



Streetscape

*The Newsletter of the
West Dowling Road Phase II project*

Volume 1, Issue 1—Summer 2010

DOT&PF Releases Updated Noise Study

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and HDR Alaska, Inc. recently finalized an updated Noise Study Report for the West Dowling Road Phase II: C Street to Minnesota Drive project (WDR II). The study is now available on the project web site: www.dowlingroad.com/reports.htm.

Noise in the project area is generated from a variety of sources: roadway traffic, aircraft overflights, railroad operations, local industrial noise, and gravel operations. Noise mitigation can be incorporated into proposed projects if it is determined that noise impacts would be created by the project and that abatement measures are considered reasonable and feasible (reducing noise by at least 5 dB at the majority of sensitive receivers) according to ADOT&PF Noise Policy.

The original noise study, part of the 2007 Environmental Assessment (EA), recommended that a noise barrier be built along Raspberry Road. The EA also noted that final noise abatement recommendations would be made following a thorough reevaluation of the noise study conducted during the design phase.

The updated noise study was completed by HDR in May 2010, in accordance with ADOT&PF's noise policy (April 2009). Peak hour noise levels were measured at three representative locations in the project's residential area. As a result of the recent study, a noise wall was determined to be the only viable mitigation option to address noise along Raspberry Road. Fifteen residences would benefit by a noise reduction of 5 dB or more.

To be most effective, noise walls must be solid structures without openings for vehicles or pedestrians. The 10-foot tall, up to 739-foot long wall recommended in the study would permanently close access along Chad and Cheryl streets.

Over the next few months, the WDR II project team will meet with Municipality of Anchorage representatives, including the Anchorage fire and police departments and the Taku-Campbell Community Council, to discuss the noise wall's extent and possible impacts to timely emergency fire and safety vehicle access to the surrounding neighborhood. A final decision will be made by ADOT&PF and announced early this fall.

Stay informed!

If you did not receive this newsletter in the mail and would like to stay informed about *West Dowling Road Phase II: C Street to Minnesota Drive*, contact Julie Jessen at julie.jessen@hdrinc.com or call 644-2075 and ask to be put on the West Dowling Road Phase II mailing list!





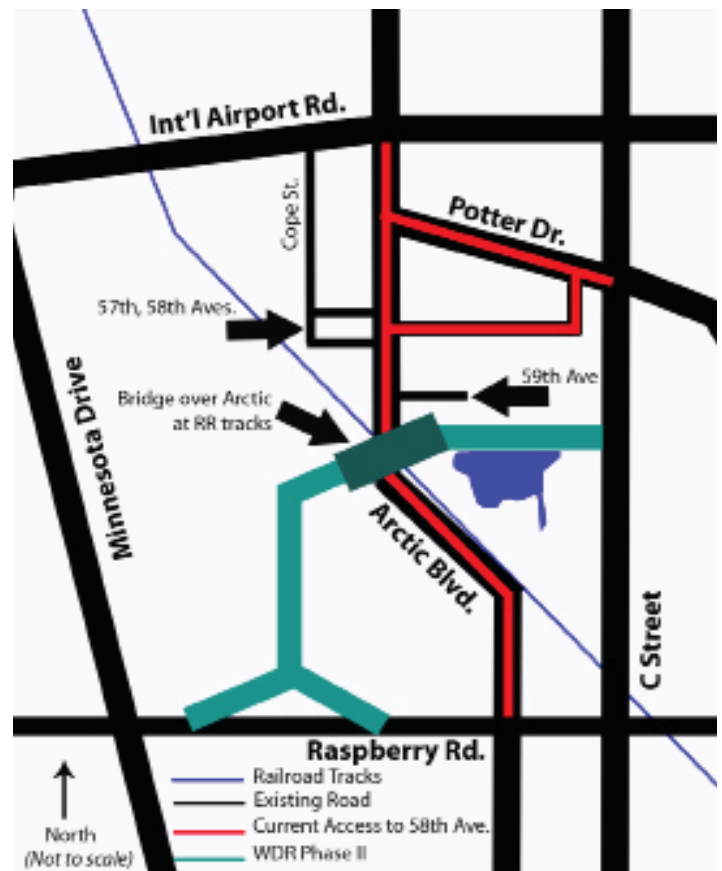
Project Team Responds to Business Access Concerns

The Environmental Assessment (EA) completed in 2007 suggested additional road access for the businesses in the area of 58th and 59th Avenues via a “right-in, right-out” exit at 59th Avenue and the new West Dowling Road. While the right-in, right-out access is not as functional as a fully signalized intersection, it would have provided additional limited access to approximately 1,800 vehicles per day (2010 traffic model).

As the preliminary design included in the EA was further refined, new considerations were identified that made 59th Avenue access more difficult to achieve. To accommodate the Alaska Railroad’s concerns for access over the tracks at Arctic Boulevard, ADOT&PF must design a longer and higher bridge than what was originally anticipated in the Environmental Assessment. The new bridge design results in a bridge nearly 40 feet tall (as high as a four story building)! Ramps leading up to the bridge from both the east and west require longer access ramps (using a 5 percent grade) and a steeper berm (a 2:1 side-slope).

Safety of the traveling public, both vehicle and pedestrian, is ADOT&PF’s primary concern. If a right-in, right-out access was constructed at 59th Avenue, slow-moving cars and trucks from nearby industrial areas would enter into direct traffic moving at or above the posted speed limit of 45 miles per hour, potentially increasing the number of t-bone, side-swipe, and rear-end accidents at that location.

Because of the significant concerns for safety, ADOT&PF has decided against construction of direct access at 59th Avenue as part of the current project. While future direct access to the new West Dowling Road is not precluded; local businesses along 57th, 58th, and 59th avenues will continue to utilize the existing Arctic Boulevard access routes: Raspberry, International Airport Road, and Potter Drive (see map below).



