

**2014 Capital Projects  
Downtown - Community Council Priority List  
Municipality of Anchorage**

**Area Wide - Parks and Recreation Projects**

PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Multi-use Athletic Field Rehabilitation</b>			\$600,000	\$0	\$600,000
	Scope:	Funds will be used to rehabilitate existing fields to a reasonable standard for all users and increase field amenities to offer quality statewide and local spectator and player use.				
	Need:	Athletic fields in Anchorage play an important role by promoting healthy recreational activities and helping young athletes develop positive life skills. They also play a significant role in statewide athletics. Anchorage is one location for the State Cup soccer competition, hosting statewide soccer tournaments sponsored by local soccer clubs as well as little league and adult softball tournaments that draw teams into Anchorage from around the region and the state. Accommodating the local and regional use of the athletic fields within the Municipality requires fields that can withstand intense use over the summer sports seasons. Past use has resulted in large ruts and depressions, exposed soil and stones, and other hazards that have the potential to cause serious injury to participants.				
	Status:	Anchorage has 110 athletic fields to serve the community and state needs for healthy sports activities. Funds will be used to rehabilitate existing fields to safe and current field standards.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Storm Damage Clean-up: Forest Health and Park Safety</b>			\$200,000	\$0	\$200,000
	Scope:	Funds will be used to conduct a follow-up risk assessment, develop a recommended strategy for species management (cottonwood, evergreen, birch), finalize a tree emergency plan and continue the clearing of hazard trees on parkland from the 2012 windstorm.				
	Need:	In September of 2012 more than 5000 trees were lost during a windstorm. Initial assessments estimate clean-up to be over 1 million dollars. The Anchorage Urban Forester's plan to address the damage include a mix of volunteer clean-up, commercial sales and contracted clean-up. Currently, park assets are safe for park and trail users, however as conditions change, follow-up risk assessment and clean-up is required.				
	Status:	Park Maintenance and horticulture crews have cleared parks and trails making current park assets safe for Anchorage citizens.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
	<b>Campbell Creek Greenbelt</b>			\$2,000,000	\$0	\$2,000,000
	Scope:	Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements				
	Need:	Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Trail use, both summer and winter, will continue to increase and safety and quality condition of trail infrastructure and amenities needs to be a priority.				
	Status:	Bond funding and State legislative grant requests are pending. Areawide greenbelt trails (Campbell Creek Greenbelt, Chester Creek Greenbelt Coastal Trail and Ship Creek Trail) need a repair program to address safety and security concerns (over 250 miles).				

## Parks and Recreation Projects

PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				\$500,000	\$0	\$500,000
	<b>Downtown Streetscape Improvements</b>					
	Scope:	In order to create a more attractive and safe downtown environment, substantial infrastructure improvements will occur in the downtown area between C and I Streets and 4th and 7th Avenues. Planting beds will be constructed to accommodate adequate tree root and canopy growth. Existing tree wells will be repaired for pedestrian safety.				
	Need:	Downtown Anchorage is a major focal point for the community with vibrant retail stores, great restaurants, art galleries, the Performing Arts Center, two convention centers and a concentration of businesses. The parks, cultural attractions and seasonal splendor of the famous summer flowers draw tourists from all over the world, but the downtown streetscape is incomplete without healthy, beautiful trees lining the streets.				
	Status:	Downtown tree infrastructure is maintained by park maintenance and horticulture division within Parks & Recreation. Existing infrastructure does not allow for adequate tree growth resulting in tree death. P&R is working with a private funder to install a tree bed pilot project on 4th Ave.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				\$885,000	\$135,000	\$750,000
	<b>Elderberry Park</b>					
	Scope:	Funds will be used to improve circulation within the park and to the Coastal Trail, replace an aging playground, remove a dilapidated restroom that doesn't function, and repair turf, landscaping and park amenities.				
	Need:	Elderberry Park is a primary access point to the Coastal Trail, a popular downtown tourist destination, a favorite place to watch the sunset over the inlet and a popular playground and gathering area for the Bootlegger's Cove neighborhood. The assets in the park are aging, the playground is outdated and does not meet current safety standards, the concrete is crumbling and the current circulation pattern of sidewalks and pathways within the park creates a dangerous environment both for park users and trail users trying to access the Coastal Trail.				
	Status:	The Parks & Recreation Department in partnership with the Anchorage Park Foundation and a group of neighbors have developed an initial project list to make quick landscape improvements. However, the group quickly realized that the issues would require more funding than is currently in-hand. In the summer of 2013, there will be a volunteer fix-it day to complete small landscape and signage improvements, and a contractor will begin the first phase of circulation and safety improvements.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				\$600,000	\$0	\$600,000
	<b>Delaney Park</b>					
	Scope:	New funding will make repairs to turf, walking areas, landscape, amenities and athletic facilities.				
	Need:	Funds are needed to maintain Delaney Park as a vibrant public space serving all of Anchorage. The constant wear and tear of major events and sports use combined with outdated facilities has caused major park infrastructure decline.				
	Status:	Delaney Park is one of Anchorage's oldest and most celebrated parks. The initial phase of the project approved by Anchorage Voters in 2007 upgraded basic park amenities.				
PRIORITY #				Estimated Cost	Funds on Hand	Additional Funds Required
				\$350,000	\$0	\$350,000
	<b>Frontierland Park</b>					
	Scope:	Funds will be used to replace the playground and safety surfacing that was installed over 20 years ago.				
	Need:	Frontierland Park is an important neighborhood park playground for the Downtown and South Addition neighborhoods. The playground and safety surfacing need to be compliant with current industry-wide safety standards.				
	Status:	Park Maintenance performs monthly safety inspections and repairs the playground as necessary.				

