

# FAQ

## What is this project?

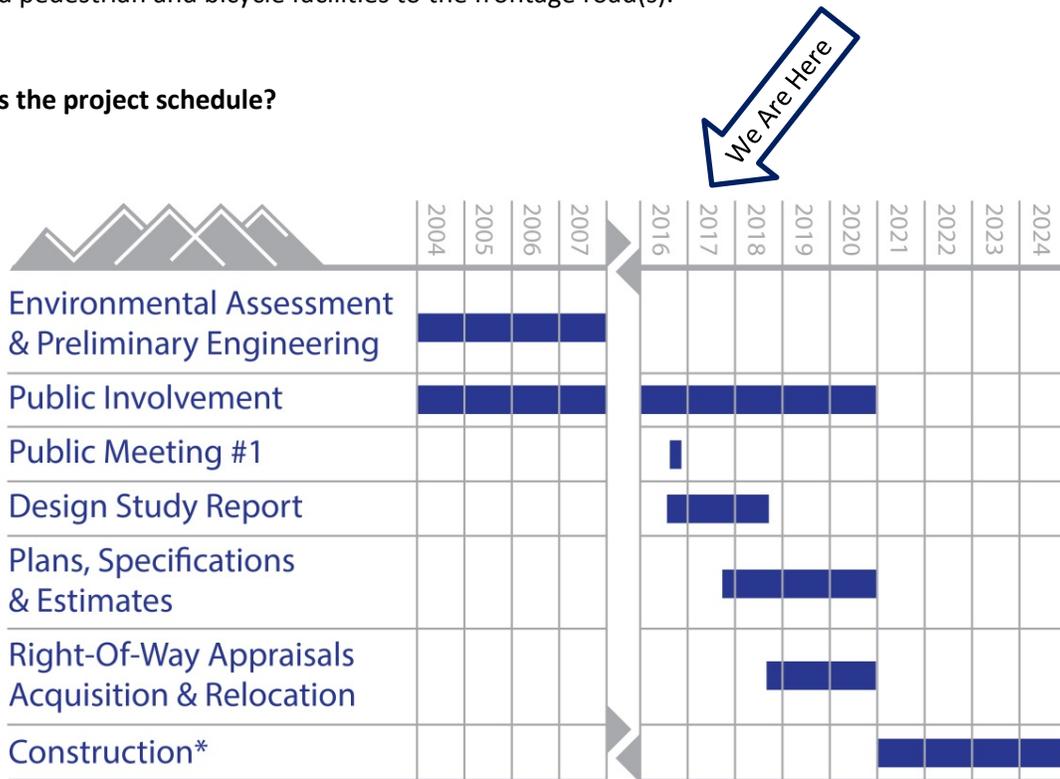
This is the third in a series of projects to improve capacity, safety, access, and connectivity on the Seward Highway between Rabbit Creek Road and 36th Avenue.

Construction of the segment from Tudor Road to Dowling Road was completed in 2013. Design of the Dowling Road to Dimond Boulevard segment is complete and construction is anticipated to start in 2017. The segment from O'Malley Road to Dimond Boulevard is the next to enter the design phase.

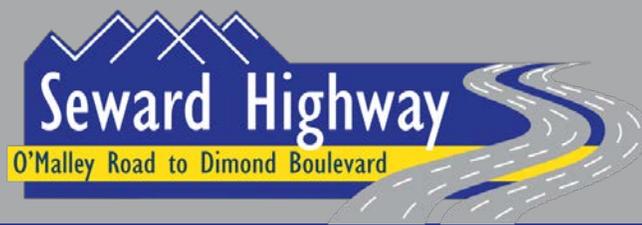
Improvements under consideration:

- Advance the existing 6-lane configuration from Dimond Boulevard south to O'Malley Road
- Improve capacity at the O'Malley Road and Dimond Boulevard interchanges
- Improve cross-corridor connectivity and Dimond Center retail district access with a new grade separation at Vanguard/92<sup>nd</sup> Ave (Scooter Drive)
- Provide pedestrian access across the corridor to/from the Dimond Center retail district
- Add pedestrian and bicycle facilities to the frontage road(s).

