbs, drainage, or lighting. Status: No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the Roa	ad Improvement Distr	ict program in v	which the p
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				Additional
		Estimated	Funds on	Funds
	02nd Ave Extension - King St to Old Sowerd Hung	Cost	Hand	Required
	92nd Ave Extension - King St to Old Seward Hwy Scope: Improvements would include a new road base, pavement, curbs, drainage, lighting, pedestrian facilities, signals, an	\$18,000,000	\$0	\$18,000,000
	Need: This project would complete an east/west transportation corridor serving the Dimond Center area. With the St			
	Seward Highway, the need and useful of a continued connection to the west increases.	ate DOT'S COIL	Struction of an	i unuerpass at th
	Status: This project has not started. State grant funding is proposed.			
PRIORITY #	Classes, in a project of the grant and grant a			Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	92nd Ave Extension - Minnesota Dr to King St	\$12,600,000	\$0	\$12,600,000
	Scope: This project will construct the missing transportation link to urban arterial standards. Improvements are expected	to include pave	ment, curbs, p	edestrian facilitie
	street lighting, storm drainage, and landscaping.			
	Need: This road is identified as a minor arterial in the Official Streets and Highways Plan and is not currently constructed	d. This project i	s a priority for	the Bayshore/Kla
	Community Council. Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the	Capital Project	at Noode Liet	for future fundin
	consideration.	Capital F10jet	N MEEUS LIST	ioi iutule iuliulii
PRIORITY #	perioderater.			Additional
		Estimated	Funds on	Funds
		Cost	Hand	Required
	Arctic Blvd Extension/Upgrade - Dimond Blvd to 92nd Ave	\$8,300,000	\$0	\$8,300,000
	Scope: This project will upgrade/extend the road to urban standards including a new road base, curbs, pavement, pedestria			
	Need: A portion of this collector street has never been constructed and another portion has never been constructed t	o urban standa	rds regarding	road width, curb
	drainage, lighting, and pedestrian facilities.			
	Status: This project has not started. Funding is proposed as a partnership with local road bonds and state grants. This	s road is classi	fied as a colle	ector in the Officia
	lot t lutt by (OCCUP)			
DDIODITY #	Streets and Highways Plan (OS&HP).	1		
PRIORITY #	Streets and Highways Plan (OS&HP).	Estimated	Funds on	Additional
PRIORITY #	Streets and Highways Plan (OS&HP).	Estimated Cost	Funds on Hand	Additional Funds
PRIORITY#		Estimated Cost \$1,000,000	Funds on Hand	Additional
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PRIORITY #	ARDSA Storm Drain System Condition Assessment and Rehabilitation Program Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) stee segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of degrain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this periority sections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehability are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future cape. Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Drainal prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now de has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts includanage through flooding.	Cost \$1,000,000 orm drain systel egradation and roject will be to it may be incur ation will be com- oital improvement age Service Are gallon drums la eteriorated to the	Hand \$0 ms and rehabi functionality in concentrate of mbent upon the apleted on seg nt program. a. Metal pipe id end to end e extent that in afety conseque	Additional Funds Required \$1,000,000 litate those system our existing storm on metal pipes an existing at the existing storm of the existing storm on the existing storm of the
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	ARDSA Storm Drain System Condition Assessment and Rehabilitation Program Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) steements as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this pections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilitation are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future cape. Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Draination prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now defined has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts includanage through flooding. Status: This project has not started. This is an annual program with bond funding anticipated. Branche Dr Reconstruction - 76th Ave to 74th Ave	Cost \$1,000,000 orm drain systel egradation and roject will be to it may be incurtation will be combital improvement age Service Are agallon drums la eteriorated to the ude health & sate to the cost Estimated Cost \$4,000,000	Hand \$0 ms and rehabi functionality in concentrate or mbent upon the pleted on seg nt program. a. Metal pipe id end to end e extent that in afety conseque	Additional Funds Required \$1,000,000 litate those system our existing storm metal pipes are investigative staments that have of the divert or convents of the divert or convents are instances and proper Additional Funds
