



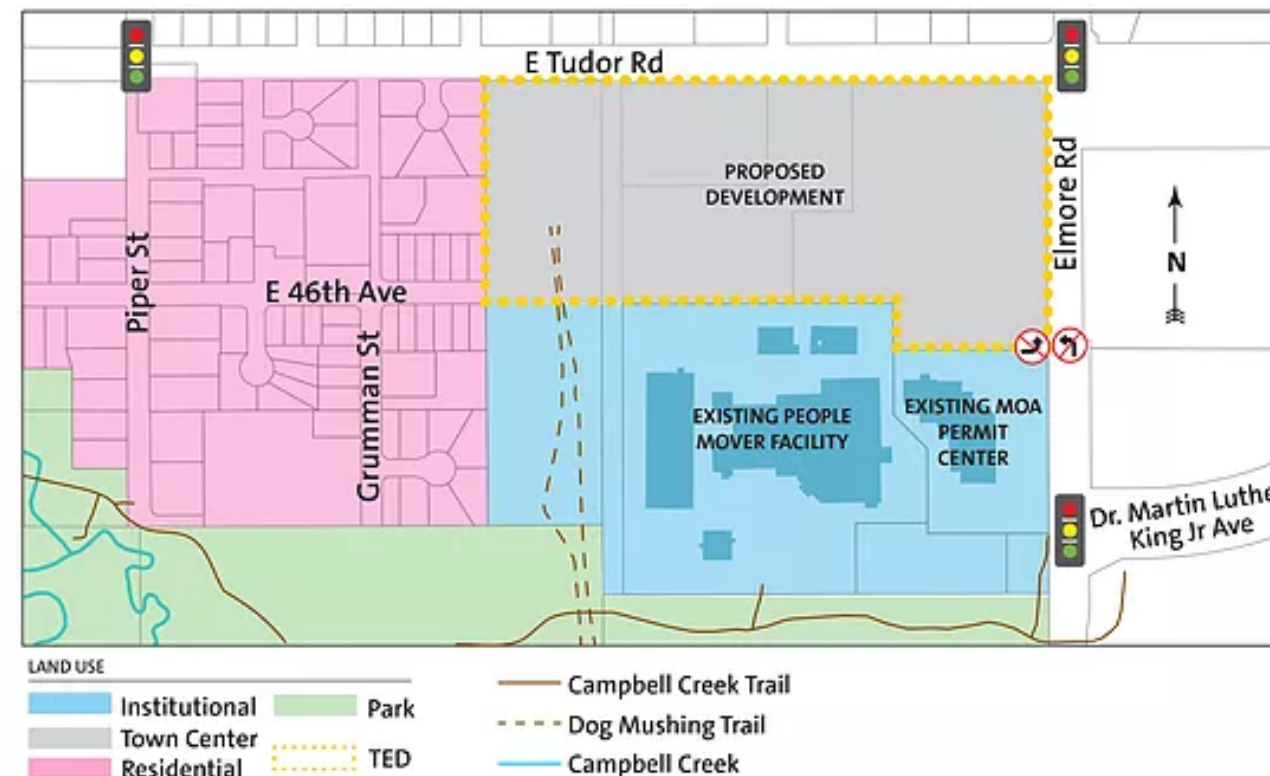
TUDOR—ELMORE

NEIGHBORHOOD CONNECTIVITY

Project Overview

The Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Municipality of Anchorage (MOA), is working to improve access and traffic flow in the area around the Tudor Road and Elmore Road intersection.

The Tudor-Elmore Neighborhood Connectivity project will improve access for the residential neighborhood in the area of Piper Street south of Tudor Road, and will accommodate increased traffic demand resulting from new development planned at the southwest corner of Tudor Road and Elmore Road. This project is needed to maintain the function of the existing road corridors, as identified in the MOA's 2014 Official Streets and Highways Plan.



The proposed development area in the southwest corner of the Tudor Road and Elmore Road intersection is designated as Town Center and full project area is designated transit-supported in the Anchorage 2040 Land Use Plan. This development, combined with current and planned residential densities, will increase traffic demand to the area. Without this project, existing road corridors would experience a decrease in capacity and safety and an increase in traffic delays.

Tudor Road and Elmore Road are both classified as principal arterials and move large numbers of vehicles per day. This project will analyze alternatives to maintain the function of these road corridors as well as nearby neighborhood roads. Alternatives may include a combination of new roads and intersections within the project area.

DOT&PF will manage the Tudor-Elmore Neighborhood Connectivity project and closely coordinate with the Municipality of Anchorage (MOA) through the MOA Context Sensitive Solutions (CSS) process, designing the project to MOA standards while also complying with National Environmental Policy Act (NEPA) requirements. Upon project completion, ownership of this road segment will transfer to the MOA, per the memorandum of agreement between MOA and DOT&PF executed April 20, 2020.

Schedule

The project is just getting started, please check back periodically for updated information.

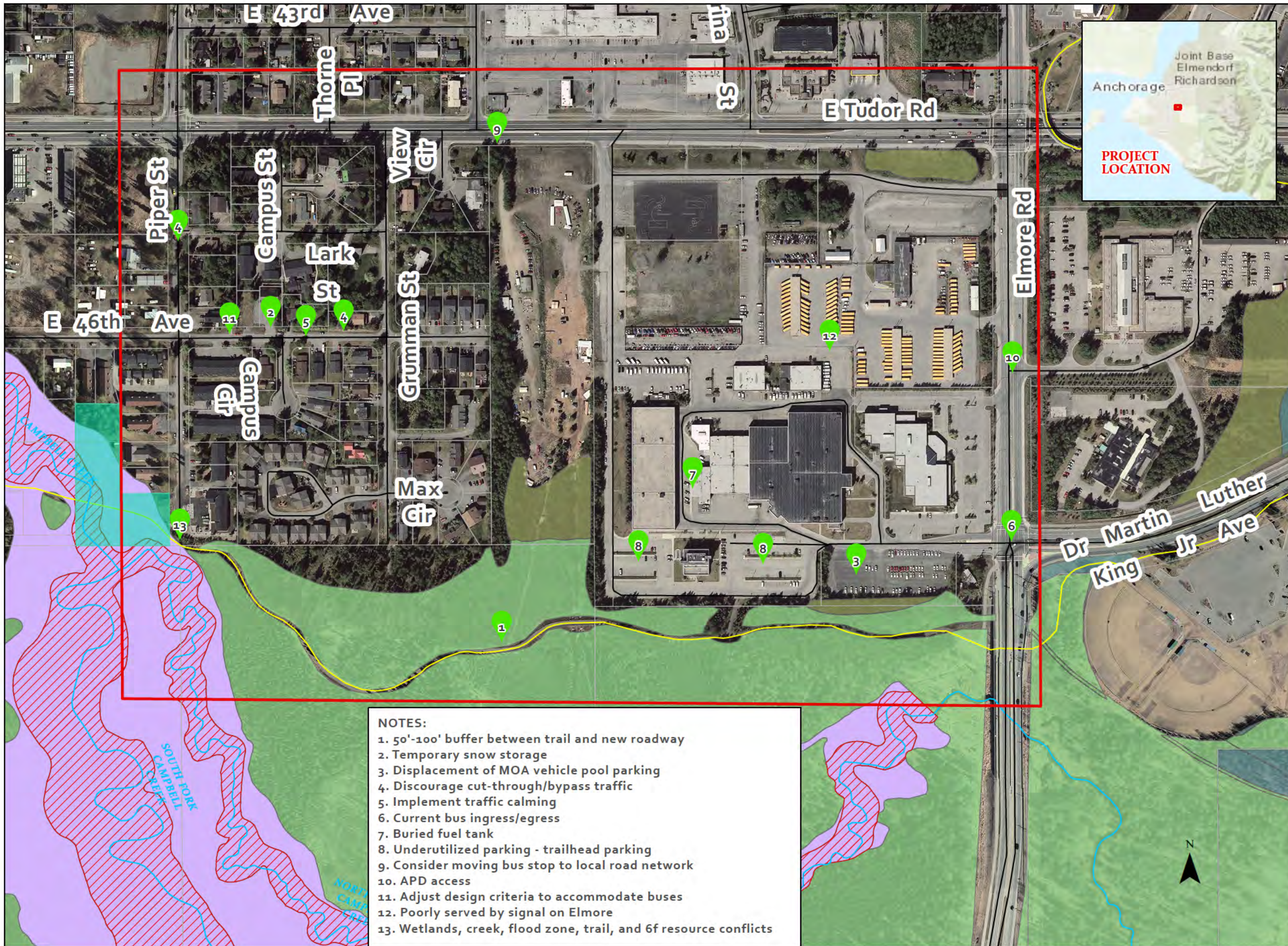
Schedule Overview:

- **Project Start: January 2021**
- **Alternative Analysis: Spring 2021 - Spring 2022**
 - Open House #1: Fall 2021
 - PZC Appearance #1: Winter 2021
 - Open House #2: Spring-Summer 2022
 - PZC Appearance #2: Spring-Summer 2022
- **Environmental Assessment: Winter 2021- Winter 2022**

Table 2. Roadway Improvements
AMATS FFY 2019-2022 TIP Administrative Modification 4

Grandfathered Project	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands)				Estimated funding needs after 2022	Est project cost 2019-2022	Est total project cost
				October 1 - September 30						
				2019	2020	2021	2022			
<p>Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to the south end of Piper Drive. The new roadway would include non-motorized improvements.</p> <p>2. Purpose and Need</p> <p>The purpose of the proposed project is to improve access and egress for the residential neighborhood in the area of Piper Street south of Tudor Road, and to provide access to accommodate increased traffic demand resulting from new development planned at the southwest corner of Tudor Road and Elmore Road. This project is needed in order to maintain the function of these road corridors as identified in the Municipality of Anchorage's</p>										
	RDY00002	Reconnaissance Study completed in 2018. Project would include non-motorized and drainage improvements.								
	RDY00003	Spenard Road Rehab [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements. Project shall not include improvements to the Minnesota Intersection except ADA requirements on the east side.	2019 - D 2022 - ROW	\$1,500	\$0	\$0	\$2,500	\$40,000	\$4,000	\$44,000
	RDY00004	Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to the south end of Piper Drive. The new roadway would include non-motorized improvements.	2019 - D 2021 - D 2022 - ROW	\$1,500	\$0	\$500	\$0	\$14,500	\$2,000	\$16,500
	RDY00005	Rabbit Creek Road Reconstruction [Seward Highway to Goldenview Drive] - Project would reconstruction Rabbit Creek Road from the Seward Highway to Goldenview Drive with a center turn lane and includes non-motorized improvements.	2022 - D	\$0	\$0	\$0	\$1,500	\$10,300	\$1,500	\$11,800
	RDY00006	East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced.	2019 - D 2020 - D 2021 - ROW 2022 - U/C	\$500	\$0	\$224	\$7,100	\$0	\$7,824	\$7,824

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding.



- NOTES:**
1. 50'-100' buffer between trail and new roadway
 2. Temporary snow storage
 3. Displacement of MOA vehicle pool parking
 4. Discourage cut-through/bypass traffic
 5. Implement traffic calming
 6. Current bus ingress/egress
 7. Buried fuel tank
 8. Underutilized parking - trailhead parking
 9. Consider moving bus stop to local road network
 10. APD access
 11. Adjust design criteria to accommodate buses
 12. Poorly served by signal on Elmore
 13. Wetlands, creek, flood zone, trail, and 6f resource conflicts

Alternatives Considerations

- ISSUES
- STUDY AREA
- STREETS
- STREAMS
- PARKS & REC TRAILS
- 6F PROPERTIES
- PARCELS
- Wetlands
 - A
 - B
 - C
- Special Flood Hazard Areas
 - FLOODWAY
 - 100-YR FLOOD ZONE

0 150 300 600
Feet

AMATS: DR MARTIN LUTHER KING JR AVENUE EXTENSION DESIGN SERVICES
CFHWY00585/0001668

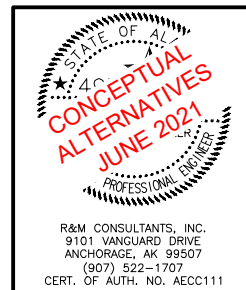
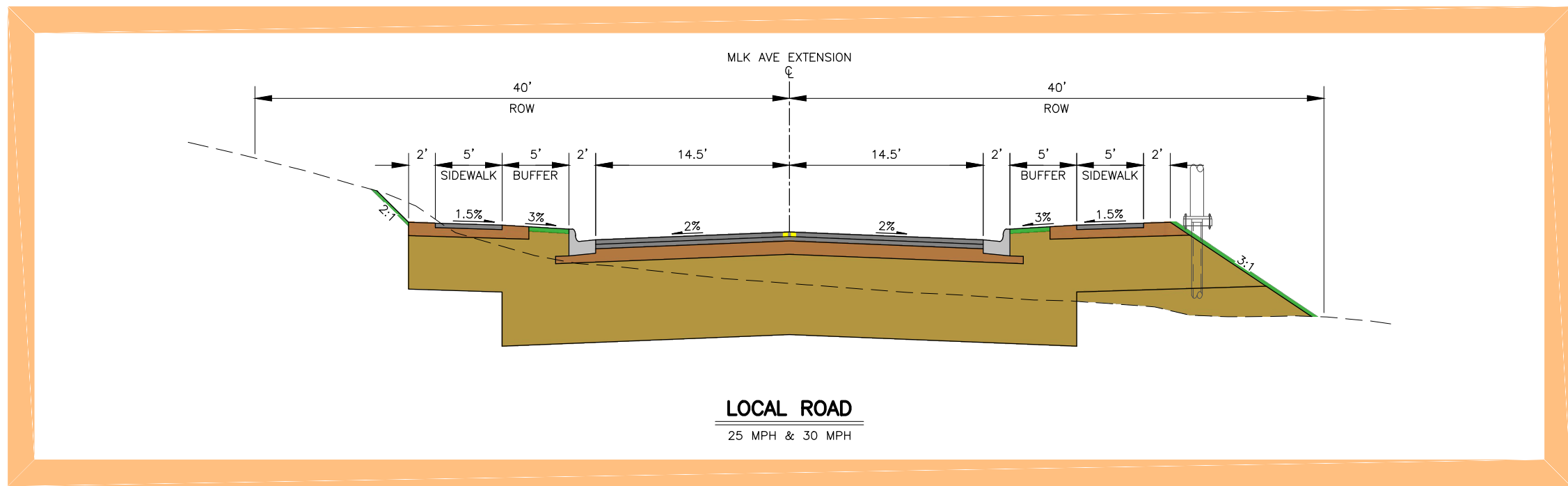
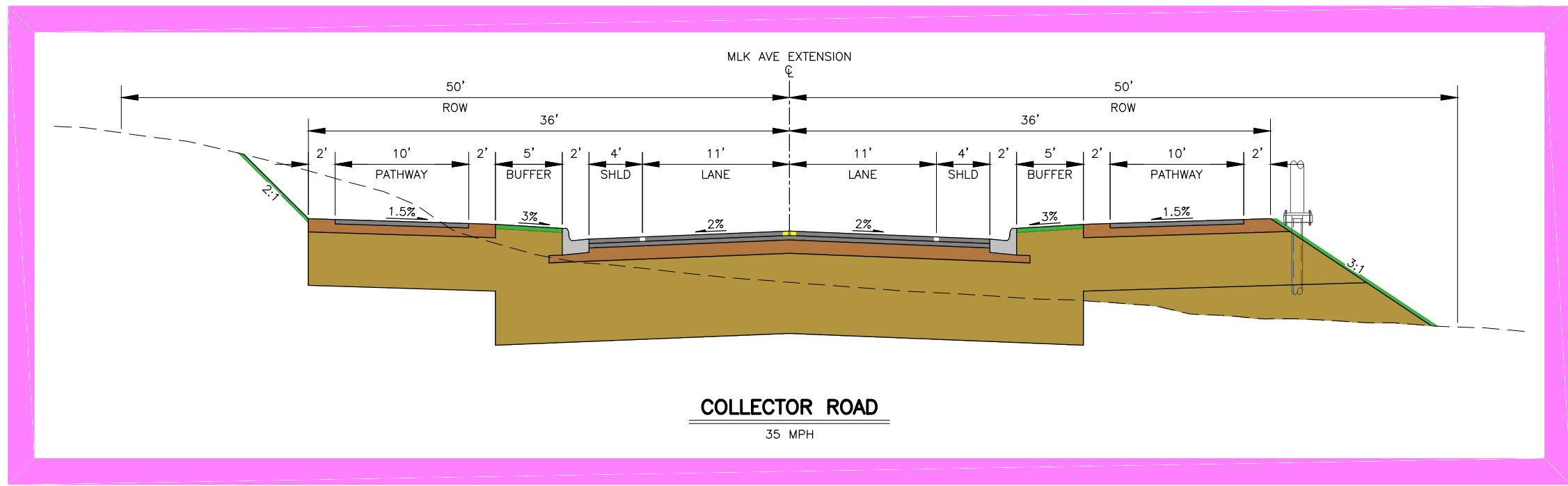
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PREPARED BY:
R&M CONSULTANTS, INC.