## What is the project schedule?



\*Dependent on availability of funding



### **Why is this project needed?**

This project will address current and future travel demands and mobility needs. The improvements provide additional capacity, connectivity, and safety enhancements. Existing peak-hour congestion in the study area is significant and expected to worsen. Upgrades and additional connections to the Seward Highway will provide needed capacity to meet the travel demands generated by growth in the region through 2040. Improvements will address the community and transportation needs listed below:

- Increase corridor capacity to accommodate past growth and future demand
- Improve system connectivity and linkage of existing roadways
- Enhance both motorized and non-motorized transportation
- Upgrade design features to meet industry standards and improve safety

### **How is this project being funded?**

It is anticipated that more than 90% of the Seward Highway: O'Malley Road to Dimond Boulevard Project will be federally funded and developed in accordance with Federal Highway Administration (FHWA) guidelines. At this time, construction is anticipated to range between \$70 and \$80 million.

### **Is there an environmental document associated with this project?**

Between 2001 and 2007 the DOT&PF conducted an Environmental Assessment on the environmental impacts of making improvements to the Seward Highway in Anchorage. The analysis resulted in an [Environmental Assessment—Finding of No Significant Impact](#) that was signed by the Federal Highway Administration in February 2007.

### **Is consideration being given to other Anchorage planning organizations and documents?**

Yes. The project team will work with the Municipality of Anchorage (MOA) to develop this project in a Context Sensitive manner. This will include presentations to the MOA Planning and Zoning Commission, the Urban Design Commission, Anchorage Metropolitan Area Transportation Solutions (AMATS) committees, and other organizations by request. Coordination with relevant agencies and groups will be continuous throughout the project design process.

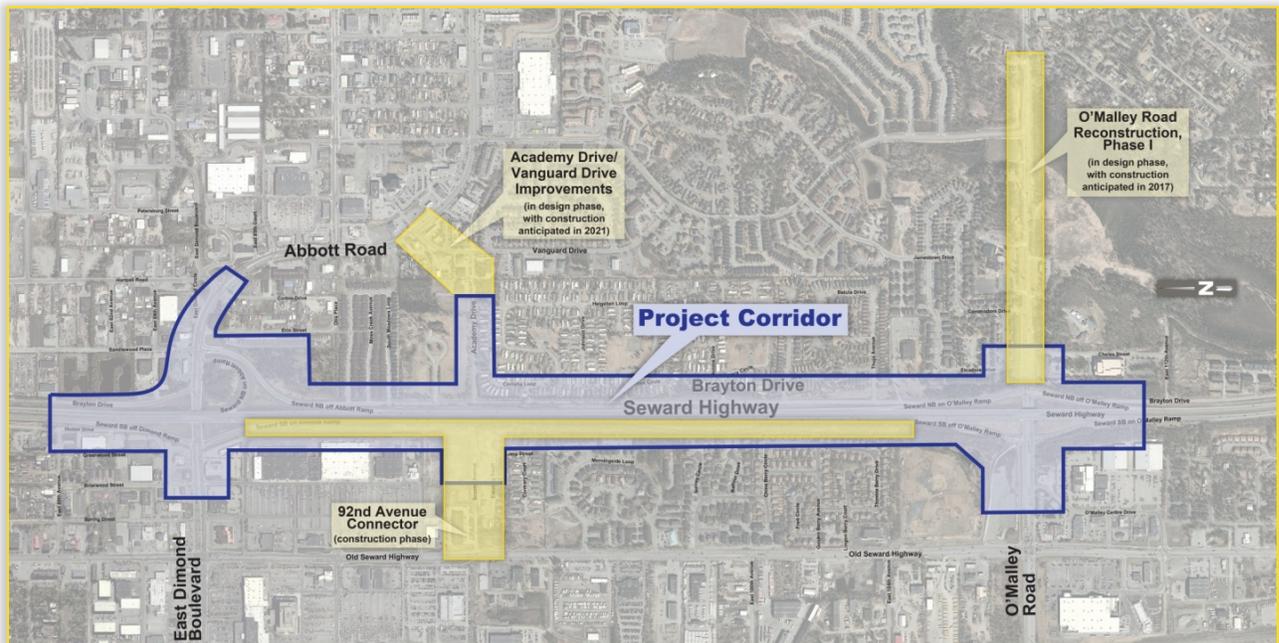
### **What are you doing for cyclists and pedestrians on this project?**

Pedestrian and non-motorized access across the corridor to and from the Dimond Center retail district is one of the primary improvements under consideration for this project. In addition, pedestrian and non-motorized facilities on the frontage road(s) are being evaluated as part of the design.

