

**2011 Capital Projects  
Downtown - Community Council Priority List  
Municipality of Anchorage**

**Project Management and Engineering Projects**

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>3rd Ave and Gambell St Safety Improvements</b>	No Estimate	\$0	\$0
	Scope: Design study will determine the best solution.			
	Need: The Traffic Department has identified this intersection as a priority location for traffic safety improvement. An average of over 10,000 vehicles pass through			
	Status: No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.			
		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>3rd Ave Retaining Wall Replacement - H St to K St</b>	No Estimate	\$100,000	\$0
	Scope: Identify and build long term options for the retaining wall.			
	Need: The existing wall is over 50 years old and appears to be close to the end of it's useful life, even after the 2009 repairs. A February 2010 accident further demonstrated the vulnerability of the existing structure.			
	Status: Initial design efforts for replacement have been funded. An early 2010 accident appears to have impacted the integrity of the wall and the project may need to be accelerated. Temporary repairs were completed by Maintenance Staff in June, 2009, and a feasibility study regarding wall replacement options is nearing completion. Costs will be developed with project scope.			
		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>7th Ave Surface Rehab - L St to A St (not including G St to E St)</b>	\$2,000,000	\$0	\$2,000,000
	Scope: Rehab pavement and curb as required. Install ADA upgrades.			
	Need: Pavement and curbs are deteriorating.			
	Status: No work is underway on this project, but design funding is tentatively scheduled for 2015 in the approved CIP.			
		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>8th Ave at A St and C St Pedestrian Safety</b>	\$150,000	\$0	\$150,000
	Scope: This project will construct pedestrian safety improvements at these intersections. The exact improvements will be determined in the design phase.			
	Need: This project is a high priority in the Anchorage Pedestrian Plan.			
	Status: This project has not started. Design and construction funding is proposed as a 2011 state grant.			
		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Cordova St Pedestrian and Bicycle Improvements - 3rd Ave to 16th Ave</b>	\$1,600,000	\$0	\$1,600,000
	Scope: This project will construct pedestrian and bicycle improvements along a collector street. Future improvements are expected to include connections north to Ship Creek and south to Chester Creek.			
	Need: Cordova Street has sidewalks on both sides that are adjacent to the curb, but no bicycle facility outside the road pavement. Excessive speeds on this route are a concern of the Fairview Community Council.			
	Status: No work is underway, but a state grant fund has been requested for design and public involvement. The design study has been completed for the revisions to the bike trail along the west side of Cordova Street. The study recommends one way bike trails be installed on both sides of Cordova with the SB trail going to the sidewalk area just before 15th Avenue to allow for a right turn lane SB to WB..			
		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>E St Corridor Enhancements Phase II - 2nd Ave to 4th/5th Alley</b>	\$8,700,000	\$0	\$8,700,000
	Scope: This project will improve pedestrian facilities and enhance landscape amenities and wayfinding. Heated sidewalks are proposed as well as adding curb bulb outs at intersections, adding landscaping and pedestrian lighting, decorative paving, and taking some existing on-street parking to widen sidewalks.			
	Need: The pedestrian and lighting amenities on this collector street corridor do not meet desired standards. Upgrades are expected to encourage private business investment and economic development in the downtown core area.			
	Status: No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.			

