

**West Dowling Road Connection Project**  
**Alaska Department of Transportation & Public Facilities (DOT&PF)**  
**Project No. STP-0532(5)/55012**

**Detailed Project Description**

The Proposed Action (also known as the Rovenna concept) is to construct a five-lane arterial road (four travel lanes and a median turn lane) connecting Old Seward Highway to Minnesota Drive. The Proposed Action would include a 6-foot sidewalk and a 10-foot separated multi-use pathway along its entire length. Figure 2.2 shows a cross section of the Proposed Action. The Proposed Action would upgrade the existing two-lane Dowling Road between Old Seward Highway and B Street. Additional ROW would be necessary to accommodate the additional lanes. The majority of the ROW would be acquired from the north side of the roadway. The intersection of Dowling Road and Old Seward Highway would be reconfigured to accommodate the additional lanes. The intersection at Potter Drive would be reconfigured into a T intersection. The intersections at A and B streets also would be reconfigured.

The existing bridge over Campbell Creek would be replaced by a structure that would be approximately 100 feet long, 92 feet wide, and 12 feet above the creek banks. As a result of agency and public consultation, the Campbell Creek Trail would be redesigned to route the trail under the Campbell Creek bridge.

Between B Street and Raspberry Road, a new five-lane road would be constructed. Additional ROW would be acquired on both sides of the Proposed Action, between B Street and Arctic Boulevard. A new intersection would be created at Dowling Road and C Street. This intersection would have right-turn and dual left-turn lanes in every direction. The existing trails paralleling C Street would be modified so that trail users would cross at the intersection.

From Arctic Boulevard to Raspberry Road, most of the Proposed Action uses existing ROW. The proposed project would connect West Dowling Road to Arctic Boulevard through a two-lane collector road.

A bridge would cross Arctic Boulevard and the Alaska Railroad mainline. This structure would be approximately 500 feet long and 100 feet wide, with a clearance height of 22 feet over the Alaska Railroad tracks.

The proposed project would connect Dowling Road to 68th Avenue by creating a T intersection. The intersections of 68th Avenue with Rovenna, Cheryl, and Chad streets, would be reconfigured.

The Proposed Action would include a noise barrier along 68th Avenue.

To the extent practicable, drainage would be improved throughout the project area, especially east of C Street, an area that has experienced localized flooding. Drainage around Tina Lake would be directed into Tina Lake after passing through drainage swales. A stand pipe in Tina Lake will be relocated and set at a higher elevation. This would increase the lake level by up to 4 feet.

The Proposed Action would cost approximately \$104.6 million. Construction would cost approximately \$50.8 million. Utility relocation is estimated at \$8.2 million, and ROW acquisition is estimated at \$45.6 million.

### **Project Purpose**

The purpose of the West Dowling Road Connection project is to provide a continuous east-west arterial roadway connection between International Airport Road and Dimond Boulevard that connects the Old Seward Highway to Minnesota Drive. DOT&PF, in cooperation with Anchorage Metropolitan Area Transportation Solutions (AMATS), has identified the need to construct roadway connectivity and accessibility improvements in the West Dowling Road Connection Project area. The arterial network in the project area is poor. Of the roads that are classified as arterials, none connect continuously east-west across the project area. The road network that does exist (minor arterials and collectors that feed traffic to the arterials) is discontinuous, which limits accessibility and mobility within and through the project area.

Accessibility and mobility are further hampered by barriers to travel. East-west barriers to through traffic in the project area are Campbell Creek, the Alaska Railroad (ARRC) tracks, and the limited-access freeways (New Seward Highway and Minnesota Drive). The poor accessibility in this area is a primary concern of emergency service providers. It also restricts the ability to provide transit service. The incomplete road network results in circuitous trip patterns. The lack of connectivity also hampers neighborhood access to residential areas and truck access to industrial areas, which causes increased travel time and distance to travelers in the study area.

The identified needs of the project include:

- Provide additional east-west connectivity to north-south arterials such as the Old Seward Highway, C Street, Arctic Boulevard, and Minnesota Drive.
- Reduce congestion on surrounding arterials, including Dimond Boulevard, Tudor Road and C Street.
- Distribute north-south trips to and from residential areas such as the Taku/Campbell community and employment areas in Mid-Town and the U-Med district.
- Improve accessibility to neighborhoods like Taku/Campbell and Sand Lake, the industrial reserve identified in Anchorage 2020, and other land uses in the project area.
- Provide improved connectivity and mobility for trips traveling through the project area.
- Improve convenience, mobility, and efficiency for freight and emergency service providers.

### **Proposed Project Timeline**

The estimated start date for the West Dowling Road Connection project is June of 2011. Construction is estimated to last for two years, with an estimated completion date of October 31, 2013.