

2008 ARDSA BOND PROJECT INFORMATION

1. **100th Ave Reconstruction (RTP) – Pointe Resolution Dr to Victor Rd:** This project will reconstruct 100th Avenue between Victor Road and Bayshore Drive and upgrade 100th Avenue between Bayshore Drive and Pointe Resolution Drive. Pedestrian facilities and street lighting will also be upgraded. Design is substantially complete and construction is expected to begin in the summer of 2008. This project is needed because the surfaces of the road and the trail have deteriorated to the point that maintenance is no longer cost effective and safety may be impacted. This road serves Mears Middle School. This bond includes approximately \$200,000 as a local bond match. Total project cost is estimated at \$9.2 million. Most of the funding for the project came from a state grant. This project is a Road Transfer Project (RTP). The segment between Victor Road and Bayshore Drive is state-owned and transfer of ownership and maintenance responsibility to the Municipality will occur at construction start up. Contact: John Smith, 343-8422. (CC: Bayshore/Klatt, AD 6)
2. **16th Ave/Chance Ct Area Circulation Improvements – Medfra St to Orca St:** This project will upgrade an alley to local urban street standards. Installation of medians on 15th Avenue increased traffic on this alley for any westward movement. Improvements are expected to include replacement of pavement and the addition of curbs and lighting. Two homes have been acquired and will be removed to make room for the road. Design and right-of-way acquisition efforts have been funded. This bond includes approximately \$800,000 for construction. Construction is expected to begin in 2008. The Municipality is requesting a matching state grant in 2008. Total project cost is estimated at \$2.7 million. Contact: Russ Oswald, 343-8196. (CC: Fairview, AD 1)
3. **32nd Ave Upgrade – Muldoon Rd to Brookridge Dr:** This project will upgrade a collector street to urban collector standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, upgraded storm drainage, and landscaping. This collector street is not constructed to urban standards and use will continue to increase with future ball field and elementary school development. This bond includes approximately \$200,000 for initial public involvement and preliminary design. Total project cost is estimated at \$4.2 million. Funding is proposed through a combination of bonds and state grants. Construction is expected in 2011. Contact: Todd Jacobson, 522-6776. (CC: Scenic Foothills, AD 5)
4. **35th Ave/McRae St Upgrade – Wisconsin St to Spenard Rd:** 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. Right-of-way acquisition and utility relocation is expected. This collector street is currently strip-paved with inadequate drainage, lighting, and pedestrian facilities. The Design Study has been finalized. A suitable alternative has been identified and approved through public process with the help of the local neighborhood. Preliminary design is in progress. This bond includes approximately \$400,000 to complete the design. Construction funding is proposed for 2011. Total project cost is estimated at \$11.5 million. Contact: Steve Gillette at 343-8173. (CC: Spenard, Turnagain, AD 3)
5. **40th Ave Extension – Lake Otis Pkwy to Dale St:** This project will construct a new 3-lane collector street connection in the U-Med District. 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. 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. Design efforts have been funded. This bond includes approximately \$500,000 for design, easement acquisition, and utility phase funding. The Municipality is requesting a \$14,500,000 state grant in 2008 to complete project funding. Construction is expected to begin in 2009. Total project cost is estimated at \$16.4 million. Contact: John Smith, 343-8422. (CC: University, AD 4)

