

2006 ARDSA BOND PROJECT INFORMATION

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1. **6th Ave Surface Rehab – Oklahoma St to Muldoon Rd:** This project will provide surface rehabilitation improvements on a collector street. Improvements are expected to include pavement overlay or replacement, and ADA upgrades to curbs and sidewalks. The estimated project cost is \$5,400,000. Design efforts have been funded. This bond includes approximately \$400,000 for easement and utility efforts. Construction funding is proposed for 2008. This project ranked high primarily because it's a collector street serving Creekside Elementary and Creekside Park with over 1,600 ADT and has deteriorated to the point that maintenance costs and safety are being impacted. Contact: John Smith, 343-8422. (CC: Northeast, AD 5)
2. **32nd Avenue Upgrade – Muldoon Road to Brookridge Drive:** This project will upgrade 32nd Avenue to urban collector standards. Improvements are expected to include pavement, curbs, pedestrian facilities, storm drainage, and possibly landscaping and lighting. Preliminary engineering and public involvement efforts have been funded. Preliminary scoping efforts are expected to include traffic analysis, soils investigation, aerial topographical survey, and development of recommendations regarding reclassifying the road as a collector. Total project costs for various options will be developed. This bond includes approximately \$200,000 for design efforts, assuming reclassifying of the street as a neighborhood collector. Future funding will be conditioned upon collector street reclassification. This project ranked high because of current and projected traffic volumes due to proposed school and ball field construction on the north side of 32nd Avenue. Contact: Steve Gillette at 343-8173.(CC: Scenic Foothills, AD 5)
3. **35th Ave/McRae Road Upgrade – Wisconsin Street to Spenard Road:** This project will upgrade 35th Avenue between Wisconsin Street and Turnagain Boulevard and McRae Road between Turnagain Boulevard and Spenard Road. Improvements will be to urban collector standards and are expected to include paving, curbs, street lighting, storm drains, pedestrian facilities, and landscaping. Traffic calming needs will also be explored. The estimated project cost is \$10,400,000. Design efforts have been funded and the public involvement process is underway. This bond includes approximately \$800,000 for easement acquisition and utility relocation. Additional easement and utility relocation funding is planned for 2007, with construction funding to follow in 2008. This project ranked high primarily because it's a collector street with over 2,600 ADT with inadequate drainage, lighting, and pedestrian facilities. Additionally, pavement has deteriorated to the point that maintenance costs are increasing. Contact: Steve Gillette at 343-8173. (CC: Turnagain, Spenard, AD: 3)
4. **36th Ave Surface Rehab – C Street to Seward Highway:** This project will provide surface rehabilitation improvements on a major arterial which has failed significantly. Efforts were made to resurface the road in 2005 but having this east/west arterial under construction the same year as Tudor Road was a concern. Pavement on 36th Avenue was expected to be adequate for another winter. Improvements are expected to include pavement overlay or replacement, ADA upgrades to curbs and sidewalks, and some median reconstruction. The estimated project cost is \$800,000. Design and partial construction funding has been provided. This bond includes approximately \$400,000 to complete construction funding and construction is planned for 2006. This project ranked high because it's an arterial street with over 20,000 ADT and has deteriorated to the point that maintenance costs and safety are being impacted. Contact: Steve Gillette, 343-8173. (CC: Midtown, AD 4)

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5. **40th Ave Extension – Lake Otis Pkwy to Piper St:** This project will construct a new 3-lane collector street connection in the U-Med District. Improvements are expected to include pavement, curbs, pedestrian facilities, and street lighting. Traffic calming and safety improvements on 42nd Avenue to the south may also be included. Extension of collector street improvements to Dale Street will be evaluated in the design process. The estimated project cost is \$5,500,000. This bond includes approximately \$800,000 for design and public involvement efforts. Easement and utility phase funding is proposed for 2007 and 2008, with construction funding to follow in 2009. This project ranked high primarily because it's a priority collector street missing link and has been identified as a priority improvement in the U-Med District Plan. The new road will also take significant cut-through traffic off 42nd Avenue. Contact: John Smith, 343-8422. (CC: University, AD 4)
