

Agency: Commerce, Community and Economic Development

Grants to Municipalities (AS 37.05.315)

Grant Recipient: Anchorage

Project Title:

Project Type: Maintenance and Repairs

Anchorage - Newby Avenue Repair and Renovation

State Funding Requested: \$136,000

House District: 30 / O

One-Time Need

Brief Project Description:

Upper Grover LRSA upgrade of Newby Avenue.

Funding Plan:

Total Cost of Project: \$136,000

There is no other funding needed

Detailed Project Description and Justification:

In order to bring Newby Avenue into compliance with Municipality's engineering and safety standards the following items need to be addressed: a) grading of the road needs correction; b) correct the substandard site distance at the interesection with Hillside Drive; c) correct drainage issues on the upper portion of Newby; d) increase the consistency of gravel material throughout the road; e) correct drainage and function of the culvert on the lower end of Newby; e)replace speed limit signs.

Project Timeline:

The project will begin in FY10 with work completed within the fiscal year.

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

Municipality of Anchorage - Local Service Area

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

For use by Co-chair Staff Only:

**\$136,000
Approved**

PETITION FOR A STATE CAPITAL IMPROVEMENT GRANT UPPER GROVER LOCAL ROAD SERVICE AREA MUNICIPALITY OF ANCHORAGE

“UPPER GROVER” is one of the smaller Local Road Service Areas within the Municipality of Anchorage. Its residents pay a separate road tax for maintenance and upkeep of the designated local roads.

All the access roads within this service area are “dead end” (cul-de-sacs), except Grover Drive which is paved and provides access to the State-maintained Abbott Road, and Newby Avenue, which intersects the highway system at Hillside Drive. Newby Avenue is a substandard and unsafe gravel road which needs to be upgraded.

This area which is serviced by these roads has seen a steady build-up and as a result an increase in traffic. It is most noticeable at Newby Avenue, because it provides a shorter access to the main-highway and the school-bus-stop. In case of a disaster it is also the most direct and shortest escape route, one of only two.

There are several problems associated with Newby Avenue; it is substandard in regards to the Municipality’s road specifications- and standards, material, grade and sight-distance. Details are as follows:

- a) the grade on the upper portion exceeds 10%;
- b) the intersection at the Hillside Drive intersection has substandard sight distance;
- c) the embankment on the upper portion consists of unsuitable material which results in a drainage problem, resulting in unstable surface conditions;
- d) the road-surface shows poor grading characteristics, which makes grading a problem;
- e) the gravel consists primarily of shisteous material with a high minus 200 grit content, resulting in unhealthy and dangerous dust conditions and frost heaves. The material also contains gobbles and oversized rocks which makes compaction and grading problematic;
- f) the culvert at the lower end of Newby Avenue does not function properly, due to a wrong grade, resulting in pooling of water on the south-side and penetration of water into the embankment;
- g) the 15 mph speed limit signs on both ends have disappeared and need to be replaced; speeding is on the increase, creating dangerous conditions.

All the work is within the existing Right-of-way, and no additional land is needed. In order to bring Newby Avenue into compliance with the City’s engineering- and safety-standards a modest capital improvement project is warranted.

Attached is a project packet, containing information on the purpose and needs, scope, engineering data and cost estimate. It was prepared by a local resident, Henry Springer, who is a road-construction engineer and former State DOT employee, and who is assisting the Board of Supervisors in this endeavor.

It is estimated that the total project cost is about \$ 126,000

Page 2 Petition, Upper Grover LRSA

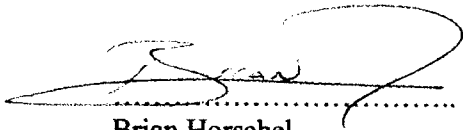
This type of capital work is beyond the capability and function of a small group of local residents. The State of Alaska has a statutory obligation for basic transportation infrastructure and we are asking for this type of help from the State.

We find this project to benefit all residents and is a major safety- and quality of life issue. It will also reduce maintenance expenditure through the use of less specialized equipment usage and increase efficiency due to uniformity.

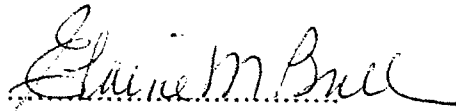
We request your assistance, as our elected State representatives, to secure a State funded grant during the upcoming legislative session. In order to keep the overhead costs low a "name-recipient-grant" to the Upper Grover LRSA would be most effective.

Your efforts and support are very much appreciated by us, the elected Board supervisors, and all residents of this area.