PROJ. NO:	2881.01
DATE:	APR 2021
REF:	PI
FIGURE NO:	1

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001668/CFHWY00585	2021	BX	BX

DRAWING LOCATION: Z:\PROJECT\2881.01 DOT-C AMATS MLK AVE EXTENSION\CIVIL\ACAD\00585-B-TYPICAL SECTIONS.DWG
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 TIME: 3:24 PM
 SCALE: 1" = 40'
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 DRAFTED BY: [blank]



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

AMATS:
DR MARTIN LUTHER KING JR
AVENUE EXTENSION

TYPICAL SECTIONS

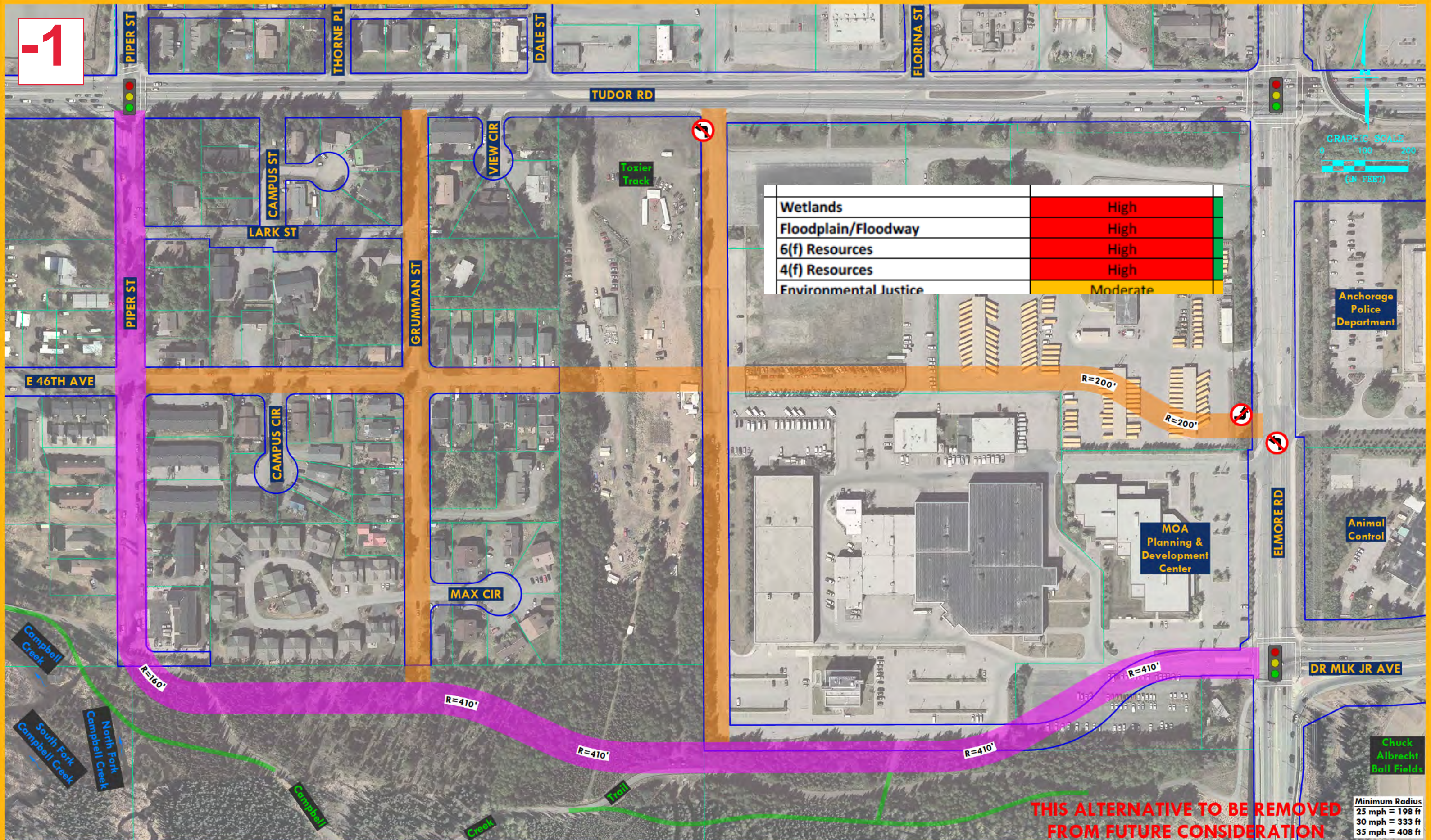
AMATS: Dr. Martin Luther King Jr. Avenue Extension

Alternatives Evaluation Matrix (DRAFT)

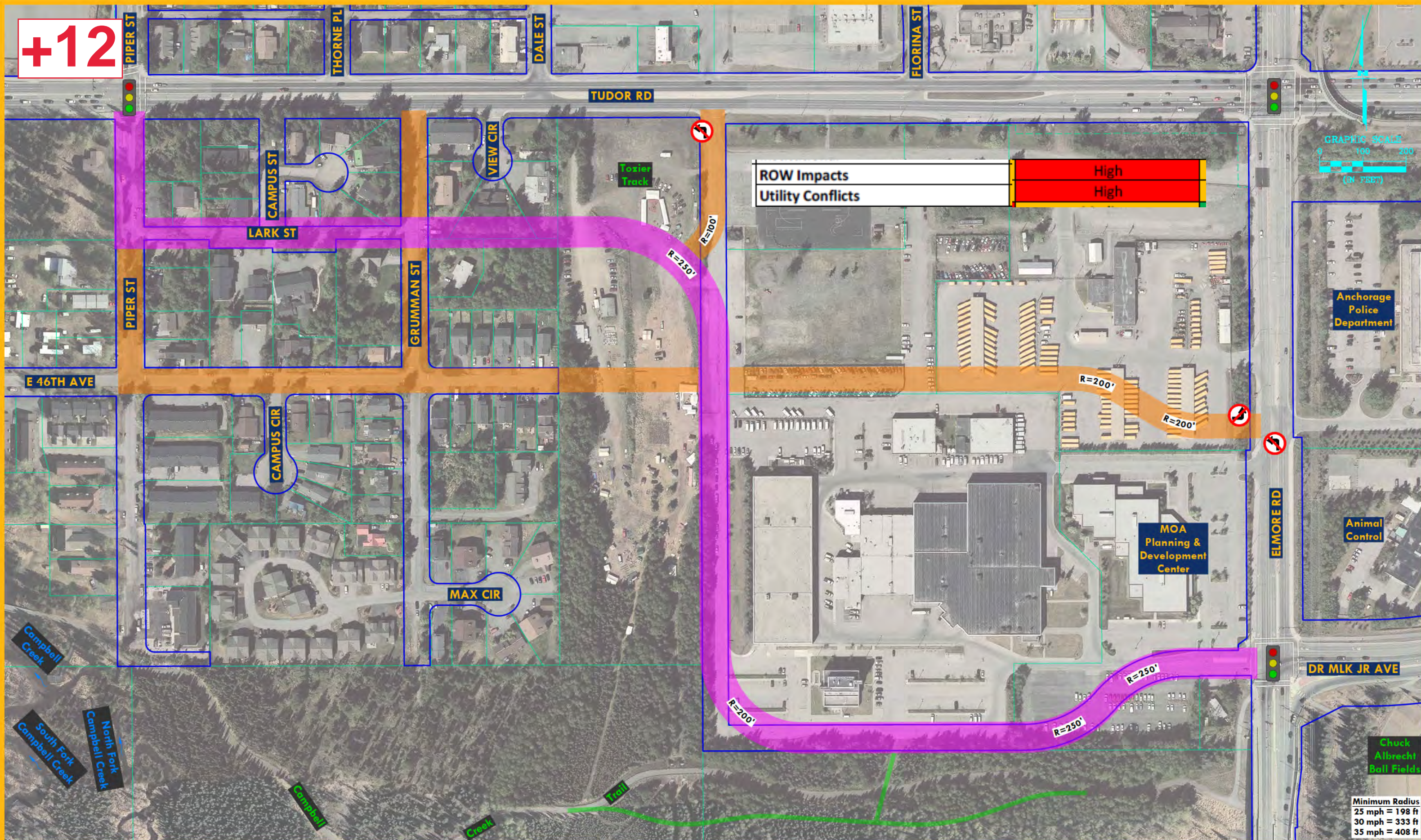
Assessment Category	Criteria	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	No Build	Scoring Weight
Environmental Impacts	Wetlands	High	Low	Moderate	High	High	No new impacts	
	Floodplain/Floodway	High	Low	Low	Moderate	Low	No new impacts	
	6(f) Resources	High	Low	Low	Moderate	Low	No new impacts	
	4(f) Resources	High	Low	Moderate	High	Moderate	No new impacts	
	Environmental Justice	Moderate	Moderate	Moderate	Moderate	Moderate	No new impacts	
	Social & Economic	Moderate	Moderate	Moderate	Moderate	Moderate	No new impacts	
	Noise Impacts	Moderate	Moderate	Moderate	Moderate	Moderate	No new impacts	
	Fish & Wildlife Habitat	Moderate	Low	Low	Moderate	Moderate	No new impacts	
	Meets Purpose & Need	Yes	Yes	Yes	Yes	Yes	No	
	Cultural Resources	Moderate	Moderate	Moderate	Moderate	Moderate	No new impacts	
	Contaminated Sites	Moderate	Moderate	Moderate	Moderate	Moderate	No new impacts	
Mobility	Tudor	Fair	Fair	Fair	Fair	Fair	Poor	
	Elmore	Good	Good	Good	Good	Good	Poor	
	Tudor/Elmore Int	Fair	Fair	Fair	Fair	Fair	Fair	
	Tudor/Piper Int	Fair	Fair	Fair	Fair	Fair	Fair	
	Elmore/MLK Int	Fair	Fair	Fair	Fair	Fair	Fair	
	Transit	Good	Good	Good	Good	Good	Poor	
	Non-motorized	Good	Fair	Fair	Good	Good	Poor	
	Discourages Pass-Through Traffic	Poor	Good	Good	Poor	Fair	Good	
	Internal Circulation	Good	Good	Poor	Good	Fair	Poor	
Access	Recreational	Poor	Fair	Good	Poor	Fair	Good	
	Residential	Fair	Good	Fair	Good	Fair	Poor	
	Commercial	Fair	Good	Good	Fair	Fair	Poor	
	Institutional	Fair	Good	Good	Fair	Fair	Poor	
Corridor	ROW Impacts	Fair	High	Fair	High	Fair	N/A	
	Utility Conflicts	Medium	High	Medium	High	Medium	N/A	
	Construction Cost	High	Medium	Low	High	Medium	N/A	
	Land Use Context	Good	Fair	Good	Fair	Good	Fair	
	Street Typology	Fair	Good	Good	Fair	Poor	Fair	
	Design Variances	Medium	High	High	Low	Medium	N/A	
Maintenance	Snow Storage	Good	Good	Fair	Good	Fair	Poor	
	Maintenance Cost	High	Medium	Medium	High	Medium	Low	