6. **48th Ave/Boniface Pkwy Extension – Tudor Rd to Bragaw St:** This project will construct a new 5-lane arterial street connection from Bragaw Street at 48th Avenue east and north to the Boniface Parkway intersection with Tudor Road. Improvements are expected to include pavement, curbs, pedestrian facilities, and street lighting. The project will be coordinated with a major water line construction project. The estimated project cost is \$25,000,000. This bond includes approximately \$800,000 for preliminary engineering, permitting, and public involvement efforts. The remainder of the project funding is being pursued as a 2006 state grant. If funded in 2006, construction could begin as early as 2009. This project ranked high primarily because it's identified as a priority congestion relief project in the recently adopted Long Range Transportation Plan. Contact: John Smith, 343-8422. (CC: Campbell Park, AD 4)
7. **76th Avenue Reconstruction – Chad Street to C Street:** This project will reconstruct a collector. Improvements are expected to include replacement of pavement, curbs, subdrain installation, pedestrian facilities, and possibly traffic calming. The estimated project cost is \$3,000,000. Design efforts have been funded and the public involvement process is underway. This bond includes approximately \$200,000 for easement and utility efforts. Construction funding is planned for 2007. This project ranked high primarily because it's a collector street with over 2,400 ADT that has deteriorated to the point that maintenance costs and safety are being impacted. Contact: Russ Oswald, 343-8196. (CC: Taku/Campbell, AD 4)
8. **84th Avenue Upgrade – Lake Otis Parkway to Spruce Street:** This project will upgrade 84th Avenue between Lake Otis Parkway and Spruce Street. Improvements are expected to include paving, curbs, street lighting, storm drains, pedestrian facilities, and landscaping. Traffic calming needs will also be explored. The project is being developed in conjunction with an upgrade to Spruce Street. The estimated project cost is \$4,900,000. Design, easement, and utility phases have been funded. This bond includes approximately \$3,700,000 for construction and 2006 construction is planned. This project ranked high primarily because it's a collector street with over 2,000 ADT providing primary access to Abbott Loop Elementary and pavement has deteriorated to the point that maintenance costs are increasing. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)

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9. **88th Ave Upgrade – Hartzell Rd to Lake Otis Pkwy:** This project will upgrade 88th Avenue to urban collector standards between Toloff Street and Lake Otis Parkway. Improvements are expected to include paving, curbs, street lighting, storm drains, pedestrian facilities, and landscaping. The project will be constructed in conjunction with a federally funded surface rehab on Lake Otis Parkway. The estimated project cost is \$1,500,000. Design, easement, and utility phases have been funded. This bond includes approximately \$200,000 for a local match. Construction funding is proposed in either 2006 or 2007 through the AMATS program. This project ranked high primarily because it's a collector street with almost 10,000 ADT and pavement has deteriorated to the point that maintenance costs are increasing. Upon construction completion, ownership of the state owned route will be transferred to the Municipality of Anchorage. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)
10. **100th Ave Extension – Minnesota Dr to King St:** This project will extend 100th Avenue between Minnesota Drive and King Street to urban collector standards. Improvements are expected to include paving, curbs, street lighting, storm drains, pedestrian facilities, and landscaping. The estimated project cost is \$9,400,000. Design, permitting, easement acquisition and utility efforts have been funded. This bond includes approximately \$3,000,000 for Phase I construction between C Street and King Street. Funding for phase II construction between Minnesota Drive and C Street is being requested from the State Legislature in 2006. This project ranked high primarily because, in conjunction with the C Street Extension project between Dimond Boulevard and O'Malley Road, it will improve area circulation and access and will reduce traffic on Dimond Boulevard. Contact: John Smith at 343-8422. (CC: Bayshore/Klatt, AD 6)