	ARDSA Storm Drain System Condition Assessment and Rehabilitation Program Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) strength segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this projections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilities are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future cap. Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Draina prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now de has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts includange through flooding. Status: This project has not started. This is an annual program with bond funding anticipated. Branche Dr Reconstruction - 76th Ave to 74th Ave Scope: This project will reconstruct the road base of the portions of the roadway to be determined during the concept report.	Cost \$1,000,000 orm drain systel egradation and roject will be to it may be incurtation will be combital improvements age Service Are agallon drums lasteriorated to the ude health & sateriorated Cost \$4,000,000 t phase.	Hand \$0 ms and rehabi functionality in concentrate o mbent upon the spleted on seg nt program. a. Metal pipe id end to end e extent that in affety conseque Funds on Hand \$666,750	Additional Funds Required \$1,000,000 litate those system our existing storm metal pipes and investigative staments that have of the divertion of the convenience of t
	ARDSA Storm Drain System Condition Assessment and Rehabilitation Program Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) storm segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this projections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilities are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future cap. Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Draina prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now de has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts includange through flooding. Status: This project has not started. This is an annual program with bond funding anticipated. Branche Dr Reconstruction - 76th Ave to 74th Ave Scope: This project will reconstruct the road base of the portions of the roadway to be determined during the concept report Need: This road has severe frost heaving resulting in safety concerns for motorized and non-motorized users. Engineer	Cost \$1,000,000 orm drain systel egradation and roject will be to it may be incuration will be combital improvements age Service Are gallon drums la eteriorated to the ude health & sate and the sate of the sate	Hand \$0 ms and rehabi functionality in concentrate o mbent upon the spleted on seg nt program. a. Metal pipe id end to end e extent that in affety conseque Funds on Hand \$666,750	Additional Funds Required \$1,000,000 litate those system our existing storm metal pipes and envestigative staments that have of the convenient of the conven
	ARDSA Storm Drain System Condition Assessment and Rehabilitation Program Scope: This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) strength segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this projections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilities are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future cap. Need: There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Draina prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now de has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts includange through flooding. Status: This project has not started. This is an annual program with bond funding anticipated. Branche Dr Reconstruction - 76th Ave to 74th Ave Scope: This project will reconstruct the road base of the portions of the roadway to be determined during the concept report.	Cost \$1,000,000 orm drain systel egradation and roject will be to it may be incuration will be combital improvements age Service Are gallon drums la eteriorated to the ude health & sate and the sate of the sate	Hand \$0 ms and rehabi functionality in concentrate o mbent upon the spleted on seg nt program. a. Metal pipe id end to end e extent that in affety conseque Funds on Hand \$666,750	Additional Funds Required \$1,000,000 litate those system our existing storm metal pipes and existing investigative statements that have out to divert or convert of some instances ences and propert Additional Funds Required \$3,333,250

PRIORITY #					Additional
			Estimated	Funds on	Funds
		Campbell Creek Stormwater Mitigation	\$200,000	#and \$0	Required \$200,000
	Scone:	The project will study the impacts of heavy rain/snow events on the Campbell Creek basin in ARDSA and make re			
	•	of future precipitation events.			
	Need:	The heavy rains of 2012 produced flooding and later glaciation that posed a danger to properties along the creek. potential is needed along with recommendation for solutions to alleviate future potential flooding and ice build up.	A thorough ana	alysis of the cre	eek and its floodin
	Status:	The project has not started. State grant funding is proposed.			
PRIORITY #					Additional
			Estimated	Funds on	Funds
		Chad St Reconstruction - Raspberry Rd to 76th Ave	Cost	Hand	Required
			\$3,600,000	\$0	\$3,600,000
		Reconstruct road. This local road is deteriorating.			
