

Memorandum

Borough Manager John Moosey



DATE: September 29, 2017

TO: Borough Assembly

FROM: John Moosey

RE: Additional information related to Resolutions 17-071 and 17-070 – Federal and State Priorities

Resolution 17-071 and Resolution 17-070 were presented to the Assembly on September 19, 2017 to establish Federal and State priorities for 2019. As promised, attached are additional projects for the Assembly to consider adding to Federal and/or State lists when this matter is discussed on October 17, 2017:

- Engstrom and Bogard Road Intersection Improvements
- Seldon Road Extension West, Phase 2
- Tex-Al Drive Upgrade and Connection
- Vine Road and Hollywood Road Intersection Improvements
- South Trunk Road Extension Bridges

Additionally, Dr. Doty requested information on how \$15M would be used on the Federal request for MSB Substandard Road and Bridge Improvements. I recommend we spend it on upgrading several substandard bridges. Individual estimates for each project are not available until we design the upgrade or replacement. Here are the projects that would fall under this request:

- Nelson Road over Wasilla Creek. This was part of the Trunk Extension bond project but lack of State match left Capital Projects unable to finish the project including replacing this bridge.
- Bradley Road over Trapper Creek. This is a very substandard bridge in a remote area of the Borough that should be replaced.
- Shirley Towne Bridge is currently closed because of the damaged sustained to the abutment in the 2012 flood. Drivers must use an alternate route via Michelle Drive.
- Kepler Park Access Road Bridge over the connection between Bradley Lake and Kepler Lake. This is a very substandard Borough owned facility which should be replaced with a modern bridge.
- The Moose Creek on Oil Well Road is also starting to deteriorate, and is the next lowest rated of our bridges.
- Yoder Road over Montana Creek. This bridge was originally constructed as part of the ALCAN Highway south of Delta Junction in 1942. It was moved in the 1970s to its current location over Montana Creek because it did not meet modern safety or other standards. This facility has outlived its design life and should be replaced with a modern bridge.
- Other bridges with low sufficiency ratings (the Federal standard for evaluating bridges) that may qualify for upgrade or replacement.

Project Name:

Engstrom and Bogard Road Intersection Improvements

Brief Project Description:

Improve intersection of Engstrom Road and Bogard Road to decrease traffic congestion through either a roundabout or traffic signal. Work would include improving sight distance on Bogard Road and realigning Green Forest Drive if necessary. Project would include design, utility relocation, right of way acquisition and construction.

Funding Plan:

Total Project Cost: \$ 4 million

Funding Already Secured: \$ 0

FY2019 State Funding Request: \$ 4 million

Project Deficit: \$ 4 million

Explanation of other Funds:

Detailed Project Description and Justification:

The Engstrom Road area has seen exponential residential development in the last 5-10 years. As with most of the borough a road grid network has not been developed which can carry and efficiently move and disperse large amounts of traffic such as is being generated from the Engstrom Road corridor. As a consequence, most of the traffic travelling to and from the large residential subdivisions are funneled to the Bogard Road intersection. This intersection has a number of issues which include inadequate size, very limited traffic control (through signage), only one turn lane, poor sight distance, and an offset with the Green Forest intersection. The intersection will need to be enlarged through the process of design, right of way acquisition, utility relocation and construction.

Project Timeline:

Upon receiving funding project will be completed in approximately three years.

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

MSB and ADOT&PF

Project Name:

SELDON ROAD EXTENSION WEST, PHASE 2

Brief Project Description:

Complete design and right-of-way acquisition, then construct the extension of Seldon Road, an arterial highway, from Windy Bottom Road to Pittman Road.

Funding Plan:

Total Project Cost:	\$10 million
Funding Already Secured:	\$2 million
FY2019 State Funding Request:	<u>\$8 million</u>
Project Deficit:	\$0

Explanation of other Funds: Approximately \$2M was available after Phase 1 of this project was completed. That funding was originally provided for this project through a combination of state grant funds and Borough general obligation bonds. The \$2M was expended on Phase 2 design (now 75% complete) and some right-of-way acquisition.

Detailed Project Description and Justification:

The purpose of this project is to complete a new arterial highway connection between Windy Bottom Road and Pittman Road and represents the next link in an east-west corridor envisioned to reach from the City of Palmer to the City of Houston. Design and construction is taking place in two phases: Phase 1 began at Church Road and extends to Windy Bottom Road; construction of that phase is now complete. Phase 2 will complete the connection, running from Windy Bottom Road to Pittman Road.

