



Frequently Asked Questions

What is the purpose of this project?

This is the third in a series of projects to improve safety, capacity, 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 and construction on the Dowling Road to Dimond Boulevard segment started in 2017. The segment from O'Malley Road to Dimond Boulevard is the next to enter the design phase.

The current design plan includes the following proposed elements:

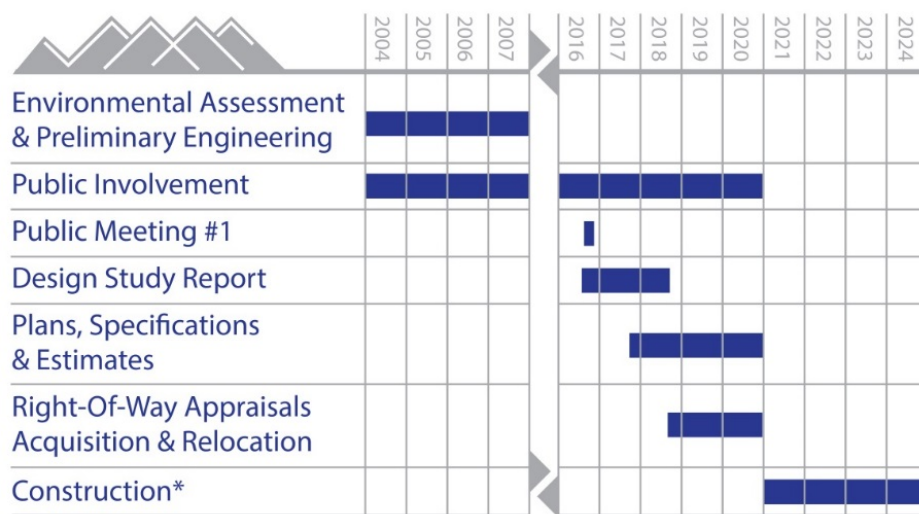
- Expand the existing six-lane highway from Dimond Boulevard south to O'Malley Road.
- Improve existing and build new pedestrian and bicycle facilities.
- Construct efficient Diverging Diamond Interchanges at O'Malley Road and Dimond Boulevard.
- Build a grade-separated undercrossing at Scooter Avenue/Academy Drive.

These proposed improvements will:

1. Improve safety throughout the project corridor.
2. Improve connections between both sides of the highway and improve access to the Dimond Center retail district for both pedestrians and vehicles.
3. Add new bike and pedestrian routes and improve existing connections throughout the project corridor.
4. Increase capacity at the O'Malley Road and Dimond Boulevard interchanges—allowing more cars to move through the interchanges with greater efficiency, saving gas and time.

What is the Seward Highway: O'Malley Road to Dimond Boulevard project schedule?

The project team will complete 75% design plans this winter (winter 2018/2019). Right of way discussions will commence once 75% design plans are complete (early 2019).



**Dependent on availability of funding*



Frequently Asked Questions

Why is the Scooter Drive/Academy Drive connection across the Seward Highway needed?

The area is challenging for bikes, pedestrians, and vehicles. Safety improvements are needed for both non-motorized users and vehicles. A connection to improve safety and access between the Dimond Center area retail district and the residential area to the east has been in Anchorage Bowl long-range planning documents for decades. See projects 303, 306, and 628 in the [Anchorage Bowl Long Range Transportation Plan \(LRTP\)](#).

What improvements to safety in the Academy Drive and Brayton Drive area will this project provide?

Currently, Academy Drive and Brayton Drive do not have facilities for bikes or pedestrians. Non-motorized users are forced to walk and bike in the roadway (see pictures below).

