

Glenn Highway Corridor

FY2005 Request: \$30,500,000
Reference No: AMD 40478

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Anchorage Areawide

Contact: John MacKinnon

House District: Anchorage Areawide (HD 17-32) **Contact Phone:** (907)465-3900

Estimated Project Dates: 06/30/2005 - 06/30/2010

Appropriation: CC: Section 4 Congestion, Mitigation and Safety Initiative

Brief Summary and Statement of Need:

Legislation

Funding:	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	Total
Gen Fund	\$30,500,000						\$30,500,000
Total:	\$30,500,000	\$0	\$0	\$0	\$0	\$0	\$30,500,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

Project Description/Justification:

This project would expedite construction of the Glenn Highway-Bragaw Street interchange to resolve one of the most severe traffic bottlenecks in south central. As this route is a major truck route between the Port of Anchorage and points to the north and east, this improvement will also serve in the ramp-up for construction of the natural gas pipeline.

The Glenn Highway would be constructed with six-lanes at a lower elevation than today. Bragaw Street would bridge over the Glenn Highway. The eastbound ramps would be constructed in a tight diamond configuration. The westbound on-ramp would be a tight loop in the northeast quadrant, meeting the westbound off-ramp at a signalized intersection on the east side of Bragaw Street. This intersection would ultimately be four-legged when a two-lane frontage road is constructed between Bragaw Street and Mountain View Drive.

This is a very high priority project for both AMATS and the state, but the recent shortage of STIP funds has delayed it considerably. The use of state funds would shorten the development timeline and accelerate the construction date such that the project is ready for the gas pipeline.