

# All Proposed 2023 Midtown Capital Projects

Last updated 06/15/2022

## Priority 1

### **Seward Hwy at Northern Lights Blvd & Benson Blvd Pedestrian/Bicycle Improvements (HSIP)**

**Agency:** State of Alaska

**Cost:** \$3,700,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$3,700,000.00

**Need:** These are two of the busiest intersections in the Municipality. Safety concerns have been raised for the pedestrians and bicyclists who use these crossings. The project is identified in the Anchorage Pedestrian Plan.

**Project Scope:** The project will construct pedestrian and bicycle improvements to the crossings of the Seward Hwy at Northern Lights Blvd and Benson Blvd.

**Project Status:** Funding is through the Highway Safety Improvement Program (HSIP), but the project is on hold by DOT.

## Priority 2

### **Midtown Corridor Improvements, Denali St Area - Benson Blvd to Tudor Rd (16-28)**

**Agency:** Project Management and Engineering

**Cost:** \$16,000,000.00

**Funds on Hand:** \$750,000.00

**Additional Funds Required:** \$15,250,000.00

**Need:** The exact scope of the project will be determined during the design phase with input from the public.

**Project Scope:** The 2020 GASB survey rated several segments of Denali Street in failing condition.

**Project Status:** Draft DSR was distributed for review in early September 2018. Awaiting design funding to continue. Funding not identified in 2021-2026 CIP.

### Priority 3

## W 32nd Ave and E 33rd Ave Upgrades - Arctic Blvd to Old Seward Hwy (16-29)

**Agency:** Project Management and Engineering

**Cost:** \$12,900,000.00

**Funds on Hand:** \$2,700,000.00

**Additional Funds Required:** \$10,200,000.00

**Need:** This Midtown collector was originally designed to handle primarily vehicle traffic. Now there is a need to accommodate non-motorized users as this corridor connects high density residential areas to business and commercial districts. The 2020 GASB survey rated many segments of these streets in failing condition.

**Project Scope:** The exact scope will be determined in the design study phase, which will include extensive public involvement. The road surface, lighting, and pedestrian facilities will be upgraded to current urban collector standards.

**Project Status:** Advancement to final design for project phases between Arctic and Old Seward is dependent on future funding. Design funding shown in 2023 in 2022-2027 CIP Program.

### Priority 4

## A/C Couplet Restripe to 4-lane - 9th Ave to Tudor Rd

**Agency:** State of Alaska

**Cost:** \$3,000,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$3,000,000.00

**Need:** When constructed, pavement width was constructed to allow for a future restripe to 4-lanes if and when traffic volumes demonstrated the need. No studies have been completed demonstrating the need at this time. The project need was identified by the South Addition Community Council.

**Project Scope:** This project will restripe from the current 3-lane to a 4-lane configuration. Signal work is also anticipated.

**Project Status:** No work is underway. This is a state owned facility and prioritization and funding would be through the State of Alaska.

## Priority 5

### Areawide Trail Safety Upgrades

**Agency:** Parks and Recreation

**Cost:** \$3,000,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$3,000,000.00

**Need:** Safety upgrades are needed along major greenbelt trails to support trail use in all seasons. This includes lighting missing links and spur trails, wayfinding with emergency locators, bridge upgrades as needed.

**Project Scope:** Add LED lighting to spur trails and missing greenbelt trail links. Upgrade/replace aging bridges. Add systemwide wayfinding.

**Project Status:** Park maintenance performs monthly safety inspections and repairs the park assets as necessary. Emergency locators and mile markers have been installed on greenbelt multi-use trails.

## Priority 6

### Campbell Creek Greenbelt

**Agency:** Parks and Recreation

**Cost:** \$3,500,000.00

**Funds on Hand:** \$1,000,000.00

**Additional Funds Required:** \$2,500,000.00

**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.

**Project Scope:** Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements

**Project Status:** Continuation of multi-year, multi-phase trail rehabilitation project including pavement resurfacing, drainage improvements, wayfinding, streambank restoration, and bridge replacement along the Campbell Creek Trail. Previously completed bond funded phases have rehabilitated trail from Dimond Blvd to Fairbanks Street. Future phases will continue east along the trail to Elmore Rd.

## Priority 7

### Campbell Creek Trail - Separated Grade Crossing @ Lake Otis

**Agency:** Parks and Recreation

**Cost:** \$12,000,000.00

**Funds on Hand:** \$50,000.00

**Additional Funds Required:** \$11,950,000.00

**Need:** The Campbell Creek Trail consists of an east and west trail which is separated by Lake Otis Blvd. Pedestrians and cyclists are required to travel a half mile to the south to access a tunnel under Lake Otis Blvd. An overpass would provide for a more direct connection and eliminate safety concerns associated with trail users cutting directly across traffic.

**Project Scope:** Design and construct an elevated bike/pedestrian bridge over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.

**Project Status:** A design alternatives study was completed in 2019 to evaluate potential options and rough order of magnitude costs estimates.