Count	Green (+1)	7	15	13	8	7	17
	Yellow (0)	17	14	17	16	23	5
	Red (-1)	8	3	2	8	2	10

Score	-1	12	11	0	5	7
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+12



ROW Impacts	High
Utility Conflicts	High



Anchorage Police Department

MOA Planning & Development Center

Animal Control

DR MLK JR AVE

Chuck Albrecht Ball Fields

Minimum Radius
 25 mph = 198 ft
 30 mph = 333 ft
 35 mph = 408 ft



Find address or place

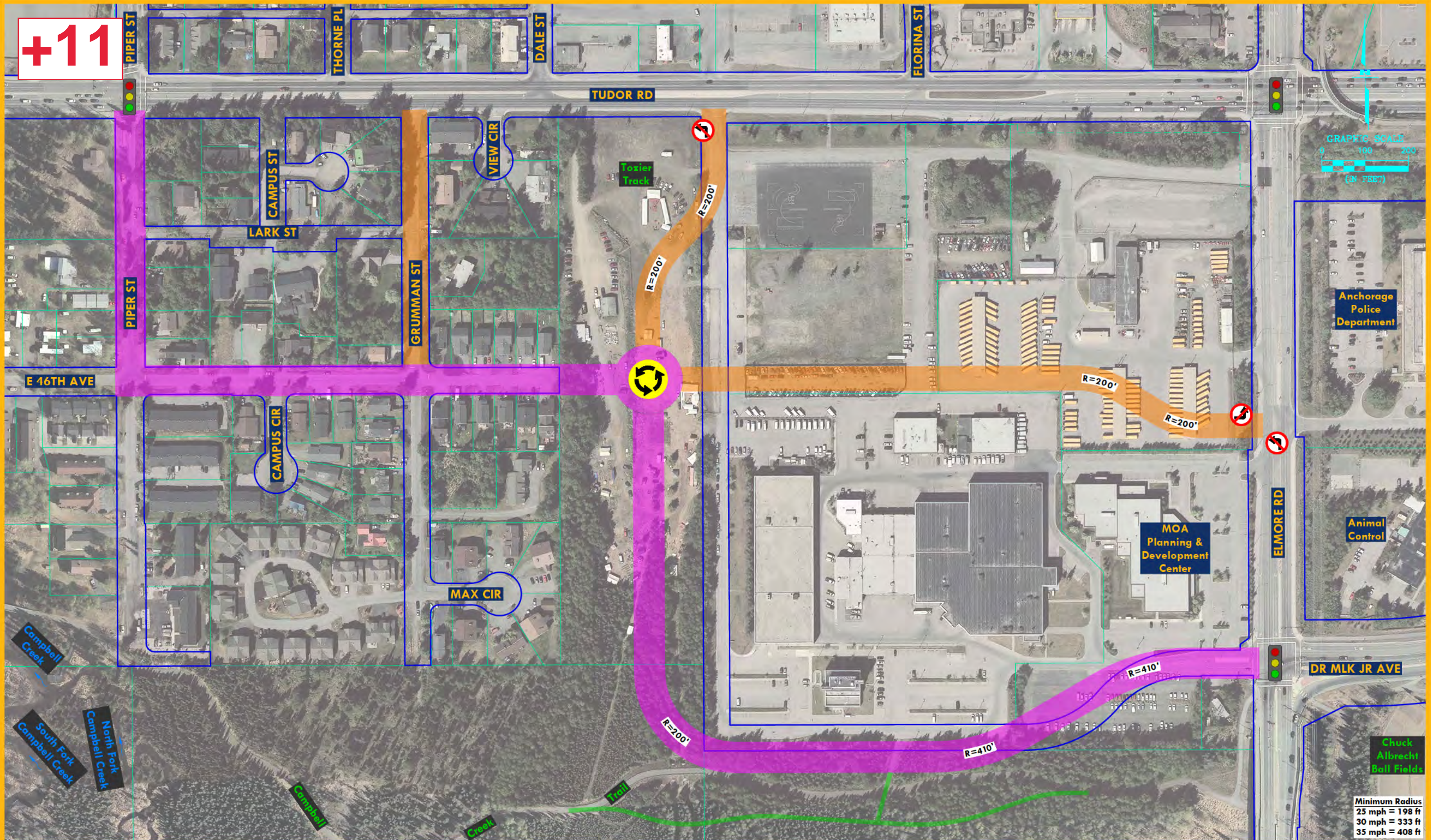
Map navigation controls: zoom in (+), zoom out (-), home, refresh, and other utility icons.

