



Alaska Department of Transportation & Public Facilities University Avenue Rehabilitation & Widening Project Update and Environmental Re-Evaluation

March 2017



Presentation Outline

- Project purpose & need
- Project description
- Proposed improvements
- Changes since original environmental document
- Project schedule
- Anticipated construction impacts

Project Need

Why upgrade University Ave?

- Major north/south **arterial**
- High incidence of **crashes**
- Busy and crash prone **intersections**
- Access to **schools, businesses, residential areas**
- Substandard and not continuous **bicycle and pedestrian facilities**
- **Deficient bridge** (Chena River)



Project Purpose

- Improve safety for motorists, pedestrians and bicyclists
- Provide efficient movement of traffic
- Replace deficient facilities



Project Description & Limits



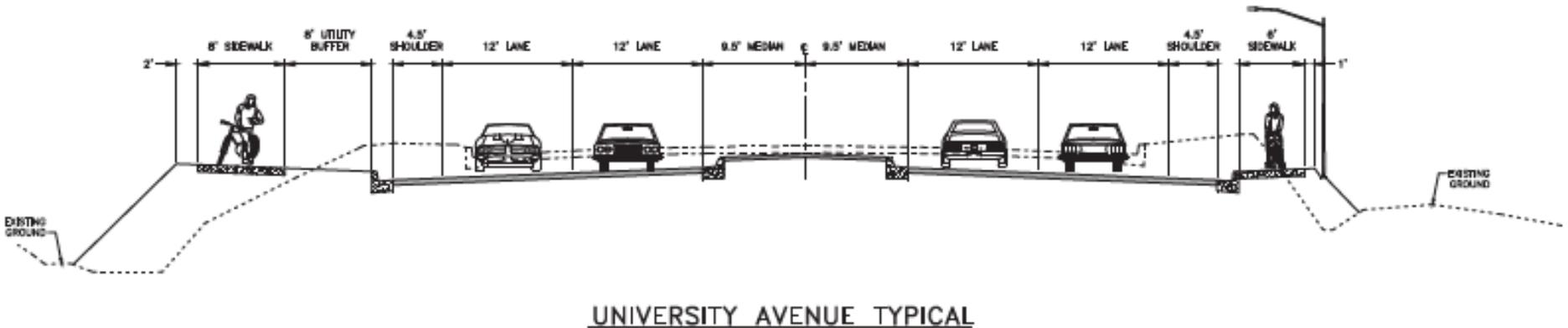
Key University Avenue corridor upgrades

- Rebuild roadway and widen
- Install continuous raised median
- Add turn pockets
- Install continuous pedestrian and bicycle facilities

Additional Work

- Utility relocations
- Relocate access to side streets where feasible

Typical Section - University Ave



- Added 4.5-ft shoulders
 - Currently no shoulders
- Added 8-ft sidewalk west side, 6-ft sidewalk east side
 - Currently ~5-ft sidewalks where they exist
- Added 19-ft median
 - Currently no median exists

Segment 1



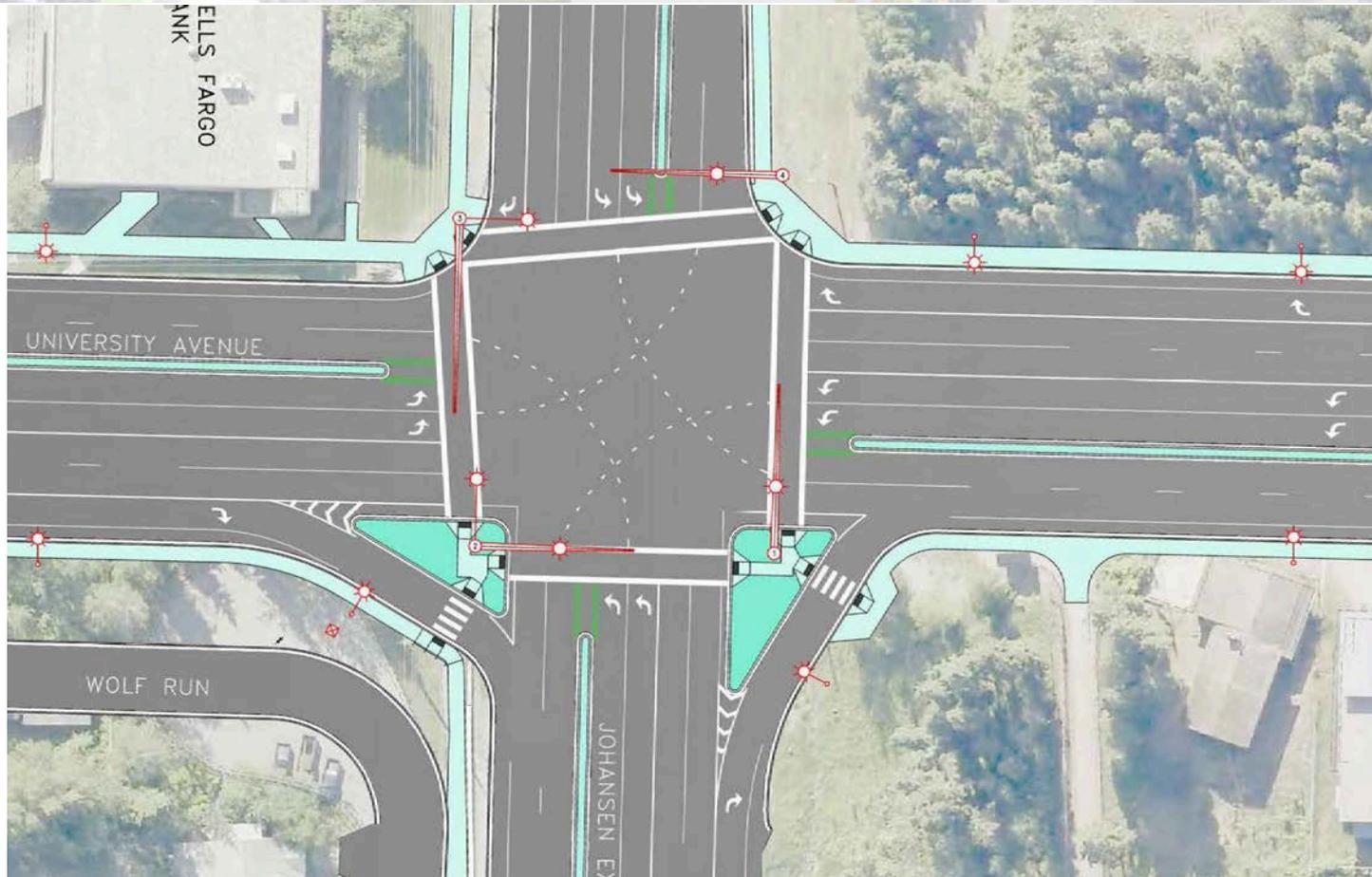
Key University Avenue upgrades

- Replace Chena River Bridge No. 263
- Upgrade Geist/Johansen intersection
- Install pedestrian hybrid beacon (PHB) at Hutchison/West Valley access (Sandvik St)

Key side street upgrades

- Extend Halvorson Rd
- Re-route Indiana Ave & Wolf Run Rd
- Upgrade Goldizen and west Sandvik St
- Construct Ward St