11. **ADA Pedestrian Facility Upgrades:** This project is part of an annual program to design and construct miscellaneous pedestrian improvements to comply with American Disabilities Act (ADA) mandates. Improvements are expected to include sidewalk and curb ramp reconstruction. This bond includes approximately \$200,000 for design and construction phase funding. Specific locations are identified by Project Management and Engineering. This project ranked high because it addresses Federal ADA access requirements and improves pedestrian safety. Contact: John Smith at 343-8422. (CC & AD: ARDSA-wide)
12. **Alaska Railroad Crossing Rehabs:** This project is part of an annual program to fund road rehab work at Alaska Railroad Crossings on municipal streets. This bond includes approximately \$500,000 for construction phase funding. This project ranked high primarily because the deterioration of roads at many crossings is creating maintenance and safety concerns. Contact: Jim Lamson at 343-8120. (CC & AD: ARDSA-wide)
13. **AMATS Project: Municipal Matching Funds (ARDSA-wide):** This project is part of an annual program to provide matching funds for federally funded projects within the Anchorage Road and Drainage Service Area (ARDSA). Funding is for management and administration costs on federally funded projects that do not qualify for reimbursement, as well as a required local match. This bond includes approximately \$350,000 in matching funds. This project ranked high because the match allows us to receive significant state and federal funding for capital projects. Contact: Jim Lamson at 343-8120. (CC: AD: ARDSA-wide)

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- 14. Anchorage Signal System, Signage, and Safety Improvements:** This project is part of an annual program to construct priority improvements identified by the Traffic Department that will improve safety and traffic flow. Improvements may include replacing and/or upgrading signals, turning lanes and lights, signs, traffic detection loops, and other equipment needed to upgrade the system. This bond includes approximately \$550,000 for construction phase funding. This project ranked high primarily because it is one of the biggest "bang for the bucks" projects. It's a good value because projects improve traffic flow and safety, usually with minimal design time and expense. Contact: Bob Kniefel, 343-8410. (CC & AD: ARDSA-wide)
- 15. Arctic Boulevard Surface Rehabilitation – Tudor Road to Raspberry Road:** This project will provide surface rehabilitation improvements on a minor arterial. Improvements are expected to include pavement overlay or replacement, ADA upgrades to curbs and sidewalks, and safety upgrades in high accident areas. The estimated project cost is \$3,400,000. Preliminary engineering has been funded. This bond includes approximately \$700,000 for design, easement, and utility efforts. The project is being coordinated with two state projects in the area. One is a Highway Safety Improvement Project at the Potter Road intersection and the other is a new Dowling Road connection between Minnesota Drive and the Old Seward Highway. The project scope may develop beyond a surface rehab which would delay construction until 2008 or 2009. This project ranked high primarily because it's an arterial street with over 15,000 ADT and has deteriorated to the point that maintenance costs and safety are being impacted. Contact: Steve Gillette, 343-8173. (CC: Midtown, Spenard, and Taku/Campbell AD 3,4)
- 16. ARDSA Road and Drainage System Rehabilitation:** This project provides for reconstruction of miscellaneous street and drainage facilities that require quick response. Improvements are focused on small projects requiring pavement, curb, sidewalk, and storm drain reconstruction. This bond includes approximately \$400,000 for full project funding and 2006 construction is expected. This project ranked high primarily because it is one of the biggest "bang for the bucks" projects and its benefits are available ARDSA-wide. It's a good value because there's usually minimal design time or expense. Contact: Jim Lamson, 343-8120. (CC & AD: ARDSA-wide)
- 17. ARDSA Street Light Improvements:** This project is part of an annual program to construct new streetlights and replace deteriorated and inefficient existing lights within the Anchorage Road and Drainage Service Area (ARDSA). This bond includes approximately \$200,000 for design and construction phase funding. The Street Maintenance and Traffic Departments will determine specific locations. Improvements to street lighting around Williwaw Elementary are planned for 2006. This ranked high primarily because it improves vehicle and pedestrian safety in high pedestrian traffic areas and replaces higher maintenance cost lighting. Contact: Jim Lamson, 343-8120. (CC: Russian Jack, CC & AD: ARDSA-wide)

