

Tod Butler-

We hope you've enjoyed a great summer! We are reconnecting with you to let you know we will be in attendance at your September meeting, and to also close the loop on the resolution you forwarded to us after the first 36th Avenue Interchange project open house. We also have a brief presentation to provide more details on the profile of the interchange that we have given to Rogers Park and Tudor Area Community Councils, and I understand that Renee Whitesell has been in touch with you to arrange for us to make this presentation to your meeting this Thursday.

Thanks for forwarding through the resolution. We see the resolution states that TACC continues to support:

1. A future depressed freeway through the council area, passing under 36th, as well as under Benson, Northern Lights, and Fireweed in the future

The PEL Study recommends that Seward Highway elevates over 36th Avenue, and then depresses beneath Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane. In response to Community Council resolutions DOT&PF agreed to re-evaluate the recommendation to elevate over 36th Avenue, and we will have further information on the under/over issue at the next open house, planned for Winter 2021. There are significant challenges associated with depressing beneath 36th Avenue, including groundwater, pumping, and resiliency that will need to be considered. That said, a key cornerstone of the 36th Avenue project is forward compatibility with future projects depressing under Benson Boulevard, Northern Lights Boulevard, and Fireweed Lane.

2. Non-motorized facilities along and across the highway corridor that are accessible, safe, buffered, well-lit, usable year-round, and design to minimize the winter maintenance effort

Ensuring improved non-motorized facilities along and across the highway corridor continues to be a key project goal.

3. A maximum speed limit of 35 mph on frontage roads and 45 mph on the highway through the entire midtown area

These speed limits align with what is envisioned for the 36th Avenue Interchange project. Exact speed limits will be confirmed and developed by the State and Municipal Traffic Engineering Departments.

4. Thorough evaluation of the environmental and community effects of the alternatives, including noise, visual and air quality impacts, wetlands and water table issues, and vehicle, bicycle and pedestrian safety.

The level of environmental documentation needed for the project will be decided by DOT&PF's Statewide Environmental Office. Preliminary feedback from DOT&PF is that this project is likely to proceed as a Categorical Exclusion.

A Categorical Exclusion includes analysis to determine if there are significant impacts to:

- *Right of Way*

- *Social and Cultural Impacts*
- *Economic Impacts*
- *Land Use and Transportation Plans*
- *Historic Properties*
- *Wetlands and Waterbodies*
- *Fish and Wildlife*
- *Threatened and Endangered Species*
- *Invasive Species*
- *Contaminated Sites*
- *Air Quality*
- *Floodplain*
- *Noise*
- *Water Quality*
- *Construction Impacts*
- *Section 4(f)/6(f) resources*

Sean Baski, P.E., Project Manager

State of Alaska DOT&PF, Central Region Highway Design Section
P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone 907.269.0547 | Fax 907.248.1573