Geist/Johansen Intersection



- Added dual left turns all quadrants
- Added right turn lanes for University

Sandvik Street PHB

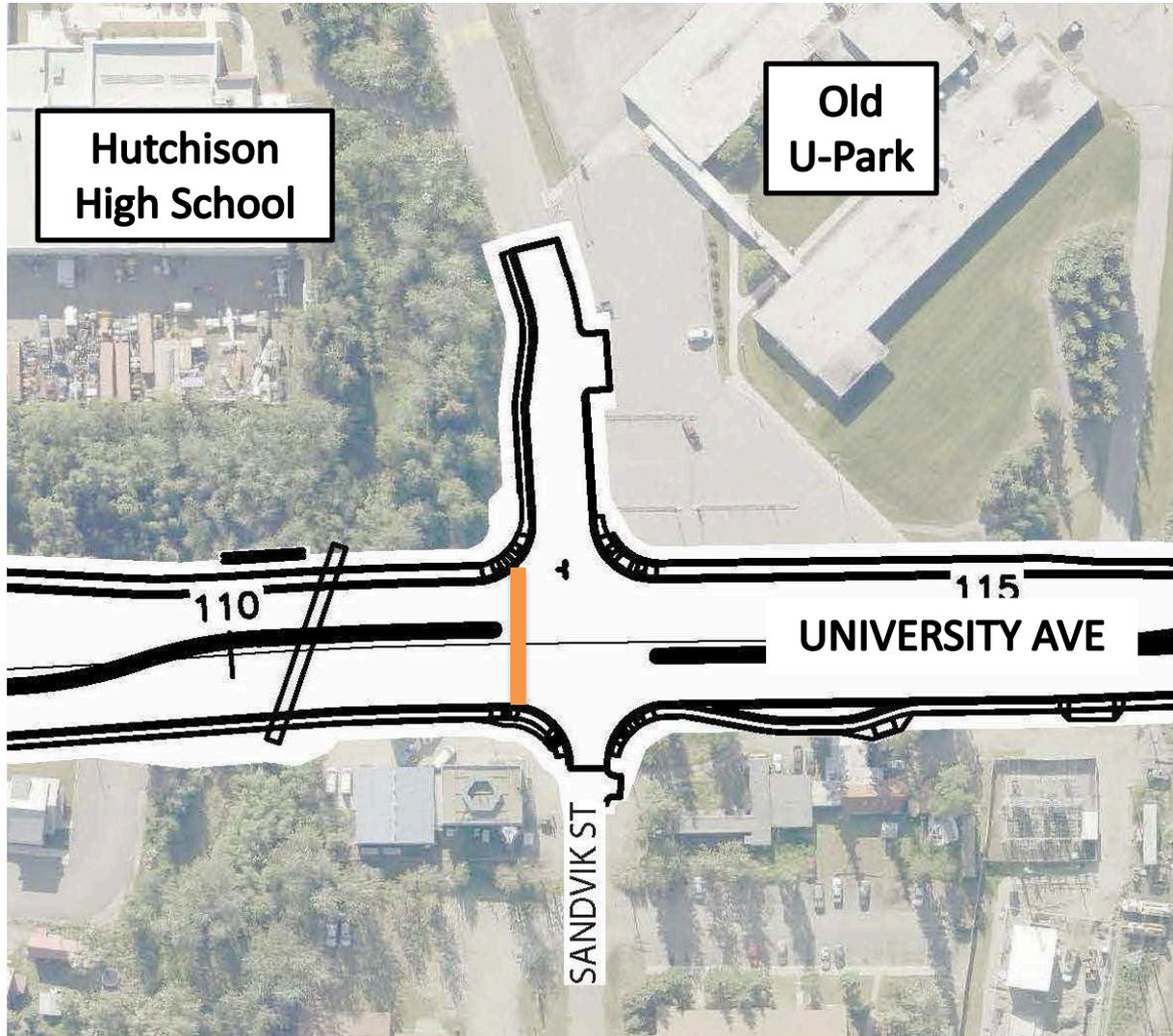


www.pedbikeimages.org, Mike Cynnecki

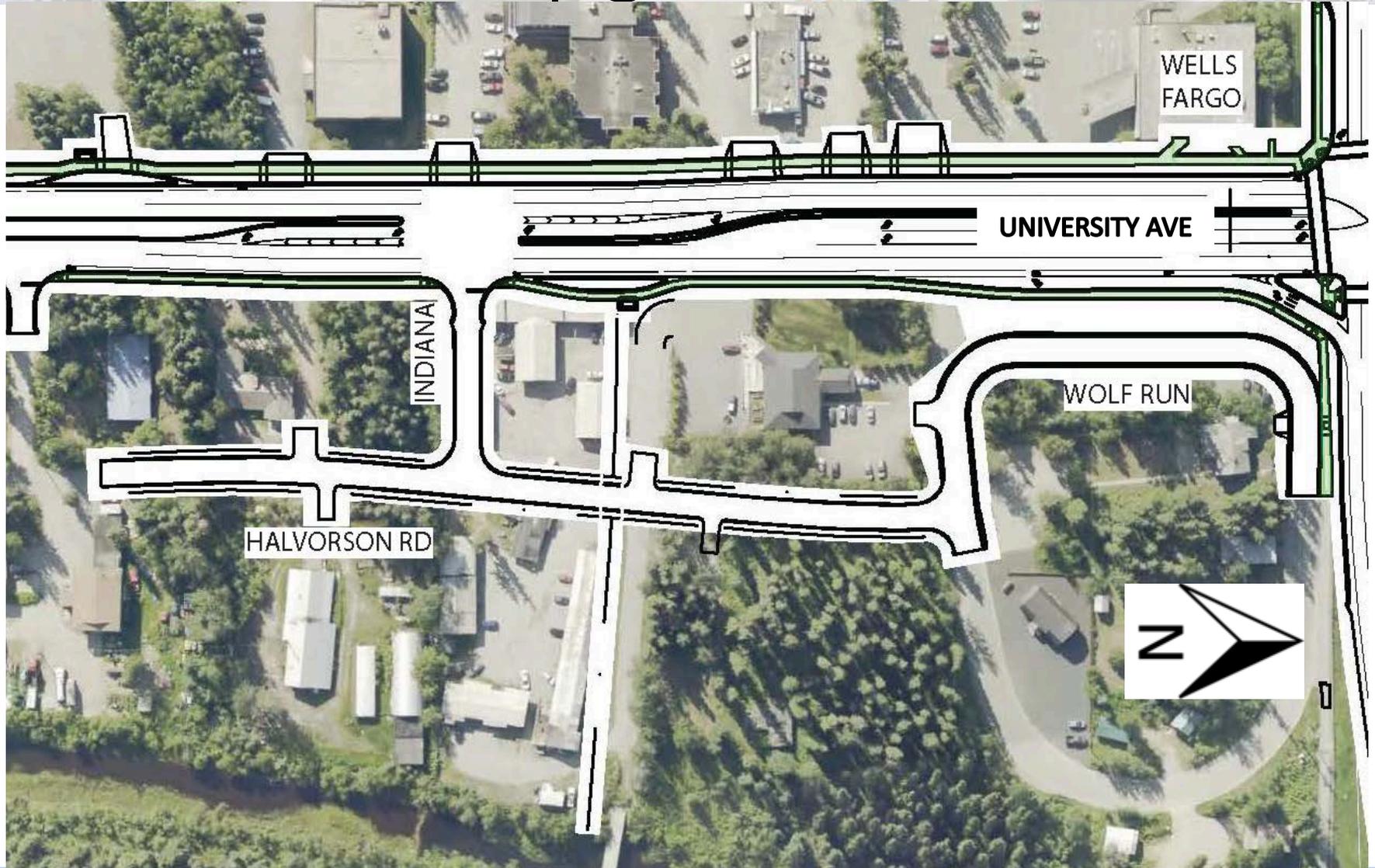
- Pedestrian activated crosswalk signal

Sandvik Street PHB

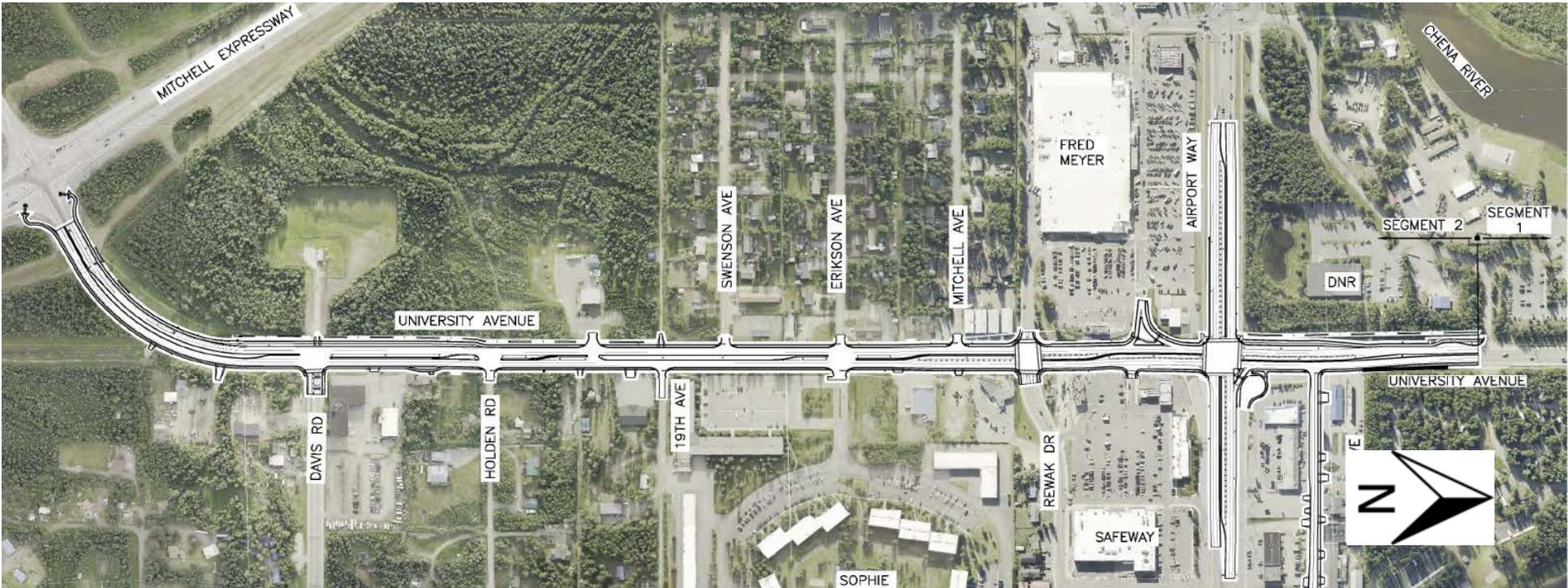
Location of pedestrian hybrid beacon (PHB)



