

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Anchorage****Federal Tax ID: 92-0059987****Project Title:****Project Type: New Construction and Land Acquisition**

Anchorage - Mountain Air Road Hillside Drive Extension

State Funding Requested: \$1,400,000**House District: 32 / P**

One-Time Need

Brief Project Description:

This project will construct a new collector connection south of Rabbit Creek Road and east of Golden View Drive. Improvements are expected to include pavement, street lighting, and storm drains. Pedestrian facilities may also be included.

Funding Plan:

Total Project Cost:	\$5,900,000
Funding Already Secured:	(\$4,500,000)
FY2012 State Funding Request:	<u>(\$1,400,000)</u>
Project Deficit:	\$0

*Funding Details:**2008 State Grant.***Detailed Project Description and Justification:**

This project will construct a new collector connection south of Rabbit Creek Road and east of Golden View Drive. Improvements are expected to include pavement, street lighting, and storm drains. Pedestrian facilities may also be included. The preliminary design phase is nearing completion. Currently all traffic is routed to Golden View Drive to the west and Clarks Road to the east. This extension would provide a much needed secondary egress for this portion of south Anchorage. Construction of this extension will increase safety for the south Anchorage hillside area. This project is a high priority for the Rabbit Creek Community Council. It is also a high priority for emergency services including police, fire, and medical.

Project Timeline:

Design will be completed in 2011 with construction expected to occur in 2012.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

South Goldenview Rural Road Service Area

Grant Recipient Contact Information:

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Has this project been through a public review process at the local level and is it a community priority? Yes No

<i>For use by Co-chair Staff Only:</i>
10:25 AM 5/27/2011

MOUNTAIN AIR DRIVE EXTENSION

SEPTEMBER 2010



update

In October 2009, a draft Design Study Report (DSR) was submitted to MOA Project Management and Engineering (PM&E) and was made available for public review. At that time, the recommended route for Mountain Air Drive was "Alternative B", which followed the Mountain Air Drive right-of-way (ROW) to the Hillside Drive ROW. During the public and agency review of the draft DSR, several discoveries were made that resulted in the recommended route being changed to Alternative A.

Alternative A is preferred because it has:

- Less impact to wetlands, particularly as future road connections develop.
- More direct connection to the approved road through the future Shangri-La subdivision.
- Lower maintenance costs because of the shorter route.

Alternative A does include a bridge spanning Little Rabbit Creek; however, the costs of Alternative A and Alternative B were relatively close. This is because Alternative B is considerably longer than Alternative A. As the design is developing, it now appears that the bridge will not need to be as long as originally thought and therefore will be less expensive.

The design team met with the affected property owners and visited the Rabbit Creek and Bear Valley community councils last winter to discuss the revised recommendation.



Rabbit Creek Road intersection

Although not part of the original project, USKH evaluated two options for improving the intersection: a single lane roundabout or adding turn lanes along with a future signal. The roundabout is recommended because it requires far less maintenance than a signal, typically has fewer collisions, and will not need to be modified as traffic increases. In addition, the alignment of Mountain Air Drive at the intersection will need to be modified to meet design standards. The complete intersection analysis can be found on the project website.

status / schedule

In July 2010, the Planning and Zoning Commission (PZC) reviewed the revised DSR. PZC delayed approval of the DSR until the improvements at the Rabbit Creek intersection were defined. A revised DSR that includes the recommended intersection improvements will be submitted in October so that PZC can take action on the report at their December meeting.

USKH has proceeded with design efforts and we anticipate submitting a draft set of construction documents in early fall 2010 and finalizing the documents in winter 2011. The project will go out to bid in late winter or early spring 2011 and construction will begin in spring 2011 and should be substantially complete by fall 2011.