		No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the 90/10 Rec	construction Do	ad Improveme	nt District progra
	Status.	in which the project is initiated by property owners who agree to pay 10% of the costs through special assessments.		au improveme	ent District progra
PRIORITY #		In which the project is initiated by property owners who agree to pay 10% of the costs through special assessments.	· 		Additional
i idoldii i			Estimated	Funds on	Funds
			Cost	Hand	Required
		Laviento Dr Reconstruction/Extension - King St to 87th Ave	\$2.000.000	\$0	\$2,000,000
	Scope:	This project will reconstruct the existing portion of Laviento Drive and extend it south to 87th Avenue. Laviento will			
	277	These standards typically include a 33' street section with two 11' travel lanes, 3.			
	Need:		a heavily use	d intersection	so traffic is usua
		backed up making turning movements out of Laviento Drive very difficult. The solution is to extend Laviento to			
		another access.			·
	Status:	This project has not started. State grant funding is proposed.			
PRIORITY #					Additional
			Estimated	Funds on	Funds
			Cost	Hand	Required
		Old Seward Hwy/International Airport Rd Area Storm Reconstruction	\$484,000	\$33,822	\$450,178
		The project is expected to replace the existing storm drain outfall.			
		A needs analysis is being performed. This analysis is expected to show that the outfall system is deteriorating and u			
	Status:	Long term project needs RFP for design due to complications with new out fall to Campbell Creek and pipe condition	n. State grant	funding is prop	
PRIORITY #					Additional
					Funds
			Estimated	Funds on	
		Sparated Subd Area Bood Boomstruction	Cost	Hand	Required
		Sperstad Subd Area Road Reconstruction	Cost \$4,200,000	Hand \$0	Required \$4,200,000
	Scope:	Sperstad Subd Area Road Reconstruction This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted.	Cost \$4,200,000	Hand \$0	Required \$4,200,000
	·	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore of	Cost \$4,200,000 e construction	Hand \$0 of a new road I	Required \$4,200,000 base, installation
	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood.	Cost \$4,200,000 e construction	Hand \$0 of a new road I	Required \$4,200,000 base, installation
PRIORITY #	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore of	Cost \$4,200,000 e construction	Hand \$0 of a new road I	Required \$4,200,000 base, installation
PRIORITY #	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood.	Cost \$4,200,000 e construction	Hand \$0 of a new road I	Required \$4,200,000 base, installation a priority for the
PRIORITY#	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood.	Cost \$4,200,000 e construction of deteriorating.	Hand \$0 of a new road b This project is Funds on	Required \$4,200,000 base, installation a priority for the Additional Funds
PRIORITY #	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood. This project has not started. Funding is proposed as a partnership of state grants and local road bonds.	Cost \$4,200,000 e construction of deteriorating. T	Hand \$0 of a new road I his project is Funds on Hand	Required \$4,200,000 base, installation of a priority for the Additional Funds Required
PRIORITY#	Need:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood.	Cost \$4,200,000 e construction of deteriorating. T Estimated Cost \$6,000,000	Hand \$0 of a new road I his project is Funds on Hand \$0	Required \$4,200,000 base, installation of the second secon
PRIORITY#	Need: Status:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on neighborhood. This project has not started. Funding is proposed as a partnership of state grants and local road bonds. Sylvan Dr Reconstruction RID - Fairweather Dr to Old Seward Hwy This project will upgrade this local road to current urban standards, which typically include a new road base, curbs,	Cost \$4,200,000 e construction of the construc	Hand \$0 of a new road before the project is Funds on Hand \$0 or drains, and s	Required \$4,200,000 base, installation a priority for the Additional Funds Required \$6,000,000 street lighting.
PRIORITY #	Need: Status:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore on eighborhood. This project has not started. Funding is proposed as a partnership of state grants and local road bonds. Sylvan Dr Reconstruction RID - Fairweather Dr to Old Seward Hwy	Cost \$4,200,000 e construction of the construc	Hand \$0 of a new road before the project is Funds on Hand \$0 or drains, and s	Required \$4,200,000 base, installation a priority for the Additional Funds Required \$6,000,000 street lighting.