Segment 1 Key Side Street Upgrades



Segment 2



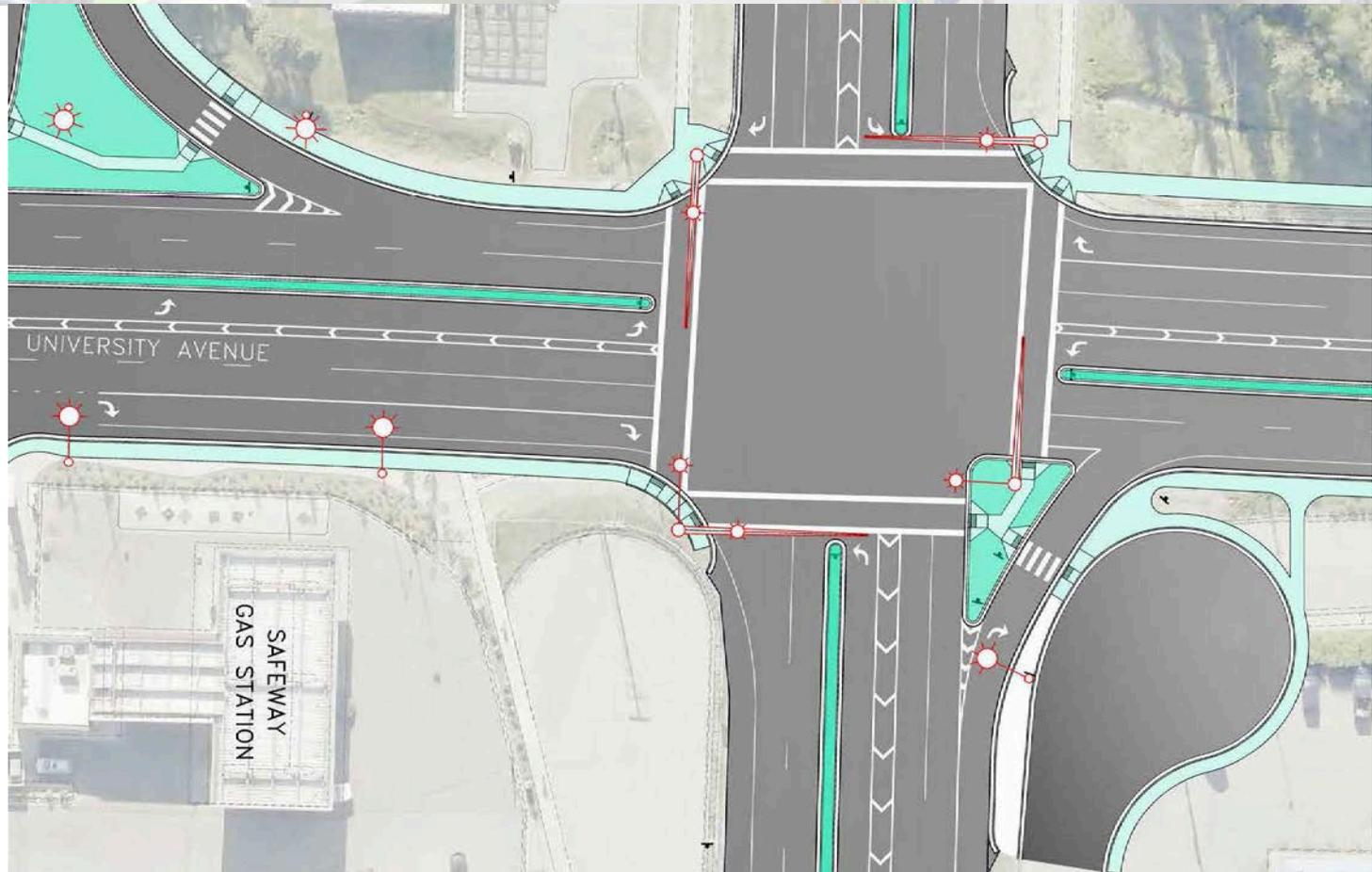
Key University Avenue upgrades

- Upgrade Airport Way intersection

Key side street upgrades

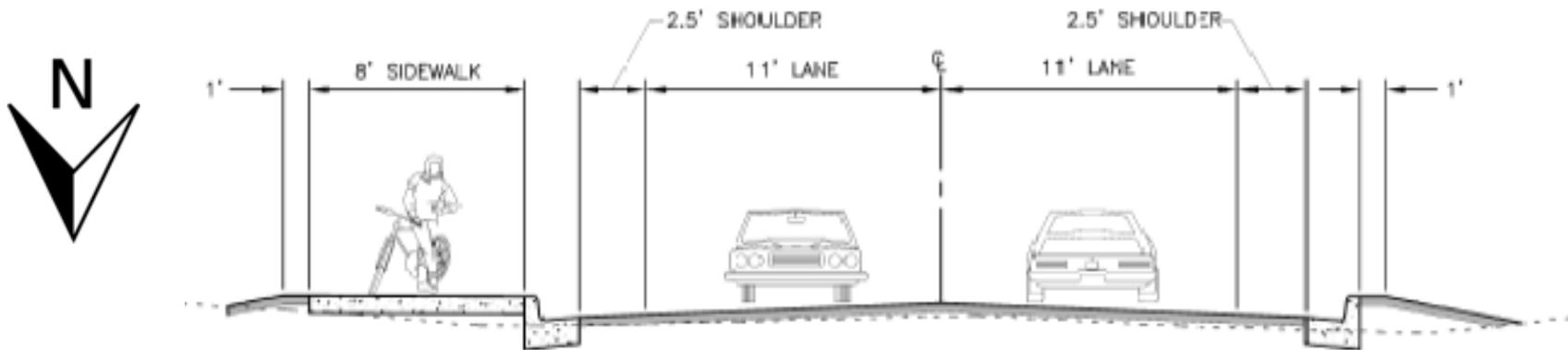
- Upgrade Geraghty Ave
- Cul-de-sac Marlin St

Airport Way Intersection



- Add right turn lanes for University
- Lengthen and offset left turn lanes on Airport Way

Geraghty Avenue

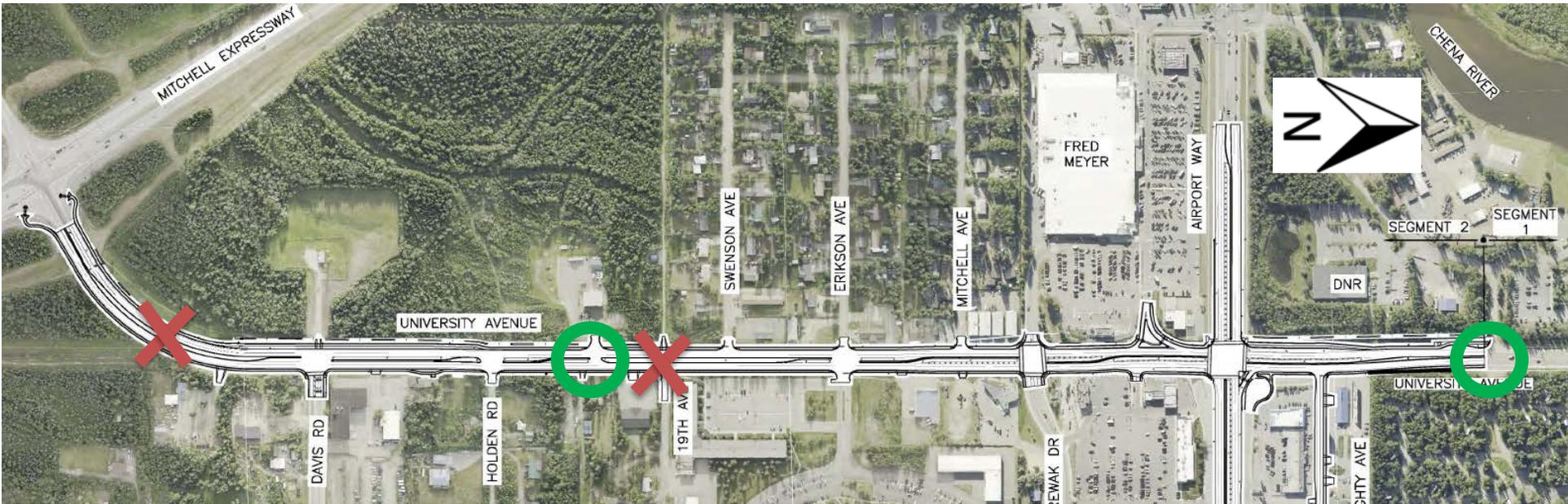




Changes Since 2006 Environmental Document

- Median access locations
- Signalized intersections
 - Davis Road
 - Sandvik Street
 - Airport Way lanes
 - Geist/Johansen lanes