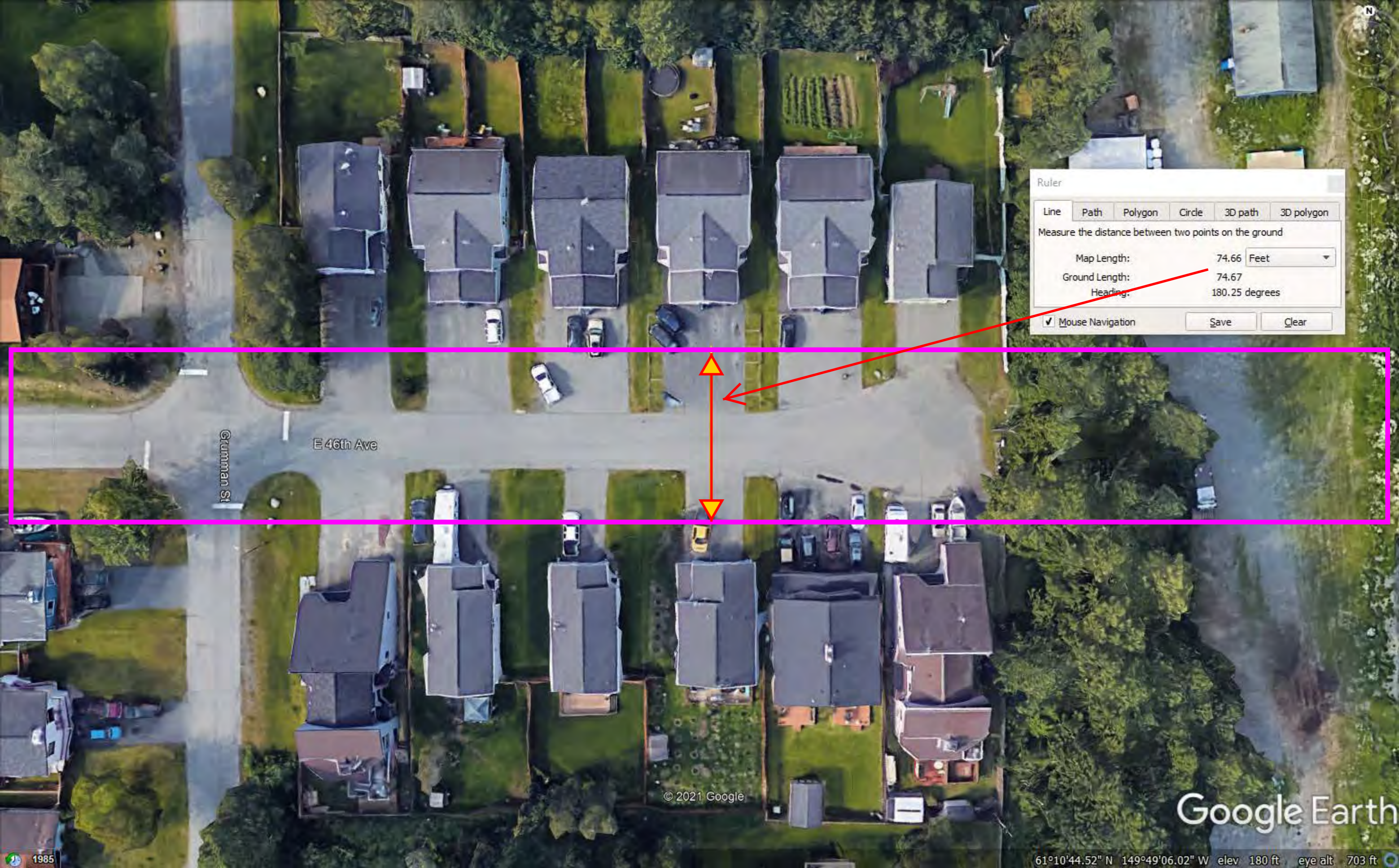
100ft
-149.824 61.181 Degrees





+11





Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between two points on the ground

Map Length: 74.66 Feet

Ground Length: 74.67

Heading: 180.25 degrees

Mouse Navigation

Save Clear

E 46th Ave

Grunman St

© 2021 Google

Google Earth

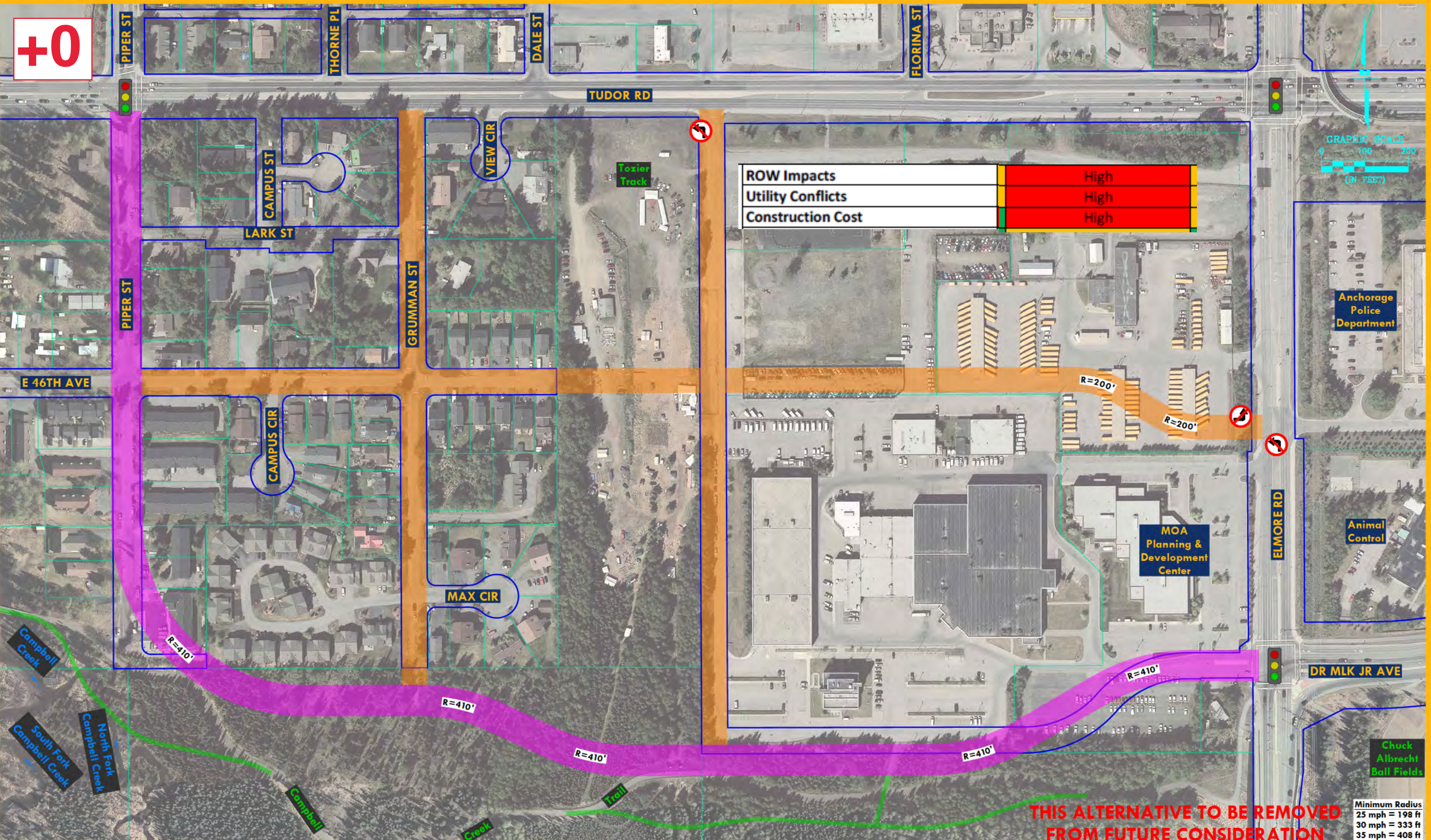
61°10'44.52" N 149°49'06.02" W elev 180 ft eye alt 703 ft

1985

+0



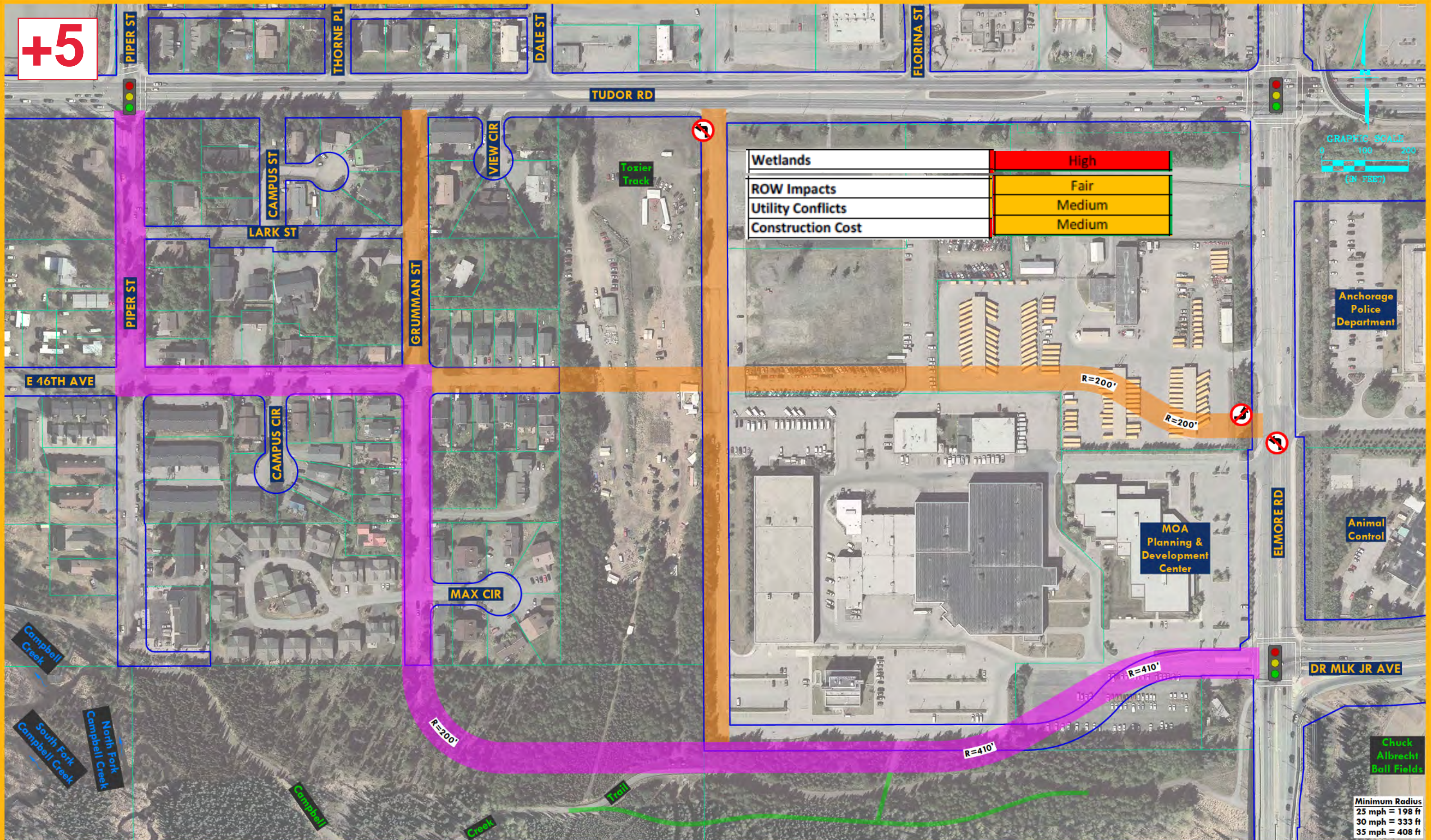
ROW Impacts	High
Utility Conflicts	High
Construction Cost	High