Design for Phase 2 is 75 % complete with 13 of 15 parcels acquired for right-of-way.

Project Timeline:

Completion of design and right-of-way acquisition can begin immediately upon obligation of funding with construction following. Anticipated timeline - two years.

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

MSB

Project Name:

TEX-AL DRIVE UPGRADE AND CONNECTION

Brief Project Description:

The project would upgrade the west and east ends of Tex-al Drive with two 12-foot travel lanes and the addition of 4-foot shoulders. A connection between the west and east ends of Tex-al would also be constructed to the same standards.

Funding Plan:

Total Project Cost: \$5.5 million

Funding Already Secured: \$0

FY2019 State Funding Request: \$5.5 million

Project Deficit: \$5.5 million

Explanation of other Funds: The borough will provide an engineering and administrative support to manage the project.

Detailed Project Description and Justification:

The Borough lacks a completed road grid network forcing local traffic to use main arterial highways to reach destination points. The upgrade and connection of Tex-al will provide a much needed west - east road corridor in the fast developing Fishhook Community Council area reducing traffic congestion on the main highway system. The project would upgrade both the west and east gravel portions of Tex-al providing a wider embankment base with two 12-foot travel lanes, at least 4-foot shoulders and improved drainage. The project would also connect those two segments (in the middle of the corridor) with a road embankment of the same standards. If funding allows, paving will also occur for the full corridor.

Project would include design, utility relocation, right-of-way acquisition and construction.

Project Timeline:

Upon receiving funding, project is expected to take approximately two years to develop and construct.

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

MSB

Project Name:

VINE ROAD AND HOLLYWOOD ROAD INTERSECTION IMPROVEMENTS

Brief Project Description:

Project would upgrade the Vine Road & Hollywood Road Intersection to carry current and future traffic volumes providing for safer and more efficient pedestrian and vehicular access to Goose Bay and Knik Elementary Schools and surrounding large residential neighborhoods.

Funding Plan:

Total Project Cost:	\$3,000,000
Funding Already Secured:	\$1,500,000
FY2019 State Funding Request:	<u>\$1,500,000</u>
Project Deficit:	\$0

Explanation of other Funds: Borough voters approved a school access road bond package in October 2013 that provides 50 percent of the total funding for this project. The borough will provide an engineer and administrative support to manage this project.

Detailed Project Description and Justification:

The intersection of Vine Road and Hollywood Road will be improved to increase safety and capacity for pedestrians and vehicles by way of additional lanes and signage, extending pathways and may include signalization or a roundabout. The project would include design, utility relocation, right-of-way acquisition and construction.

Project Timeline:

Upon receipt of funding this projects anticipated timeline for completion is two years.

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

MSB

Project Name:

South Trunk Road Extension Bridges

Brief Project Description

The project would include a replacement of the Nelson Road Bridge over Wasilla Creek increasing traffic capacity and pedestrian safety to Machetanz Elementary school and three large residential subdivisions as well as providing additional bridge length to accommodate the 100 - year flood volumes.

Funding Plan:

Total Project Cost: \$3.0 million

Funding Already Secured: \$1.5 million

FY2019 State Funding Request: \$1.5 million

Project Deficit: \$0

Explanation of other Funds: Borough voters approved a school access road bond package in October 2013 that provides 50 percent of the total funding for this project. The borough would also provide an engineer and administrative support to manage the project.

Detailed Project Description and Justification:

This project would replace the existing bridge on Nelson Road crossing Wasilla Creek. Design for this project is completed to the 75% level. ROW acquisition is complete. Project would finish design and construct a wider, longer bridge that meets current design standards for a minor arterial road with accommodations for pedestrians/bicycles. Due to its short length, the current bridge constricts the creek channel which would lead to heavy damage or even loss of the bridge during a 100-year flood event. The new bridge will be long enough to allow water flow from a 100-year event to pass under the bridge. A pedestrian/bike pathway currently ends just short of the north side of the bridge forcing those users that want to continue on to the school and subdivisions to enter into traffic lanes when crossing the bridge. The new bridge will be wide enough to accommodate a separated pathway for these users, significantly increasing their safety.

Project Timeline:

Upon obligation of the needed funding this project is anticipated to be completed in two years.

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

MSB