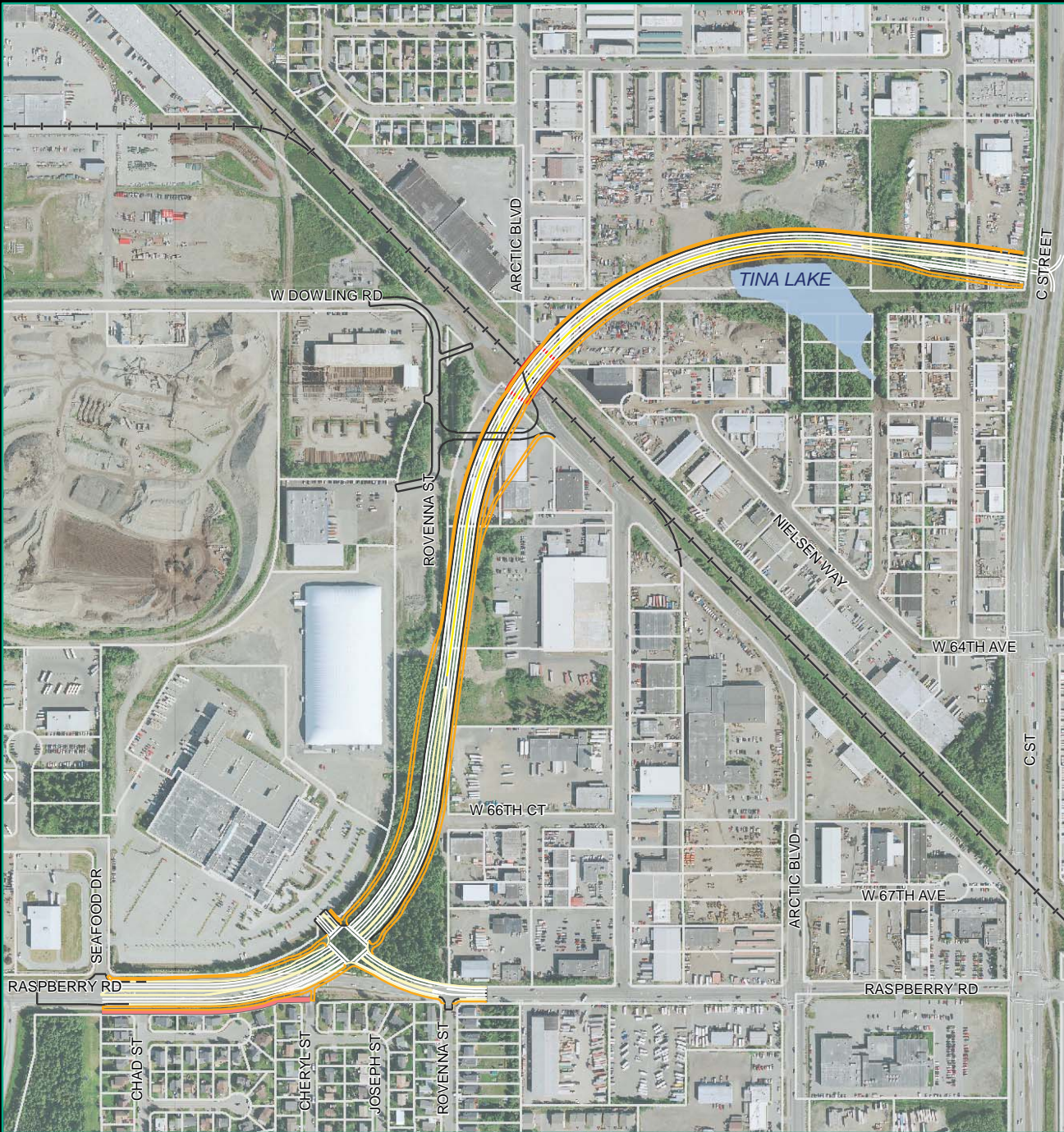
Save the Date!

The West Dowling Road project team is planning a public open house between 6:30 and 8:30 p.m. on Tuesday, September 14, 2010 at Campbell Elementary School (7206 Rovenna Street). Postcard announcements will be sent out prior to the meeting and ads will be posted in the Anchorage Daily News.

Save the date! We hope to see you then!



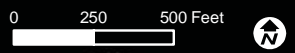
West Dowling Phase II - C St to Minnesota Dr



- Legend**
- Lane Markings
 - Surface Pavement
 - Bridge
 - Median
 - Curb
 - Pathway
 - Noise Wall
 - Alaska Railroad
 - Tina Lake
 - Parcel Boundaries

Data Sources: HDR
 Author: HDR Alaska, Inc.
 Date: 13 July 2010

Proposed Alignment



This map represents a conceptual level of utility, detail, and accuracy. The information displayed here is for planning purposes only.



Produced for ADOT&PF by:

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Thank you for your interest in the West Dowling Road Phase II project!

The West Dowling Road project began with an environmental review process, which began in 2002 and was completed in 2007. Construction on West Dowling Road Phase II: C Street to Minnesota Drive (WDR II) is anticipated to begin in 2013.

WDR II is a new road connection that includes a four lane roadway (two lanes in each direction with a depressed center), median and turn pockets, a new intersection at Raspberry Road and 68th Avenue, street lighting, a six-foot sidewalk, six-foot Class A bike

lanes, and a 12-foot separated pathway. A bridge will cross over Arctic Boulevard and the railroad tracks.

General project comments may be mailed to:
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**For up-to-date information about the West Dowling Road Phase II:
C Street to Minnesota Drive Project,
visit the project web site at www.dowlingroad.com**