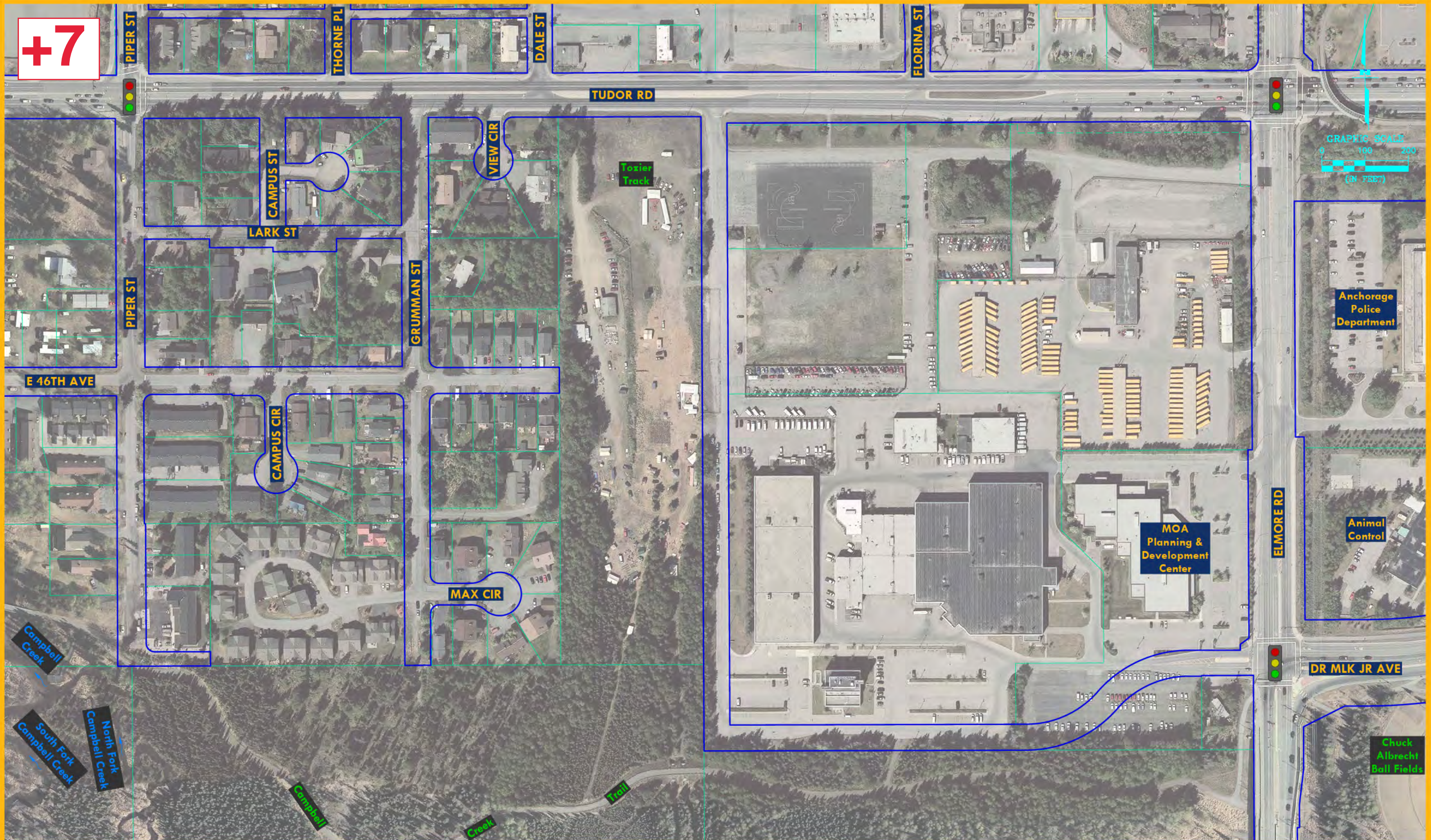
THIS ALTERNATIVE TO BE REMOVED FROM FUTURE CONSIDERATION

Minimum Radius	
25 mph	= 198 ft
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+5

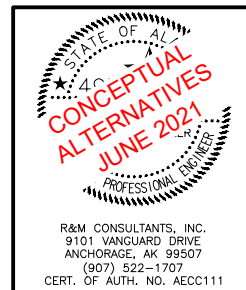
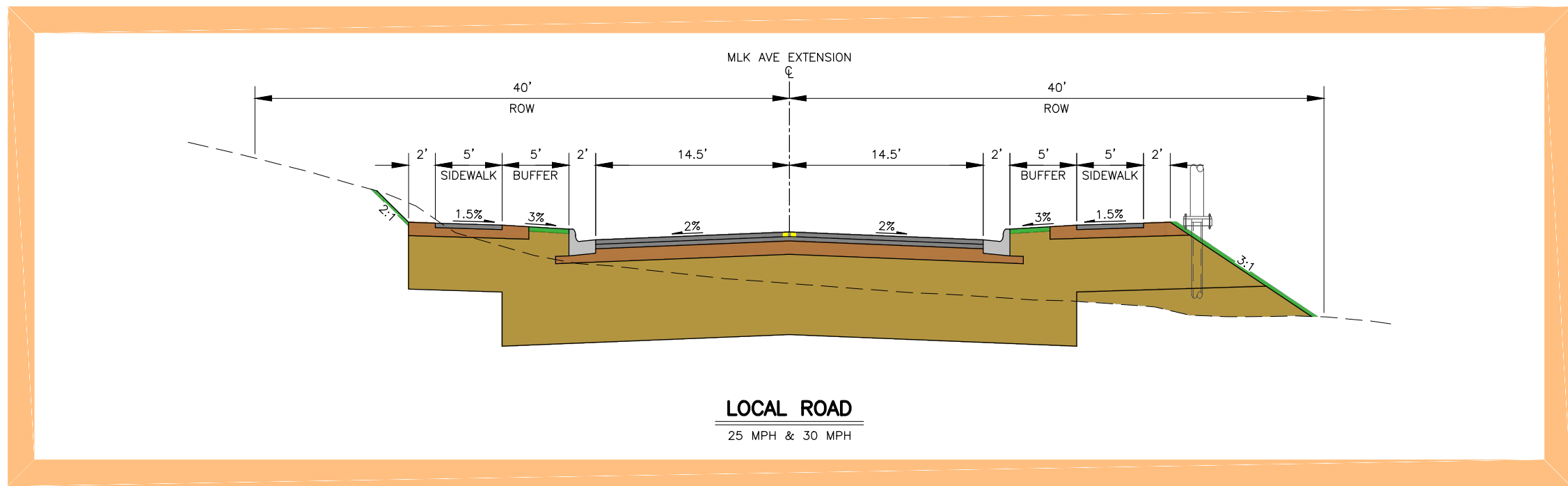
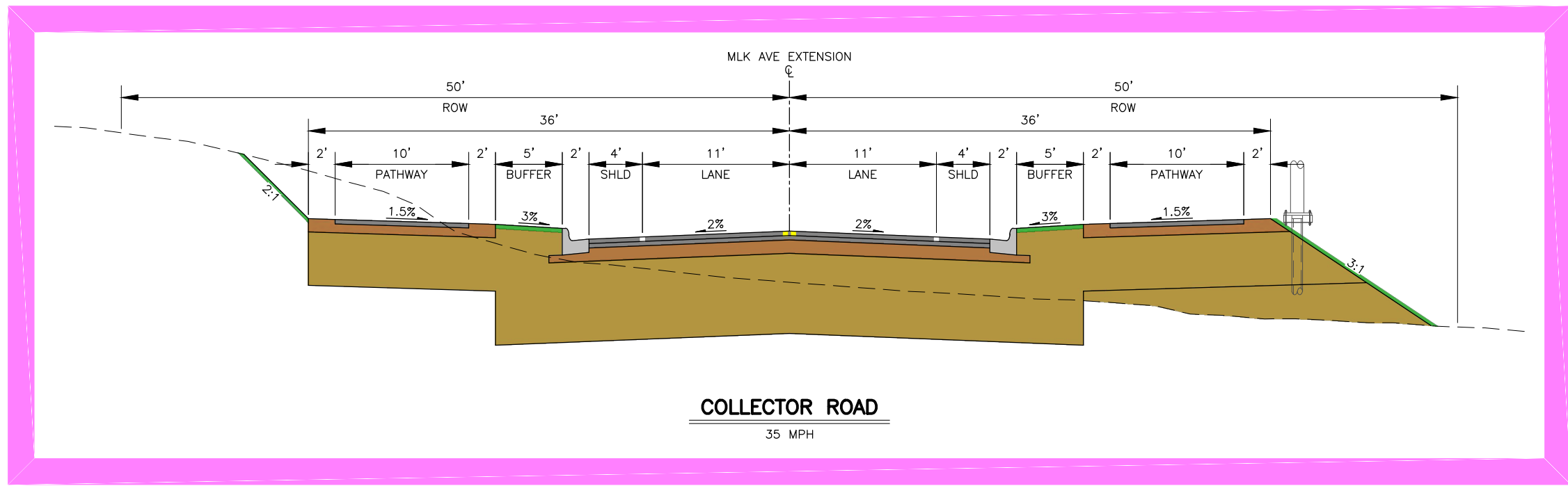