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6. **40th Ave Signal at Arctic Blvd:** This project will install a traffic signal to accommodate the change in traffic flow created by the extension of 40th Avenue east from Arctic Boulevard to Centerpoint Drive. Design is underway. This bond includes approximately \$900,000 for construction. Construction is expected in 2008. Total project cost is estimated at \$1.7 million. Contact: Steve Gillette, 343-8173. (CC: Midtown, Spenard, AD: 3,4)
7. **48th Ave/Boniface Pkwy Extension – Tudor Rd to Elmore Rd:** This project will construct a new 4-lane-divided arterial street connecting Tudor Road at Boniface Parkway to Elmore Road at 48th Avenue. The project will also extend Tudor Centre Drive south from Tudor Road to the new 48th Avenue, if state grant funding is provided. Improvements are expected to include pavement, curbs, pedestrian facilities on both sides, a trail underpass, street lighting, storm drains, and landscaping. The project will reduce congestion by improving access and circulation and will serve development of institutional lands north of 48th Avenue. Design is underway. Substantial grant funding was provided in 2006. This bond includes approximately \$200,000 as a local match and incorporates increased O&M costs of the new road into the road bond. Total project cost is estimated at \$30 million. The Municipality is requesting a 2008 state grant for the Tudor Centre Drive connection. Contact: John Smith, 343-8422. (CC: Campbell Park, AD 4)
8. **58th Ave Reconstruction RID – Arctic Blvd to Silverado Way:** This project will reconstruct a local road. Improvements are expected to include a new road base, new curbs and pavement, and street lighting and subdrains. This road has deteriorated beyond the point that maintenance is cost effective. The project is funded through the Road Improvement District (RID) program. The project was initiated and approved by abutting property owners who will be paying a portion of the costs through special assessments. Design efforts are underway. Construction is planned for 2008. This bond includes approximately \$2,800,000 for construction. Total project cost is estimated at \$3.2 million. Contact: Steve Gillette at 343-8173. (CC: Taku/Campbell, AD 4)
9. **6th Ave Reconstruction – Patterson St to Muldoon Rd:** This project will rehab pavement and curb as required, and complete other improvements as needed to bring the road up to current urban collector standards. Improvements are expected to include new pavement, curbs, pedestrian facilities on both sides, street lighting, storm drains, traffic calming, and landscaping. Curbs and pavement are deteriorating. Some portions of the road are not constructed to urban collector standards regarding pavement width, curbs, pedestrian facilities, drainage, and street lighting. Design and public involvement are underway. This bond includes approximately \$400,000 to complete the design work and begin the right-of-way and utility phases. The Municipality is requesting a \$2.9 million state grant in 2008. Construction is expected to start in 2009. Total project cost is estimated at \$6 million. Contact: Ron Rozak, 276-8095. (CC: Northeast, AD 5)
10. **72nd Ave Upgrade – Brayton Dr to Lake Otis Pkwy:** This project will upgrade this major local road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, pedestrian facilities, street lights, water line installation, and landscaping. The actual scope will be developed with public involvement. The existing road is in poor condition, has significant drainage problems, and inadequate lighting and pedestrian facilities. This bond includes approximately \$200,000 in a local match as the project has been substantially funded with a 2007 State Grant. Selection of a designer is underway. Construction is expected to start in 2010. Total project cost is estimated at \$9.6 million. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)
11. **72nd Ave/Spruce St/Lore Rd Upgrade (RTP) – Lake Otis Pkwy to Elmore Rd:** This project will upgrade this collector route to urban standards. Improvements are expected to include pavement, curbs, street lighting, drainage, pedestrian facilities, traffic calming, and landscaping. This collector street is a two-lane, strip-paved road with inadequate shoulders, drainage facili-

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ties, street lighting, and pedestrian facilities. Design is underway and construction is expected to start in 2008. This is a Road Transfer Program (RTP) project in which the Municipality will take over maintenance and ownership upon construction start up. This bond includes approximately \$200,000 for a local match. The project is primarily funded with previous State Grants. Total project cost is estimated at \$12.4 million. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)