Anchorage, 19 September 2008



Brian Horschel
Supervisor, Seat B



Elaine M. Bull
Supervisor, Seat C

Attachment: Project packet

**NEWBY AVENUE IMPROVEMENT PROJECT
UPPER GROVER LOCAL ROAD AND SERVICE AREA
MUNICIPALITY OF ANCHORAGE**

Classification: Rural peripheral/access road

Standards: Municipality of Anchorage (MOA) "Design Criteria Manual"
Table 1-7: Secondary Streets, Rural Residential
Specifications: 1.6 D Local; c) Rural Local
Street width: 20 ft, two lanes, paved; shoulders two feet.
Average daily travel (ADT): 500 minus
Design Speed: 20 mph; posted speed: 15 mph
Right-of-Way (RoW): existing, 40 feet width, entirely from
Lots 1A and 1C, NETTLETON SUBDIVISION;
Length of project: 600 ft. from Grover- to Hillside drive.

Purpose of project: At present Newby Ave. is substandard and unsafe.
This project will bring Newby Ave. into compliance with the
MOA standards and will improve safety, drainage, maintenance-
operations, health- and living conditions of residents.

Scope and schematics: the scope includes items which will improve Newby
Ave. to meet MOA standards:

- a) Remove unsuitable material 120 ft. at the east-end of Newby
Ave., dispose waste material off project site, construct a
"French drain", install a 18" perforated culvert to facilitate
subsurface drainage;
- b) place processed material as shown to improve the surface,
grade, width and maintenance capabilities;
- c) pave the road surface for a width of 20 ft. and the junctions
with Grover- and Hillside Dr, and driveway intersections, with
a 2" hot asphalt mix;
- d) install a 24" diameter culvert at Grover to facilitate drainage;
- e) install two speed-limit signs at each end of Newby Ave.;

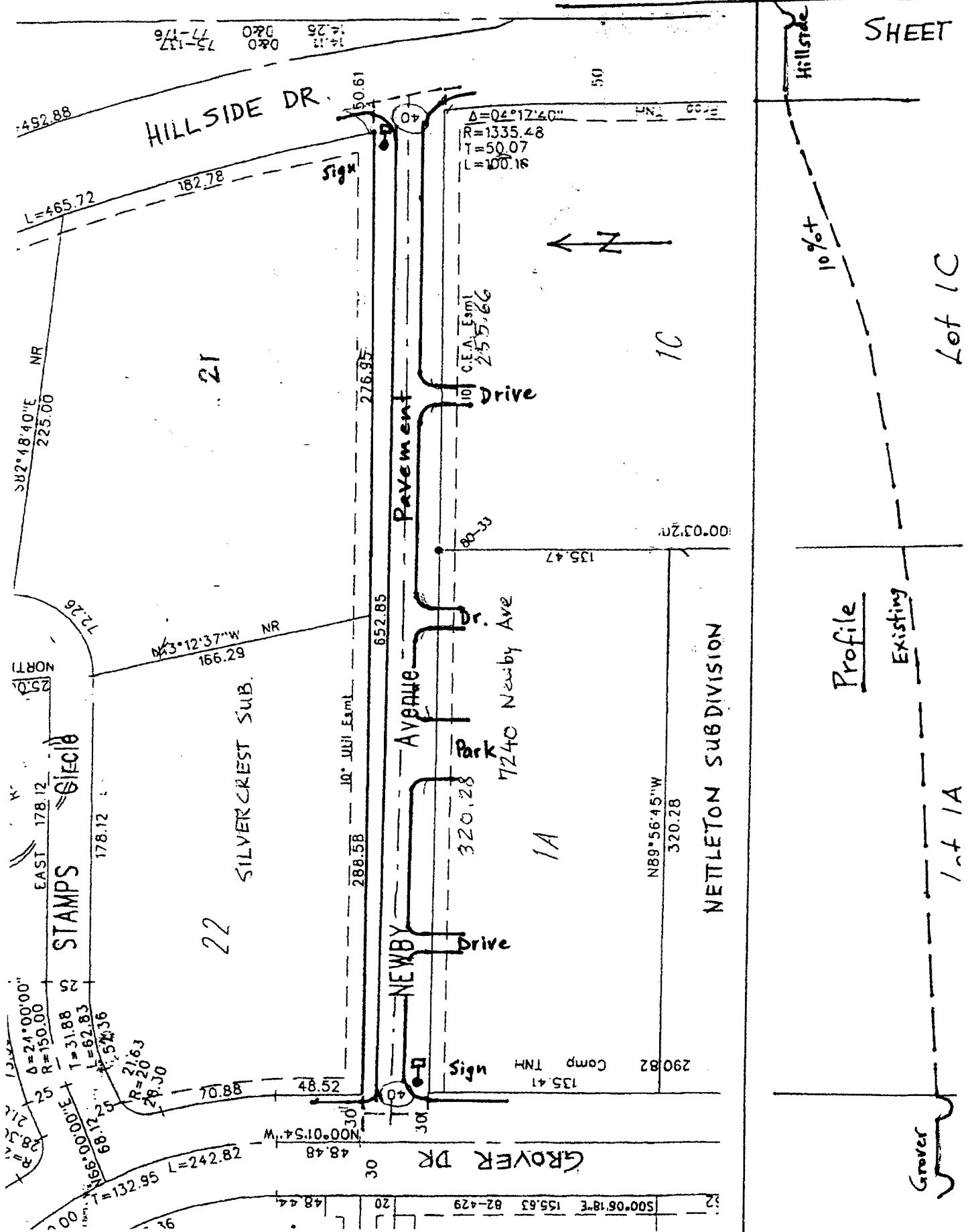
Sheets 1 through 3 provide the necessary details. This scope and schematics
are for estimate purposes only. Final quantities and plan/specification details
are subject to refined engineering considerations.

