



East Dowling Road Extension & Reconstruction



Public Meeting # 3
June 28, 2007

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Meeting Schedule & Purpose



- Open House
 - Presentation
 - Open House
 - Update on status of design
 - Environmental Assessment
 - Take comments and answer questions
- 7:00 – 7:30 p.m.
 - 7:30 – 8:00 p.m.
 - 8:00 – 9:00 p.m.

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Presentation Agenda



- Project Description
- Project Purpose & Need
- Preliminary Concept Alignments
- Public / Agency Comments and Issues
- Preferred Alternative
- Design Issues
- Environmental Documentation & Permitting
- What's Next
- How to Provide Comments

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Project Description



Reconstruct East Dowling from Lake Otis to Norm Drive and construct an East Dowling Road extension to Abbott Loop Road



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Project Purpose and Need



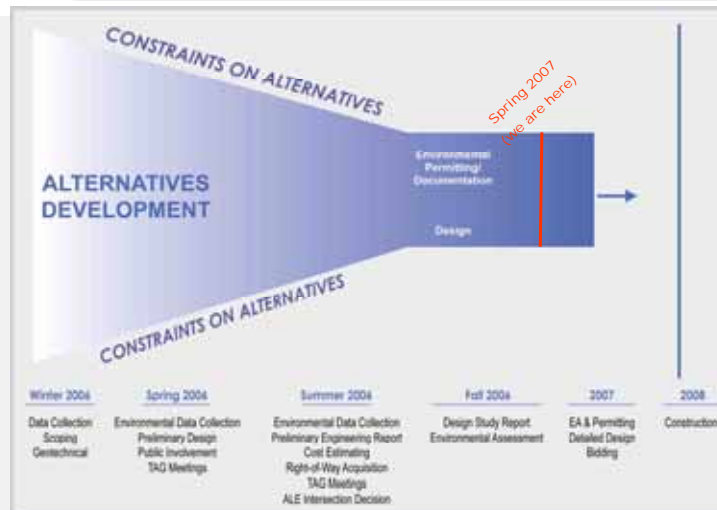
- Increase east-west capacity to the south of Tudor Road
- Reduce traffic congestion at Tudor Road and Lake Otis Parkway
- Complete a link in the Anchorage primary road network as identified by the 2025 AMATS LRTP



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Project Status



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Preliminary Alignment Concepts



Five Concepts Initially Considered



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Public & Agency Coordination



- Public and Agency Scoping Meetings (March 2006)
- Public Mtg #2 (Oct. 2006)
- Northern Lights ABC School Coordination Meetings
- Technical Advisory Group Meetings (Apr. '06 – Feb. '07)
- Alaska Sled Dog Racing Association Meetings
- Community Council Meetings
- Far North Bicentennial Users Group





Summary of Most Frequent Comments and Issues



Environmental Issues

- Wetlands, water quality, hydrology, wildlife

Design Issues

- Alignment, connection with ALE

Traffic Circulation Issues

- Neighborhood access, school access, traffic calming, future Spruce St. connection

Residential Issues

- Noise, visual impacts

Recreational Issues

- Bicycle / pedestrian facilities, connection to ALE facilities

Safety Issues

- Safety around school, include walkways

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Alignment Concepts Evaluation



