



Alaska Department of Transportation & Public Facilities

Wendell Avenue Bridge

Project No. 63291

May 8, 2013



Public Involvement Plan and... Why Are We Here?

Open House Goals:

- Raise awareness of project
- Report feedback from March 27 meeting, answer questions and get more feedback
- Demonstrate transparency in our process



**Next Open House:
Late Summer-TBD**



Project Goals

- Replace the bridge, improving **safety** and **service**
- Widen sidewalks on the bridge
- Provide Bicycle/
Pedestrian
connection between
Graehl Park and
Griffin Park





Estimated Cost: \$14-17 Million

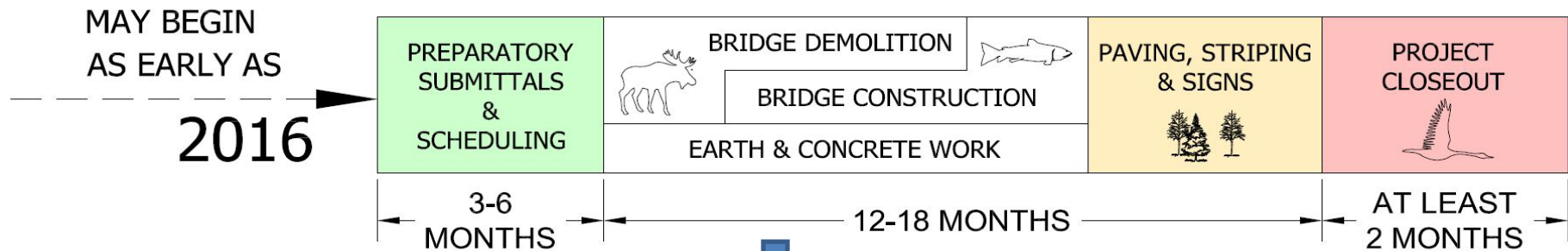
State Funded: GO Bond approved by voters in November 2012





Estimated Schedule - Construction

3. CONSTRUCTION



Expect bridge to be closed for duration of construction



Focus of this Open House Meeting

1. From March 27 Open House:
 - Feedback received for **Bicycle/Pedestrian Connection** concept
 - Selection and Reasoning
2. Present selected **bridge type**
3. Receive feedback on **bridge rail** and **bridge lighting** options

→ **Return for another
Open House Meeting
late summer 2013**





Fun Fact for May 8



May 8, 2013

We Asked You:



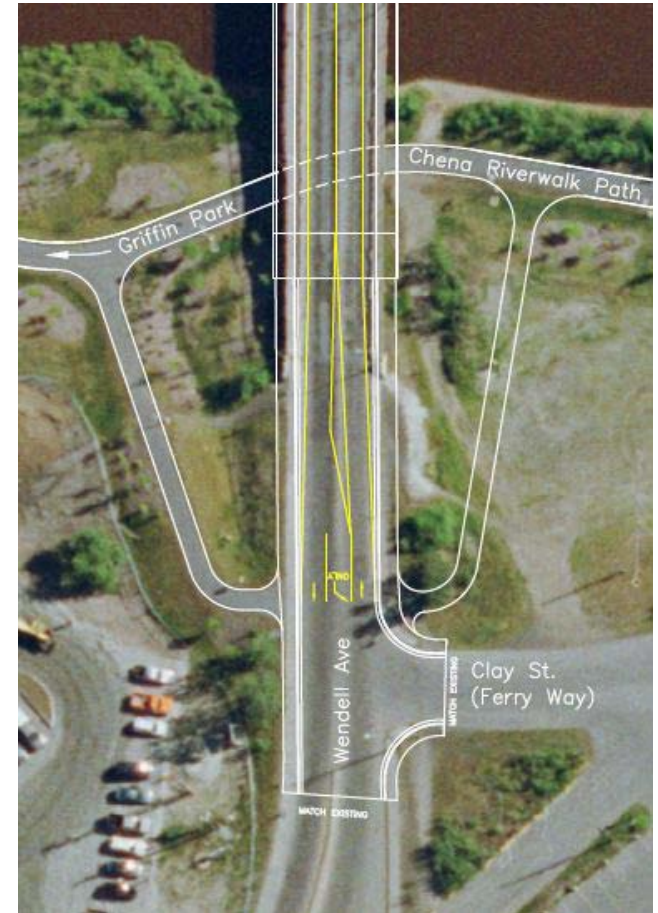
Access Connection to the Bridge:
Direct or Underpass?



