



# FACT SHEET

## CTF ALTERNATE ENTRANCE ALIGNMENT (WFL)

Project No.: AKBLM AFO 2014(1)/CFHWY00260



### PROJECT SCOPE

Western Federal Lands Highway Division (WFLHD) and Bureau of Land Management (BLM) in cooperation with The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to realign the Campbell Tract Facility (CTF) BLM Road with the existing signalized intersection at Elmore Road and East 68<sup>th</sup> Avenue in the Municipality of Anchorage (MOA). The purpose of this project is to improve pedestrian and intermodal connectivity as well as operational safety when accessing the CTF.

The proposed project will include constructing a fourth approach to the existing intersection at Elmore Road and East 68<sup>th</sup> Avenue and realignment of BLM Road from this intersection to an internal junction on the Campbell Tract Facility.

### Additional project scope may include:

- 6' Shared use shoulders for multi-modal access to the trail systems
- Additional offset left turn lane southbound on Elmore onto BLM Road
- Converting East 68<sup>th</sup> Avenue approach to accommodate through movement
- Expansion of the Smokejumper trailhead parking area
- Americans with Disabilities Act (ADA) compliant pedestrian facilities
- Sidewalk replacement and drainage improvements, as needed
- Obliteration of the existing CTF BLM Road entrance to Elmore Road
- New signage and striping
- Relocating and constructing utilities, as needed
- Clearing and grubbing, as needed
- Topsoil and seed all disturbed areas once construction is complete.

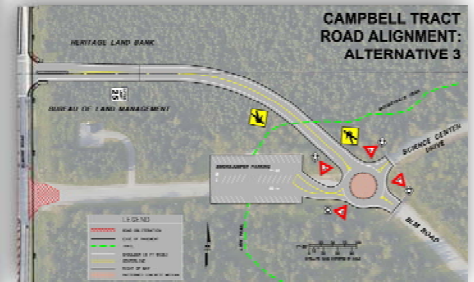
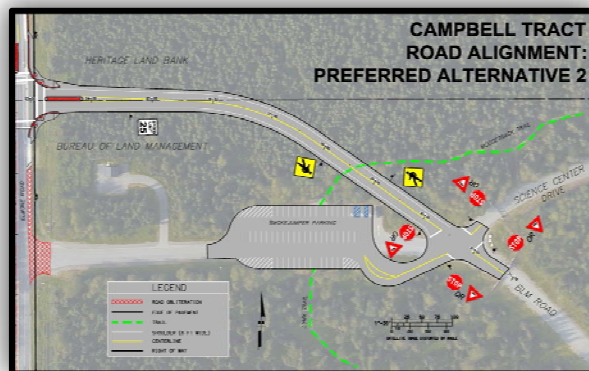
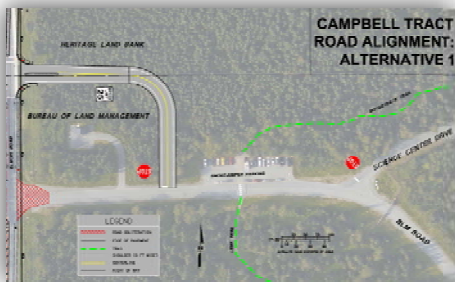
### CURRENT WORK

Four alternatives for the BLM Road realignment were considered. All project alternatives besides the No-Build option will include the reconstruction of the signal at East 68<sup>th</sup> Avenue and Elmore Road. Alternative two (2) is the preferred alternative by BLM.

**Alt 1:** a minimum curve radius to tie into the existing BLM road without impacting the parking lot, trails, or the internal wye intersection

**Alt 2:** Ties the realigned BLM Road in at the existing wye intersection.

**Alt 3:** Has a similar alignment as Alt 2, but would include a mini roundabout for the internal intersection.



## SCHEDULE

- Project shared at an open house May 2017 & Anchorage Transportation Fair in Feb 2018
- Collect information & Begin Design – completed spring 2018
- Design 65% completed: Plans in Hand (PIH) - review completed May 2018
- **Right of Way (ROW) purchase/ agreements – Fall / Winter 2018**
- **Design 95% complete: Plans, Specifications, and Estimate (PS&E) – Nov/Dec 2018**
- Construction: Anticipated start in summer of 2019

**CURRENT  
ACTIVITIES**

## FREQUENTLY ASKED QUESTIONS:

### **Q: How will the BLM road entrance be affected?**

A: The entrance will be realigned to the intersection with 68<sup>th</sup> Ave. This should reduce the amount of traffic queues and make access to the Campbell Tract more efficient. We will not close the current un-signalized intersection (BLM Road) until the new roadway is complete.

### **Q: Will the trails and parking lot be affected?**

A: There will be impacts to available parking at Smokejumper Parking Lot during construction. Temporary parking during construction will not be available at Smokejumper. We are anticipating a one week closure. Trail users are encouraged to use the Campbell Airstrip Road Trailhead and the Abbott Loop Community Park Trailheads.

### **Q: Will the houses on the corners of 68<sup>th</sup> St. and Elmore Rd be affected?**

A: No, There should be no permanent impacts to the houses on 68<sup>th</sup> St and Elmore Rd. Temporary construction easements may be needed. There will be some noise and traffic disruptions during construction.

### **Q: What impacts will there be to wildlife?**

A: During construction there will likely be fewer animals in the area due to noise. Environmental safeguards will be included with the construction contract.

### **Q: Will pedestrian facilities be present?**

A: The Department of Transportation will include sidewalk within their right of way. The sidewalk will tie into a six foot shared shoulder throughout the new alignment.

### **Q: How will this affect mountain biking?**

A: All mountain biking areas outside of the construction area will be open to the public. The construction contractor will determine when it is safe to open the road up to pedestrians, cyclists, and road users.

### **Q: How will re-routing work for trail users?**

A: There will be temporary trail crossings during construction. Signs will direct the users to the temporary trail crossing at a new location.

## FOR MORE INFORMATION

Please contact the project team anytime with questions, concerns, comments or compliments.

### Project Team

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