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funding

The initial state grant will fund approximately \$4.5 million of construction. Initial cost estimates indicate that this should be sufficient to construct the road from the where it currently ends at the school to the south side of the creek crossing. As the detailed design develops, the estimate will be refined and we will have a better idea of how far south of the bridge the road will extend. Improvements to the Rabbit Creek Road intersection were not part of the original project, so additional funding will need to be secured. To maximize the funds that are available, the intersection improvements will be designed and included in the construction documents but will be bid as an “Additive Alternate.” By doing so, the Municipality can award that additional piece of construction if bids are within budget.

contact info

For more information or to comment on the Draft Design Study Report, please contact:

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**MOUNTAIN AIR DRIVE EXTENSION
PME #08-019
SCOPING MEETING SUMMARY
AUGUST 5, 2009**

ATTENDEES:

Cleo Hill	AFD
Wade Straham	AFD
Margaret O'Brien	MOA Planning
Steve Kalmes	ASD Student Transportation
Thede Tobish	MOA Planning
Heather Dean	EPA
Mary Cary	ASD Facilities
Ben Barclay	Enstar
Will Frost	ADF&G
Bob Kneifel	MOA Traffic
JoAnn Contreras	MOA Planning
Lori Schanche	MOA PM&E
Don Keefer	MOA PM&E
Lori Davey	South Goldenview Rural Road Service Area (SGRRSA)
Tom Knox	MOA Municipal Surveyor
Holly Spoth-Torres	MOA Parks & Rec
Sharon Ferguson	MOA Planning
Scott Stringer	MOA Parks & Rec
Dan Southard	MOA
Michael Tullius	Chugach Electric
Lance Wilber	MOA Traffic
Chuck Brazil	ADF&G
Francis McLaughlin	MOA Planning
Todd Jacobson	The Boutet Company
Steve Kari	USKH
Joann Mitchell	USKH
Linda Smith	USKH
Karthik Murugesan	USKH

Todd Jacobson from The Boutet Company is managing the project on behalf of the MOA. Todd opened the meeting with a brief project introduction. The goal of the project is to extend Mountain Air Drive south from Rabbit Creek to the Shangri La subdivision. The project is funded through a state grant of \$4.5 million. The \$4.5 million is the total amount available for construction, right of way, design, etc. From past experiences, of the \$4.5 million, about \$2.8 million will be available for construction. The ideal schedule is to begin construction next year as delays typically increase costs. That is a very aggressive schedule, but it can be done with everyone's cooperation.

Steve Kari, the project manager for USKH, briefly reviewed the project area and described the three alignments that will be considered (see attachment). Steve reiterated that the project is just getting

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started. Field crews are visiting the site to make initial recommendations regarding the three routes under consideration. As the alternatives get further defined, some may not advance for further evaluation, but at this point, everything is “on the table” for consideration.

Attendees were then asked to voice any issues or concerns they had that the design team should be aware of as the design begins.

The question was asked why not just connect to Goldenview Drive via 156th Avenue? The answer is that such a connection would not relieve the ever-increasing traffic on Goldenview. It was then asked if the extension of Mountain View Drive would truly be used. The traffic models suggest that it would be.

Mike Tullius (CEA) mentioned that CEA has underground and overhead facilities in the project area, along the section line. He thinks the poles are 33 feet off the section line, and therefore he does not believe they would be in the eventual roadway right of way.

Lori Schanche (MOA Non-motorized Transportation Coordinator) feels that a pathway on one side of the road is the minimum; pathways on both sides of the road would be preferable. She also mentioned that the school would really benefit from the path.

Margaret O’Brien (MOA Planning) commented that fire access to Prominence Pointe is one of the goals of the area. The developers of Shangri-La were told that no further development could take place until an additional access to Rabbit Creek was developed (other than Goldenview Drive). The main reason is because of emergency access or evacuation.

Lori Davey (SGVRRSA) stated that the extension of Mountain Air Drive will provide an important connection. The intersection of Goldenview Drive and Rabbit Creek Road is a problem and there are very few options to increase the capacity of the intersection because of the topography. Eventually, Mountain Air Drive will connect all the way through to Potter Valley Road. This provides an alternative to Goldenview and also provides access from the fire station without evacuation route conflicts. Lori lobbied hard for the \$4.5 million state grant and the amount of that grant is based on estimates prepared by MOA.

Tom Knox said to verify, and verify again, if the section easement does actually exist.

