

**Agency: Commerce, Community and Economic Development****Grants to Municipalities (AS 37.05.315)****Grant Recipient: Anchorage****Project Title:****Project Type: Maintenance and Repairs**

## Anchorage - SRW Road and Drainage Phase II

**State Funding Requested: \$250,000****House District: 30 / O**

One-Time Need

**Brief Project Description:**

This project will construct Phase II road and drainage improvements within this LRSA.

**Funding Plan:****Total Cost of Project: \$250,000***There is no other funding needed***Detailed Project Description and Justification:**

There are flooding and glaciation concerns within this LRSA and funding is a priority.

Chipsealing of E97th, 98th, and 99th. Paving the approach roads to E 97th, 98th, and 99th. Creating a catch basin on E 99th for drainage to a low spot to channel the water to an existing dry well. Widening the western end of E 98th with inclusive ditching and brushing. Additional RAP to correct damage created by 600 truckloads of dirt driven over a road not built to withstand the pressure.

**Project Timeline:**

Design expenditures will occur in 2010. Construction spending is anticipated in 2011/2012.

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

Municipality of Anchorage

**Grant Recipient Contact Information:**

Name: Jim Lamson  
 Address: PO Box 196650  
 Anchorage, AK 99519  
 Phone Number: (907)343-8120  
 Email: lamsonjl@muni.org

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

**SRW Limited Road Service Area (LRSA)  
P.O. Box 112753, Anchorage, AK. 99511  
346-3459 (Jeanne Molitor, Board Member)**

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January 14, 2009

Senator Kevin Meyer  
State Capitol Room 101  
Juneau, AK. 99801

Dear Mr. Meyer,

The SRW LRSA, which includes E. 97<sup>th</sup>, E.98<sup>th</sup> and E.99<sup>th</sup> off of Birch, would like to elicit your help with finishing the project we set out to do with the \$200,000 grant you got appropriated for us in 2007. It was my pleasure to show you the work we accomplished with the grant money this Fall while you were campaigning in our neighborhood. The board felt we used the money as best as we could with conscientious oversight and cost containment. Our biggest impediment was that the price of oil was \$55.42/barrel when the grant request was written in January 2007 and peaked at \$141/barrel in the midst of our project in July 2008. The price of oil severely curtailed what we were able to do with the grant money. I wanted to relay to you the work we did and what we feel is left to accomplish.

**Accomplishments:**

- 4,000 tons of RAP (recycled asphalt) were placed, mostly on E. 98<sup>th</sup> as this is a major thoroughfare. E. 97<sup>th</sup> had some of that RAP applied to their road.
- Culverts were placed and replaced along E. 98<sup>th</sup> and along Valley View Drive, which is a small side street off of E. 98<sup>th</sup>. This culvert was a key culvert in promoting drainage.
- We decreased the gradient on a major hill on E. 98<sup>th</sup> and re-contoured the road; this was a major expense and a big project; this was felt to be a priority due to historical safety concerns on this section.
- Major ditching and brushing was done to clear the ditches and improve spots with poor visual clearances.
- We installed an under-the-road culvert for drainage on the western end of E. 98<sup>th</sup>.
- We created swales on numerous driveways to ease the paved driveway into the road easement; our goal was to minimize the number of culverts when possible due to the ongoing maintenance of clearing culverts.
- Improved and cleaned out our existing dry wells (4 of them).
- We paid for a survey so that we would know where the center of the roads were; our LRSA area was an old homestead in the early sixties and the visual line for the roads did not follow the legal description; we needed to know where the legal boundaries were before we started the work so we would not end up on private property!

**Not accomplished:**

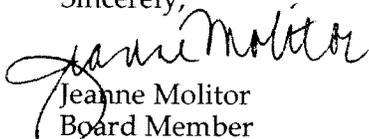
- Chipsealing E. 97<sup>th</sup>, 98<sup>th</sup>, 99<sup>th</sup> This WAS the primary reason for the original grant proposal; oiling the roads every year costs us ½ of our yearly budget (\$48,000). However, in order to chipseal the roads we needed to bring the infrastructure up to a level where we could not only chipseal it, but provide for drainage to keep standing water off of the new surfaced roadbed.
- Paving the approach roads as deemed necessary to 97<sup>th</sup>, 98<sup>th</sup>, 99<sup>th</sup>

- Paving the approach roads as deemed necessary to 97<sup>th</sup>, 98<sup>th</sup>, 99<sup>th</sup>
- Creating a catch basin on E. 99<sup>th</sup> for drainage in a low spot to channel the water to an existing dry well.
- Widening the western end of E. 98<sup>th</sup> with inclusive ditching and brushing
- Additional RAP. Unfortunately, a developer came in on E. 97<sup>th</sup> with 600 truckloads (belly dumpers) for a total of 12,000 cubic yards of dirt. The trucks damaged the roads on E. 97<sup>th</sup> and E. 98<sup>th</sup> and left a trail of dirt that impregnated the RAP we had laid down during the summer. We will now have to lay down more RAP before we could chipseal these roads.

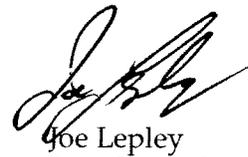
We are requesting an additional amount of \$200,000 to finish what we initially set out to do. Jim Lamson, of the Capital Improvement Program (CIP) wanted a rough estimate of what we would need for our 2009 road projects. He requested this in early December; we gave him a ball-park figure of \$225,000. In checking with our contractor and an asphalt company, getting ANY estimates is a difficult request due to the fluctuating cost of oil. A best "guesstimate" for chipsealing the SRW LRSA roads, 2.0 miles, would be \$160,000 plus the cost of oiling the chipseal to seal it.

We appreciate all that you have done for us in the past and hope you will give this request consideration.

Sincerely,

  
Jeanne Molitor  
Board Member  
346-3459

  
Steve Dombrowski  
Board Member  
346-2666

  
Joe Lepley  
Board Member  
242-3861