12. **80th Ave Upgrade (RTP) – Lake Otis Pkwy to Spruce St:** This project will upgrade the road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, street lighting, traffic calming, and pedestrian facilities. This street is a two-lane strip-paved road that functions as a collector street but has inadequate shoulders, drainage facilities, street lighting, and pedestrian facilities. Design is underway and construction is expected to start in 2008. This is a Road Transfer Program (RTP) project and the Municipality will take over maintenance and ownership upon construction start up. This bond includes approximately \$200,000 for a local match. The project has been primarily funded with previous State Grants. Total project cost is estimated at \$6 million. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)
13. **88th Ave Upgrade – Lake Otis Pkwy to South Cir:** This project will upgrade the road to urban collector standards. Improvements are expected to include pavement, curbs, pedestrian facilities on both sides, street lighting, storm drains, and landscaping. The actual scope will be developed during the design phase which includes public involvement. This is a strip-paved road with inadequate drainage, pedestrian, and street lighting. The LRTP recommends a reclassification to a collector route in the OS&HP. Selection of a design consultant is underway. This bond includes approximately \$200,000 for a local match. The project has been primarily funded with a 2007 State Grant. Total project cost is estimated at \$4.2 million. Contact: Steve Gillette at 343-8173. (CC: Abbott Loop, AD 4)
14. **ADA Improvements:** This project will construct miscellaneous ADA improvements. Many pedestrian facilities are not fully compliant with the Americans with Disabilities Act (ADA) guidelines for barrier-free access. This bond includes approximately \$200,000 for design and construction of many small projects throughout Anchorage. This is an annual program and a 2008 construction start is planned. Contact: John Smith, 343-8422. (CC & AD: ARDSA-wide)
15. **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)
16. **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 \$600,000 for construction-phase funding. This project ranked high primarily because it is one of the biggest “bang for the buck” 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)
17. **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 \$600,000 for 2008 construction. This project ranked high primarily because it is one of the biggest “bang for the bucks” projects and its benefits are avail-

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able 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)

18. **ARDSA Street Light Improvements:** This project will construct new and/or replace existing street lights within ARDSA. Specific locations will be identified by the Street Maintenance and Traffic Departments. The street lights in many neighborhoods do not meet current safety guidelines and this expense is not covered in the street maintenance budget. This is an annual funding program. This bond includes approximately \$200,000 for installation and replacement. Contact: Jim Lamson, 343-8120. (CC & AD: ARDSA-wide)
19. **Arlene St/Pelican Dr/Pelican Cir/Kingfisher Dr Area Road Reconstruction RID:** This project will reconstruct the local roads in this neighborhood through the Road Improvement District (RID) Program. Improvements are expected to include pavement, curbs, street lighting, and storm drains. Roads are failing and storm drainage is inadequate, resulting in flooding and glaciation in the roadway. The project was initiated and approved by abutting property owners who will be paying a portion of the costs through special assessments. Selection of a design consultant is underway. The bond includes approximately \$900,000 for design. Construction is expected to begin in 2010. Total project cost is estimated at \$8.5 million. Contact: John Smith, 343-8422. (CC: Sand Lake, AD: 3)
20. **B St Reconstruction RID – 40th Ave to Tudor Rd:** This project will reconstruct a local road through the Road Improvement District (RID) Program. Improvements are expected to include pavement, curbs, street lighting, storm drains, and landscaping. The actual scope will be developed during the design phase which includes public involvement. This road is failing and storm drainage is inadequate. The project was initiated and approved by abutting property owners who will be paying a portion of the costs through special assessments. Design is underway. The bond includes approximately \$100,000 to complete design funding. Construction is expected to begin in 2010. Total project cost is estimated at \$2.6 million. Contact: John Smith, 343-8422. (CC: Midtown, AD: 4)
21. **Bayshore West Subdivision Area Reconstruction RID:** This project will reconstruct the local roads in this neighborhood through the Road Improvement District (RID) Program. Improvements are expected to include pavement, curbs, street lighting, and storm drains. The project design is substantially complete and construction is expected to start in 2008. These local roads are failing as evidenced by severe heaving and cracking. In addition, storm drainage is inadequate, resulting in flooding and glaciation in the roadway. The project was initiated and approved by abutting property owners who will be paying a portion of the costs through special assessments. The bond includes approximately \$7,800,000 for construction. Total project cost is estimated at \$8.5 million. Contact: John Smith, 343-8422. (CC: Bayshore/Klatt, AD: 6)
22. **Chester Creek Improvements – Boniface Pkwy to Military Boundary:** This project will design and construct erosion, fish habitat, flooding, and storm drain improvements to Chester Creek. This funding will provide a local match to a 2007 state grant for work east of Muldoon Road. These improvements will address flooding, erosion, and water quality issues. Selection of a design consultant is underway and construction is anticipated in 2010. The bond includes approximately \$500,000 for design. Total project cost for this phase is estimated at \$2.5 million. Contact: Russ Oswald, 343-8196. (CC: Northeast, AD: 5)
23. **Dowling Rd Upgrade (East) – Lake Otis Pkwy to Elmore Rd:** This project will construct a new arterial connection and is being developed by the State of Alaska. The road will be owned and maintained by the Municipality. Improvements are expected to include a road base, pavement, curbs, pedestrian facilities, street lighting, storm drains, and landscaping. Dowling Road, east of Norm Drive, has not been constructed. Design is underway and a 2008 construction start is planned. The project is primarily funded with state grants. This bond includes approxi-