- Wolf Run
- Geist Road median
- Geraghty Avenue
- Chena River Bridge construction plan
- Right-of-way impacts

Changes Since 2006 FONSI Median Access Locations



- Median breaks no longer provided at:
 - Vian Way
 - 19th Avenue
- Median breaks added at:
 - Fire station access
 - Thomas Street (new end of Segment 1)
- BLM/DNR driveway not deleted
 - Will be right in / right out only

Changes Since 2006 FONSI Signalized Intersections

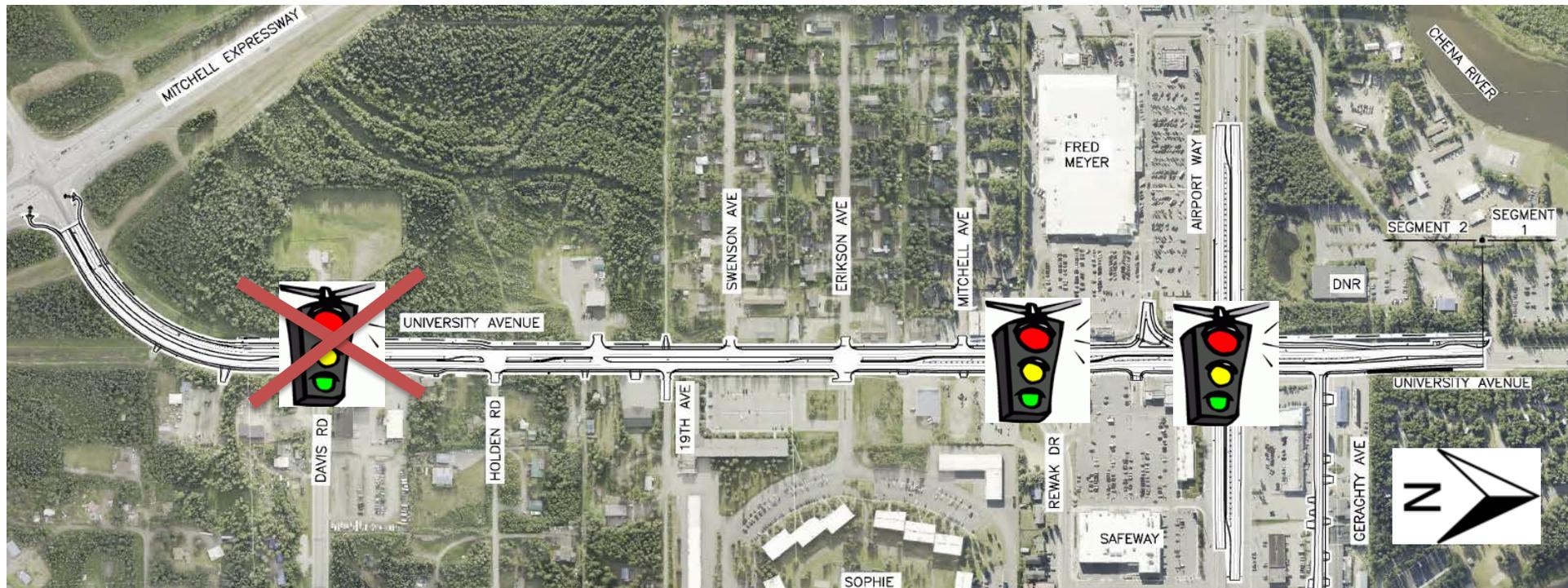
Segment 1



- FONSI – signals at Geist/Johansen and Sandvik Street
- Current – signal at Geist/Johansen, pedestrian only signal at Sandvik Street

