



# West Dowling Road Phase II: C Street to Minnesota Drive Frequently Asked Questions

ADOT&PF project #51030

## **What is the West Dowling Road Connection?**

The purpose of the West Dowling Road Connection is to decrease congestion and improve accessibility in Anchorage by providing a continuous east-west arterial road between the Old Seward Highway and Minnesota Drive. This connection was identified as a high priority project in Anchorage's Long Range Transportation Plan.

## **What is Phase II?**

West Dowling Road will be upgraded in two phases. Phase I, designed by DOWL HKM, includes the portion of West Dowling Road from Old Seward Highway to C Street. Design for Phase II will be completed by HDR Alaska, Inc., and includes a new road section between C Street and Minnesota Drive. Phase II is a new road connection that follows the "Rovenna concept" identified in the 2007 Environmental Assessment. The new road will be a four-lane roadway—two lanes in each direction with a raised center median and turn-pockets. The project also includes a new intersection at Raspberry Road and 68<sup>th</sup> Avenue, street lighting, a separated sidewalk on the north side, and a 12-foot separated pathway on the south side. A bridge will cross over Arctic Boulevard and the railroad tracks.

## **What is the project schedule?**

West Dowling Road Phase II is currently in the design phase. As of September 2010, the design is approximately 70 percent complete. Right-of-way appraisal and acquisition will begin later this year. Completion of both design and right-of-way acquisition are anticipated for 2013. Construction is expected to start in 2014.

## **How will this project help me?**

The extension will improve the east-west flow of traffic, decrease congestion on Tudor Road and Dimond Boulevard, reduce traffic on Raspberry road, improve accessibility for area residents and businesses, add bike and pedestrian amenities, and help develop a more connected roadway system for Anchorage.

## **Will there be access to 59th Avenue from the new road?**

Right-in/right-out only access to 59<sup>th</sup> Avenue was proposed in the 2007 Environmental Assessment. As the design phase progressed, however, project engineers identified significant safety concerns. Longer acceleration and deceleration lanes could be added to alleviate some of the concerns, but the \$3 million in additional cost for the design, right-of-way acquisition, and construction is beyond the current project budget. Supplemental funding may be included in the State's 2011 Capital Budget to add 59<sup>th</sup> Avenue access back into the current project. Should funding not be allocated this legislative cycle, the design would still allow for construction of a right-in/right-out access point in the future.





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## **Will there be a noise wall?**

In May 2010, HDR performed a noise study ([2010 Noise Study](#)) accordance with the ADOT&PF April 2009 Traffic Noise Abatement Guidance ([current ADOT&PF standards](#)). The study determined that a noise wall was warranted between Chad and Cheryl streets. Noise walls work best as solid, uninterrupted surfaces. ADOT&PF is working with the Municipality of Anchorage to determine if Chad and Cheryl streets should be closed permanently and the gate at Rovenna Street removed for improved emergency access as part of this project.

## **Will there be a bike lane?**

Yes, the project will include striped and signed on-street Class A bicycle lanes within the 8-foot shoulders on both sides of the new roadway.

## **Will there be a sidewalk?**

At this time, a separated sidewalk on the north side of the new roadway is included in the project. An independent engineering evaluation called a Value Engineering Study ([VE Study](#)) identified possible cost savings for the project, including the possible removal of the separated sidewalk on the north side of the project. The north-side sidewalk will remain as part of the project barring any changes to funding availability.

## **When will I know if my property will be needed for the new road's right-of-way?**

ADOT&PF has tried to minimize impacts to private property as much as practicable. Residential properties should not be directly impacted by the West Dowling Road Phase II project (although temporary construction permits will be sought from some landowners adjacent to Raspberry Road prior to construction). Appraisals for commercial and industrial properties requiring full or partial acquisition will begin later this fall and will be conducted by a third-party, independent appraiser. Once appraisals have been completed, ADOT&PF will initiate negotiations. Acquiring the necessary right-of-way is anticipated to take 18 to 24 months to complete.

## **How can I participate in this project?**

ADOT&PF will keep the public informed throughout design and construction. The project web site ([www.dowlingroad.com](http://www.dowlingroad.com)) provides up-to-date information about the project. Meeting announcements will be sent to individuals via electronic and hard copy mailings. To sign up for the project mailing list, contact Julie Jessen at 644-2000, [Julie.Jessen@hdrinc.com](mailto:Julie.Jessen@hdrinc.com), or HDR Alaska, 2525 C Street, Suite 305, Anchorage, AK 99503; or, visit the project web site: [www.dowlingroad.com](http://www.dowlingroad.com).





**Legend**

- Proposed Alignment
- Proposed Bridge
- Alaska Railroad
- Lakes

**Proposed Action**

