

5th and 6th Avenues Downtown Reconstruction

Draft Project Scope

Gambell Street to L Street — Anchorage, Alaska

Project Purpose. Fully reconstruct 5th and 6th Avenues as coordinated downtown urban corridors suitable for long-term Municipal ownership and operation. Replace aging transportation and utility infrastructure, improve safety and accessibility, support downtown housing and economic development, and create a flexible public realm consistent with the Municipality's downtown revitalization objectives.

Project Limits. 5th Avenue and 6th Avenue from Gambell Street to L Street, including the full rights-of-way, all intersections, necessary side-street tie-ins, and utilities and public infrastructure directly serving the corridors.

1. Corridor Planning and Design

Evaluate one-way, two-way, and phased configurations. Select the preferred configuration based on safety, traffic operations, walking, bicycling, transit, freight and deliveries, emergency access, parking, snow removal, maintenance, redevelopment objectives, right-of-way constraints, and life-cycle cost. Design the corridors as context-sensitive downtown streets rather than reconstructing the existing arterial couplet in kind.

2. Roadway Reconstruction

Provide full-depth reconstruction, including:

- Pavement, base, subbase, and unsuitable subgrade.
- Curbs, gutters, medians, islands, driveways, and alleys.
- Intersection approaches and side-street transitions.
- Signing, striping, drainage, and traffic-control devices.
- Geotechnical, frost, seismic, and pavement design.
- Snow storage, sweeping, and year-round maintenance needs.

3. Complete Utility Reconstruction

Investigate, coordinate, replace, relocate, or upgrade:

- Water, sanitary sewer, and storm-drain systems.
- Electrical distribution and street-lighting power.
- Telecommunications, fiber, gas, and communications.
- Hydrants, service laterals, vaults, and manholes.
- Aging, abandoned, conflicting, or undersized facilities.

Provide capacity for future housing, hotels, businesses, mixed-use development, and identified redevelopment sites. Establish utility corridors, duct banks, agreements, cost responsibilities, and coordinated construction sequencing.

4. Pedestrian and Accessibility Improvements

Reconstruct the complete pedestrian environment, including continuous ADA-compliant sidewalks, curb ramps, detectable warnings, accessible routes, high-visibility crossings, shortened crossing distances, curb extensions, pedestrian refuges, accessible pedestrian signals, countdown timers, and removal or relocation of sidewalk obstructions. Evaluate wider sidewalks and snowmelt or ice-free systems at priority locations where ownership, energy use, and maintenance responsibilities can be established.

5. Signals, Lighting, and Technology

Replace or comprehensively upgrade traffic signals, including poles, foundations, controllers, detection, accessible pedestrian signals, emergency preemption, transit priority, communications, and coordinated timing supporting an appropriate downtown operating speed. Replace roadway and pedestrian lighting with a coordinated system that improves visibility, personal security, energy efficiency, seasonal lighting capability, and compatibility with Municipal maintenance systems.

6. Streetscape and Public Realm

Provide a continuous downtown streetscape incorporating, as appropriate:

- Street trees, landscaping, and adequate soil volume.
- Benches, bicycle racks, planters, and waste receptacles.
- Wayfinding, banners, public art, and cultural interpretation.
- Outdoor dining, vending, events, and seasonal installations.
- Flexible curb and sidewalk zones for changing downtown uses.
- Materials maintainable by Municipal forces and partners.

7. Multimodal and Curb Management

Evaluate bicycle facilities, trail connections, transit stops, shelters, signal priority, parking configurations, accessible parking, commercial and passenger loading, hotel and tour-bus needs, rideshare areas, emergency access, and snow storage. Prepare a block-by-block curb-management plan coordinated with the Municipality, People Mover, ACDA, adjoining properties, and downtown businesses.

8. Safety and Operations

Complete a corridor safety analysis addressing crash history, operating speeds, crossing exposure, sight distance, turning conflicts, nighttime visibility, vulnerable users, access management, freight, transit, and emergency response. Use a Safe System approach emphasizing prevention of fatal and serious-injury crashes rather than maximizing vehicle throughput.

9. Federal and Relinquishment Support

Support functional-classification changes, NHS modification, and eventual relinquishment or another agreed management arrangement. Work will include:

- Right-of-way, federal-aid, ownership, and maintenance research.
- Documentation of regional mobility and parallel NHS capacity.
- Asset inventories and condition assessments.
- Federal coordination and required technical documentation.
- Responsibility, maintenance, liability, and acceptance agreements.
- Transfer exhibits, legal descriptions, as-builts, and warranties.

The design shall remain compliant with applicable federal and State requirements until transfer is complete and shall be compatible with Municipal standards and long-term operations.

10. Coordination and Construction

Coordinate with DOT&PF, FHWA, AMATS, Municipal departments, utilities, ACDA, Anchorage Downtown Partnership, Downtown Community Council, property owners, businesses, developers, emergency services, transit users, and people with disabilities. Develop phasing that maintains pedestrian and business access, emergency response, utilities, transit, deliveries, parking, and major downtown events while avoiding repeated excavation.