## Project Management and Engineering Projects

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>10th Ave Bike Boulevard - P St to Medfra St</b>	\$100,000	\$0	\$100,000
	Scope: Create a dedicated bike lane on one side of 10th Avenue.			
	Need: 10th Avenue south of the Park Strip carries a large amount of bicycle traffic. Since this is a popular parking area for users of the Park Strip, the turning and backing movements of vehicles is especially hazardous for other non-motorized users.			
	Status: This project has not started. State grant funding is proposed.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>3rd Ave and Gambell St Safety Improvements</b>	\$0	\$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 this intersection each day.			
	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>3rd Ave Decorative Lighting - L St to F St</b>	\$0	\$0	\$0
	Scope: This project will install additional decorative lighting on this street segment in the central business district.			
	Need: This project is a high priority for the Downtown Community Council.			
	Status: This project has not started. There is no funding programmed in the six-year CIP for this project. However, this project will remain on the Needs List for future funding consideration.			
PRIORITY #		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: This project will rehab pavement and curb as required and install ADA upgrades.			
	Need: Pavement and curbs are deteriorating.			
	Status: No work is underway or scheduled in the six-year Capital Improvement Program. The project will remain on the Capital Projects Needs List for future funding consideration.			
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
	<b>7th Ave/8th Ave Pedestrian Lighting - A St to Cordova St</b>	\$0	\$0	\$0
	Scope: This project will work with the community to identify a style of lighting to benefit pedestrians in this corridor that will be compatible with other uses of the right of way and consistent with other lighting in the downtown area.			
	Need: This project is a priority for the Downtown Community Council.			
	Status: This project has not started. There is no funding programmed in the six-year CIP for this project. However, this project will remain on the Needs List for future funding consideration.			
PRIORITY #		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. State grant funding is proposed.			

PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>ARDSA Storm Drain System Condition Assessment and Rehabilitation Program</b>		\$1,000,000	\$0	\$1,000,000
	Scope:	This project will investigate/assess the condition of the Anchorage Roads and Drainage Service Area (ARDSA) storm drain systems and rehabilitate those system segments as the needs are identified and prioritized. This goal will be accomplished by evaluating the degree of degradation and functionality in our existing storm drain systems through CCTV video augmented by field inspection of pipe segments. The primary focus of this project will be to concentrate on metal pipes and sections with suspect corrosion, flooding, and drainage issues. Inherent with any of these investigative techniques, it may be incumbent upon the investigative staff to complete a condition survey, which may require cleaning debris from the storm drain pipe. Emergency rehabilitation will be completed on segments that have or are near failure to the extent that funding is available. Other sections will be prioritized to be included in a future capital improvement program.		
	Need:	There are approximately 2,213,000 linear feet of underground storm drain pipe in the Anchorage Road and Drainage Service Area. Metal pipe was primarily used prior 1990 and in some instances developers were creative and even used substitutes such as metal barrels/55 gallon drums laid end to end to divert or convey storm water from their properties. Much of the storm drain pipe that Anchorage has in the ground today is now deteriorated to the extent that in some instances it has completely vanished. Obviously these system failures impact the public in many ways. Primary impacts include health & safety consequences and property damage through flooding.		
	Status:	This project has not started. This is an annual program with bond funding anticipated.		
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>Cordova St Pedestrian and Bicycle Improvements Study - 3rd Ave to 16th Ave</b>		\$1,120,000	\$1,060,000	\$60,000
	Scope:	This project will construct non-motorized improvements along a collector street. Future improvements are expected to include connections north to Ship Creek Trail and south to Chester Creek Trail.		
	Need:	Cordova Street has sidewalks on both sides that are adjacent to the curb, as well as a two way bike lane - which does not meet national safety standards. Excessive speeds, and confusion for both drivers using the bike lane for right turns are a concern of the Fairview Community Council as well as the Bicycle Commuters of Anchorage. This project is a priority for both groups.		
	Status:	Preliminary design is underway.		
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:	This project would 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>G St Corridor Enhancements Phase II - 3rd Ave to 5th Ave</b>		\$10,000,000	\$0	\$10,000,000
	Scope:	This project will upgrade pedestrian amenities along G Street.		
	Need:	The pedestrian amenities need upgrading.		
	Status:	This project has not started and no funding is proposed in the 6-year capital improvement program. The project will remain on the needs list for future funding consideration.		
PRIORITY #		Estimated Cost	Funds on Hand	Additional Funds Required
<b>Ship Creek Small Boat Harbor Access Road</b>		\$1,000,000	\$0	\$1,000,000
	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. State grant funding is proposed for the public involvement phase.		

PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		Ship Creek Trail/Coastal Trail Connection	\$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.			
State Road Projects					
PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		A St/C St Rut Repair - 5th Ave to International Airport Rd	\$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. This project is also a priority for the Fairview Community Council.			
	Status:	This project has not started. This is one of the routes identified in the AMATS TIP for which surface rehab funding is programmed.			
PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		I St/L St Rut Repair - 3rd Ave to 13th Ave	\$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
		Ingra St/Gambell St Extension - 3rd Ave to Whitney Rd	\$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.			
PRIORITY #			Estimated Cost	Funds on Hand	Additional Funds Required
		Ingra St/Gambell St Rut Repair - 5th Ave to 36th Ave	\$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.			

PRIORITY #

		Estimated Cost	Funds on Hand	Additional Funds Required
<b>Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd</b>		\$765,500,000	\$21,155,000	\$744,345,000
Scope:	Connect the Seward Highway to the Glenn Highway with a controlled access freeway. Project may include an 8-lane highway segment between Bragaw Street and Tudor Road. More details will be developed through 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 by the state. Environmental engineering is underway and alternative routes are being explored and moved through the public process. The project is currently on hold.			