

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

**Area Wide - Parks and Recreation Projects**

PRIORITY #	1	Estimated Cost	Funds on Hand	Additional Funds Required
<b>Multi-use Athletic Field Rehabilitation</b>				
	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.	\$600,000	\$0	\$600,000
	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 #	3+B180	Estimated Cost	Funds on Hand	Additional Funds Required
<b>Storm Damage Clean-up: Forest Health and Park Safety</b>				
	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.	\$200,000	\$0	\$200,000
	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 #	2	Estimated Cost	Funds on Hand	Additional Funds Required
<b>Campbell Creek Greenbelt</b>				
	Scope: Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements	\$2,000,000	\$0	\$2,000,000
	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 Projects

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
1	<b>Abbott Loop Community Park</b>	\$500,000	\$0	\$500,000
	Scope: This funding would be used to implement the remaining elements of the Community Park Master Plan Vision. The plan elements include a playground, sledding hill, security lighting and concession building design.			
	Need: Abbott Loop Community Park is located in a higher density housing area needing outdoor community park elements like playgrounds, athletic fields, sledding hills and amenities to support park users.			
	Status: Abbott Loop Community Park is one of the newest parks in Anchorage and provides for year round family and community recreation as well as linkage to the Far North Bicentennial park trail system. Summer activities include little league baseball and soccer.			
3	<b>Spruce Park</b>	\$300,000	\$0	\$300,000
	Scope: Funds will be used to repair the playground and safety surfacing, add a picnic shelter and fix other neighborhood park amenities.			
	Need: Spruce Park is an important playground for the Abbott Loop neighborhood. The playground and safety surfacing need to be compliant with current industry-wide safety standards. Additionally, through the neighborhood park report card process citizens expressed the need for a picnic shelter.			
	Status: Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.			
4	<b>Ruth Arcand Park</b>	\$75,000	\$0	\$75,000
	Scope: Add a small playground area at the Abbott-o-Rabbitt Little League fields.			
	Need: Hundreds of families go to the Abbott-O-Rabbitt ball fields each summer for little league games. Children not playing ball would benefit from a place to play while their siblings are playing baseball.			
	Status: The Parks & Recreation Department in partnership with the Anchorage Park Foundation and a group of little league volunteers recently completed accessibility and parking improvements at the ball field complex.			
2	<b>Meadow Street Park</b>	\$75,000	\$0	\$75,000
	Scope: Pave the existing parking areas.			
	Need: The existing parking areas are unpaved creating pot-holes and erosion near Little Campbell Creek.			
	Status: Park Maintenance performs monthly safety inspections and repairs the park assets as necessary.			
5	<b>FNBP Improvements</b>	\$600,000	\$0	\$600,000
	Scope: Bridge repair, trail sustainability projects, trail reroutes, building missing trail links, parking lot improvements.			
	Need: There are over 100 miles of soft surface trails in FNBP. Trail and trail-head infrastructure (bridges, lighting, parking lots, signage, drainage) needs to be repaired to keep pace with increasing demand.			
	Status: The FNBP Trail Improvement Plan was adopted by the Parks & Recreation Commission and the Urban Design Commission. The Improvement Plan identifies a list of projects supported by all trail user groups.			

**Project Management and Engineering Projects**

4				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>64th Ave Surface Rehab - Brayton Dr to Burlwood St</b>			\$3,300,000	\$0	\$3,300,000
	Scope:	This project will upgrade and reconstruct a local road serving Totem Charter School. Improvements are expected to include reconstruction where required because of road condition and construction of curb and sidewalk facilities where missing.				
	Need:	This local road is deteriorating and segments of curb and sidewalk are not constructed. This project is a high priority for the Abbott Loop Community Council.				
16	Status:	State grant funding is proposed.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>64th Ave Upgrade RID - Spruce St to Elmore Rd</b>			\$6,000,000	\$0	\$6,000,000
	Scope:	Install new road base, curbs, pavement, drainage, and lighting.				
15	Need:	This strip paved road has not been constructed to current standards regarding pavement, curbs, lighting, and drainage.				
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the Road Improvement District program in which the project is initiated by property owners who agree to pay 70% of the costs through special assessments.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>65th Ave Upgrade RID - Spruce St to Elmore Rd</b>			\$6,000,000	\$0	\$6,000,000
3	Scope:	Install new road base, curbs, pavement, drainage, and lighting.				
	Need:	This strip paved road has never been constructed to standards regarding pavement, drainage, curbs, and lighting.				
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. Funding will be through the Road Improvement District program in which the project is initiated by property owners who agree to pay 70% of the costs through special assessments.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
24	<b>68th Ave Reconstruction - Brayton Dr to Lake Otis Pkwy</b>			\$0	\$0	\$0
	Scope:	This project will reconstruct this collector street to current standards. Improvements are expected to include a new road base, replacement of the storm drain system, installation of curb and gutters, sidewalk and/or trail, street lighting, and landscaping.				
	Need:	The surface of the road is wearing thin and the storm drains under the road need to be replaced.				
	Status:	This project has not started. State grant funding is proposed.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>72nd Ave Upgrade/Extension - Spruce St to Elmore Rd</b>			\$24,000,000	\$0	\$24,000,000
	Scope:	This project would extend and 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.				
	Need:	This project has been suggested as an east/west traffic link. However, no study efforts have been completed or planned to clarify need.				
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. No funding is planned unless the road is reclassified as a collector street.				