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mately \$200,000 for a local match. Total project cost is estimated at \$24 million. Contact: Jim Lamson, 343-8120. (CC: Abbott Loop/Campbell Park, AD: 4)

24. **Downtown Pedestrian, Lighting, and Safety Improvements/E St Corridor Enhancements Phase I – 4th/5th Alley to 7th/8th Alley:** This project will further street reconstruction and pedestrian enhancements in the downtown area, with a focus on E Street between 4th Avenue and 7th Avenue. This project ranked high primarily because it's a collector in a high tourism use area that is expected to serve as a primary pedestrian corridor for the downtown area. Improvements are expected to include reconstruction of the road way to incorporate traffic calming measures, improved drainage, widened sidewalks, heated sidewalks and crosswalks, landscaping, raised crosswalks at intersections, utility reconstruction, and pedestrian scale lighting. This bond includes approximately \$6,700,000 for construction. Total project cost is estimated at \$14.1 million, including utility work for AWWU. Contact: Russ Oswald, 343-8196. (CC: Downtown, AD 1)
25. **Electrical Load Center Upgrades:** This project will replace load centers which have exceeded their useful life and do not meet current electrical codes. Load centers supply electricity to street lighting, traffic lights, and heat tape systems. Specific locations will be identified annually by Street Maintenance and Traffic. This bond includes approximately \$50,000 for design and construction. Contact: Jim Lamson, 343-8120.(CC & AD: ARDSA-wide)
26. **F and G St Connectivity:** This project will continue road and pedestrian objectives being accomplished on other downtown streets. On F Street, the area of focus is expected to be between 3rd Avenue and 5th Avenue along the west side of the Egan Convention Center. On G Street, the area of focus is expected to be between 3rd Avenue and 5th Avenue. Improvements are expected to include road surface rehabilitation, heated sidewalks, widened sidewalks, improved lighting, landscaping, and modified parking. Design funding is available. This bond includes approximately \$1,500,000 for additional design and construction. The Municipality is requesting a \$3,000,000 state grant for Downtown Traffic and Pedestrian Safety Improvements in 2008. Funding for these improvements will be considered if a state grant is provided. Contact: Russ Oswald, P.E. 343-8196. (CC: Downtown, AD: 1)
27. **Fairview Area Pedestrian and Street Amenities:** This project will construct pedestrian and street amenities in the Fairview Community Council area, primarily refurbishing traffic-calming structures. This is the final year in a multi-year program to improve pedestrian safety and street aesthetics. This bond includes approximately \$250,000 for design and construction. Design is underway and a 2008 construction start is planned. The Municipality is requesting a matching \$250,000 state grant in 2008. Contact: Todd Jacobson, 522-6776. (CC: Fairview, AD: 1)
28. **Flooding/Glaciation/Drainage Improvements:** This project will design and construct drainage projects throughout Anchorage. The goal is to improve safety and reduce operation and maintenance costs. Street Maintenance has identified many small drainage problems throughout the city. This funding would allow them to respond quickly to the needs as they are identified. Design and construction funding is proposed annually with a 50/50 funding partnership with the State in the approved CIP. This bond includes approximately \$1,000,000 for design and construction. The Municipality is requesting a matching state grant in 2008. Contact: Jim Lamson, 343-8120. (CC & AD: ARDSA-wide)
29. **Independence Dr Reconstruction – Abbott Rd to Ridgemont Dr:** This project will reconstruct a collector route. Improvements are expected to include ADA upgrades, traffic calming, trail repair, and construction of pedestrian facilities on both sides. Curbs, pavement, and pedestrian facilities will be added to the unpaved segment south of Colony Loop. Road and trail pavement north of Colony Loop is deteriorating toward the point that safety may be impacted and maintenance is no longer cost effective. The bond includes \$200,000 for design. Design is underway and construction is expected to begin in 2009. The Municipality is requesting a \$6.5