### **How will this project help congestion for the morning and afternoon commutes?**

The proposed design will improve travel conditions along the Seward Highway by adding a third travel lane between O'Malley Road and Dimond Boulevard and increasing capacity at the O'Malley Road and Dimond Boulevard interchanges. Additionally, the 92<sup>nd</sup> Avenue grade-separated crossing (bridge) will improve cross-corridor connectivity between the Dimond Boulevard retail district and residents and businesses on the east side of the Seward Highway.

## Are there other projects in this area in design or construction?



### 92<sup>nd</sup> Avenue Connector (DOT&PF)

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) 92<sup>nd</sup> Avenue Connector is currently in construction adjacent to this project. It will improve the west side of the Seward Highway with the addition of a third southbound weaving lane between Dimond Boulevard and O'Malley Road, southbound entrance and exit ramps between the Seward Highway and 92<sup>nd</sup> Avenue (Scooter Drive), and non-motorized pathway improvements. For more information on the 92<sup>nd</sup> Avenue Connector, go to [www.alaskanavigator.org](http://www.alaskanavigator.org).

### O'Malley Road Reconstruction Phase I (DOT&PF)

This project will improve safety, accommodate projected future traffic volumes, and enhance pedestrian and non-motorized transportation. Construction on Phase I (Seward Highway to Livingston Street) is anticipated to start in 2017. For more information, go to [www.omalleyroad.com](http://www.omalleyroad.com).

### Highway Safety Improvement Program: Pedestrian Fencing (DOT&PF)

DOT&PF is upgrading the physical barriers along the east side of the Seward Highway between Academy Drive and Abbott Road. Construction is anticipated to start in 2017.

### Seward Highway: Dimond Boulevard to Dowling Road (DOT&PF)

This project involves designing and constructing improvements to the Seward Highway from north of the Dimond Boulevard interchange to Dowling Road. The project will provide sufficient capacity, improved access and connectivity, and multiple safety enhancements. Construction is anticipated to start in 2017. For more information, go to [www.sewardhighway.info/d2d](http://www.sewardhighway.info/d2d).

### Academy Drive/Vanguard Drive (MOA)

The Municipality of Anchorage (MOA) is planning to improve the Academy Drive/Vanguard Drive area by improving the connection between Academy Drive and Abbott Road. This project is in design and is anticipated to go to construction in 2021 or 2022. For more information, go to [www.academyandvanguard.com](http://www.academyandvanguard.com).



**Is DOT&PF going to acquire right of way to build this project?**

Yes, however specific right of way parcels have not been identified at this time. Right of way acquisition is anticipated to start in 2018. Residents and businesses with questions about right of way should contact the DOT&PF Right of Way agent assigned to this project:

Ron Brandeberry

907-269-0681

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**What are my rights as a property owner if the project will require some of my property?**

At this time, the precise right of way needs are still undetermined. When the right of way needs are determined and right of way acquisition has begun, the project team will follow the specific guidelines outlined in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended. Click on this pamphlet to learn more about the appraisal and acquisition process: [Acquiring Real Property for Federal and Federal-Aid Programs and Projects.](#)

**Will the speed limit remain the same once the project is built?**

Yes, the Seward Highway will continue to be signed at 65 miles per hour.

**How are noise impacts being addressed?**

An [updated noise analysis](#) was conducted in 2015 and as a result three noise barriers along the east and west sides of the Seward Highway were found to be both feasible and reasonable. The project team is currently evaluating the design and location of those noise barriers as they move forward with project design.

**How long will construction take?**

Construction is anticipated to start in 2021 and will likely take several years to complete. The construction schedule will depend on the availability of funding, acquisition of the necessary right of way, and other factors.

**Will construction work be conducted at night?**

In general, traffic volumes are at their lowest at night, which makes it the best time to perform certain kinds of work. The construction schedule is typically determined later in the design phase and use of this schedule is largely up to the contractor, but residents should expect night work to occur at various times throughout the construction seasons. The contractor will be required to obey local ordinances and DOT&PF specifications regarding noise levels and allowable work schedules.

**For more information contact:**

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