

FACT SHEET:

Spenard/Minnesota Couplet



What's the problem?

The intersection of Minnesota Drive and Spenard Road is very congested and slow-moving, especially during the morning, noon and evening rush hours, causing delays for motorists as they are stuck waiting in traffic. It has an unacceptably poor performance now (2006). With increased traffic in coming years, it could be the source of traffic jams that could impact much of Midtown.

What's the proposed solution?

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Municipality of Anchorage propose to find a solution and incorporate it into the Spenard Road: Minnesota Drive to Minnesota On-Ramp project. Their proposal is to change 36th Avenue and Spenard Road between the Spenard/36th Avenue intersection to form a 1-way couplet of streets feeding into and out of the Spenard/Minnesota intersection (see diagram). 36th would be one-way traveling west from Spenard. Spenard would be one-way traveling east and north from Minnesota. Another traffic signal would be installed at 36th and Minnesota. Minnesota will require widening by one lane between 36th and Spenard.

Isn't there a simpler solution than 1-way streets?

Signal timing for Spenard traffic is the major contributor to the current traffic delays. Spenard Road left turning traffic cannot go at the same time because the angle of the intersection causes the left turning traffic to overlap each other. Fixing this situation would require substantial right-of-way along Spenard Road to line up the intersection. If Spenard Road is left as it currently exists, any other solutions would involve adding lanes to Minnesota Drive, both northbound and southbound. This would require expensive right-of-way acquisitions—a huge expense to the public, as well as causing the disruption of relocating businesses and residents. The couplet, though a substantial change, will cause far less expense and dislocation.

How will my property/premises be affected?

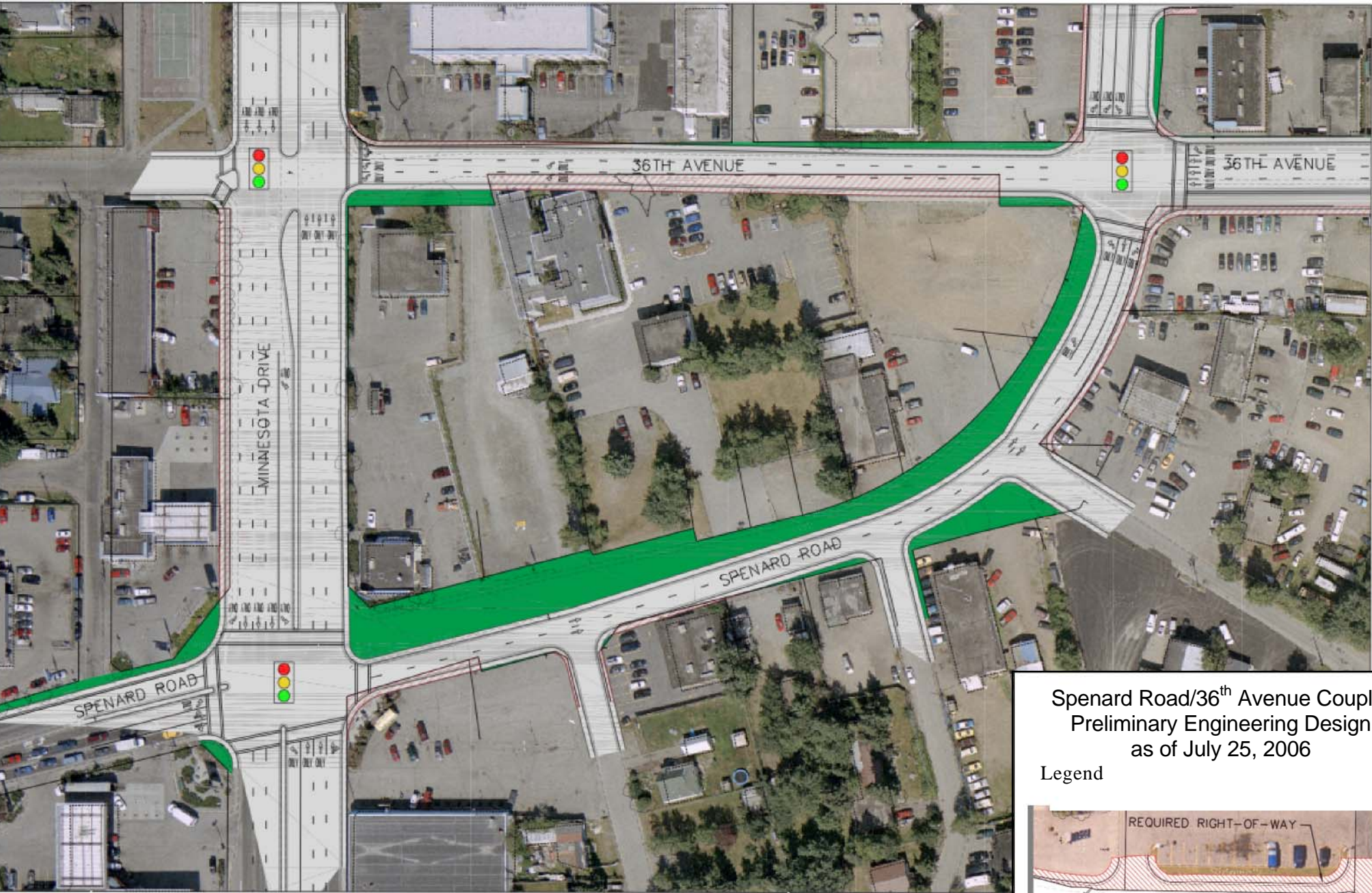
ADOT&PF will need to acquire some portions of private property for right-of-way needed in the couplet. The biggest difference for most locations will be the new traffic pattern. Customers and employees will be able to approach businesses on the couplet streets from one direction only. Though it may take some getting used to at first, drivers should be able to handle it as easily as they do other oneway streets and couplets in town.

When would this happen?

The project is in the preliminary engineering and environmental stage. Once the Federal Highway Administration grants environmental document approval, detailed design will begin. Property owners can expect to see surveyors on the street this summer gathering the detailed information needed for design. The changes would be constructed with the Spenard Road Reconstruction Project in 2010 and 2011 construction seasons.

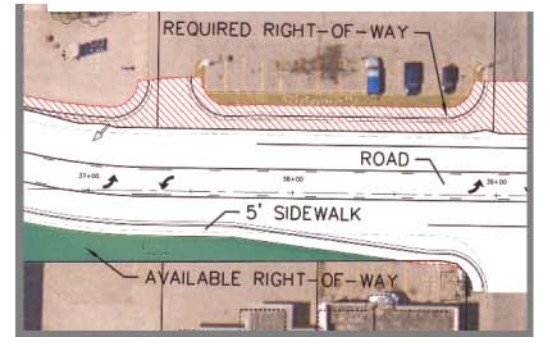
How can I find out more?

You can find out about the entire project at the web site: <http://www.midtownroads.com/spenard> or by contacting the project's Public Participation Coordinator, Anne Brooks: Telephone: 272-1877; Fax: 743-6087; Email: anne@brooksandassociates.info



Spenard Road/36th Avenue Couplet
Preliminary Engineering Design
as of July 25, 2006

Legend



Prepared by Lounsbury &
Associates