Funded		Estimated Cost	Funds on Hand	Additional Funds Required
<b>73rd Ave/74th Ave Strip Paving - Petersburg St to Basel St</b>		\$6,000,000	\$6,000,000	\$0
6	Scope:	Install a new road base, pavement, drainage, and lighting. Installation of a public water main was added to the scope during preliminary design.		
	Need:	This road has never been constructed to municipal standards regarding pavement, drainage, and lighting. Significant ground water problems are adversely impacting abutting residences.		
	Status:	Construction is underway. 74th Avenue was begun in 2012 and 73rd Avenue will be done in 2013.		
<b>80th Ave Extension/Upgrade - Spruce St to Elmore Rd</b>		Estimated Cost	Funds on Hand	Additional Funds Required
		\$21,000,000	\$0	\$21,000,000
7	Scope:	This project would extend and 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.		
	Need:	This project has been suggested as an east/west road connector. However, no studies regarding need have been completed or are planned.		
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. No funding is planned unless the road is reclassified as a collector street.		
<b>84th Ave Extension/Upgrade - Spruce St to Elmore Rd</b>		Estimated Cost	Funds on Hand	Additional Funds Required
		\$10,000,000	\$0	\$10,000,000
2	Scope:	Extend 84th Ave from Spruce Street to Elmore Road. Reconstruct the portion that has already been built to current design standards. Improvements are expected to include a new road base, pavement, curb and gutters, storm drains, pedestrian facilities, street lighting, and landscaping.		
	Need:	Traffic Studies and comments from Police, Fire, Street Maintenance, the Abbott Loop Community Council, and the School District indicate benefits from the project. However, community concerns about the speed and traffic impact have also been very strong.		
	Status:	This project has not started. Project funding is proposed as a combination of state grants and local road bonds.		
<b>Academy Dr / Vanguard Dr Area Traffic Circulation Improvements - Brayton Dr to Abbott Rd</b>		Estimated Cost	Funds on Hand	Additional Funds Required
		\$9,025,000	\$1,015,000	\$8,010,000
	Scope:	No complete project scope or alignment has been yet set, Since these decisions necessitate that a design study be completed. However, improvements would likely include road realignment, pedestrian facilities, street lighting, and improved drainage.		
	Need:	When the 92nd Avenue underpass at the Seward Highway is constructed by the state with a connection to Old Seward Highway, traffic on the connection between the Seward Highway and Abbott Road will increase. This new connection will enhance traffic circulation in the Abbott/Dimond area. The existing roadway is not built to handle the expected traffic volumes with the addition of the 92nd Avenue underpass of the Seward Highway.		
	Status:	Initial design study was funded with 2009 and 2010 road bonds. Demolition is tentatively scheduled for 2014 and construction for 2015 but both are dependent on receiving a state grant. Coordination of this project with the State of Alaska Department of Transportation regarding its 92nd Ave Underpass project is underway.		