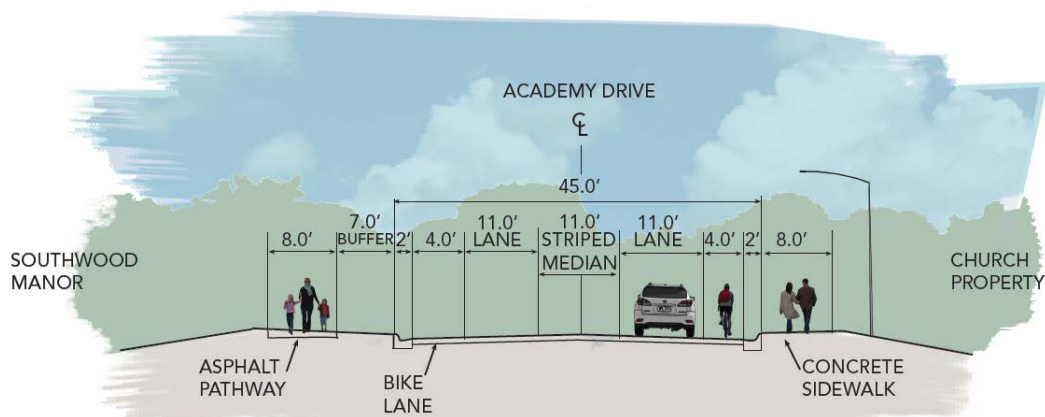


Academy Drive



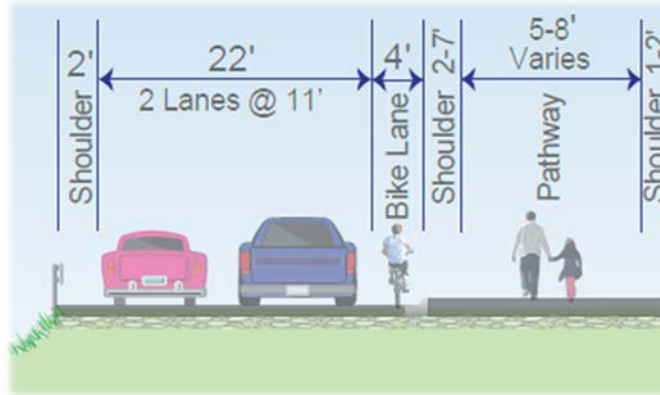
Brayton Drive

The proposed Academy Drive design will provide a safe place for pedestrians and bikers traveling through the corridor with 4-foot bike lanes on both sides of the road, an 8-foot sidewalk on one side, and an 8-foot pathway on the other.



Proposed Academy Drive Roadway Section (May 2018)

Brayton Drive is proposed to have a 4-foot bike lane and sidewalks or pathways (of varying widths) along the entire segment from O'Malley Road to Dimond Boulevard. In addition, the roundabouts at Brayton Drive and Academy Drive will reduce vehicle speeds through the area. See the graphics below for the latest proposed roadway sections.



Proposed Brayton Drive Roadway Section (June 2018)

Will parking be allowed along Academy Drive and Brayton Drive?

No. On-street parking is not currently part of the design on either Academy Drive or Brayton Drive. The project currently proposes sidewalks, bike lanes, and curb and gutter along both roadways. These non-motorized facilities are not compatible with on-street parking. Adjacent private properties will need to provide off-street parking.

How much traffic will be on Academy Drive once this project is complete?

The estimated volume of vehicles on Academy Drive is 9,000-10,000 vehicles per day in 2040 compared to less than 500 vehicles per day now.

What will the speed limit be along Academy Drive?

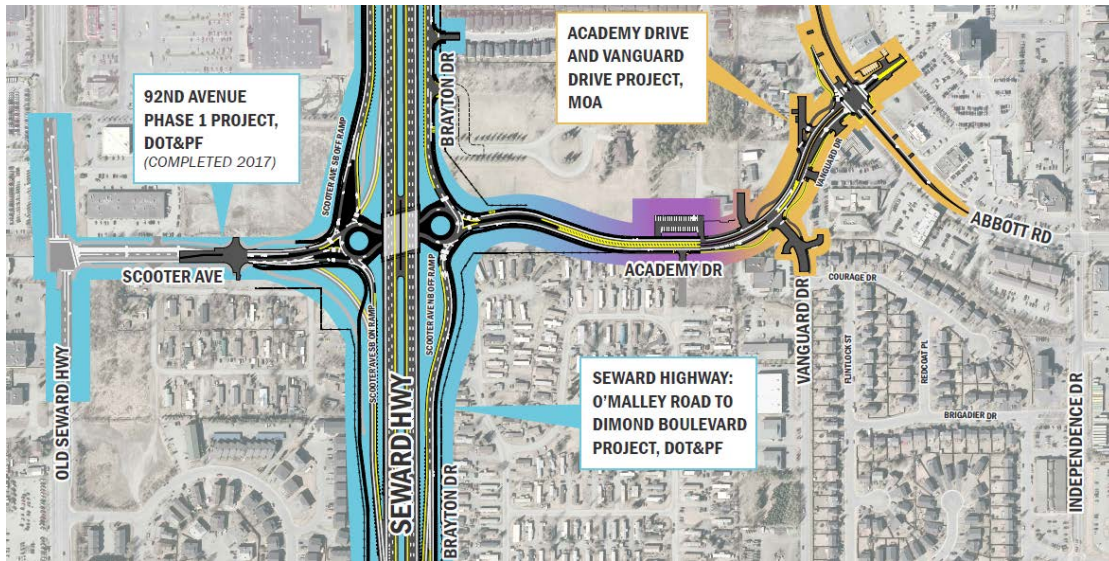
Academy Drive will be posted at 30 miles per hour.