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million state grant in 2008. Total project cost is estimated at \$7.1 million. Contact: Todd Jacobson, 522-6776. (CC: Abbott Loop, AD: 6)

- 30. Intersection Safety Improvements:** This project will construct intersection safety improvements at selected sites identified by the Municipal Traffic Department. Funding is proposed as a 50/50 funding partnership with the State. This bond includes approximately \$500,000 for design and construction. The Municipality is requesting a matching state grant in 2008. Contact: Jim Lamson, 343-8120. (CC & AD: ARDSA-wide)
- 31. Little Campbell Creek Drainage Improvements – west of Lake Otis Pkwy:** This project will construct drainage improvements in the Little Campbell Creek watershed. Specifically, a 360-foot culvert that conveys the creek is undersized and will be replaced with either an open channel or an improved culvert. The existing culvert does not meet FEMA flood requirements or state requirements for fish passage. This bond includes approximately \$500,000 as a local match for federal funds, which will be used for design, permitting, and construction. Total project cost is estimated at \$1.4 million. Contact: Kristi Bischofberger, 343-8058. (CC: Abbott Loop, AD: 4)
- 32. Local Road RID Reconstruction and Upgrades:** This program provides design and construction funding for local roads that are initiated and approved by property owners through the Road Improvement District (RID) Program. Funding will be used to upgrade/reconstruct local roads, install storm drains, and upgrade street lighting. Several RIDs have been successfully petitioned and passed by the Assembly. RID's approved by property owners which required additional CIP funding are listed separately in the CIP. This bond includes approximately \$200,000 for RID projects. Contact: Jim Lamson at 343-8120. (CC & AD: ARDSA-wide)
- 33. Marston Dr/Foraker Dr RID Construction:** This project will construct two local roads through the Road Improvement District (RID) Program. Improvements are expected to include pavement, curbs, street lighting, and storm drains. Design is underway and construction is expected to start in 2008. The project was initiated and approved by abutting property owners who will be paying a portion of the costs through special assessments. This bond includes approximately \$3,900,000 for construction. The total project cost is estimated at \$4.3 million. Contact: Russ Oswald, 343-8196. (CC: Turnagain, AD: 3)
- 34. Pavement Rehab Matching Program:** This funding will be used for pavement rehab primarily on major roads including collector and arterial routes. Projects under consideration for funding include, but are not limited to: Old Seward Hwy – International Airport Rd south to Dowling Rd, Northwood Dr – between Raspberry Rd and Strawberry Rd, Arctic Blvd – between Tudor Rd and Raspberry Rd, Lake Otis Pkwy – between Huffman Rd and Legacy Dr, 9th Ave – between L St and Latouche St, Cherry St – between 6th Ave and 10th Ave, Turnagain Pkwy – between 35th Ave and Spenard Rd. Funding will also be used on community and street maintenance priorities on local roads. This bond includes approximately \$2,500,000 for design and construction. The Municipality is requesting a matching state grant in 2008. Construction is expected in 2008 and 2009. Contact: Jim Lamson, 343-8120. (CC: Northeast, Turnagain, Downtown, Fairview, Huffman/O'Malley, Taku/Campbell, Midtown, Sand Lake, Spenard, South Addition, AD 1,3,4,5,6)
- 35. Pedestrian Safety and Rehab Improvements:** This funding will be used to construct "missing links" to the existing pedestrian facilities as recommended in the Anchorage Pedestrian Plan. Rehabilitation of existing sidewalks will also be included. This bond includes approximately \$500,000 for design and construction. The Municipality is requesting a matching state grant in 2008. This project ranked high primarily because of the deteriorating condition of pedestrian facilities and the need to connect existing facilities. Contact: Jim Lamson, 343-8120. (CC& AD: ARDSA-wide)