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STATE OF ALASKA
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 AND PUBLIC FACILITIES

AMATS:
DR MARTIN LUTHER KING JR
AVENUE EXTENSION

TYPICAL SECTIONS

AMATS: Dr. Martin Luther King Jr. Avenue Extension

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AMATS: Dr. Martin Luther King Jr. Avenue Extension

Alternatives Evaluation Criteria Rubric

Environmental Impacts

Wetlands – What is the relative magnitude of wetland impacts for each alternative?

Floodplain/Floodway – Does the alternative involve a floodplain or floodway impact?

6(f) Resources – What is the relative potential to impact a 6(f) resource? Alternatives that run adjacent to identified 6(f) properties are assumed likely to impact, alternatives near the identified properties have potential to impact, and alternatives not located near the 6(f) properties are considered to have low potential to impact.

4(f) Resources – What is the relative potential to impact a 4(f) resource? Magnitude of trail realignment is used as a metric for 4(f) resource impacts.

Environmental Justice – Does the alternative have the potential to disproportionately impact minority or low-income populations? Currently all alternatives within the project area meet this criteria.

Social & Economic – Social and economic considerations include ADA compliance, accessibility, neighborhood/community cohesion, and economic impacts. There are a mix of negative and positive components for this project that, at this early stage, are not easily distinguishable between alternatives.

Noise Impacts – What is the relative level of noise impacts anticipated from each alternative? Without a determination of sensitive noise receptors, this is a summation of the number of residential properties affected by the alternative and ability to mitigate noise impacts.

Fish & Wildlife Habitat – What is the relative magnitude of impacts to fish and wildlife habitat for each alternative? Alternatives with more impacts to the Campbell Creek greenbelt or NFCC receive a higher ranking.

Meets Purpose & Need – Does the alternative meet the stated purpose and need of the project?

Cultural Resources – Does the alternative have the potential to impact a known cultural resource site? Without a more detailed investigation and no AHRs listed sites within the project area, it is assumed that locations closer to a body of water as well as the undeveloped areas closer to the Campbell Creek trail have a greater likelihood of encountering historic/archaeological sites. Also, a number of properties within the project area are within the 40-60 year age range and will probably need DOEs.

Contaminated Sites – Does the alternative have the potential to come into contact with, or near to, a known contaminated site?

Mobility

Tudor Road – Vehicle progression/mobility along Tudor Road. Measured by number of access points on road.

Elmore Road – Vehicle progression/mobility along Elmore Road. Measured by number of access points on road.

Tudor/Elmore Intersection – Intersection operations at Tudor Road/Elmore Road.

Tudor/Piper Intersection – Intersection operations at Tudor Road/Piper Street.

Elmore/MLK Intersection – Intersection operations at Elmore Road/MLK Avenue.

Transit – Average delays along transit route.

Non-motorized – Non-motorized facilities provided by proposed neighborhood collector and residential local roads. (Measured as miles of sidewalk/trail)

Tudor Bypass Potential – Potential for non-local traffic to use the neighborhood collector to bypass Tudor Road. Relatively scaled based on the most and least path that would discourage traffic.

Internal Circulation – Vehicle circulation/mobility of neighborhood roads. Measured by number of access points or driveways directly accessing the neighborhood collector road. Relatively scaled based on the least and most access points of the alternatives.

Access

Recreational – How well do the alternatives provide access to recreational facilities and lands within the project area?

Residential – How well do the alternatives provide access to residential properties within the project area?

Commercial – How well do the alternatives provide access to commercial properties within the project area?

Institutional – How well do the alternatives provide access to institutional properties within the project area?

Corridor

ROW Impacts – How do the alternatives impact ROW? Consideration is given to number of parcels affected, partial/full acquisitions, and private/public lands.

Utility Conflicts – How do the alternatives impact existing utilities? Consideration is given to size of utility (main/distribution/service line), type of utility (water, sewer, electric, communications, etc), and number of impacts. Alternatives were compared against available utility data from various GIS sources.

Construction Cost – What is the rough order of magnitude construction cost for the alternative?

Land Use Context – How consistent are the alternatives with current and planned land uses within the project area?

Ex. Is the character of the current land use maintained? How well do the alternatives support/implement specific growth-development features identified for the area in the 2040 Land Use Plan Map, such as transit-supportive development corridor?

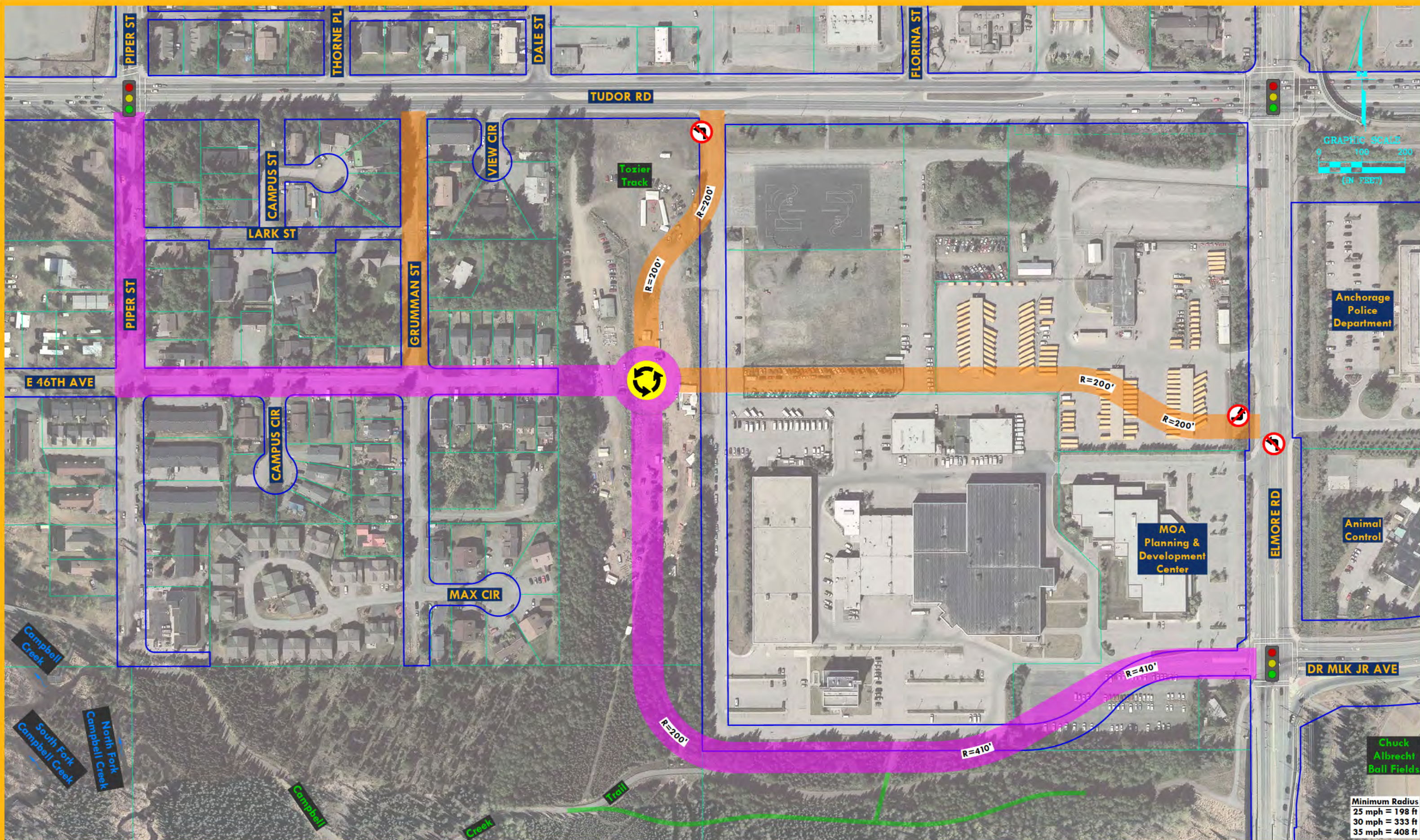
Street Typology – How well do the street characteristics of the alternatives, including ROW widths, nonmotorized facilities, traffic speeds and volumes, support current and planned land uses and provide needed and logical connections between origins and destinations.