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18. **Bayshore Dr Surface Rehab – 100th Ave to Marathon Cir:** This project will provide surface rehabilitation improvements on a collector. Improvements are expected to include pavement overlay or replacement, and ADA upgrades to curbs and sidewalks, traffic calming, and construction of a missing sidewalk south of Marathon Circle and on Ensign Drive. Storm drain improvements are also planned on Ensign Drive between Bayshore Drive and Admiralty Bay Loop. The estimated project cost is \$5,400,000. Design, easement, and utility and public involvement phases have been funded. This bond includes approximately \$4,800,000 for construction which is expected in 2006. This project ranked high primarily because it's a collector street serving Bayshore Elementary with over 4,200 ADT and has deteriorated to the point that maintenance costs and safety are being impacted. Contact: John Smith at 343-8422. (CC: Bayshore/Klatt, AD 6)
19. **Dimond Boulevard Upgrade – Jodhpur Road to Sand Lake Road:** This project will upgrade a collector street to urban standards. Improvements are expected to include pavement, curbs, pedestrian facilities on both sides, storm drains, street lighting, and landscaping. The west end of the project may be extended to the Kincaid Park entrance on Jodhpur Road. The estimated project cost is \$5,800,000. Preliminary engineering and public involvement efforts have been funded. This bond includes approximately \$600,000 for design. Utility and easement funding is proposed for 2007 with construction funding to follow in 2009. Federal funding is no longer proposed. This project ranked high primarily because it's a collector route with traffic volumes exceeding 1,400 ADT. Contact: John Smith, 343-8422. (CC: Sand Lake, AD-3)
20. **Downtown Area Street, Pedestrian, and Winter City Upgrades:** This project will identify, design, and construct priority street, pedestrian, and winter city upgrades identified in an ongoing "Destination Downtown Study" effort. Improvements are expected to include pedestrian crossing upgrades, sidewalk widening, street lighting enhancements, landscaping, ADA upgrades, and possibly heated sidewalks. The total funding planned for these improvements is \$1,900,000. Design study and public involvement efforts have been funded. This bond includes approximately \$1,500,000 in design and construction funding and construction is expected to occur in 2007 and 2008. This project ranked high primarily because the Downtown area is a high tourism area with substantial redevelopment underway, and pedestrian safety and corridor enhancements are needed. Contact: Russ Oswald, 343-8196. (CC: Downtown, AD-1)
21. **Downtown/Fairview Area Storm Drain Upgrades:** This project will replace existing storm drains in the Downtown/Fairview areas that are in poor condition and need to be redesigned to handle increased flows. Specific sections being replaced include 9th/10th alley west of Hyder Street, Hyder Street between 9th and 10th Avenues, 10th Avenue west of Hyder, 11th Avenue between Eagle Street and Fairbanks Street, and 12th Avenue west of Cordova Street. The estimated project cost is \$1,200,000. This bond includes approximately \$900,000 for construction which is expected to occur in 2006. This project is a priority because the pipes are in poor condition and the system is undersized causing flooding in the area. Contact: Russ Oswald, 343-8196. (CC: Downtown/Fairview/South Addition, AD 1)

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22. **E Street Corridor Enhancements – Ship Creek to Delaney Park Strip:** This project will further development of transportation enhancements on E Street between 2nd Avenue and the Delaney Park Strip. Enhancements will connect to the improvements proposed by the Alaska Railroad between their depot and 2nd Avenue. The estimated project cost will be determined as through completion of the design study report. This bond includes approximately \$1,500,000 for easement acquisition, utility relocation, and phase I construction. Phase I construction is expected in 2007. State and federal construction funding is also being pursued. This project ranked high primarily because it's a collector with almost 4,000 ADT in a high tourism use area that is expected to serve as a primary pedestrian corridor for the downtown area. Contact: Russ Oswald, 343-8196. (CC: Downtown, AD 1)