Holly Spoth-Torres (MOA Parks and Rec) said that they are currently working on a master plan for the Section 36 area. The Section 36 land (640 acres) is currently in the Heritage Land Bank inventory. The park could definitely tie into the pedestrian path planned for Mountain Air Drive and will have a connection to Bear Valley Elementary School. Holly has some concept plans of what is being considered for the design team’s information. The southwest corner of Section 36 is identified for low development.

Mary Cary (ASD) said that a connection between the school and Section 36 would be a real benefit to the school. She felt that Alternative C would divide that connection and she had concerns about the amount of traffic that will use Mountain Air Drive.

Lance Wilber (MOA Traffic) stated that the extension of Mountain Air Drive is recognized as a key connection in the Long Range Transportation Plan (LRTP). He feels that Alternative A offers some

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benefits, but in the long run, it needs to connect to Jamie Street, which Alignment B does better. Alignment A would require a significant structure across the creek. The topography is basically flat, except at the creek. A lot of work has been done in the past to determine the best route for the extension, as is reflected in Alternatives A and B. Alternative C had been considered, but eliminated from further consideration because it divides the school, park, and fire station. Lance also commented that Bear Valley residents are concerned about the Jamie Street connection.

Heather Dean (EPA) questioned if a wetland delineation was being done. Linda Smith (USKH) responded that a preliminary walk thru had been done, but a more complete delineation would be done. Heather felt that some areas noted as wetlands on the map (particularly between the creeks) may not actually be wetlands. She also asked if the creeks would be mapped because there is an unmapped creek right near the planned connection of the road to the Shangri La subdivision.

Will Frost (ADF&G) stated that Dolly Varden could be expected to be found in Rabbit Creek and perhaps juvenile coho as well. So any planned culverts would need to be designed for fish passage. He plans to go out in the field next week and set traps to see what is there.

Heather Dean (EPA) commented that compensatory mitigation may not be needed. There may be an opportunity to do restoration along the creek along the top edge of the Shangri-La subdivision.

Wade Strahan (AFD) said that AFD is concerned about the grades coming out of the fire station— basically everything is downhill from the station.

Thede Tobish (MOA Planning) stated the ADF&G wildlife is concerned about wildlife movement and design efforts will need to be coordinated with them. At full build-out, the creek corridor will be very important so coordination with ADF&G (Rick Sinnott) is critical.

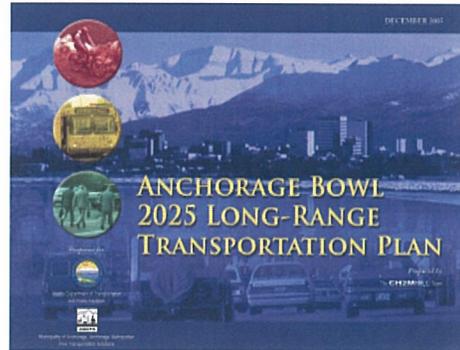
Todd Jacobson told the attendees that the adjacent property owners are all very supportive of the project.

Steve Kari closed the meeting by stating that we will be visiting the community councils in September with a public Open House in October, right after the draft Design Study Report is submitted. The hope is to go to bid next spring. He thanked everyone for their time and participation at the meeting and looks forward to continuing to work with everyone as the project develops.

Planned Roadway Improvements

More than 40 road improvement projects are planned for the Hillside District Plan area as proposed in various planning documents by the Municipality or the Alaska Department of Transportation and Public Facilities. These planned projects are listed in the 2005 Anchorage Bowl Long-Range Transportation Plan (LRTP) and the Municipality of Anchorage Capital Improvement Program.

The 2005 Anchorage Bowl LRTP provides the framework for future transportation development and planning in the Anchorage Bowl and will be used as a guide for the more detailed level of planning found in this study. The Anchorage LRTP is considered a “functional plan.” A functional plan provides more specific direction than Anchorage 2020, in this case, related to the functions associated with travel in the Anchorage Bowl. As an area-wide plan, the LRTP establishes the overall