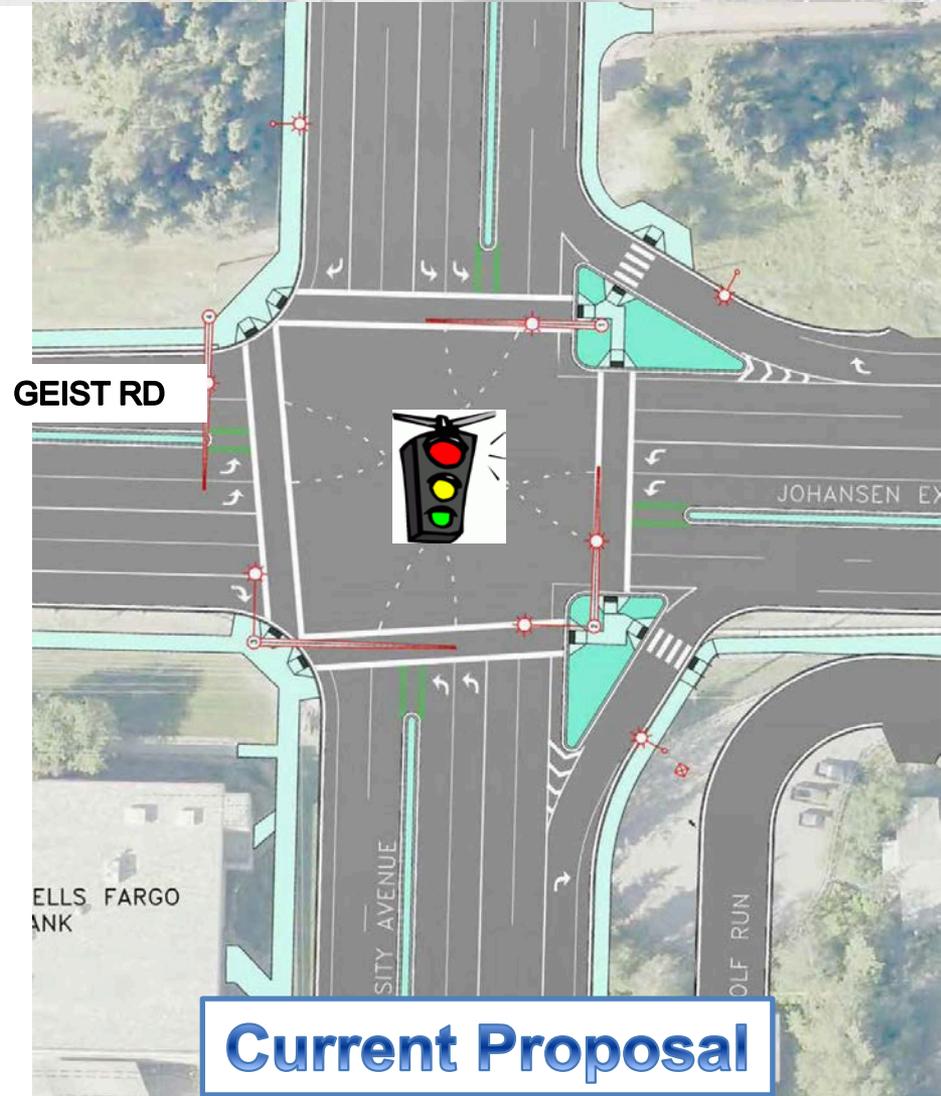
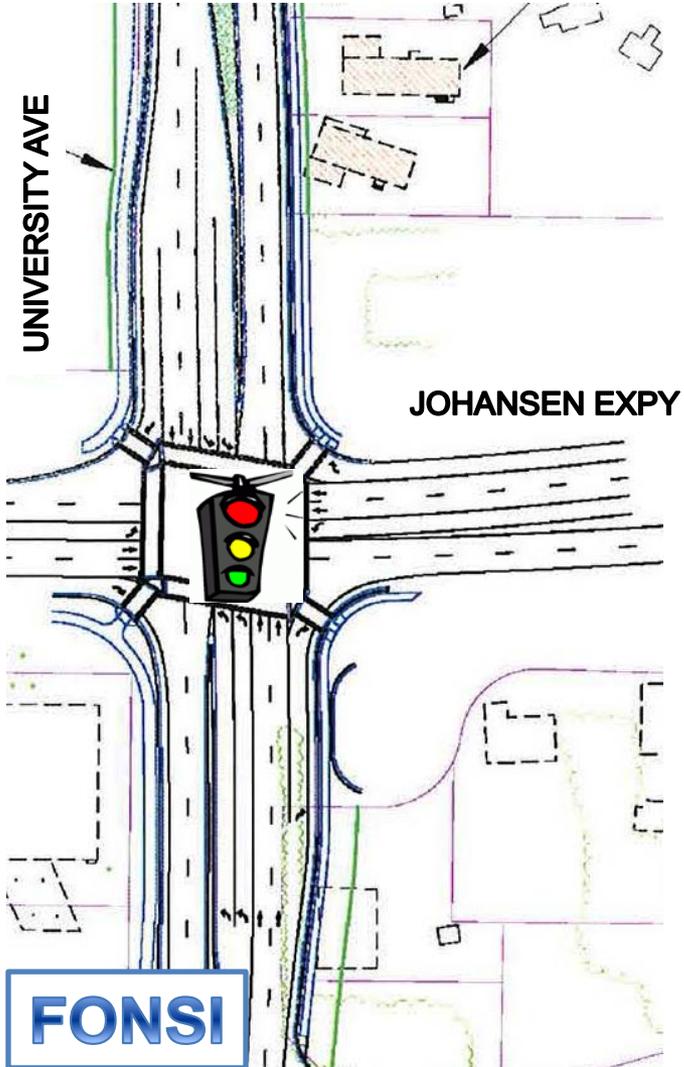
Changes Since 2006 FONSI Signalized Intersections