## Priority 8

### Community Garden Site Selection and Design and Management Standards.

**Agency:** Parks and Recreation

**Cost:** \$50,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$50,000.00

**Need:** The public demand for plots in MOA Community Gardens far exceeds the current availability. New community gardens have been identified in a number of newly completed park master plans. Funding will be used to develop new community gardens.

**Project Scope:** Identify appropriate parks in the Anchorage Bowl where community garden development is appropriate. Create design and management guidelines to assist the department in building and maintaining community gardens.

**Project Status:** The department manages five community gardens with 230 garden plots available for the general public to rent. Locations include the Bragraw Gardens, C Street Gardens, Fairview Gardens, McPhee Gardens, and Chanshtnu Muldoon Park. In 2017, the department collaborated with the University of Alaska Anchorage to survey Anchorage residents and to better understand the need for additional community garden plots in Anchorage. Since then, the department has increased garden plots by 25%, adding two new food forest, expanding existing gardens, adding new amenities, and developing a new garden at Chanshtnu Muldoon Park

## Priority 9

### **Dog Park Site Selection and Design and Management Standards.**

**Agency:** Parks and Recreation

**Cost:** \$75,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$75,000.00

**Need:** Anchorage has an estimated 65,000 dogs. By nature, dogs need safe spaces for exercise and socialization. Designated off-leash areas provide spaces for residents to recreate with their dogs and help to minimize conflicts with other park activities. Additional off-leash areas are needed to serve the community along with design and management standards to ensure that off-leash areas are maintainable and safe.

**Project Scope:** Identify appropriate parks in the Anchorage Bowl where dog park development is appropriate. Create design and management guidelines to assist the department in building and maintaining dog parks.

**Project Status:** Currently, Anchorage has designated 9 off-leash dog park areas. Three off which have been added in the past 5 years. Valley of the Moon in 2018, Whisper Faith Kovach In 2019, and Chanshtnu Muldoon Park in fall 2021.

## Priority 10

### **Egavik Dr/Denali St Area Street and Storm Reconstruction**

**Agency:** Project Management and Engineering

**Cost:** \$3,000,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$3,000,000.00

**Need:** The storm drain facilities in this area are deteriorating. There is flooding and glaciation as a result. The 2020 GASB survey rated these streets in serious condition.

**Project Scope:** The project will reconstruct the storm drain facilities.

**Project Status:** State grant funding is proposed.

## Priority 11

### Fish Creek Daylighting - Cook Inlet to Lake Otis Pkwy

**Agency:** Project Management and Engineering

**Cost:** \$320,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$320,000.00

**Need:** Spenard lacks a safe East-West non-motorized corridor to link the neighborhood to midtown. This riparian corridor presents an ideal ecological restoration project that would enhance the mission of the Spenard Corridor Plan as an asset building ecological infrastructure.

**Project Scope:** Conduct a feasibility study of moving Fish Creek above ground between Lake Otis Parkway and Cook Inlet. The study would provide cost estimates for future capital projects and prioritize which segments of the creek should be daylighted first.

**Project Status:** The project has not started but funding for a study was approved by the Assembly for the 2022 ARDSA bond package.

## Priority 12

### Fish Creek Trail to the Ocean

**Agency:** Parks and Recreation

**Cost:** \$8,000,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$8,000,000.00

**Need:** Non Motorized transportation that connects Spenard, Midtown, Turnagain, West Anchorage and Downtown

**Project Scope:** Connect the Fish Creek Trail to the Tony Knowles Coastal Trail

**Project Status:** Project was nominated for AMATS funding in 2018. The project is now in the preliminary design and engineering phase. Construction is anticipated for 2024-25

## Priority 13

### Forest Health and Park Safety

**Agency:** Parks and Recreation

**Cost:** \$200,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$200,000.00

**Need:** Clean up efforts are still needed for areas of forest impacted by the 2012 windstorm event. Additionally, the recent infestation of spruce bark beetle in southcentral Alaska will result in significant loss of spruce trees and will require mitigation to reduce fire danger and ensure public health and safety. Also, invasive species along greenbelts are impacting native vegetation and riparian/stream health.

**Project Scope:** Funds will be used to address various issues impacting forest health on parkland. This includes the mitigation of spruce bark beetle kill, the removal of hazard trees from the 2012 windstorm, and the management of invasive species.

**Project Status:** P&R crews and CARES Act funded contractors completed thousands of hours of work in 2020 to remove beetle-kill spruce along trail corridors and adjacent to develop facilities such as playgrounds and picnic shelters. Park maintenance and horticulture crews continually assess parks and trails and address issues as they come up to ensure that park assets are safe for Anchorage citizens.

## Priority 14

### Old Seward Hwy Surface Rehab Phase II - Storm Drain at Old Seward/International (19-09b)

**Agency:** Project Management and Engineering

**Cost:** \$4,600,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$4,600,000.00

**Need:** During break up and with each heavy precipitation event, the intersection of Old Seward and International floods. The existing storm drain is not adequate to handle the flows.