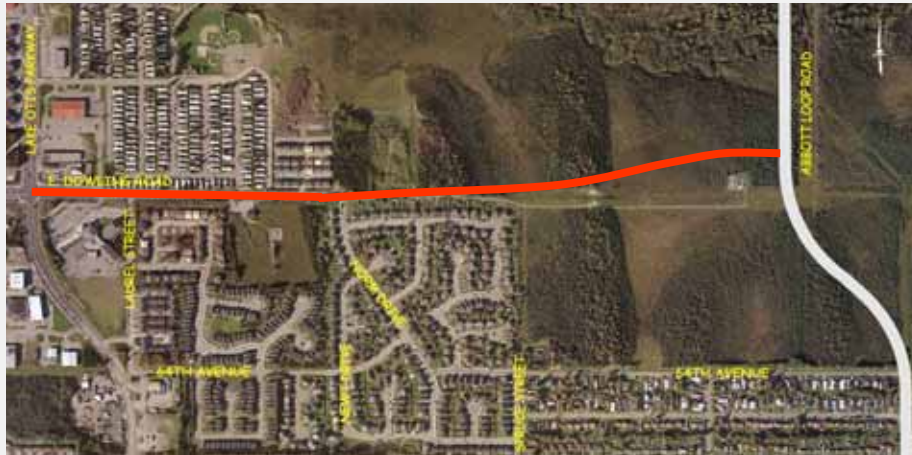
Evaluation Criteria

- Compatibility w/ LRTP (arterial designation)
- Compatibility w/ Design Criteria (geometrics)
- Favorable Location to Intersect w/ ALE
- Compatibility w/ Future Spruce Street Intersection
- Habitat Fragmentation
- Distance to creek
- Direct wetland impacts
- Right-of-way costs
- Avoidance of CEA substation and transmission lines
- Overall cost

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Preferred Alternative – concept 2



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Design Issues



Design Criteria

- Classification – Major Arterial (LRTP)
- Design Speed = 45 mph
- Cross Section
 - Urban - from Lake Otis Pkwy to Norm Drive
 - Rural – from Norm Drive to Abbott Loop Road

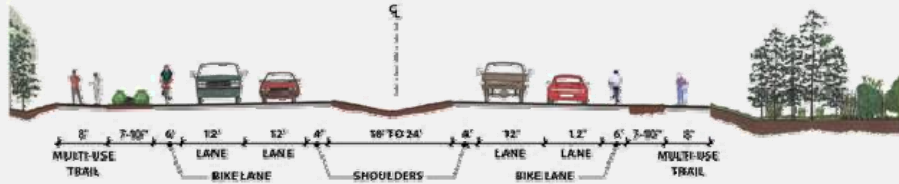
Design Issues

- Residential circulation and impacts
- Northern Lights ABC School circulation
- Pedestrian/Non-motorized accommodations
- Utility conflicts
- Intersection with Abbott Loop Road

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Typical Sections

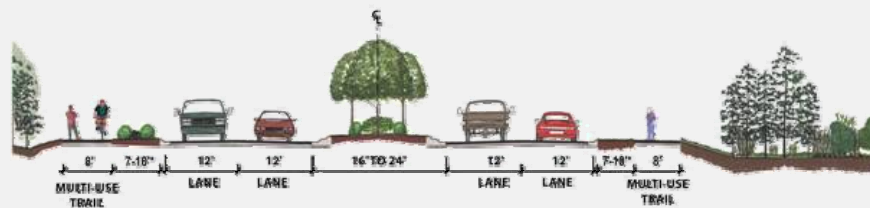


**Rural Typical Section
East of Spruce Street**

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Typical Sections



**Urban Typical Section
West of Spruce Street**

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Neighborhood Traffic Circulation



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Project Funding



Current Estimate*	\$24.2 M
<i>(Design, ROW, Utilities, Construction, Contingencies)</i>	
Initial Funding	<u>\$19.0 M</u>
Potential Additional Funding	\$ 5-10 M

*Does not include pedestrian overpass or intersection upgrades at Dowling Road and Lake Otis Parkway

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Environmental Documentation and Permitting



Main environmental tasks:

- Corps Wetlands Fill permit
- ACMP Consistency Review
- ADEC Water Quality Cert.
- EA to support Corps permit application
- Specialty studies to support EA



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Environmental Assessment



The EA documents the project's:

- Purpose and Need,
- Alternatives Analysis,
- Affected Environment,
- Potential Environmental impacts,
- Public and Agency Coordination, and
- Proposed Mitigation



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Environmental Assessment



Select Topics Covered in the EA:

- Wetlands, Floodplains, Hydrology, and Water Quality
- Coastal Zone
- Wildlife Habitat
- Parkland/Recreational Use/Trail Access
- Noise
- Air Quality
- Traffic and Utilities
- Historic/Archaeological Resources
- Secondary/Cumulative Effects
- Mitigation