Direct Connection on Northeast Corner with a New Path on Southeast Corner (Question 2)

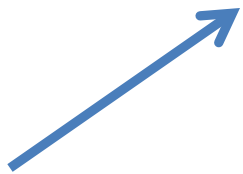


North

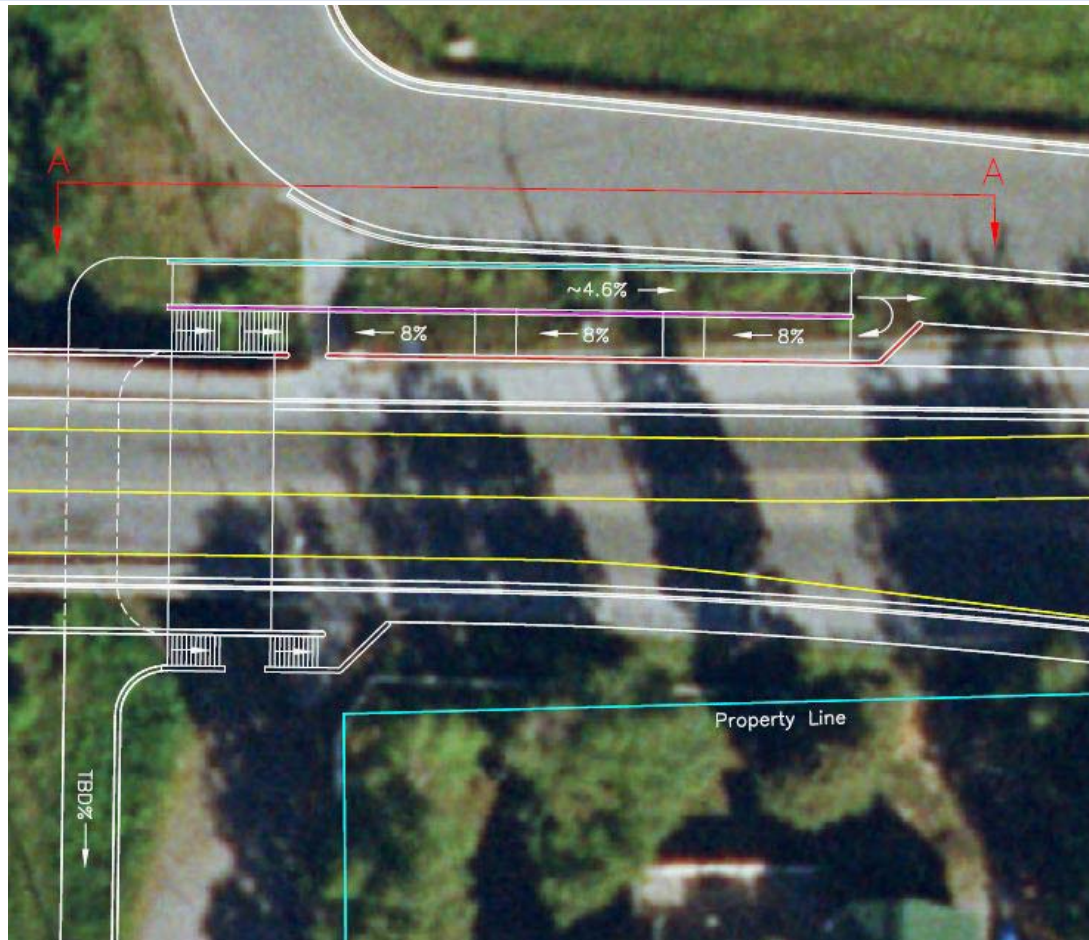




Underpass Below the North End of Bridge (Question 3, 4, 5)



North





Thank You for Your Comments!

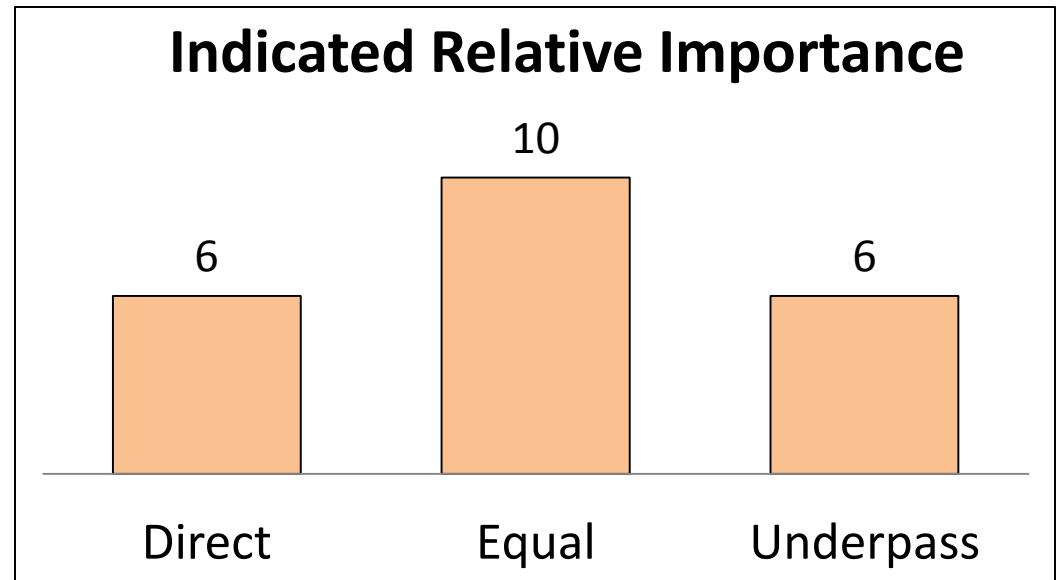
- We received **22** written responses ... Thanks!
- **67%** of responses indicated either path connection would be used at least occasionally
- **64%** indicated a tolerance toward path flooding
- Majority of responses indicated that both connections were either important or very important ...