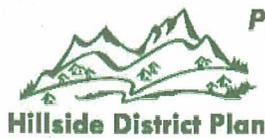
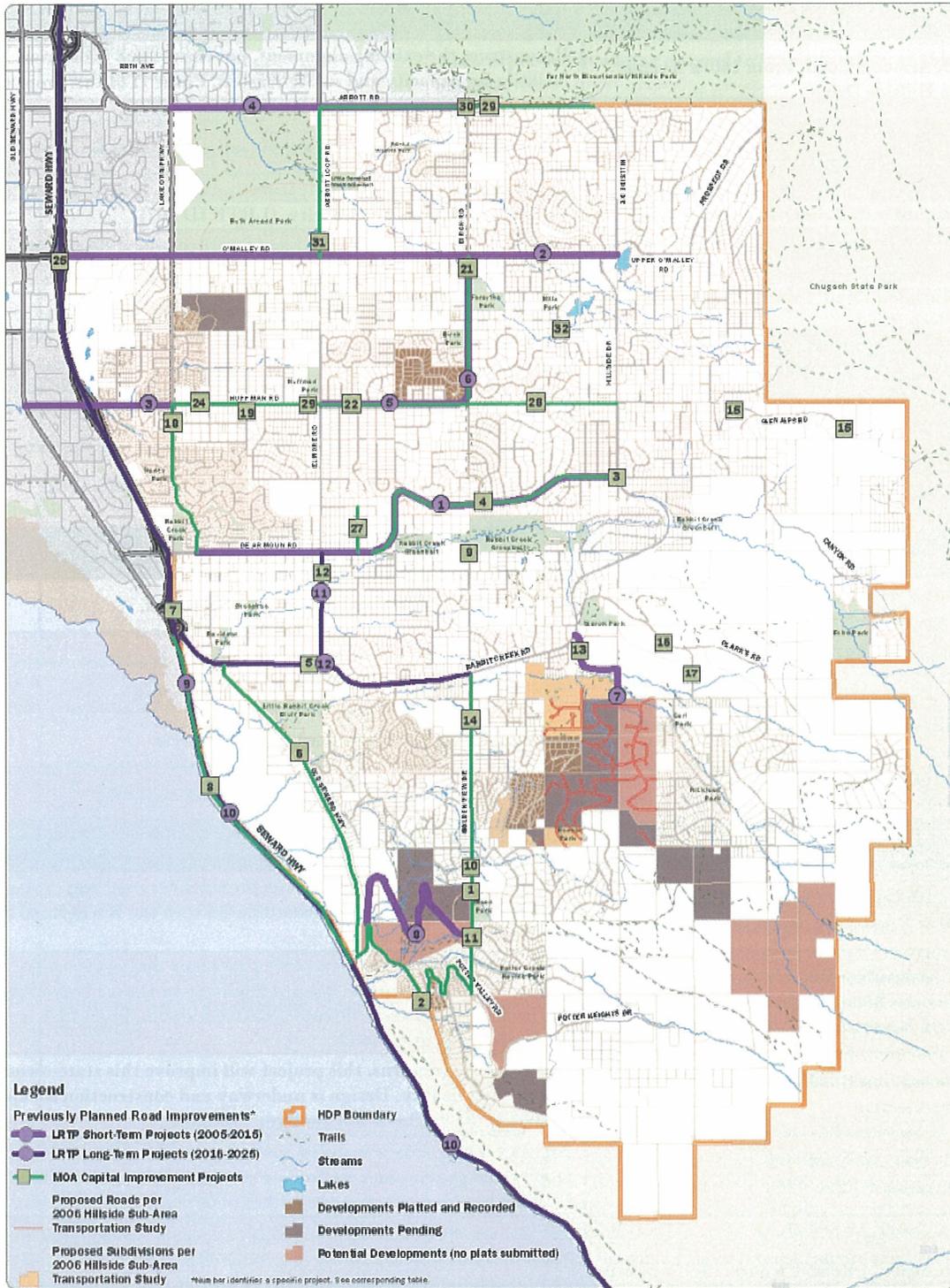


transportation system beyond the boundaries of any given area’s specific plan. Similar to its relationship with Anchorage 2020, the Hillside District Plan must also be consistent with the LRTP. [For the most part the LRTP has already established needed improvements for the collector and arterial road network. There are eight identified short-term road improvement projects for the Hillside in the LRTP.] Details regarding these improvements can be found in the following table or in the LRTP itself.