PRIORITY #	Need: Status:	This project will reconstruct 57th and 58th Avenues in Sperstad Subdivision. Improvements are expected to includ a storm drain system, upgraded street lighting, landscaping, and pedestrian facilities if warranted. Maintenance has identified this area as having excessive drainage issues. The road surface is therefore oneighborhood. This project has not started. Funding is proposed as a partnership of state grants and local road bonds. Sylvan Dr Reconstruction RID - Fairweather Dr to Old Seward Hwy This project will upgrade this local road to current urban standards, which typically include a new road base, curbs, in this local road is not constructed to urban standards. The road is deteriorating. There are flooding and glacial neighborhood and the Taku/Campbell Community Council.	Estimated Cost \$6,000,000 pavement, stori	Hand \$0 of a new road to this project is Funds on Hand \$0 of a new road to the project is This project is	Required \$4,200,000 base, installation a a priority for the second secon

PRIORITY #				Francis en	Addition
			Estimated Cost	Funds on Hand	Funds Require
		West Dowling Rd Connection to Arctic Blvd	\$8,000,000	\$0	\$8,000,0
	Scope:	This project will construct an exit from the new West Dowling Road project to Arctic Boulevard.	φο,σσσ,σσσ	φο	ψο,σσσ,σ
-	Need:	The DOT budget for West Dowling Road did not allow for an exit onto Arctic Boulevard. The Municipality agreed to	pursue funding	for this addition	on to the pro
	Status:	This project has not started. State grant funding is proposed.			
-	State Road	Projects			
PRIORITY #	Olulo Houd	. 10,0010			Addition
			Estimated	Funds on	Funds
		Dimond Blvd Pedestrian and Landscaping Improvements - Jewel Lake Rd to Old	Cost	Hand	Require
		Seward Hwy	\$0	\$0	\$0
		This project will construct improvements to the pedestrian facilities and landscaping along Dimond Boulevard.	•	•	•
_		Interest has been expressed in expanding the pedestrian and landscape improvements along Dimond Boulevard.			
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and ev	aluation and f	unding would	be by the
DDIODITY #		Alaska.			Additio
PRIORITY #			Estimated	Funds on	Funds
			Cost	Hand	Require
		Dimond Blvd Rut Repair - Arctic Blvd to Old Seward Hwy	\$5,000,000	\$0	\$5,000,0
	Scone:	Overlay or re-surface the existing roadway.	ψο,οοο,οοο	ΨΟ	ψο,οοο,ο
		The ruts in this roadway may impact safety and maintenance.			
F		This is a state-owned facility. Evaluation and prioritization will be done by the State DOT. This project is on a prioritization	zed list of rut re	pair needs of	the Central
		of DOT.			
PRIORITY #					Additio
			Estimated	Funds on	Funds
		Pine IPLIP (Professor Inc.)	Cost	Hand	Require
-		Dimond Blvd Rut Repair - Jewel Lake Rd to Arctic Blvd	\$10,000,000	\$0	\$10,000
-	Scope:	This project will rehabilitate the pavement.			
-		Pavement is deteriorating on this road with increasing traffic.	4		la a la
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and ex Alaska. This project is included in the AMATS TIP as a need.	aluation and t	unaing would	be by the
PRIORITY #		Alaska: This project is included in the AlviATS TIP as a need.	1		Addition
PRIORITI#			Estimated	Funds on	Funds
			Cost	Hand	Require
		Minnesota Dr East-side Frontage Rd - Raspberry Rd to Dimond Blvd	\$16,750,000	\$0	\$16,750
		Construct new frontage road with a connection to 76th Avenue.	•	•	
	Need:	Circulation and access in the residential neighborhood east of Minnesota Drive is limited.			