Cost of project: the cost is estimated at a total of \$ 126,000.- as detailed on
Sheet 4.

Plan View

NEWBY AVE. UP-GRADE

SHEET



Profile Existing

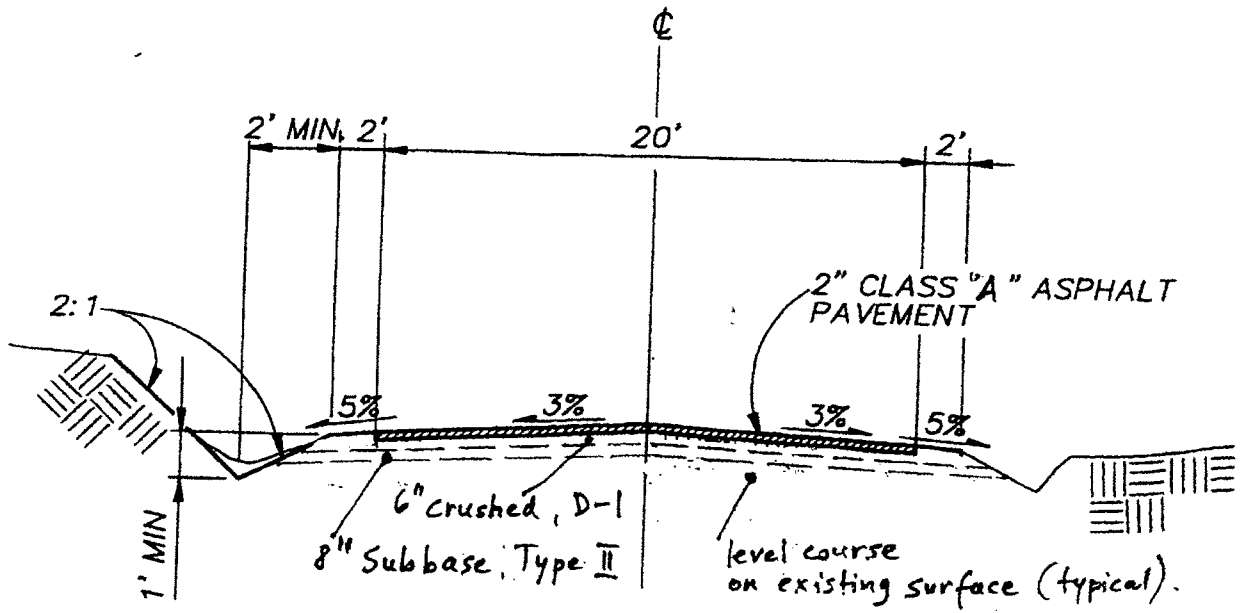
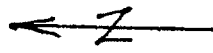
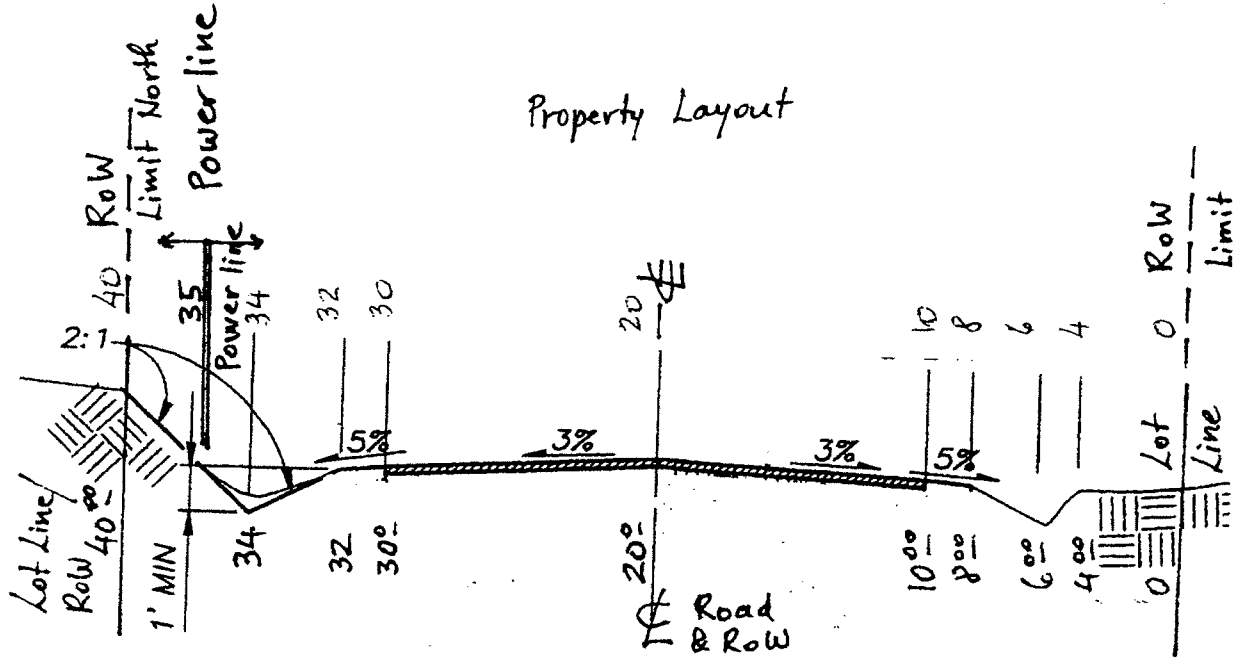
Lot 1C