Other Proposed Roadway Projects

In addition to the LRTP, the Municipality of Anchorage (Project Management and Engineering) approves a Capital Improvement Program (CIP) each year that provides a six-year plan for funding capital projects. These projects are available in detail on the MOA website at <http://munimaps.muni.org/PMEProjects/>. The transportation-related roadway capital improvement projects – roadway and safety improvements – are listed in the following table. The map and table show projects that are already programmed as well as projects that have been identified as being needed but have not necessarily been programmed.

A number of the CIP projects were proposed for inclusion in the State’s 2008 capital budget. Two projects proposed in the capital budget are not found in the CIP. These projects are a road repair at Jupiter Drive and Abbott Loop Road (near Anchorage Children’s Services) and a project to relocate a portion of Rockridge Drive.



Previously Planned Road Improvement Projects



Data Sources: Municipality of Anchorage, AKDNR, 2005 LRTP, USKH.
 Alaska State Plane, Zone 4, NAD 1983
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Table 7-4 Previously Planned Road Improvement Projects in the Hillside District Plan Area

Map ID	Project Location	Description
Municipality of Anchorage Long-Range Transportation Plan Short-Term Projects (2005-2015) in the HDP		
1	DeArmoun Road: From 140th Avenue to Hillside Drive	Reconstruct the existing alignment, pavement, and pedestrian facilities for capacity and safety reasons. Phase II of this project was removed by AMATS in 2006. (LRTP ID 204/207)
2	O'Malley Road: From Seward Highway to Hillside Drive	Reconstruct road to improve safety and capacity. (LRTP ID 401)
3	Huffman Road: From Old Seward Highway to Lake Otis Parkway	Increase road from two to four lanes and improve intersections and pedestrian facilities for capacity. (LRTP ID 407)
4	Abbott Road: From Lake Otis Parkway to Birch Road	Increase from two to four lanes and improve intersections and pedestrian facilities for capacity. (LRTP ID 409)
5	Huffman Road: From Elmore Road to Birch Road	Improve safety by reconstructing the road. (LRTP ID 805)
6	Birch Road: From Huffman Road to O'Malley Road	Improve safety by reconstructing the road. (LRTP ID 806)
7	Mountain Air Drive: From Rabbit Creek Road to E. 164 th Avenue	Extend Mountain Air Drive from Rabbit Creek Road to East 164 th Avenue extended. (LRTP ID 808)
8	Unnamed road: From Goldenview Drive and Potter Valley Road/New Seward Highway	Construct a road for circulation and access. (LRTP ID 809)
Municipality of Anchorage Long-Range Transportation Plan Long-Term Projects (2016-2025) in the HDP		
9	Seward Highway: From O'Malley Road to Rabbit Creek Road)	Add ramp and pedestrian facility improvements.
10	Seward Highway (From Potter Weight Station to Rabbit Creek Road)	Reconstruct and widen Seward Highway for circulation, access, and freight.
11	Elmore Road (From Rabbit Creek Road to DeArmoun Road)	Extend Elmore Road for circulation and access.
12	Rabbit Creek Road (From Seward Highway to Goldenview Drive)	Upgrade the road to a three-lane arterial for capacity.
Municipality of Anchorage Roadway Capital Improvement Projects in the HDP		
1	South Goldenview Rural Road Service Area Road & Drainage Improvements	A 2007 state grant of \$250,000 was provided for road and drainage improvements, which will be coordinated with the Rural Road Service Area.
2	Potter Valley Road Improvements Surface Rehabilitation (Old Seward Hwy to Greece Drive)	This project will overlay or replace pavement that is currently deteriorating between Old Seward Highway to Greece Drive. Design has been finalized and will await construction funding which is currently planned for 2012.
3	DeArmoun Road/ Hillside Drive Intersection	Due to safety concerns, this project will improve this state-owned intersection facility. Design is underway and construction is expected in 2008 or 2009. This is a state owned facility.
3	DeArmoun Road/Hillside Drive Warning Light	No work is currently scheduled in the 6-year CIP. This is a state owned facility and evaluation and funding would be through the State. Concern has been expressed regarding safety at this intersection.
4	DeArmoun Road Upgrade Ph II - 140th Ave to Hillside Dr	Environmental and design work was completed by the State of Alaska. However, the project is being re-evaluated in light of public comment and future funding is uncertain. This project was a proposed project within the LRTP. Drainage, pavement condition, lighting, and safety issues have been identified along this road segment.
5	Elmore Road/ Rabbit Creek Intersection Improvements	No work is currently scheduled in the 6-year CIP. This is a state owned facility and evaluation and funding would be by the State of Alaska. Safety concerns have been raised about this intersection.