How will pedestrians cross Academy Drive?

New at-grade crossings for pedestrians will be provided at Brayton Drive and Abbott Road. Additional crossings are being considered.

Are you coordinating with the MOA Academy Drive/Vanguard Drive Area Traffic Circulation Improvements Project?

Yes. The project team has been in regular contact with the MOA project team to coordinate on design, right of way, and public involvement efforts. See the graphic below for an illustration of the area where the two projects overlap (purple). **The Abbott Loop Community Council has ranked the MOA's Academy Drive/Vanguard Drive project as its number one priority Capital Improvement Project for several years running.** These two projects will provide a vital link between Abbott Road and the Old Seward Highway for pedestrians, bicyclists, and vehicles.



DOT&PF and MOA Project Overlap (purple)

Can Academy Drive be moved to the south to minimize impacts to the soccer fields?

Yes, however moving the road south would impact more residences and would require the relocation of many more homes on the south side of Academy Drive. Also, moving the road south likely has greater environmental impact and would still result in large impacts to the soccer fields.

Why does the road look like it bows out to sit more on the Family Church property (soccer fields)?

The DOT&PF is skewing the roundabout to the north in order to minimize impacts to residences on the south side of Academy Drive, minimize environmental impacts, and reduce project costs. Additionally, curvature of the roadway entering and exiting the roundabouts helps to slow traffic.

The soccer fields are used by many children and families. Will they be relocated?

DOT&PF Right of way staff will work with the property owner, Family Church, during the property acquisition process. The church will be compensated for the land acquired for the project. Any decisions regarding future soccer operations will be made between the Family Church and the Cook Inlet Soccer Club.

When will right of way acquisition start? What are my rights as a property owner if the project requires some of my property?

Right of way acquisition is anticipated to start in early 2019. Once 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.](#)

How are noise impacts being addressed?

Noise barriers are proposed on both sides of the Seward Highway adjacent to all residences. The project team is currently evaluating the design and final location of the barriers as the project moves forward.



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How long will construction take?

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

Additional Resources and Links:

[Anchorage Bowl 2025 Long Range Transportation Plan \(LRTP\) with 2027 Revisions](#)

Project Name	Project Number
Seward Highway: O'Malley Rd. to 36 th Ave.	303
92 nd Ave. Extension: Homer Dr. to Brayton Dr.	306
92 nd Ave./Academy Dr. Extension: Brayton Dr. to Abbott Rd.	628

[2010 Anchorage Bicycle Plan](#)

Project Name	Proposed Facility
92 nd Ave.: Homer Dr. to Brayton Dr.	Bike Lane
92 nd Ave./Academy Dr.: Abbott Rd. to C St.	Bike Lane and Separated Path
Seward Highway/Brayton Dr.: O'Malley Rd. to 36 th Ave.	Separated Path
Seward Highway/Homer Dr.: O'Malley Rd. to 36 th Ave.	Separated Path

[2007 Anchorage Pedestrian Plan](#)

Project Name	Proposed Facility
88 th /92 nd Ave. and Academy Dr. at Seward Highway	Missing Link Walkway

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