Summary of Environmental Impacts



- Wetlands - 7.1 ac of fill (2.4 ac clearing)
- Uplands - 3.9 ac of fill (0.6 ac of clearing)
- Minor disruption to wildlife / habitat fragmentation
- Increase in traffic noise
- Temporary construction impacts (water quality, air quality, noise, traffic delays, etc.)
- Overall improvement to air quality in the area (due to reduced traffic congestion at Tudor / Lake Otis)

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Summary of Mitigation



- Avoidance of higher value wetlands to the south
- Purchase of wetland mitigation credits through HLB to place approx. 30 acres of adjacent wetlands into permanent conservation easement



Summary of Mitigation



- Design measures to minimize wetland impacts
- Fencing, lighting, and clearing to minimize moose-vehicle collisions
- Berm and rubberized asphalt (noise mitigation)
- Visual screening of residential areas
- Pedestrian overpass at ALE (contingent on additional funds)
- Re-routing of AK Sled Dog Racing Association trails

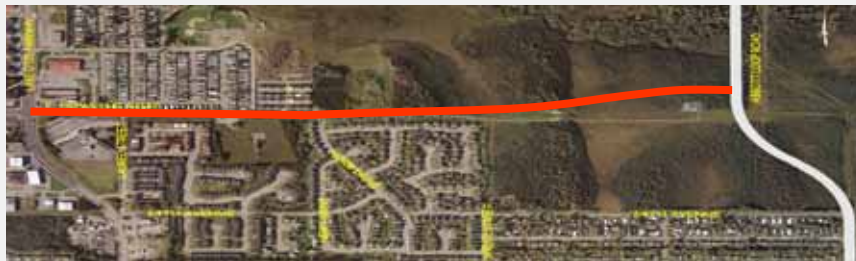
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What's Next



- | | |
|-----------------------------|--------------------|
| • EA Comment Deadline | July 20, 2007 |
| • Corps PN / Permit Process | June – Sept. 2007 |
| • ACMP PN / Permit Process | June – Sept. 2007 |
| • Final Design Plans | November 2007 |
| • Construction | Summer 2008 - 2009 |



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How to Provide Comments



EA available for public review:

- Project website: www.eastdowling.com
- Hard copies available upon request

Comments can be submitted:

- By e-mail to: eastdowling@dowl.com
- By fax, phone, or mail to:

Kristi Stuller
 DOWL Engineers
 4041 B Street
 Anchorage, AK 99503
 907-562-2000
 907-563-3953 (fax)



Comments Due July 20, 2007

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Questions?



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Purpose and Need



Traffic Modeling (vehicles per day)

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Alignment Concepts Evaluation



Evaluation Criteria	Concept 1	Concept 2	Concept 3	Concept 4	Concept 5
	Near Section Line	North of Section Line	Far South Alignment	Near South Alignment	USACE Proposed Alignment
Compatible with LRTP (arterial designation)	+	+	+	+	-
Design Criteria Compatibility; Geometrics	+	+	-	+	-
Favorable Location to Intersect ALE (without roundabout)	-	++	+	-	-
Compatible with Future Spruce Street Intersection	+	+	-	+	-
Accommodates Non-Motorized Users	+	+	+	+	+
Minimizes Habitat Fragmentation/Maximizes Distance to Creek	-	-	++	+	++
Minimizes Wetland Impacts	6-8 ac (+/-)	6-8 ac (+/-)	7-9 ac (-)	8-10 ac (-)	4-6 ac (++)
Minimizes Right-of-Way (ROW) Costs	+	+/-	-	+/-	-
Avoids CEA Substation and Transmission Lines	--	++	-	-	-
Preliminary Cost Estimate	-\$30.3M	++(\$20.8M)	-\$25.0M	+\$22.5M	+\$26.9M
Overall	-	+	-	+/-	-

Concepts 2 and 3 carried forward for more detailed engineering analysis

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Preferred Alternative



ROAD PLAN VIEW, PROPOSED ACTION

FIGURE 3-6



Right-of-Way Status



Use of General Funds allows for ROW acquisition prior to completion of Environmental Document and Design.

- 46 residential acquisitions/relocations
- \$8 million
- 90% complete