Segment 2

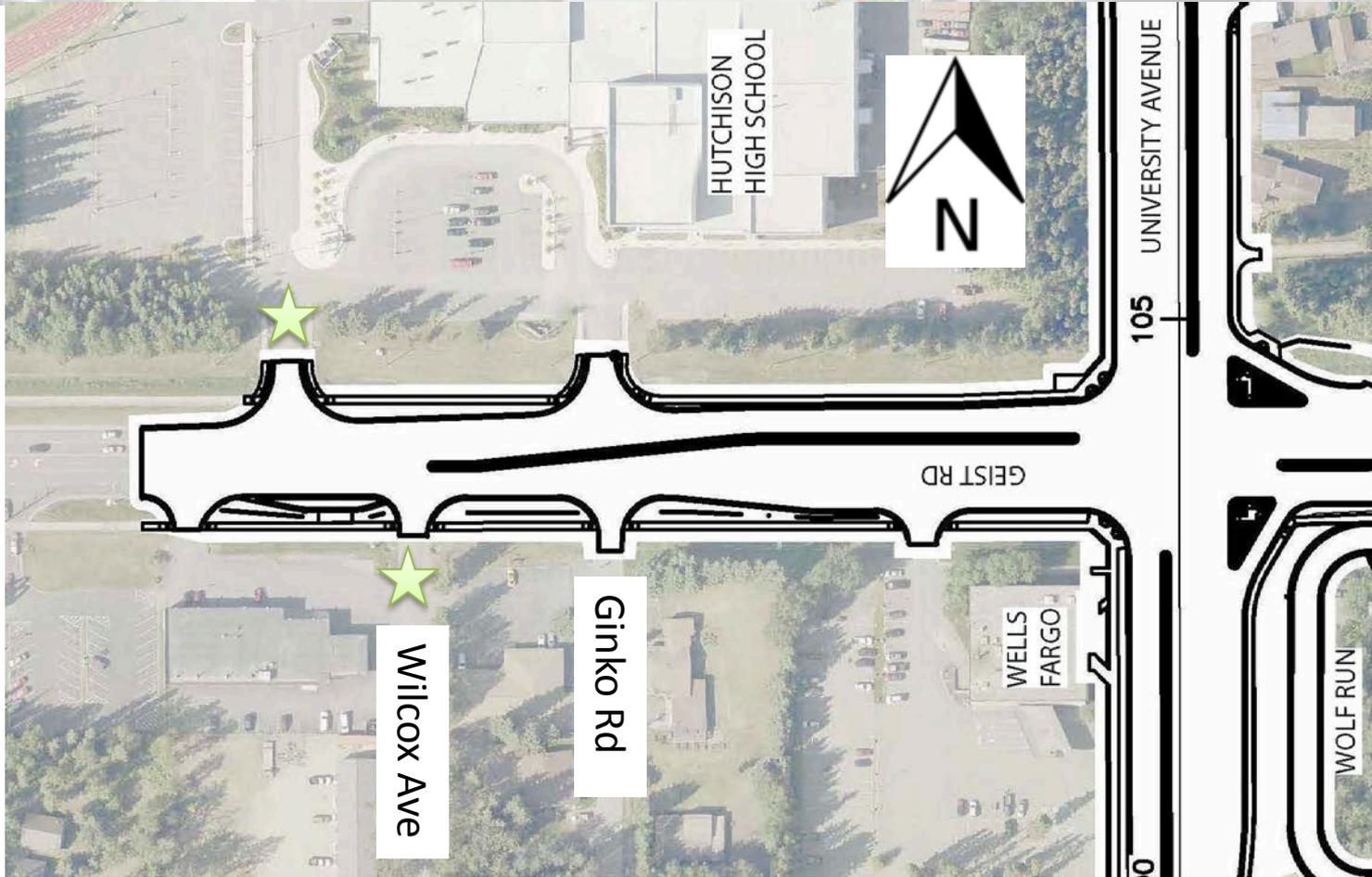


- FONSI – signals at Davis, Rewak, and Airport Way
- Current – signals at Rewak and Airport Way

Changes Since 2006 FONSI Geist/Johansen Lanes



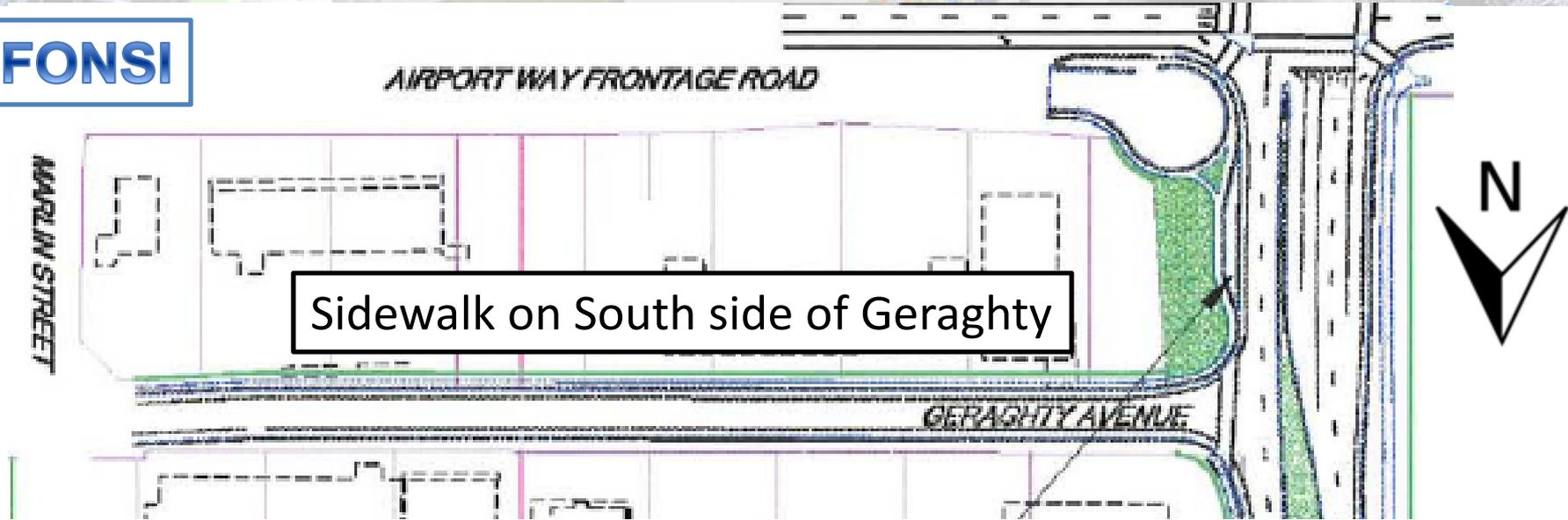
Geist Road



- New median to channelize traffic for the Geist/Johansen signal.
- Side streets blocked can make left in/out at stars.