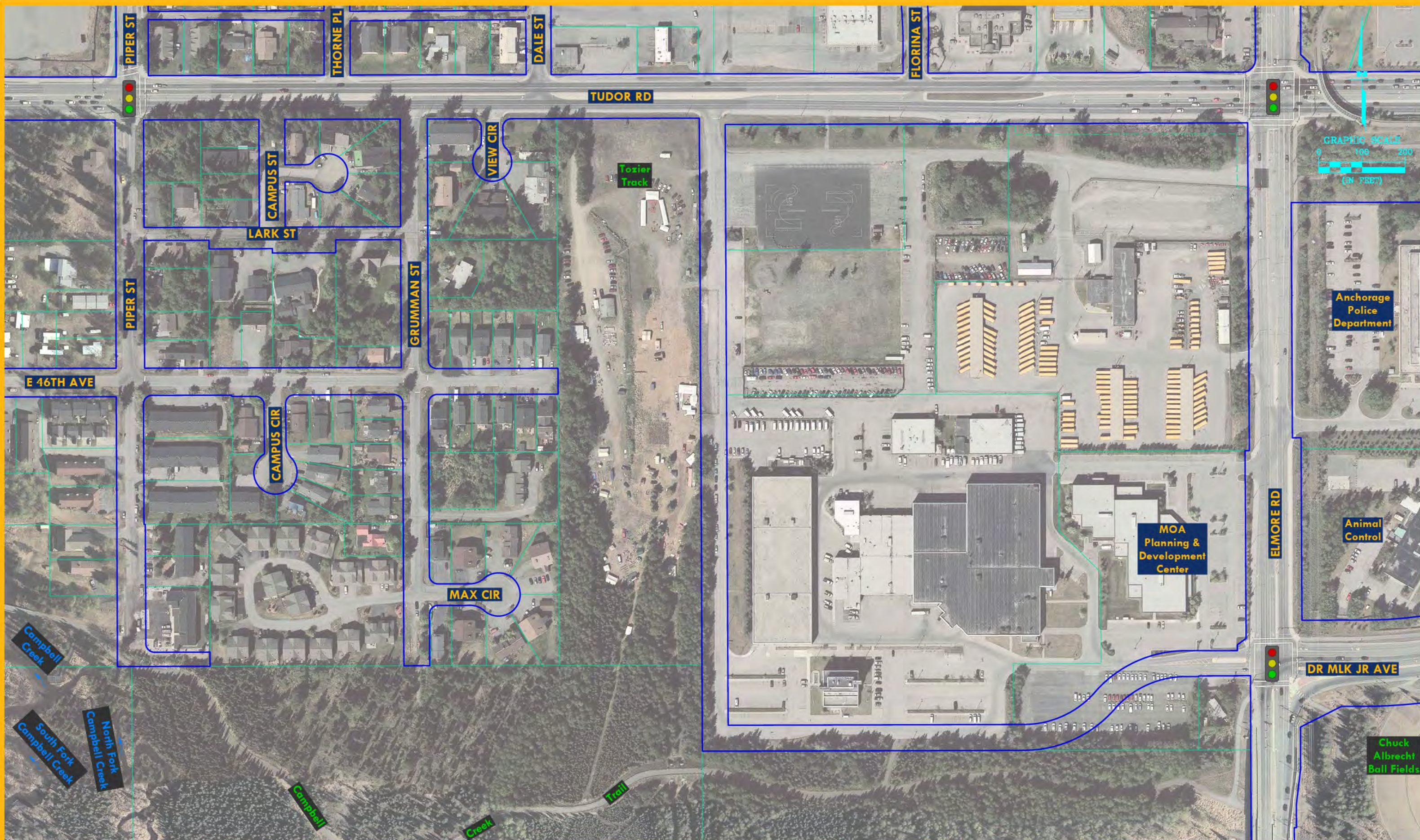
Design Variances – Design variances are exceptions to design standards set forth by the MOA, DOT, AASHTO, etc for each roadway improvement and its proposed roadway classification. Standards include minimum horizontal curve radius, lane width, pathway separation buffer, etc.

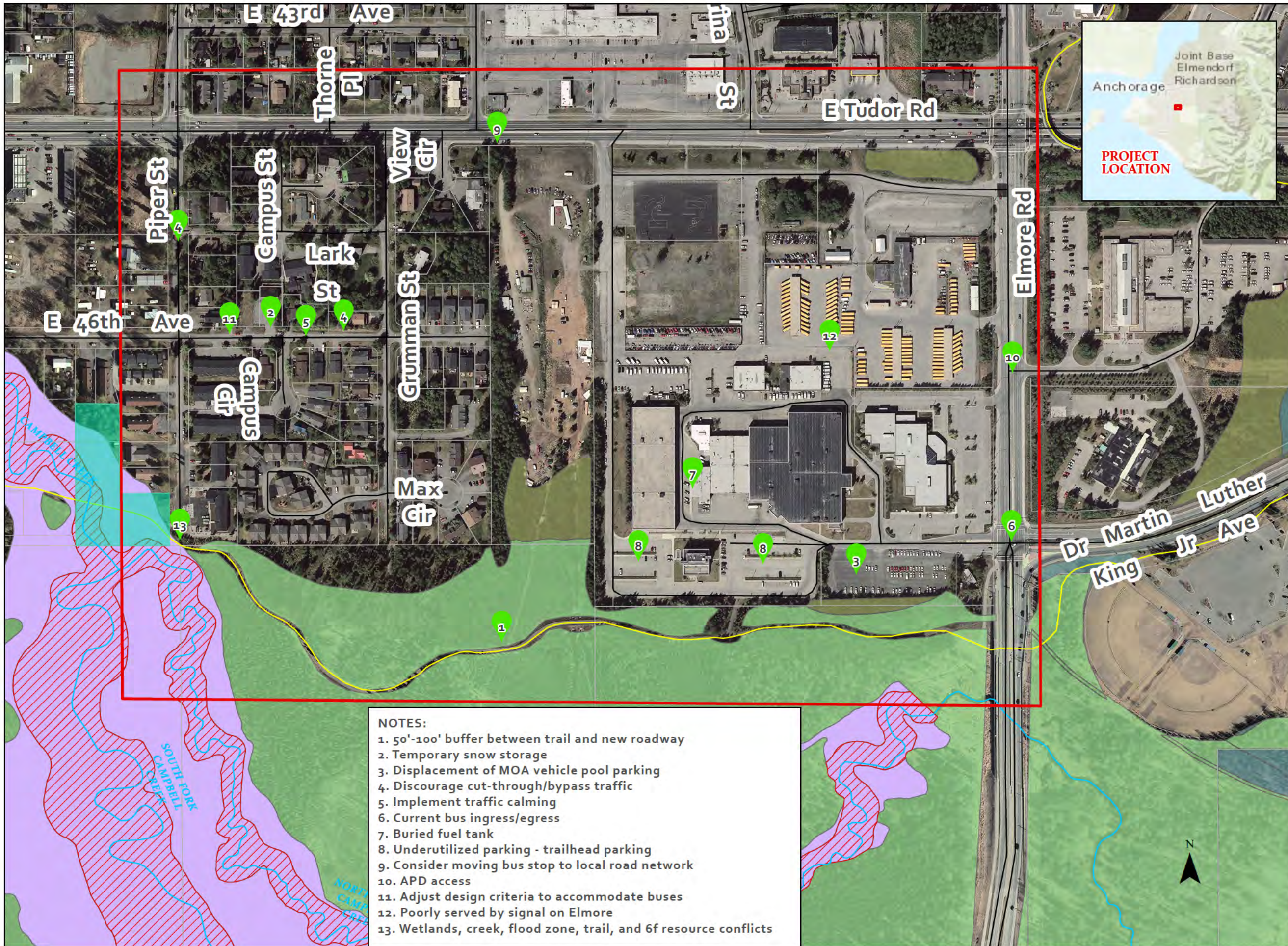
Maintenance

Snow Storage – What is the ability for each alternative to store snow within the project corridor?

Maintenance Cost – How much additional maintenance cost does each alternative incur?







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