6	Old Seward Highway Repair/Upgrade (from Potter Valley Road to Rabbit Creek Road)	No work is underway or scheduled in the six-year CIP. This is a state-owned facility and evaluation and funding would be by the State. The pavement is deteriorating and the road should be constructed to collector standards.
7	Rabbit Creek Road (southbound off-ramp Signal)	No work is underway or scheduled in the six-year CIP. Interest has been expressed in adding a signal to improve safety at this state-owned facility.
8	Seward Highway Lane Rehabilitation/Expansion – (Rabbit Creek Rd to Potter Weigh Station)	No work is underway. This state-owned facility is expected to exceed current capacity due to increased traffic. The pavement is also deteriorating. The project scope has not been set, but may include adding a lane in each direction.
9	Goldenview Drive at 142nd Ave Intersection Safety Improvements	No work is currently scheduled in the 6-year CIP. This project has been added to Capital Project Needs List for evaluation and prioritization. A 2007 state grant has been requested. Safety concerns have been raised regarding this intersection. Improvements will be determined in study.
10	Goldenview Drive at Bluebell Drive Intersection Safety Improvements	No work is currently scheduled in the 6-year CIP. This project has been added to Capital Project Needs List for evaluation and prioritization. A state grant was requested. Safety concerns have been raised regarding this intersection. Improvements will be developed in design study.
11	Goldenview Drive Extension (Bulgaria Drive to Potter Valley Road)	No work is currently scheduled in the 6-year CIP. This project has been added to Capital Project Needs List for evaluation and prioritization. A state grant was requested. This connection will be a vital link in south Anchorage that will enhance traffic circulation in the area and promote safety. This project will construct a collector route between the current southern end of Goldenview Drive and Potter Valley Road. The exact route and scope will be determined in the design process, which include public involvement.
12	Elmore Rd Extension (DeArmoun Road to Rabbit Creek Road)	No work is currently scheduled in the 6-year CIP. However, this project has been added to the needs list for future funding consideration. The project is identified as a collector in the Official Streets and Highways Plan. There are no north/south collector streets connecting De Armoun Road and Rabbit Creek Road. The need for this project increased with the opening of South High School. This project will construct a collector street from De Armoun Road to Rabbit Creek Road. Improvements are expected to include pavement, drainage facilities, street lighting, pedestrian facilities on both sides, landscaping, and a bridge traversing Rabbit Creek.
13	Mountain Air Drive /Hillside Drive Extension	No work is underway, but a 2007 state grant has been requested. The area must be annexed into a limited road service area prior to construction. Currently all traffic is routed to Goldenview Drive to the west and Clarks Road to the east. This project will construct a new collector connection south of Rabbit Creek Road and east of Goldenview Drive. Improvements are expected to include pavement, curbs, street lighting, storm drains, pedestrian facilities, and landscaping.
14	Goldenview Drive Upgrade (Rabbit Creek Road to Potter Valley Road)	No work is underway. Design funding has been requested as a state grant. This existing roadway is a narrow two-lane, strip-paved roadway with no pedestrian facilities, and inadequate drainage and lighting. This project will upgrade this collector street to current standards. This project is a priority to the LRSA, the Community Councils, and the neighborhoods. Improvements are expected to include a new road base, pavement, a drainage system, pedestrian facilities, turn lanes, and street lighting.
15	Toilsome Hill Drive/Glen Alps Road /Canyon Road Improvements	The state received a \$2.5 million grant in 2006 for these improvements. They are using a portion for some Park parking lot improvements and will be making design study funding available to the Municipality for evaluation on needs. All three roads are in need of upgrades.