



48th Avenue/Boniface
Parkway Extension
Tudor Road to Bragaw Street

48TH AVENUE/BONIFACE PARKWAY EXTENSION

FREQUENTLY ASKED QUESTIONS

Why does 48th Avenue need to be constructed?

The 48th Avenue/Boniface Parkway Extension is an important road link that is identified in the East Anchorage Study of Transportation (EAST) and the Municipality's Long-Range Transportation Plan (LRTP) as a means of reducing traffic congestion on existing roadways.

Traffic models from the EAST demonstrate that, in combination with other new road projects throughout Anchorage, the 48th Avenue extension has a considerable effect on relieving traffic congestion in Anchorage. Currently, traffic levels on Tudor Road far exceed the capacity of the road. Operating in conjunction with the new Abbott Loop Road and new East Dowling Road connections, the 48th Avenue extension will provide improved southeast/northeast connectivity and allow many residents to avoid the over capacity Tudor/Lake Otis and Tudor/Bragaw intersections. The EAST identified southeast to northeast traffic movements as one of the top three biggest contributors to congestion on Lake Otis and Tudor. This connection will give commuters another travel option. Both EAST and LRTP make it clear that only a system of road improvements provides the benefits desired in the adopted LRTP. Dropping specific links from the proposed system substantially reduces the overall benefits to traffic flow.

The proposed roadway would also provide access to planned development in the 3500 Tudor Road Master Plan area. Access to these areas cannot occur off of Tudor Road due to utility conflicts and increased traffic congestion.

Finally, this project also includes an important 48-inch diameter water transmission line that Anchorage Water and Wastewater Utility (AWWU) is building for their Anchorage Water Transmission Main Loop project that was initiated in the late 1980s. The proposed roadway will provide a corridor for the final phase of the \$100 million project which is needed to provide adequate water service to south and west Anchorage.

Who will use 48th Avenue?

There would be two primary uses of the roadway: 1) local access to proposed public facilities planned in the 3500 Tudor Road Master Plan; and, 2) through-traffic moving between south Anchorage and northeast Anchorage.

How will 48th Avenue benefit users?

This road would allow cross-town traffic that is not accessing businesses on Tudor Road to bypass the congestion on Tudor Road. This project would also distribute northbound traffic to two additional intersections, which will reduce delays at four existing intersections, which are currently very congested during peak traffic hours.

Is the project consistent with other local planning efforts?

The Municipality of Anchorage (MOA) LRTP adopted in December 2005 calls for improvements in connectivity in east Anchorage and identifies this project as part of the needed improvements. Earlier transportation studies, including the 2001 and 2003 LRTPs and EAST (2003) identified the need for additional road improvements in the study area to improve the connectivity of east Anchorage roads.

How wide will the corridor be and how many lanes will the road have?

Preliminary traffic modeling indicates that the road could carry almost 22,000 vehicles per day by 2025. Based on this estimate, the road is likely to be four lanes with turn pockets or a center turn lane. The road corridor width is expected to be approximately 140 feet. This would accommodate the road, sidewalks and most of the length of the waterline.

Will there be sidewalks on each side?

The Municipality's design standards for major arterials include separated sidewalks on each side of the road.

How will 48th Avenue impact the existing trails in the area?

The MOA Project Management & Engineering and DOWL Engineers has been working with MOA Heritage Land Bank (HLB) and Parks and Recreation to address trail crossings and/or relocations. In addition, the project team has coordinated trail issues with the Alaska Sled Dog Association, the Nordic Ski Association, and the Far North Bicentennial Park Trail User Committee. Trails impacted by the project have been rerouted with input from the user groups.

Where will the water line be located?

The exact location of the waterline has not been determined. To reduce wetland impact, it is the desire of the project team to collocate the waterline within the road project corridor whenever possible. It is known that in the wetland area east of the ball fields the ground conditions will not allow for collocation. The waterline will have to be constructed outside of the road footprint, with the wetlands above restored. In areas where the waterline is within the road corridor, it is likely to be outside of the traffic lanes so that repairs and maintenance will not require traffic to be stopped or rerouted.

How will this project impact Campbell Creek's water quality?

This project will be designed to minimize impacts to water quality during construction by requiring the use of silt fences, straw bales, and other best management practices. Once the project is complete, the runoff will filter to a storm drain system that is intended to slowly integrate the storm water into the ground near the project. This runoff will not be directly discharged into Campbell Creek and is not expected to impact Campbell Creek's water quality. Additionally, the MOA has recently built a sand storage facility. Using sand on the roads will eliminate the need for using chloride which will reduce overall road-related contamination into Anchorage creeks.

What is the schedule for the project and when will road construction occur?

The following table shows the schedule for the major phases of the project. Water line construction is funded through AWWU's capital improvement program and is scheduled to

occur in 2007. Road construction funding was approved by the Alaska Legislature in May 2006 and construction is expected to begin in 2008.

PROJECT PHASES	2006 SPRING	2006 SUMMER	2006 FALL	2006 WINTER	2007 SPRING	2007 SUMMER	2007 FALL	2007 WINTER	2008
Formal Project Scoping	█	█							
Environmental Documentation & Permitting	█	█	█	█	█				
Preliminary Engineering Report & Design Study		█	█	█	█				
Road Design			█	█	█	█	█		
Waterline Design			█	█	█				
Waterline Construction						█	█	█	█
Road Construction									█

How will the project impact Far North Bicentennial Park?

The proposed project area is located on HLB lands north of Far North Bicentennial Park. No lands within the park are expected to be directly impacted.

How will the project impact wildlife?

The project area is located just north of Far North Bicentennial Park and moose and bears are known to move through the area. The project team is working closely with Alaska Department of Fish and Game to determine appropriate wildlife mitigation measures for this project. Currently the project includes a large wildlife/pedestrian underpass crossing. The project team is evaluating additional ways to dissuade wildlife from crossing the road at other points along the route such as large boulders along the toe of the road fill or road embankment. Lighting on the road also reduces the potential for vehicle/moose collisions.

How will the project impact wetlands?

The project area includes primarily class B wetlands, although there are class A wetlands located near Campbell Creek in the eastern end of the study area. The project will be designed to avoid wetlands where possible, and to minimize and mitigate wetland impacts where avoidance is not possible. Potential impacts to wetlands and proposed mitigation measures will be evaluated in the environmental document.

What type of development is proposed for the area north of Far North Bicentennial Park?

The study area is located in the “Public Lands and Institutions” area north of Far North Bicentennial Park. This area is owned and managed by the HLB and is proposed to be developed for public service facilities, such as police, fire, or other municipal public service uses. The HLB is in the process of developing a master plan for the area that would identify how the area would be developed. This master plan will be completed after the final road alignment is decided. The master plan will be required to go through a public hearing with the Planning and Zoning Commission prior to final approval.

How can I participate in the public process on this project?

The public involvement process for this project includes public meetings, periodic updates to community councils in the area, project updates and newsletters, a project website (www.dowl.com/projects/48thavenue) and a project information office at 4041 B Street. To be

added to the e-mail or regular mailing list or to submit comments, questions and/or suggestions, please submit your information through the project website, or via mail, e-mail, or fax to:

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