

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

Area Wide - Parks and Recreation Projects

PRIORITY #				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 #				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 #				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. Areawide 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 Project

PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
			\$1,300,000	\$0	\$1,300,000
	Chester Creek Campbell Creek Trail Connection Lighting				
	Scope:	Add light poles and LED light fixtures to the new Chester Creek Trail-Campbell Creek Trail Connection from the Tudor Road overpass all the way to Goose Lake Park.			
	Need:	Trail user safety is a priority for the Department and the residents of Anchorage. The Chester Creek-Creek Campbell Creek trail connection is a well used and recently installed multi-use greenbelt that completes the link between two major non-motorized transportation and recreation greenbelts within Anchorage. Trail safety will increase with the addition of lighting for the long winter months. LED technology continues to decrease in cost and the utility bills are a fraction of traditional lighting technology.			
	Status:	The department has recently completed transitions to LED technology at Beach Lake, a small segment at Russian Jack and the Speed skating Oval at Cuddy Family Midtown Park. We are currently in design and engineering to convert all of the ski trail lighting at Kincaid and Far North as well as the exiting lighting on Chester Creek and Campbell Creek. Completing this missing link is the next logical step.			

Project Management and Engineering Projects

PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
			\$1,000,000	\$0	\$1,000,000
	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 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			
	Status:	This project has not started. This is an annual program with bond funding anticipated.			

PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
			\$0	\$0	\$0
	Fish Creek Improvements - Cook Inlet to Lake Otis Pkwy				
	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
			\$25,000	\$0	\$25,000
	Tudor Area Traffic Calming Improvements				
	Scope:	This project will construct 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. Funding will be scheduled through the annual Traffic Calming Program managed by the Traffic Department.			

State Road Projects

PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
	Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd			\$765,500,000	\$21,155,000	\$744,345,000
	Scope:	Connect the Seward Highway to the Glenn Highway with a controlled access freeway. Project may include an 8-lane highway segment between Bragaw Street and Tudor Road. More details will be developed through 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 by the state. Environmental engineering is underway and alternative routes are being explored and moved through the public process. The project is currently on hold.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
	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).				