23. **Edward Street Upgrade – 6th Avenue (Staedem) to DeBarr Road:** This project will upgrade Edward Street to urban standards. Improvements are expected to include pavement, curbs, pedestrian facilities, storm drainage, street lighting, and possibly landscaping. The estimated project cost is \$2,400,000. Project design has been funded and public involvement efforts are expected to begin this summer. Preliminary engineering efforts are expected to include traffic analysis, soils investigation, aerial topographical survey, and development of recommendations regarding reclassifying the road as a collector. This bond includes approximately \$200,000 for easement acquisition and utility efforts. Future bond funding will be conditioned upon collector street reclassification. However, a 2006 state grant is being requested for full project funding. If funding is provided in 2006, construction could begin in 2008. This project ranked high because of current and projected traffic volumes and high vehicle and pedestrian usage related to Ptarmigan Elementary School. Contact: Steve Gillette at 343-8173. (CC: Northeast, AD 5)
24. **Electrical Load Center Upgrades:** This project is part of an annual program to replace load centers that have exceeded their useful life and do not meet current electrical codes. Load centers supply electricity to street lights, traffic signals, and heat tape systems that minimize freezing in storm drain systems. Specific locations are identified by the Traffic and Street Maintenance Departments. This bond includes approximately \$50,000 for construction phase funding. This project ranked high primarily because it is one of the biggest "bang for the bucks" projects and its benefits are available ARDSA-wide. It eliminates future problems and maintenance cost increases. Contact: Jim Lamson at 343-8120. (CC & AD: ARDSA-wide)
25. **Fairview Area Pedestrian and Street Amenities:** This project will identify, design, and construct priority lighting, pedestrian, traffic calming, and gateway improvements in the Fairview Area. Improvements are expected to include street lighting and sidewalk and ADA construction, traffic calming, and other street amenities to be determined. Priority improvements are pedestrian upgrades in the 13th Ave and Gambell Street intersection area and construction may occur in conjunction with a Highway Safety Improvement Program (HSIP) project at this location. The estimated project cost is \$800,000 and design and public involvement efforts have been funded with a combination of local bonds and a 2005 state grant. This bond includes approximately \$250,000 for easement, utility, and construction funding. A state grant is also being requested for the 13th Avenue and Gambell Street pedestrian improvements. Construction is expected to occur in phases in 2006, 2007, and/or 2008. This project ranked high primarily because the Fairview area is a high pedestrian traffic area also serving the Sullivan Sports Arena and pedestrian safety and corridor enhancements are needed. Contact: Jacques Boutet, 522-6776 (CC: Fairview, AD-1)

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- 26. Fireweed Lane/Latouche Street Upgrade – Seward Highway to Northern Lights Boulevard:** This project will upgrade these streets to urban collector standards. Improvements are expected to include paving, curbs, street lighting, pedestrian facilities, and landscaping. The project also includes a storm drain from the north end of Juneau Street north to the park. The estimated project cost is \$4,500,000. Project design has been funded and public involvement efforts are underway. This bond includes approximately \$300,000 for utility and easement acquisition efforts. Construction funding is proposed for 2007. This project ranked high primarily because it is a collector street through the middle of a residential area with almost 3,000 ADT. Contact: John Smith, 343-8422. (CC: Rogers Park, AD 4)
- 27. Fish Creek Improvements Phase IVc – Midtown Park Water Quality:** This project will construct priority water quality facilities for the Fish Creek Storm trunk running through the Cuddy Family Midtown Park. Improvements are expected to include storm drain reconstruction and water quality pond construction. This system is part of a larger plan to improve fish habitat, water quality, and water flow in Fish Creek while reducing flooding and glaciation concerns. The estimated project cost is \$1,900,000. Preconstruction phases have been funded. This bond includes approximately \$500,000 for construction which is planned for 2006. Contact: Steve Gillette at 343-8173. (CC: Midtown, AD 4)
- 28. Intersection Safety Improvements:** This project is part of an annual program to provide priority intersection safety improvements. Specific locations will be identified and prioritized by the Traffic Department. This bond includes approximately \$500,000 for design and construction phase funding, and a matching state grant is being requested. This project ranked high primarily because it funds high priority safety improvements. Contact: Bob Kniefel, 343-8410. (CC & AD: ARDSA-wide)