	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
		Alaska.			
PRIORITY #		Alaska.			
PRIORITY #		AldSKd.			
PRIORITY #			Estimated	Funds on	Funds
PRIORITY #		Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to	Cost	Hand	Funds Require
PRIORITY #		Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy	Cost \$0	Hand \$0	Funds Require
PRIORITY #	Scope:	Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy Construct moose mitigation fencing on both sides of Minnesota Dr/O'Malley Rd from International Airport Rd to the	Cost \$0	Hand \$0	Funds Require
PRIORITY #		Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy Construct moose mitigation fencing on both sides of Minnesota Dr/O'Malley Rd from International Airport Rd to the allow moose to migrate without becoming a hazard to drivers.	\$0 New Seward	Hand \$0 Hwy. Install "s	Funds Require \$0 afe" crossin
PRIORITY #		Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy Construct moose mitigation fencing on both sides of Minnesota Dr/O'Malley Rd from International Airport Rd to the allow moose to migrate without becoming a hazard to drivers. The presence of moose on this high-speed route is an ever-present danger for motorists. Numerous moose relations in the presence of moose on this high-speed route is an ever-present danger for motorists.	\$0 New Seward	Hand \$0 Hwy. Install "s	Funds Require \$0 afe" crossii
PRIORITY #	Need:	Minnesota Dr/O'Malley Rd Moose Mitigation Fencing - International Airport Rd to New Seward Hwy Construct moose mitigation fencing on both sides of Minnesota Dr/O'Malley Rd from International Airport Rd to the allow moose to migrate without becoming a hazard to drivers.	\$0 New Seward	Hand \$0 Hwy. Install "s occur annually	Require \$0 afe" crossin / causing p

PRIORITY #			Estimated	Funds on	Additional Funds
			Cost	Hand	Required
		Potter Rd Rut Repair - Arctic Blvd to Dowling Rd	\$600,000	\$0	\$600,000
	Scope:	Overlay or resurface the existing roadway.		10.3	1. ,
	Need:	Rutting may impact safety and maintenance as it continues to worsen.			
	Status:	This is a state-owned facility. Evaluation and prioritization will be done by the State DOT. Central Region DOT ha	as included this	project on a pr	rioritized list of
		repair projects. State grant funding is proposed.			
PRIORITY #					Additional
			Estimated	Funds on	Funds
		Pottor Pd Ungrado - Arctic Rhyd to Dowling Pd	Cost	Hand	Required
		Potter Rd Upgrade - Arctic Blvd to Dowling Rd	\$11,500,000	\$0	\$11,500,000
	Scope:	While the scope is not set, urban collector improvements typically include a new road base, curbs, pavement, storm	i drains, pedest	rian facilities, a	na street lightii
		This road has never been constructed to urban collector standards.			
	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 Stat
		Alaska. The route is identified as a collector in the Official Streets and Highways Plan.			
PRIORITY #					Additional
			Estimated	Funds on	Funds
			Cost	Hand	Required
1		Seward Hwy at 92nd Ave Grade Separation - Old Seward Hwy to Abbott Rd	\$60,000,000	\$20,000,000	
	Scope:	Construct a minor arterial with an underpass at the New Seward Hwy. Improvements are expected to include paven	ment, curb and	gutter, storm dr	
	Scope:	Construct a minor arterial with an underpass at the New Seward Hwy. Improvements are expected to include paven pedestrian facilities on both sides, and possible landscaping. The final scope will be determined during the design pl	ment, curb and hase with publi	gutter, storm dr c input.	
	Scope:	Construct a minor arterial with an underpass at the New Seward Hwy. Improvements are expected to include paven pedestrian facilities on both sides, and possible landscaping. The final scope will be determined during the design pl The Dimond Center area is one of the most congested in the city. Creating alternatives is the top priority for the	ment, curb and hase with publi Taku/Campbel	gutter, storm dr c input.	rains, street lig
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