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>E St Corridor Enhancements Phase III - 7th/8th Alley to Delaney Park Strip</b>	\$8,000,000	\$0	\$8,000,000
	Scope: This project will improve pedestrian facilities and enhance landscape amenities and wayfinding. Heated sidewalks are proposed as well as adding curb bulb outs at intersections, adding landscaping and pedestrian lighting, decorative paving, and taking some existing on-street parking to widen sidewalks.			
	Need: The pedestrian and lighting amenities on this collector street corridor do not meet desired standards. Upgrades are expected to encourage private business investment and economic development in the downtown core area.			
	Status: No work is underway. Initial public involvement and conceptual report funding is proposed in 2015.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Eagle St Surface Rehab - 3rd Ave to 6th Ave</b>	\$800,000	\$0	\$800,000
	Scope: Replace or overlay pavement.			
	Need: Pavement is deteriorating.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Ship Creek Small Boat Harbor Access Road</b>	No Estimate	\$0	\$0
	Scope: This project will upgrade the access road to the small boat harbor. Improvements are expected to include pavement, curb and gutter, street lighting, storm drains, sidewalks, trails, and landscaping.			
	Need: This roadway has never been constructed to current standards and it serves a public facility.			
	Status: This project has not started. Public involvement funding is proposed in 2015.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Ship Creek Trail/Coastal Trail Connection</b>	\$950,000	\$0	\$950,000
	Scope: This project will construct a multi-use trail that connects the existing Coastal Trail with Ship Creek Trail.			
	Need: This missing trail connection is identified in the Anchorage Trails Plan. This project is a priority for local residents, the community council, and the trails program.			
	Status: No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration.			
<b>State Road Projects</b>				
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>A St/C St Rut Repair - 5th Ave to International Airport Rd</b>	\$5,000,000	\$0	\$5,000,000
	Scope: This project will overlay or replace pavement on these major arterials.			
	Need: Alaska Department of Transportation has identified these streets as a high priority rut repair project.			
	Status: This project has not started. These are state owned roads and funding will be programmed through the AMATS TIP. These are identified as rut repair needs.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>I St/L St Rut Repair - 3rd Ave to 13th Ave</b>	\$7,600,000	\$0	\$7,600,000
	Scope: This project will construct pavement rehabilitation improvements on a major arterial street. Improvements are expected to include rut-repair and/or pavement overlay.			
	Need: This major arterial has an ADT over 15,000. The road surface has pot holes and cracking. Increased deterioration could impact safety.			
	Status: No work is underway. This is a state owned facility and evaluation and funding would be through the State of Alaska.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Ingra St/Gambell St Extension - 3rd Ave to Whitney Rd</b>	\$87,000,000	\$0	\$87,000,000
	Scope: Construct major transportation corridor.			
	Need: The connection will be a critical transportation connection to minimize traffic impacts on downtown, if the Knik Arm Crossing moves forward.			
	Status: No work is currently scheduled in the 6-year Capital Improvement Program. This is a state owned facility and evaluation and funding would be through the State of Alaska.			

<b>PRIORITY #</b>	<b>Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave</b>	<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		\$13,200,000	\$0	\$13,200,000

**Scope:** Complete rut repair improvements which may include pavement replacement or overlay.  
**Need:** Pavement is deteriorating on these major arterial routes.  
**Status:** No work is underway. This is a state owned facility and evaluation and funding would be through the State of Alaska.

<b>PRIORITY #</b>	<b>Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd</b>	<b>Estimated Cost</b>	<b>Funds on Hand</b>	<b>Additional Funds Required</b>
		\$750,000,000	\$21,155,000	\$728,845,000

**Scope:** Connect the Seward Highway to the Glenn Highway with a controlled access freeway. The project is expected to include an 8-lane highway segment between Bragaw Street on the Glenn Hwy and Tudor Rd on the Seward Hwy. Scope details are being finalized in the design and public involvement process.  
**Need:** The Highway to Highway improvements are considered necessary to address capacity, demand, safety, and system linkage to major destinations and freight mobility on the existing Seward Highway and Glenn Highway NHS routes. These NHS routes provide access to major employment centers in downtown and midtown Anchorage and major intermodal port, rail, and airport facilities. The Seward and Glenn Highway NHS routes are divided highways coming into the center of Anchorage, which transition to urban arterial streets with connecting roads, stop lights, and commercial and residential access. The urban arterial segments of the routes are characterized by high travel demand, congestion, and resulting safety issues caused by traffic levels that have exceeded the capacity of the existing arterial street network.  
**Status:** Funding for this project is programmed through the ADOT STIP. Environmental engineering is underway and alternative routes are being explored and moved through the public process. The next phase of design funding is anticipated in 2012