- 29. Local Road RID Reconstruction and Upgrade Projects:** This annual funding program will provide funding for reconstruction and upgrade Road Improvement Districts (RIDs) in which property owners have agreed to pay a portion of the costs through special assessments. This bond includes approximately \$2,000,000 in design and construction funding. Projects are expected to include reconstruction of Leawood Drive, Roy Street, and 58th Avenue east of Arctic Boulevard. Other reconstruction projects being petitioned for approval include Arlene Street between Pelican Drive and Kingfisher Court, Pelican Drive, Pelican Circle, and B Street north of Tudor Road, This project ranks high primarily because it reconstructs many residential streets that have deteriorated to the point that maintenance is not cost effective and safety concerns are increasing. Contact: Jim Lamson at 343-8120. (CC: Sand Lake, Midtown, CC & AD, ARDSA-wide)
- 30. Maintenance and Operations Facility:** This project is needed to begin development of a new Street Maintenance Equipment Repair and Maintenance Facility. This bond includes approximately \$500,000 for needs assessment, preliminary scoping, and site selection. Design funding is proposed for 2007 with construction funding to follow in 2008. The project ranks high primarily because the existing facility is aging, lacks the necessary room for expansion and is not located in an area that efficiently serves the needs of the heavy equipment fleet. Contact, John Huzey, 343-8312 (CC & AD, ARDSA-wide)

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- 31. Maplewood Dr Sidewalk – Bannister Rd to Northern Lights Blvd:** This project will construct a sidewalk on the west side of Maplewood Drive, adjacent to the existing curb. Some curb replacement is anticipated. Sidewalk construction on Drake Street from Northern Lights Boulevard south to Northwestern Avenue may also be included. The estimated project cost is \$500,000. Design efforts have been funded and public involvement is underway. This bond includes approximately \$300,000 for construction which is expected to occur in 2006. This project ranks high because it's a neighborhood priority providing pedestrian access to a major arterial to the south and Chester Creek Trail to the north. Contact: Steve Gillette at 343-8173. (CC: Rogers Park, AD 4)
- 32. Miscellaneous Sidewalk Connections and Rehabilitation:** This is an annual program to design and construct "missing links" in the sidewalk system. Rehabilitation of existing sidewalks is also included. This bond includes approximately \$500,000 for design and construction phase funding and a matching state grant is being requested. Over 30 priority rehab and missing link projects have been identified by staff from Traffic, Transit, Maintenance, and the Anchorage School District. Projects under consideration include: 4th Avenue east of Bunnell Street, Reka Drive east of Bragaw Street, Mayfair Drive, and Bayshore Greenbelt south of 100th Avenue. Construction is expected in 2006 and 2007. Funding for this program ranked high primarily because it improves pedestrian safety in high sidewalk use areas such as around schools, parks, and bus stops. Contact: Jim Lamson at 343-8120. (CC: Russian Jack, Sand Lake, Bayshore/Klatt, and CC & AD: ARDSA-wide)
- 33. Miscellaneous Small Drainage Projects:** This project is part of an annual program to design and construct small drainage projects identified by Street Maintenance as priorities. This bond includes approximately \$400,000 for design and construction phase funding. Over 30 priority projects throughout Anchorage have been identified by maintenance staff and community input. Projects under consideration include: 4th Avenue between Boniface Parkway and Bunnell Street, Pine Street north of DeBarr Road, Grumman Street south of Tudor Road, 12th/13th Alley west of O Street, Arctic Boulevard at Chester Creek, 86th Avenue at Jewel Lake Road, Brentwood Drive at 79th Avenue, Holly Lane at Cranberry Street, Furrow Creek at Clippership Court and Mariner Drive, 43rd Avenue east of Wisconsin Street, and Erin Street south of Dimond Boulevard. Construction is expected in 2006 and 2007. This project ranked high because improvements will address high maintenance areas. Contact: Jim Lamson, 343-8120. (CC: Russian Jack, North Star, Campbell Park, Sand Lake, Spenard, Old Seward/ Oceanview, Abbott Loop, South Addition, AD 1,3,4,5,6)