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36. **Peninsula Dr Extension – Cul-de-sac to Lang St:** This project will extend an existing local street to provide a connection between C Street and Lang Street, which serves industrial development including Anchorage Sand and Gravel. This connection would substantially reduce industrial truck traffic flowing to the residential area to the south and along Klatt Road. This bond includes approximately \$100,000 for design. Total project cost is estimated at \$3 million. Construction is anticipated in 2009 or 2010. Contact: Steve Gillette, 343-8173. (CC: Bayshore/Klatt, AD 6)
37. **Pine St/4th Ave Storm Reconstruction – Debarr Rd to Boniface Pkwy:** This project will replace existing storm drain facilities in this primarily residential area. Portions of this line have collapsed and been replaced. Inspection by Maintenance personnel indicates that deteriorating pipe will result in increasing pipe failures. This bond includes approximately \$200,000 for design. The Municipality is requesting a \$750,000 state in 2008. Construction is expected to begin in 2009. The estimated total project cost is \$3.0 million. Contact: Steve Gillette, 343-8173. (CC: Russian Jack, AD 5)
38. **Raspberry Rd Upgrade – Arctic Blvd to C St:** This project will upgrade this road to minor arterial standards. Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, and road base reconstruction. This arterial street has never been constructed to urban standards and the existing pavement has deteriorated beyond the point that maintenance is cost effective. The need for this project will increase when the Raspberry Road connection between Minnesota Drive and Arctic Boulevard is completed. This bond includes approximately \$200,000 for design. Design is underway and construction is anticipated in 2009. The Municipality is requesting a \$1.1 million state grant in 2008. Total project cost is estimated at \$2.5 million. Contact: Russ Oswald, 343-8196. (CC: Taku/Campbell, AD: 3,4)
39. **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 \$1,500,000 for construction in 2008. Purchase of pavement reclaimer equipment is also anticipated. This project ranked high primarily because it is one of the biggest “bang for the buck” projects and its benefits are available ARDSA-wide. No design is required. Street Maintenance just does the work. It also reduces maintenance costs and dust from gravel roads. Contact: Dan Southard at 343-8102. (CC & AD, ARDSA-wide)
40. **Spruce St Upgrade/Extension – Dowling Rd to 68th Ave:** This project will connect the new section of Spruce Street between Dowling Road and 64th Avenue and upgrade Spruce Street between 64th Avenue and 68th Avenue. While the scope has not been set, urban collector improvements typically include a new road base, curbs, pavement, pedestrian facilities on both sides, storm drains, and street lighting. This bond includes approximately \$500,000 for design study efforts which will include public involvement in determining the scope of the project. Construction is expected to begin in 2010. The route was recently designated as a collector in the Official Streets and Highways Plan (OS&HP). Total project costs are estimated at \$7 million. Contact: Jim Lamson, 343-8120. (CC: Abbott Loop, AD: 4)
41. **Traffic Calming and Safety Improvements:** This is an annual program to implement traffic calming and safety improvements throughout ARDSA. The prioritized projects have resulted from community-based traffic calming studies. This bond includes approximately \$700,000 for design and construction. Priority locations include Abbott Loop, Airport Heights, Government Hill, Northeast, Rogers Park, Russian Jack, and Turnagain. This project ranked high because of high community involvement/interest and traffic/neighborhood safety benefits. Contact: Jennifer Satterfield at 343-8430. The Municipality is requesting a matching state grant in 2008. (CC: Abbott Loop, Airport Heights, Government Hill, Northeast, Rogers Park, Russian Jack, and Turnagain. AD: 1, 3, 4, 5)

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42. **Van Buren St/48th Ave Circulation and Access Improvements – South of 48th Ave:** 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. This bond includes approximately \$4,300,000 for construction. 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 traffic that involves a high volume of large trucks. The Municipality is requesting a \$2.8 million matching state grant in 2008. Construction is planned for 2008 and 2009. A park land swap may be involved. The total project cost is estimated at \$5.6 million. Contact: Russ Oswald, 343-8196. (CC: Spenard, AD 3)
43. **Water Quality Upgrades on Storm Drain Outfalls:** This project will construct water quality improvements to storm drain outfalls throughout ARDSA. Existing storm drain outfalls are insufficient to maintain current water quality standards. This is an annual funding program with approximately \$500,000 in this year's bond for design and construction. Contact: Jim Lamson, 343-8120. (CC & AD: ARDSA-wide).