19				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>ARDSA Storm Drain System Condition Assessment and Rehabilitation Program</b>			\$1,000,000	\$0	\$1,000,000
	Scope:	This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) storm drain systems and rehabilitate those system segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of degradation and functionality in our existing storm drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this project will be to concentrate on metal pipes and sections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, it may be incumbent upon the investigative staff to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilitation will be completed on segments that have or are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future capital improvement program.				
	Need:	There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Drainage Service Area. Metal pipe was primarily used prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 gallon drums laid end to end to divert or convey storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now deteriorated to the extent that in some instances it has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts include health & safety consequences and property damage through flooding.				
	Status:	This project has not started. This is an annual program with bond funding anticipated.				
18				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>East Dowling Rd Pedestrian Overpass at Elmore Rd</b>			\$1,500,000	\$0	\$1,500,000
	Scope:	This project will construct a pedestrian overpass over East Dowling Road to link the existing multi-use trail on either side.				
	Need:	The trail along the new Elmore Road connection from 48th Avenue to 64th Avenue is drawing a high number of users. Since vehicle traffic going southbound on Elmore Road is not required to stop before turning right onto Dowling Road, the at-grade pedestrian crossing is not the best alternative. DOWL designed the pedestrian overpass to meet the need but it was not constructed as part of the DOT project.				
	Status:	DOWL has completed the design as part of the State's East Dowling project. Construction funding is proposed as a state grant.				
17				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Elmore Rd Extension - Abbott Rd to O'Malley Rd</b>			\$25,000,000	\$0	\$25,000,000
	Scope:	This project will install a new road base, curbs, pavement, pedestrian facilities, drainage, and lighting. Elmore Road is classified as a collector street in the Official Streets and Highways Plan (OS&HP) and will be constructed accordingly.				
	Need:	Portions of this collector are constructed to gravel standards, but there is no connection between Abbott Road and O'Malley Road. The existing road does not meet standards regarding pavement, pedestrian facilities, drainage, and lighting. The need for this connection has increased with the connection north to Tudor Road. This project is a priority for the Abbott Loop Community Council.				
	Status:	Funding is proposed as a funding partnership of state grants and local road bonds.				
8				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Hartzell Rd Upgrade - 79th Ave to Dimond Blvd</b>			\$5,500,000	\$0	\$5,500,000
	Scope:	This project will upgrade the unimproved section of a collector street to current standards. Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, and storm drains.				
	Need:	This project will upgrade a deteriorating collector street, including provision for pedestrian facilities, that has never been constructed to full collector standards. The northern portion of this street segment was upgraded in 2005. This project is a priority for the Abbott Loop Community Council.				
	Status:	State grant funding is proposed.				

23				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Hillside LRSA's Road and Drainage System Rehab</b>			\$0	\$0	\$0
25	Scope:	This project will reconstruct road and drainage facilities within Hillside Area Limited Road Service Areas (LRSA's). Specific projects will be identified by the local road boards.				
	Need:	Many local roads remain dirt or gravel streets with high maintenance costs. In addition, these roads are a source of dust which reduces air quality for the community. This project is a priority for the hillside area community councils.				
	Status:	No work has begun, but state grant funding is proposed annually in the approved CIP to supplement local mill levies.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Lake Otis Industrial Center Area Storm Drain</b>			\$900,000	\$0	\$900,000
5	Scope:	This project will construct an underground storm trunk to serve the area.				
	Need:	This area is identified in the Campbell Creek Area Drainage Study as lacking storm drain infrastructure.				
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Lake Otis Pkwy Surface Rehab - Campbell Creek to 68th Ave</b>			\$4,497,660	\$380,000	\$4,117,660
22	Scope:	This project will primarily overlay or replace pavement on Lake Otis Parkway from Campbell Creek to 68th Avenue. Project will also address ADA accessible curb ramps where needed.				
	Need:	Road surface is developing ruts and cracks. Further deterioration could impact safety. The 2011 GASB survey rated various segments as Conditions C, E, and F.				
	Status:	Design funding was approved in the 2010 road bond. Funding is planned as a partnership between state grants and local road bonds. Storm Drain is scheduled for inspection in 2013. Construction is anticipated in 2014 if funding is available. The project will be coordinated with a safety project planned by Alaska DOT.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Lore Rd Extension/Upgrade - Lake Otis Pkwy to Spruce St</b>			\$9,400,000	\$0	\$9,400,000
13	Scope:	This project would extend and 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.				
	Need:	This project has been suggested as an east/west road connection. However, no studies to identify needs have been completed or planned.				
	Status:	No work is currently scheduled in the 6-year Capital Improvement Program. No funding is planned unless the road is reclassified as a collector street.				
				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Medellin Cir Storm Drain Improvements</b>			\$4,000,000	\$0	\$4,000,000
	Scope:	This project will replace the storm drain system serving Medellin Circle, replace paving where needed, and install new curbs as needed.				
	Need:	The existing storm drain system is inadequate and needs to be replaced.				
	Status:	This project has not started. The project need was identified by property owners on the street. There is no funding currently programmed in the six-year capital improvement program (CIP).				