- 34. Mountain View Drive Corridor Upgrades – Glenn Highway to McCarrey St:** This project will provide several reconstruction and corridor upgrades to Mountain View Drive. Phase I of the improvements includes reconstruction between Klevin Street and Park Street and landscaping at the Taylor Street/Commercial Drive intersection. Substantial construction on Phase I was completed in 2005. Phase II includes reconstruction between Glenn Highway and Commercial Drive and Phase III includes reconstruction between Bragaw Street and Klevin Street. Phase II construction is expected to include a change in the street configuration from a 4-lane to a 3-lane section. Design, easement acquisition, and utility phases have been funded. This bond, together with a 2006 state grant request, will fully fund phases II and III. Construction is expected to occur in 2006 as a private development partnership. The project ranked high because pavement on this arterial street with over 13,000 ADT is failing, pedestrian facility separation does not meet desired widths, and landscaping does not meet current standards. Contact: Jacques Boutet at 522-6776. (CC: Mountain View: AD: 1)

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- 35. Northern Lights Boulevard Surface Rehab – Lake Otis Parkway to Bragaw Street:** This project will provide surface rehabilitation improvements on a major arterial. Improvements are expected to include pavement overlay or replacement, ADA upgrades to curbs and sidewalks, and extended left turn lane into UAA Drive and drainage improvements to address ice build-up concerns on the south side, east of UAA Drive. The estimated project cost is \$1,900,000. Design efforts have been funded. This bond includes approximately \$400,000, which combined with an anticipated matching state grant will fully fund construction for 2006. This project ranked high primarily because it's an arterial street with over 42,000 ADT and has deteriorated to the point that maintenance costs and safety are being impacted. Steve Gillette at 343-8173. (CC: Rogers Park, University Area, & Airport Heights, AD 4
- 36. Pavement Rehab Matching Program:** This funding program will provide local match for a requested \$2,500,000 state grant for pavement rehab on major roads including collector and arterial routes. Projects under consideration for funding include Cherry Street south of 10th Avenue, Duben Street east of Muldoon Road, Checkmate Drive north of Tudor Road, 4th Avenue between L Street and G Street, 76th Avenue west of Old Seward Hwy, Business Park Boulevard south of Tudor Road, Cambridge Way north of International Airport Road, Collins Way south of Jewel Lake Road, Turnagain Boulevard and Street between Northern Lights Boulevard and Spenard Road, and Industry Way north of Huffman Road. Construction is expected in 2006 and 2007. Contact: Jim Lamson, 343-8120. (CC: Northeast, Turnagain, Downtown, Taku/Campbell, Midtown, Sand Lake, Spenard, Old Seward/ Oceanview, University, AD 1,3,4,5,6)
- 37. Pedestrian Overpass Rehab and Upgrades:** This funding program will provide funding for pedestrian overpass improvements. The top priority location is the overpass at Abbott Loop Elementary on Lake Otis Parkway south of 84th Avenue. Improvements are expected to include rehabilitation, replacement, or removal. This bond includes approximately \$200,000 for project analysis, public involvement, and design efforts. Construction is expected in 2006 and 2007. This project ranked high primarily because of deteriorating condition of pedestrian overpasses. Contact: John Huzey, 343-8312. (CC Abbott Loop: CC& AD: ARDSA-wide)
- 38. Recycled Asphalt Pavement (RAP) and Chip Seal Upgrades:** This funding is part of an annual program to resurface ten to fifteen miles of unpaved streets with recycled asphalt pavement and/or chip seal surfacing, as well as grading and ditching. This bond includes approximately \$1,000,000 for construction in 2006. This project ranked high primarily because it is one of the biggest "bang for the bucks" projects and its benefits are available ARDSA-wide. No design is required. Street Maintenance just does it. It also reduces maintenance costs and dust from gravel roads. Contact: Dan Southard at 343-8102. (CC & AD, ARDSA-wide)
- 39. Right-of-way Acquisition for Future Roads:** This funding is part of a new annual program to acquire anticipated right-of-way for future road and drainage improvements. Funding may also be used for easement acquisition on current projects. The funding will position the Municipality to acquire needed property and easements ahead of a project development schedule, in the event that early acquisition would result in savings to the Municipality. This bond includes approximately \$1,000,000 for acquisition. The project ranked high because of the potential savings. Contact: Jim Lamson, 343-8120. (CC & AD, ARDSA-wide)

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40. **Snow Disposal Site Selection and Development:** This project includes selection and development of snow disposal sites within ARDSA. This bond includes approximately \$500,000 for site selection, design, and construction and is part of an annual program for snow disposal site development. The project ranked high primarily because the loss of snow disposal sites is impacting the efficiency of street maintenance snow clearing operations. Contact: Dan Southard, 343-8102. (CC & AD, ARDSA wide)