Lot 1A

Grover

NEWBY AVE IMPROVEMENT

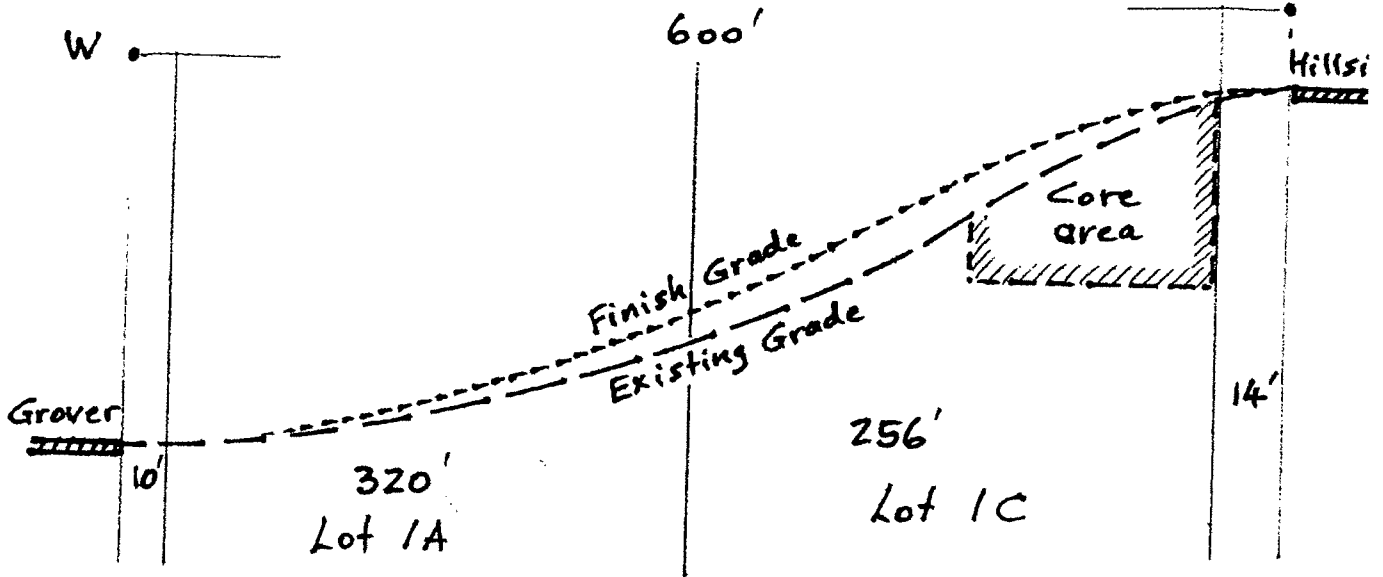
SHEET 2



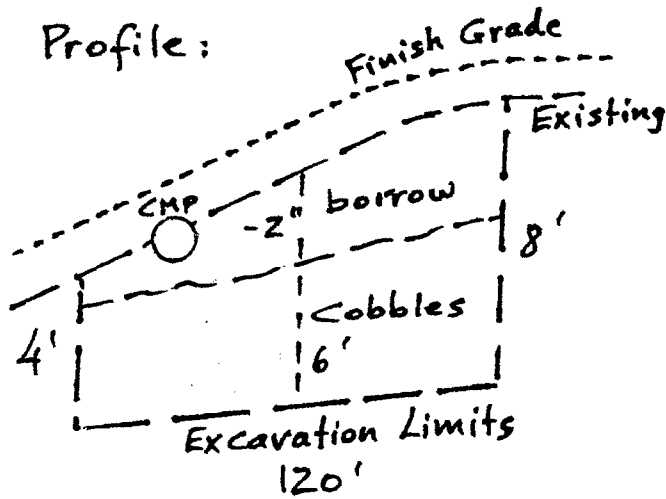
NEWBY AVE. IMPROVEMENTS

SHEET 3

PROFILE (NTS).



Profile:



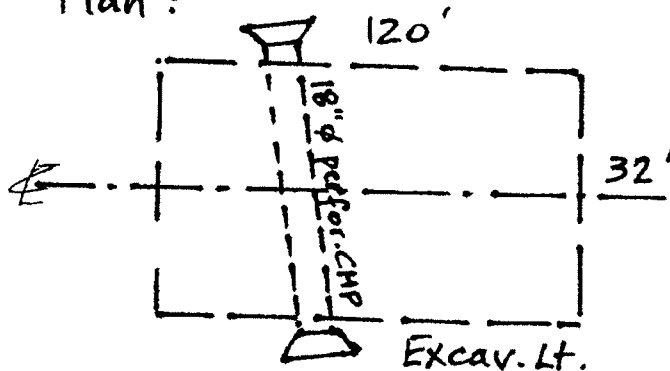
Detail:

Excavation/
Core area

FRENCH Drain
w/18" ϕ perfor.
CMP

Not to scale

Plan:



Excavation:

120' x 32' x 6' av.

Back fill:

Cobbles
- 2" borrow

NEWBY AVENUE IMPROVEMENTS

SHEET 4

COST ESTIMATE:

Note: these costs are based on 2008 comparative actual cost data from other projects and adjusted to size and location of this project.

The presented scope details are for estimate purposes only and may be adjusted to meet the actual conditions when refined details are known during pre-construction engineering.

The cost for the individual items represents the total cost installed in a finished condition.

The total cost for the work, resulting from the listed individual pay items, includes also the following over-head items and activities for which no separate payment is made:

- mobilization/demobilization; -- field supervision and management;
- permits, office activities, safety items; -- traffic control, flagging, signing;
- erosion-, pollution- and dust control; -- surveying;
- materials certification, quality control and testing.

Pay-items:	Item:	Quantity	Unit price	Price
	Unclassified excavation	900 c.y.	\$ 9.00	\$ 8,100
	Processed material, cobbles	810 tons	13.00	10,530
	Borrow, minus 2"	540 tons	14.00	7,560
	Subbase, Type II	860 tons	23.00	19,780
	Crushed material, D-1	570 tons	30.00	17,100
	Waste disposal	Lumpsum		3,000
	Asphalt, 2" hotmix	160 tons	140.00	22,400
	Corrugated metal pipe, 18"	40 l.ft.	80.00	3,200
	" " " 24"	40 l.ft.	90.00	3,600
	CMP endsections,	4	450.00	1,800
	Signs, 15 mph. speed limit	2	450.00	900
	Subtotal			97,970
	Project contingency:			6,030
	Construction items:			\$ 104,000
Management and Engineering: Admin/Preconstr./MOA				5,000
Design, Plans and Specs.				5,000
Management and Engineering				12,000
	Project total:		\$	126.000