12			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Nadine St Upgrade RID - 80th Ave to 84th Ave</b>	\$3,900,000	\$0	\$3,900,000
	Scope:	Improvements are expected to include a new road base, curbs, pavement, a sidewalk, underground storm drains, and street lighting.			
	Need:	This local road has never been constructed to urban standards.			
	Status:	No work is underway and no funding is proposed in the six-year Capital Improvement Program. The project would be funded through the 30/70 Upgrade Road Improvement District Program in which property owners initiate the project and agree to pay 70% of the costs through special assessments.			
14			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Petersburg St Upgrade RID - Lore Rd to 72nd Ave</b>	\$3,900,000	\$0	\$3,900,000
	Scope:	Urban standards for a local road typically include a new road base, curbs, pavement, drainage, street lighting, and a sidewalk.			
	Need:	This local road has never been constructed to urban standards.			
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. Funding for a road upgrade would be through the 30/70 Upgrade Road Improvement District Program. In this program, property owners initiate the project and agree to pay 70% of the costs through special assessments.			
1			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Quinhagak St Upgrade - E Dowling Rd to Askeland Dr</b>	\$3,000,000	\$0	\$3,000,000
	Scope:	This project will upgrade the road to current local road standards. Improvements are expected to include a new road base, pavement with curb and gutter, storm drain installation, pedestrian facilities if warranted, street lighting and landscaping.			
	Need:	This street is experiencing serious deterioration to the surface and frost heaving. The surface condition was rated a condition "F" by the 2011 GASB survey.			
	Status:	This project has not started. State grant funding is proposed. Otherwise, since this is a local road, funding for a road upgrade would be through the 30/70 Upgrade Road Improvement District Program. In this program, property owners initiate the project and agree to pay 70% of the costs through special assessments.			
10			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Sandlewood Dr Extension - Lore Rd to 81st Ave</b>	\$4,500,000	\$0	\$4,500,000
	Scope:	While the scope is not set, urban improvements would typically include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.			
	Need:	This project will construct a missing road link between Lore Rd and Dimond Blvd. While this is a local road, the realignment of the Seward Hwy off-ramp to Sandlewood Dr and the installation of the new signal, increased the broader community need for this connection. The connection will also allow for elimination of a problematic left turn onto the Seward Hwy frontage road just east of the bridge.			
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. Funding would be through the 30/70 Upgrade Road Improvement District Program in which property owners initiate the project and agree to pay 70% of the costs through special assessments.			
9			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Spruce St Extension/Upgrade - Dowling Rd to 68th Ave</b>	\$12,100,200	\$950,000	\$11,150,200
	Scope:	Urban collector improvements typically include a new road base, curbs, pavement, pedestrian facilities on both sides, storm drains, and street lighting. The exact scope will be determined during design with input from the public.			
	Need:	The north half of this collector is not constructed and the south half is not constructed to collector standards. This project is a priority for the Abbott Loop Community Council. With the extension of Dowling Road from Lake Otis Parkway to Elmore Road, the extension of Spruce Street will enhance traffic circulation and promote safety by reducing the amount of traffic on surrounding area roads including Norm Drive.			
	Status:	Waiting on funding to complete design. Design completion requires a contract amendment with DOWL. Full project funding is proposed with a combination of state grants and local road bonds. The Concept Report has been submitted to PNZ and Design Study Report is in review. Year of construction is dependent on funding availability.			

21			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Spruce St Upgrade RID - Fergie St to 68th Ave</b>	\$3,000,000	\$0	\$3,000,000
	Scope:	This project would upgrade the local road through the Road Improvement District (RID) program. Improvements are expected to include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.			
	Need:	This local road has never been constructed to urban standards.			
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. This is a local road an funding will be through the 30/70 Upgrade Road Improvement District program. In this program, property owners initiate the project and agree to pay 70% of the costs through special assessments.			
20			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Winchester St Upgrade RID - 64th Ave to 68th Ave</b>	\$3,900,000	\$0	\$3,900,000
	Scope:	This project would upgrade the local road through the Road Improvement District (RID) program. Improvements are expected to include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.			
	Need:	This road is not constructed to urban standards.			
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. Funding for local road upgrades is through the 30/70 Upgrade Road Improvement District program. In this program, property owners initiate the project and agree to pay 70% of the costs through special assessments.			
11			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Zurich St Upgrade RID - 68th Ave to 72nd Ave</b>	\$3,900,000	\$0	\$3,900,000
	Scope:	This project would upgrade the local road through the Road Improvement District (RID) program. Improvements are expected to include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.			
	Need:	This local road is not constructed to urban standards.			
	Status:	No work is underway or scheduled in the six-year Capital Improvement Program. Funding for local road upgrades is through the 30/70 Upgrade Road Improvement District program. In this program, property owners initiate the project and agree to pay 70% of the costs through special assessments.			
<b>State Road Projects</b>					
5			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Abbott Rd Upgrade - Lake Otis Pkwy to Birch Rd</b>	\$24,100,000	\$1,400,000	\$22,700,000
	Scope:	Reconstruct minor arterial to urban standards. Improvements are expected to include pavement, curb and gutter, storm drainage, street lighting, and pedestrian facilities. Spot safety issues will be addressed.			
	Need:	This project is not constructed to collector standards regarding pavement width, shoulder width, vertical hill design, pedestrian, and lighting facilities.			
	Status:	Reconnaissance study efforts by the State of Alaska are underway. This is a state owned facility and evaluation and future funding would be through the State of Alaska. The road is designated as a minor arterial in the Official Streets and Highways Plan (OS&HP).			
8			<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		<b>Abbott Rd/Hillside Dr Trail - Rabbit Creek Rd to Seward Hwy</b>	\$0	\$0	\$0
	Scope:	Construct missing trail links and reconstruct those in poor condition.			
	Need:	The trail is not fully constructed between Rabbit Creek Road and the Seward Highway.			
	Status:	No work is underway. This trail has been added to the Capital Project Needs List for evaluation and future funding consideration. Both Abbott Road and Hillside Drive are state owned facilities and funding would be from state or federal sources.			