Geraghty Avenue

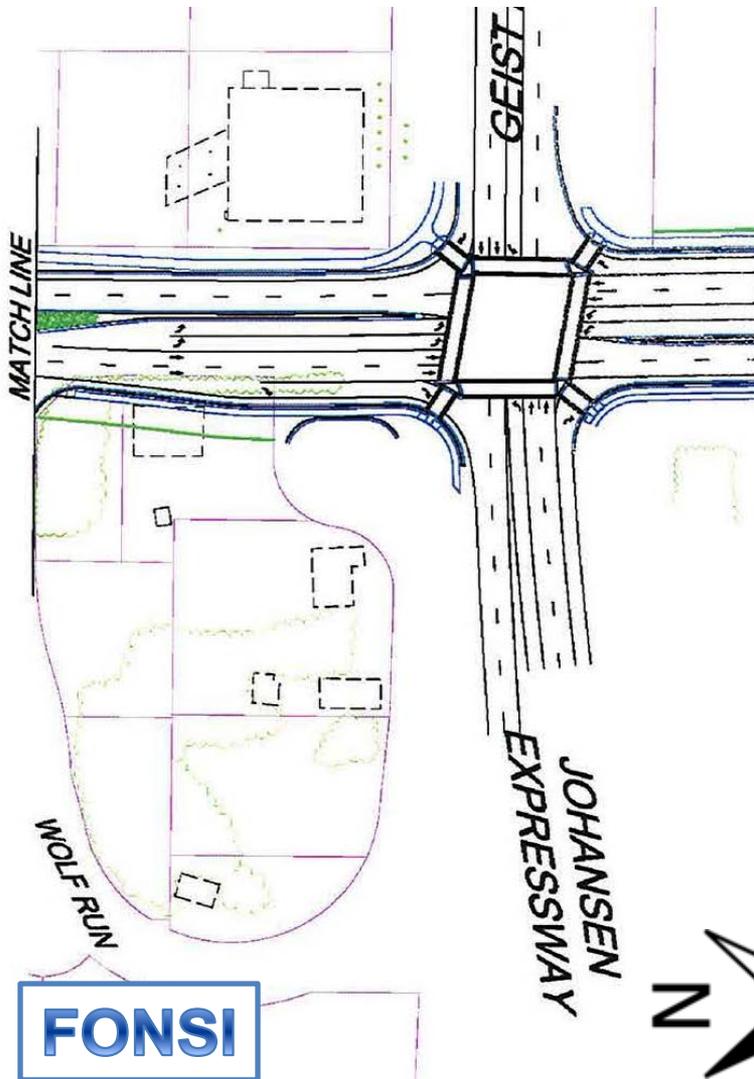
FONSI



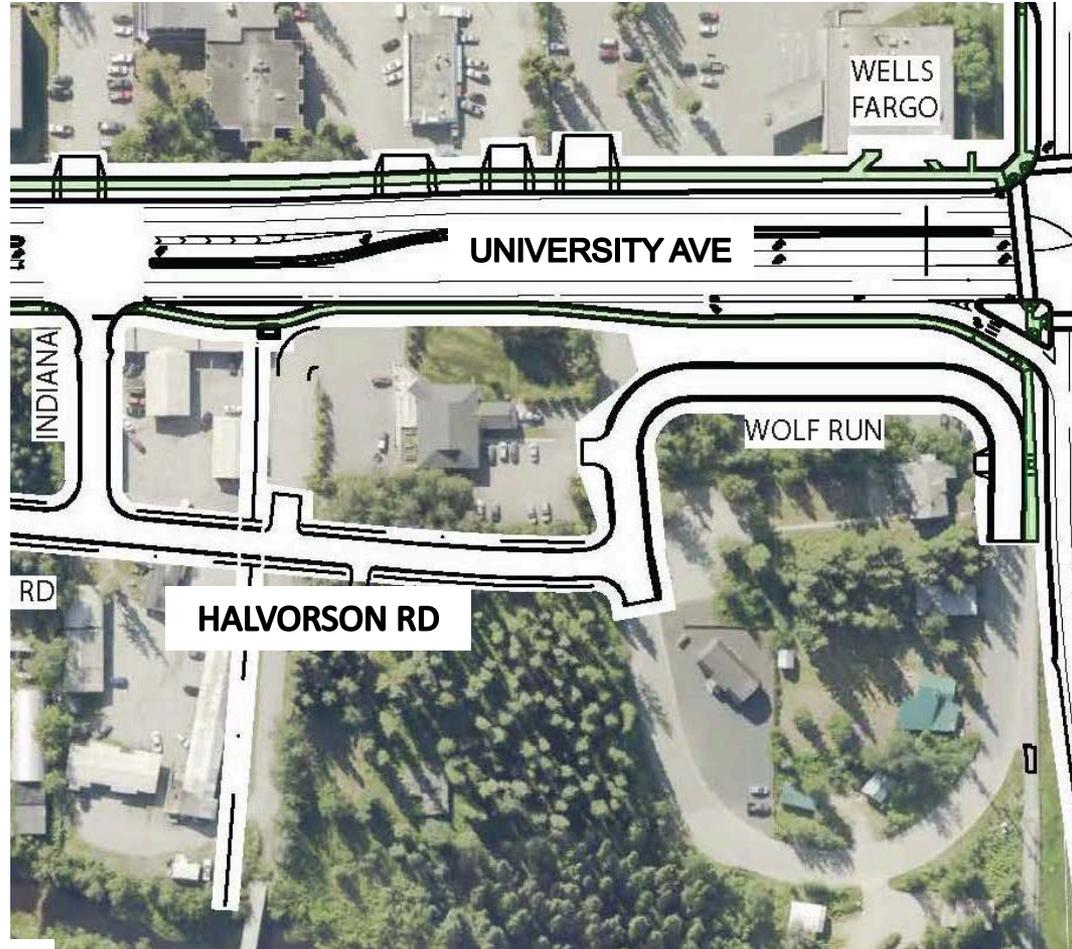
Current Proposal



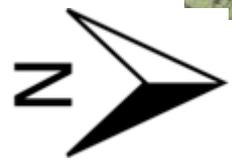
Changes Since 2006 FONSI Wolf Run



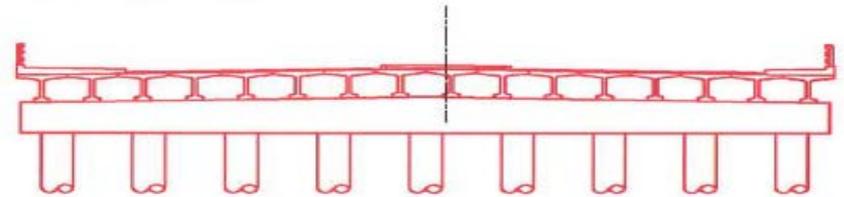
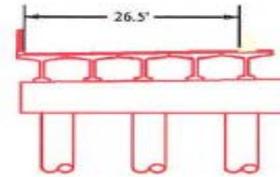
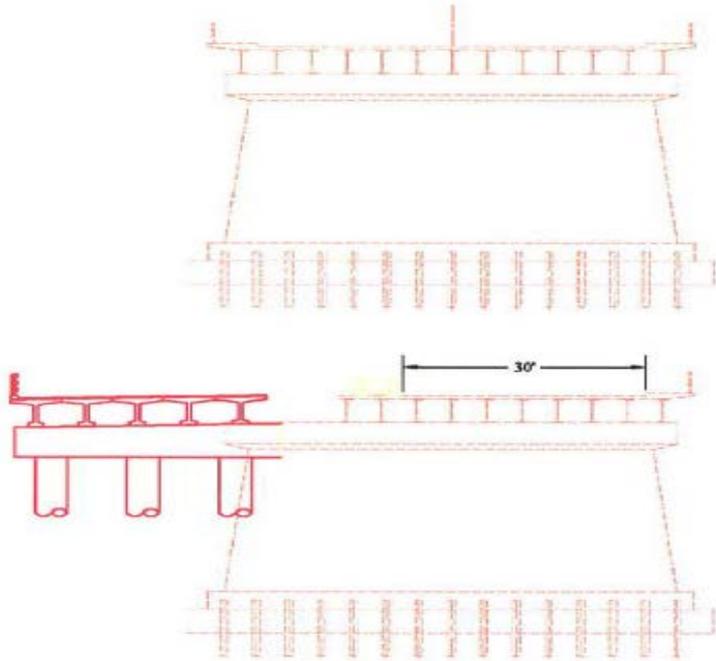
FONSI