Direct vs. Underpass

Which connection option is more important?

No Clear Favorite ...



... we relied on what you said in your written comments



Direct vs. Underpass

Those who favored a Direct Connection:

- Were concerned about public safety of an underpass pathway, and wanted to avoid encounters under the bridge
- Had a lower tolerance toward path flooding
- Perceived lower maintenance costs



Direct vs. Underpass

Those who favored an Underpass Connection:

- Liked the idea of crossing the roadway under the bridge
- Pointed out it would provide access to more bus stops
- Liked the convenience of access to the river
- Were concerned about private property impacts

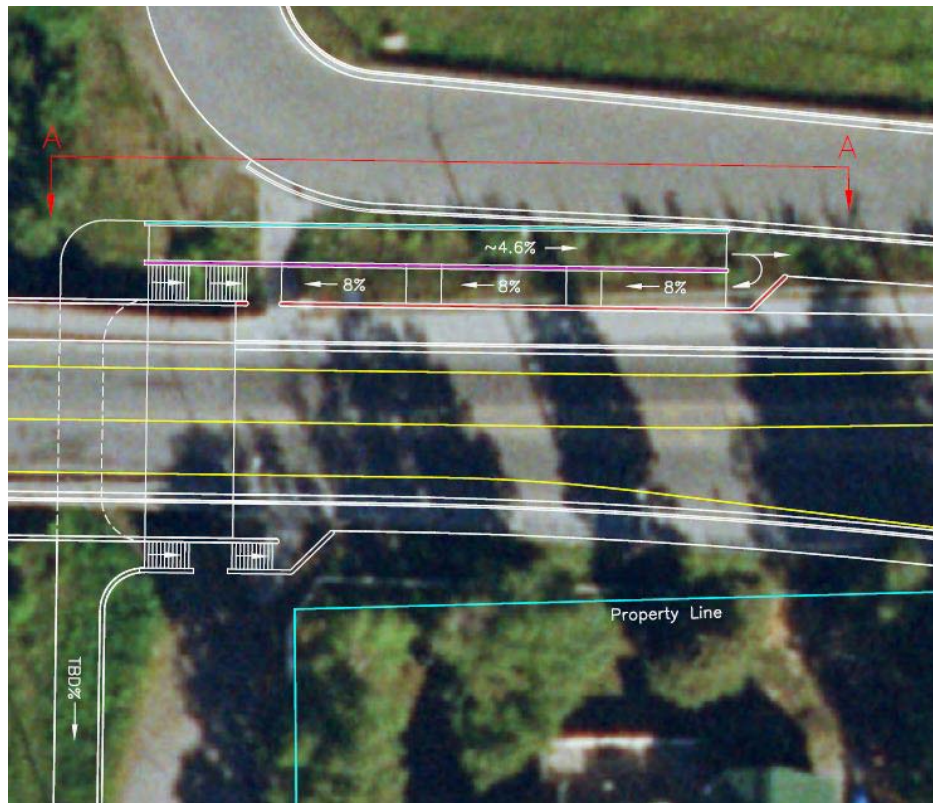


Where to find more in-depth information?

- **Handouts available after presentation**
- **On the website, see:**
 - All of the comments that we received
 - Our analysis and conclusions ...
 - How we decided which option to pursue ...
... based on your comments



Our Selection: Underpass



- Connects users with more origins and destinations
- More available space
- Public safety concerns can be addressed ...



Mitigating Public Safety Concerns

- **Brush clearing and land contouring**
 - Opens the area below the bridge and makes it more visible from surrounding vantage points
- **Path lighting under the bridge**
 - Reduce dark, shadowy areas



Mitigating Public Safety Concerns

- **Vertical wall abutments**
 - Makes hiding spaces inaccessible
 - Reduces bridge length and bridge cost
- **Offset the path from the wall**
 - Provides a more inviting open space
- **Riprap between wall and path**
 - