

## POTENTIAL AMENDMENT

Assemblymember Doty

RESOLUTION SERIAL NO. 17-070

I MOVE to amend Resolution 17-070 to add the following road improvement projects:

### ENGSTROM AND BOGARD ROAD INTERSECTION IMPROVEMENTS - \$4 million

This project would improve the 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. The project would include design, utility relocation, right-of-way acquisition, and construction. 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.

### SELDON ROAD EXTENSION WEST, PHASE 2 - \$8 million

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. 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.

### TEX-AL DRIVE UPGRADE AND CONNECTION - \$5.5 million

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 Drive 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 Drive 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.

### VINE ROAD AND HOLLYWOOD ROAD INTERSECTION IMPROVEMENTS - \$1.5 million

This project would upgrade the Vine Road and 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. The improvements will include 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. 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.

#### **SOUTH TRUNK ROAD EXTENSION BRIDGES - \$1.5 million**

The project would include a replacement of the Nelson Road Bridge over Wasilla Creek increasing traffic capacity and pedestrian safety to Machetan Elementary school, and three large residential subdivisions, as well as providing additional bridge length to accommodate the 100-year flood volumes. Design for this project is completed to the 75% level. Right-of-way 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 and 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.