Principal Deliverables. Existing-conditions and utility investigations; traffic, safety, parking, multimodal, and alternatives analyses; preferred corridor concept; utility-capacity and reconstruction plan; streetscape and lighting plan; environmental documentation and permits; utility agreements; functional-classification and NHS documentation; construction phasing; cost estimate, schedule, and risk register; final plans, specifications, and estimates; and the relinquishment and Municipal acceptance package.

5th and 6th Avenues Downtown Reconstruction

Preliminary Schedule and Planning-Level Cost Estimate

Gambell Street to L Street — Anchorage, Alaska

Planning Basis. Full reconstruction of approximately one mile of each avenue, or approximately two centerline miles and seven lane-miles of urban roadway. The estimate includes full-depth roadway reconstruction; major utility replacement; signals; lighting; sidewalks; ADA facilities; drainage; streetscape; transit, bicycle, parking, and loading improvements; and federal and relinquishment support. It is a generalized concept-level allowance based on comparable U.S. urban reconstruction projects and adjusted for Alaska construction conditions, limited seasons, downtown access requirements, and project complexity.

Planning-Level Cost Estimate

Cost Element	2026 \$M
Roadway demolition, excavation, subgrade, base, pavement, curbs, and intersections	\$35.0
Water, sanitary sewer, and storm-drain reconstruction	\$40.0
Traffic signals, communications, ITS, and roadway and pedestrian lighting	\$20.0
Sidewalks, ADA facilities, crossings, landscaping, and streetscape	\$25.0
Electrical, telecommunications, gas, utility relocations, and duct banks	\$10.0
Mobilization, traffic control, winter protection, and business access	\$15.0
Transit, bicycle, parking, loading, wayfinding, and public realm	\$7.0
Environmental conditions and contaminated-material allowance	\$5.0
Direct Construction Subtotal	\$157.0
Concept-level construction contingency	\$39.0
Construction Budget	\$196.0
Design, survey, geotechnical, environmental, utility, federal, and relinquishment support	\$25.0
Construction engineering, administration, inspection, and testing	\$25.0
Right-of-way, easements, agreements, and third-party costs	\$4.0
Pre-ICAP Project Subtotal	\$250.0
ICAP Charge—5%	\$12.5
Total Project Estimate	\$262.5

Recommended Programming Amounts

Current planning estimate, including ICAP **\$262.5M**

The recommended \$315 million placeholder represents a \$300 million pre-ICAP allowance plus the 5 percent ICAP charge. Escalation should be updated as the advertisement date, construction midpoint, and delivery method become better defined.

Primary Cost Risks

- Existing utility condition, depth, size, ownership, vault conflicts, and service reconnections.
- Contaminated soil, groundwater, undocumented materials, and unsuitable subgrade.
- Maintaining business, pedestrian, transit, delivery, and emergency access.
- Winter protection, premium streetscape elements, snowmelt systems, and side-street work.

Generalized Project Schedule

Timeframe	Phase and Principal Activities
Late 2026–Early 2027	Authorization, DOT&PF–Municipality agreements, consultant procurement, charter, and data collection.
2027	Survey, subsurface utility engineering, geotechnical work, environmental screening, right-of-way research, and traffic and safety analysis.
2027–Early 2028	Develop one-way, two-way, and phased alternatives; agency and public coordination; select preferred configuration.
2028	Environmental documentation, 35–65 percent design, utility master plan, streetscape concept, cost-risk assessment, and NHS and relinquishment coordination.
Late 2028–2029	Final design, utility agreements, permits, phasing, and 95–100 percent plans, specifications, and estimate.
Winter 2029–2030	Advertisement, bidding, award, advance procurement, utility coordination, and mobilization.
Season 1—2030	Advance utilities, temporary facilities, initial corridor segments, and early roadway reconstruction.
Season 2—2031	Major roadway, utility, drainage, signal, lighting, and sidewalk reconstruction.
Season 3—2032	Remaining segments, final surfacing, streetscape, landscaping, commissioning, and transfer documentation.
Fall 2032	Substantial completion and Municipal acceptance.

Schedule Strategy

Design, utilities, environmental work, federal approvals, NHS modification, functional-classification changes, and relinquishment documentation should proceed concurrently. With CMGC or design-build delivery, early utility packages, advance procurement of long-lead equipment, and timely decisions, construction could begin in 2029 and substantial completion could potentially advance to fall 2031.

Key Planning Assumptions

- One mile of reconstruction on each avenue, with three to four motorized travel lanes per avenue.
- Reconstruction of all intersections and principal water, sewer, storm-drain, signal, lighting, and sidewalk systems.
- Coordinated relocation or reconstruction of private utilities.
- Continuous access for businesses, pedestrians, transit, emergency services, hotels, deliveries, and events.
- No major bridge, tunnel, parking structure, or building acquisition; limited permanent right-of-way acquisition.
- Three primary Anchorage construction seasons.

Estimate Classification and ICAP Assumption. This is a generalized concept-level estimate for preliminary planning and programming, not an engineer's estimate based on completed quantities or design. The 5 percent ICAP charge is applied to the entire pre-ICAP project subtotal and should be revised if ICAP applies to a different eligible-cost base or utilities fund portions of the work separately.