6				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>Birch Rd at Abbott Rd Traffic Signal</b>			\$750,000	\$0	\$750,000
Scope: If the State determines a signal is warranted, funding will be pursued.						
Need: Traffic signal needs will be analyzed by the State of Alaska.						
Status: Included with State Abbott Road Project.						
4				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>O'Malley Rd Interchanges at Old and New Seward Hwys</b>			\$60,600,000	\$0	\$60,600,000
Scope: This project will construct a separated interchange at the Old Seward Highway and upgrade the New Seward Highway interchange.						
Need: Increasing traffic is expected to push these intersections beyond their current capacity.						
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. This project is identified in the Metropolitan Transportation Plan (MTP).						
7				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>O'Malley Rd Trail - Seward Hwy to Hillside Dr</b>			\$3,000,000	\$0	\$3,000,000
Scope: This project will construct a trail alongside O'Malley Road.						
Need: The Anchorage Trails Plan calls for a trail in this minor arterial street corridor.						
Status: Design efforts by the State of Alaska for an upgrade to O'Malley Road have been funded and trail construction is anticipated as part of that project. This is a state-owned facility and evaluation and funding would be by the State of Alaska.						
3				<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
	<b>O'Malley Rd Upgrade - Seward Hwy to Hillside Dr</b>			\$28,930,000	\$1,930,000	\$27,000,000
Scope: While the scope is not set, minor arterial improvements typically include a new road base, pavement, curbs, storm drains, street lighting, pedestrian facilities, and landscaping. The roadway will be upgraded to improve safety and capacity.						
Need: This project is not constructed to current standards and traffic is increasing beyond the capacity of the existing facility. 16,000 vehicles a day use this narrow two-lane road with no pedestrian facilities and almost no lighting. This project is a priority for the Abbott Loop and Mid-Hillside Community Councils. The project is also included in the Long Range Transportation Plan (LRTP).						
Status: Design efforts by the State of Alaska for an upgrade to O'Malley Road are underway. Right of way funding has been requested through a state grant. This route is designated as a minor arterial in the Official Streets and Highways Plan (OS&HP). Construction is anticipated to begin in 2015.						

2

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>Seward Hwy Expansion - Dimond Blvd to O'Malley Rd</b>		\$70,000,000	\$0	\$70,000,000
Scope:	Improvements are expected to include expanding the road to 3-lanes in each direction, an underpass at 92nd Avenue, and a westside frontage road with a connection to the Old Seward Highway.			
Need:	Traffic already exceeds the capacity of the existing facility.			
Status:	A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation and future funding would be by the State of Alaska. The route is identified as a freeway in the Official Streets and Highways Plan (OS&HP).			
		Estimated Cost	Funds on Hand	Additional Funds Required
<b>Seward Hwy Expansion - Dowling Rd to Dimond Blvd</b>		\$80,000,000	\$0	\$80,000,000
Scope:	The scope is expected to include expanding the freeway to 3-lanes in each direction and adding underpasses at 68th and 76th Avenues.			
Need:	Traffic already exceeds the capacity of the existing facility.			
Status:	A major investment study has been completed by the State of Alaska. This is a state-owned facility and evaluation and future funding would be by the State of Alaska. The route is identified as a freeway in the Official Streets and Highways Plan (OS&HP).			

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