**Project Scope:** The project will upgrade the storm drain system from the outfall into Campbell Creek (which is on the west side of the Arctic Roadrunner), north to International Airport, then east down International to Old Seward, then north to match the EOP from Phase I. This will include not just the storm drain replacement, but repair and replacement of the asphalt as well.

**Project Status:** A contract amendment is finalized with Kinney Engineering to complete the project design. Project expected to bid in fall 2022 with summer 2023 Construction targeted.

## Priority 15

### Tudor Rd Access Management (West) - Arctic Blvd to Seward Hwy

**Agency:** State of Alaska

**Cost:** \$12,500,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$12,500,000.00

**Need:** Traffic volume increases are expected to further exceed the capacity of this arterial.

**Project Scope:** The scope is not set but is expected to restrict direct access to Tudor Road.

**Project Status:** No work is underway or scheduled in the six-year Capital Improvement Program. This is a state-owned facility and evaluation and funding would be by the State of Alaska. The route is designated as a major arterial in the Official Streets and Highways Plan (OS&HP). This project is included in the Metropolitan Transportation Plan (MTP).

## Priority 16

### Seward Highway to Glenn Highway Connection (H2H) - Bragaw St to Tudor Rd

**Agency:** State of Alaska

**Cost:** \$765,500,000.00

**Funds on Hand:** \$21,155,000.00

**Additional Funds Required:** \$744,345,000.00

**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.

**Project Scope:** The project will 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. The plan is for the project to be phased.

**Project 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 next phase of design funding is anticipated in 2022.



## Priority 17

### Ship Creek Trail to the Tony Knowles Coastal Trail

**Agency:** Parks and Recreation

**Cost:** \$8,000,000.00

**Funds on Hand:** \$0.00

**Additional Funds Required:** \$8,000,000.00

**Need:** Non Motorized transportation that connects two major multi-use trails providing non-motorized connections to West Anchorage, Downtown, and Mt. View.

**Project Scope:** Connect the Ship Creek Trail to the Tony Knowles Coastal Trail

**Project Status:** Project was nominated for AMATS funding in 2018. The project is now in the preliminary design and engineering phase. Construction is anticipated for 2024-25

## Priority 18

### Systemwide Trail Wayfinding

**Agency:** Parks and Recreation

**Cost:** \$2,500,000.00

**Funds on Hand:** \$500,000.00

**Additional Funds Required:** \$2,000,000.00

**Need:** Trail signage and wayfinding is inconsistent throughout Anchorage's park and trail system. Adding signage and wayfinding will help residents and visitors navigate our parks and trails, reduce barriers to access for underserved neighborhoods, and create a safer and more enjoyable experience on Anchorage trails.

**Project Scope:** Design, development and implementation of wayfinding for Anchorage's paved & soft surface trails.

**Project Status:** Anchorage has over 250 miles of trails. Implementation of a comprehensive suite of signage and wayfinding throughout the trail system will help address safety concerns as well as improve neighborhood access and navigation to destinations.

## Priority 19

### Tony Knowles Coastal Trail Erosion

**Agency:** Parks and Recreation

**Cost:** \$3,500,000.00

**Funds on Hand:** \$400,000.00

**Additional Funds Required:** \$3,100,000.00

**Need:** To protect the shoreline and trail corridor from shoreline erosion threatening the Tony Knowles Coastal Trail.

**Project Scope:** Design, permit, and construct a solution to protect against shoreline erosion along the land-water interface near the Tony Knowles Coastal Trail

**Project Status:** Recent and ongoing bank armoring has provided protection for a 5-10 year period. Additional funding is needed for a more long-term sustainable solution.

## No Assigned Priority

### Public Parking for Fireweed and D Street Area

**Agency:**

**Cost:**

**Funds on Hand:**

**Additional Funds Required:**

**Need:**

**Project Scope:**

**Project Status:**

## No Assigned Priority

### Public Parking for Fireweed and D Street

**Agency:**

**Cost:**

**Funds on Hand:**

**Additional Funds Required:**

**Need:** MTCC respondents identified need for some public parking in area near Fireweed and D Street.

**Project Scope:**

**Project Status:**

## No Assigned Priority

### 48th Ave Upgrade - Cordova St to Old Seward Hwy (6-26)

**Agency:** Project Management and Engineering

**Cost:** \$11,150,000.00

**Funds on Hand:** \$1,250,000.00

**Additional Funds Required:** \$9,900,000.00

**Need:** 48th Avenue and Cordova Street are collector routes that have experienced substantial road base, curb, and pavement failure. Pedestrian and drainage facilities do not meet current standards. Both 48th Avenue and Cordova Street were rated in failing condition by the 2020 GASB survey. Members of the Midtown Community Council and some property owners are opposed to the project.

**Project Scope:** The project will reconstruct two collector routes including road base, pavement, curbs, storm drainage, and street lighting. The addition of pedestrian facilities will be considered in the design phase.

**Project Status:** Phase 1 design (48th Ave Cordova to Old Seward Highway) is underway. Preliminary design completion scheduled for February 2022.