Current Proposal



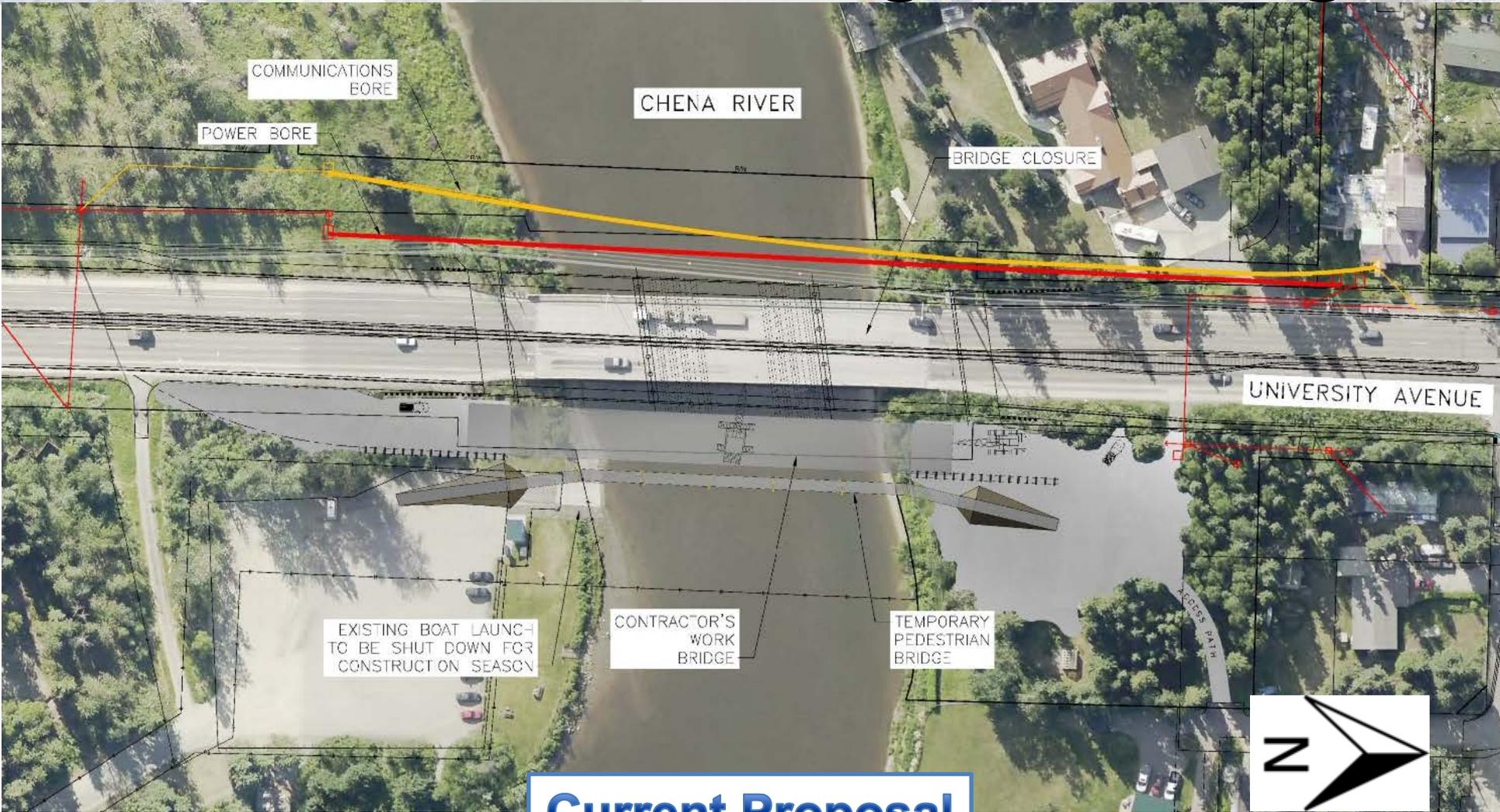
Changes Since 2006 FONSI Chena River Bridge Phasing



FONSI

Advantages	Disadvantages
Can maintain traffic	Requires multiple construction seasons (2 lane bridge for 2 years)
No separate pedestrian structure required	Utility re-routing to accommodate stage construction would require additional ROW
	Cost ~20% higher than bridge shutdown

Changes Since 2006 FONSI Chena River Bridge Phasing



Current Proposal

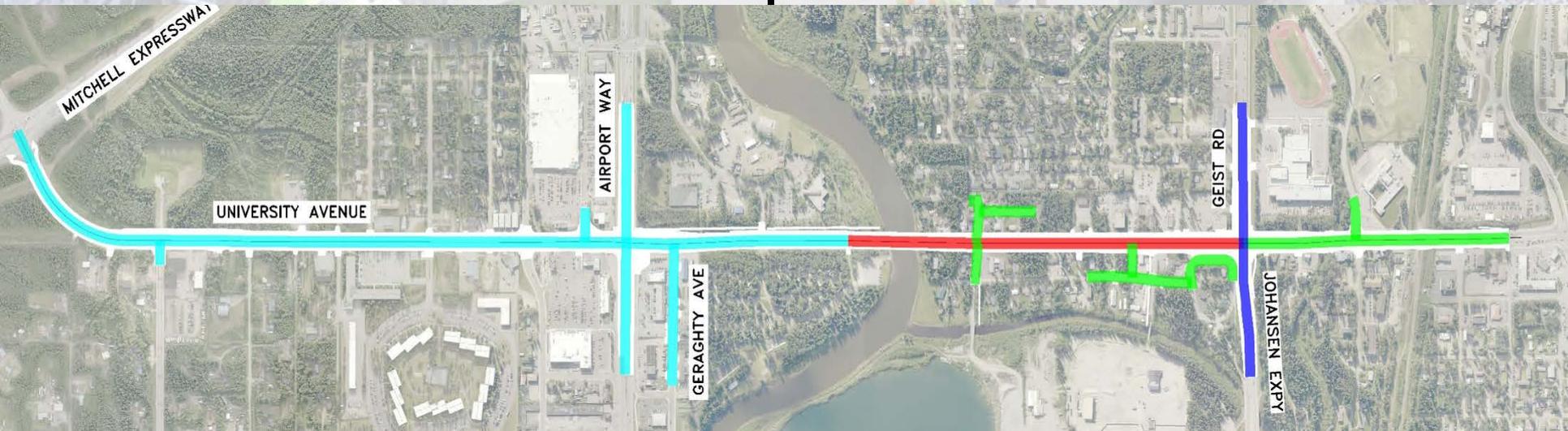
Changes Since 2006 FONSI Right-of-Way Impacts

	FONSI	Current Design	Change
Number of properties impacted by ROW acquisition	84*	123	39
Number of properties requiring total acquisition	5	14	9
Number of properties requiring relocations	5	7	2

- Additional ROW required due to:
 - Utility relocation needs
 - Final grading and drainage design
 - Necessary construction work spaces

*estimated, existing ROW used for FONSI was not known to same accuracy as current design

Construction Schedule & Sequence



SEGMENT 1A – PARTIAL GEIST/JOHANSEN INTERSECTION

JUNE – NOVEMBER 2017

NOT SHOWN

ADVANCE UTILITY RELOCATIONS

SEPTEMBER 2017 – OCTOBER 2018



SEGMENT 1 NORTH – GEIST/JOHANSEN INTERSECTION NORTH WILL INCLUDE HALVORSON EXTENSION, GOLDZIN MODIFICATIONS, AND WARD STREET

MAY – OCTOBER 2018



SEGMENT 1 SOUTH – GEIST/JOHANSEN INTERSECTION SOUTH, INCLUDING CHENA RIVER BRIDGE NO. 263

SEPTEMBER 2018 – JUNE 2020



SEGMENT 2 – CHENA RIVER BRIDGE NO. 263 TO MITCHELL EXPRESSWAY

BEGINNING MAY 2020 CONTINGENT ON AVAILABLE FUNDING AND ROW ACQUISITION

Construction Impacts

Segment 1A – Summer 2017 (Blue)

- Night work likely
- Traffic delays
- Interim Wolf Run configuration
- Equipment noise





Construction Impacts Future Work

- Potential for night work
- Traffic delays
- Equipment noise
- New traffic patterns
 - Detours to Peger and Mitchell for bridge construction
- Equipment noise
- Park impacts (Bridge Construction)
 - Boat launch closure
 - Temporary pedestrian routing
- Temporary utility outages



Questions?

- **Project Manager**

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