41. **Spenard Road Reconstruction – Chester Creek to Minnesota Dr:** This project will reconstruct a minor arterial route. Improvements are expected to include pavement, curb, and sidewalk reconstruction. A potential reconfiguration of the street from a 4-lane road to a 3-lane section will be considered in the preliminary engineering phase, which has been federally funded. A reconfiguration of the 36th Avenue intersection to provide a 36th Avenue/Spenard Road Couplet connection to Minnesota Boulevard will also be considered. Preliminary Engineering has been funded. This bond includes approximately \$100,000 for a required 10% match of federal funding for project design. Construction is proposed for 2010 with federal funding through AMATS. The project ranked high primarily because pavement, curbs, and sidewalks on the minor arterial have deteriorated, pedestrian facilities do not meet current standards, and the road has over 20,000 ADT. Contact: John Smith, 343-8422. (CC: Spenard, North Starr. AD:3)
42. **Spruce Street Upgrade – 76th Avenue to 88th Avenue:** This project will upgrade Spruce Street to urban collector standards. Improvements are expected to include paving, curbs, street lighting, storm drains, pedestrian facilities, and landscaping. The estimated project cost is \$5,300,000. Project design is funded and underway. This bond includes approximately \$4,200,000 for construction and 2006 construction is planned in conjunction with the 84th Avenue upgrade. This project ranked high primarily because it's a collector street connecting several east/west collectors and has deteriorated to the point that maintenance costs and safety are impacted. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop AD 4)
43. **Traffic Calming and Safety Improvements:** This project is part of an annual program to construct traffic calming and safety improvements throughout ARDSA. Improvements will be identified and prioritized by the Traffic Department in conjunction with community input. This bond includes approximately \$1,500,000 for design and construction funding. Priority locations include Airport Heights, Rogers Park, Abbott Loop, Northeast, Russian Jack, and Turnagain areas. Funding will also reinstate the temporary speed bump program. This project ranked high primarily because of community interest and safety benefits. Contact: Lee Coop at 343-8479. (CC: Airport Heights, Russian Jack, Abbott Loop, Northeast, Rogers Park, and Taku/Campbell, Turnagain. AD: 3,4,5)

2006 ARDSA BOND PROJECT INFORMATION

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- 44. Van Buren Street/Harding Drive Circulation and Access Improvements:** This project will construct road infrastructure as required to separate commercial truck traffic from residential and recreational traffic. A specific focus is to provide alternate access to American Fast Freight and the Anchorage School District facilities on Van Buren Street. Improvements are expected to include paving, curbs, street lighting, and storm drains. The design study identified priority circulation and safety improvements at the Harding Drive/Tudor Road intersection. These intersection improvements were substantially completed in 2005. Difficulty in developing a cost effective solution to circulation and access in this area resulted in previous bond funding being allocated to other community priorities which were ready for construction. The estimated project cost for remaining improvements is \$3,700,000. This bond includes approximately \$600,000 to replace preconstruction funding allocated to other projects. Replacement construction funding is proposed for 2007. This project ranked high primarily because it will remove truck traffic from Van Buren Street, which is also used for access and parking for neighborhood parks, ball-fields, and the Spenard Community Center. Currently, Van Buren Street is the only access for commercial activity that involves a high volume of large trucks. Contact: Russ Oswald, 343-8196. (CC: Spenard, AD 3)
- 45. Water Quality Upgrades on Storm Drain Outfalls:** This project is part of an annual program to design and construct upgrades to existing water quality facilities on storm drain outfalls into creeks, lakes, and wetlands. Improvements are expected to include bypass construction, access improvements, and facility replacement. Phase I design has been funded. This bond includes approximately \$500,000 for design and construction phase funding. Matching grants through the ADEC matching grant program have been requested. The project ranked high primarily due to the water quality benefits and reduced maintenance costs. Contact: Jim Lamson at 343-8120. (CC & AD, ARDSA wide)