

Anchorage: Spenard Road Reconstruction**FY2007 Request: \$1,000,000****Reference No: AMD 42031****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Anchorage Areawide**Contact:** John MacKinnon**House District:** Anchorage Areawide (HD 17-32) **Contact Phone:** (907)465-6973**Estimated Project Dates:** 07/01/2006 - 06/30/2010**Appropriation:** Surface Transportation Program**Brief Summary and Statement of Need:**

This is a new FY07 Capital Budget Request. Project will reconstruct Spenard Road from Minnesota Drive to the Minnesota Drive On-Ramp at Hillcrest from four to two lanes with a center turn lane, plus pedestrian facilities. Includes the Spenard Road / 36th Avenue couplet. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>Total</u>
Fed Rcpts	\$1,000,000						\$1,000,000
Total:	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
9% = 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	0
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

Spenard Road is a 35 mile per hour north/south minor arterial. It is an undivided four-lane two-way roadway with several major intersections. The mid-block intersections experience a number of right angle, left turning, and rear-end accidents due in part to the curving alignment and narrow lanes. Also, the absence of left turning channelization causes traffic to stop in the inside thru lane to wait for a gap in opposing vehicle stream. Accident studies have shown that undivided four-lane two-way urban roadways tend to have more rear end, sideswipe, left turning, and right angle accidents than three or five lane segments, particularly at mid-block locations and commercial driveways. Improvements from Hillcrest Drive to the Minnesota Drive on-ramp will reduce the existing roadway width to better define the one lane ramp, now constructed to the width of two lanes contributing to wrong-way usage.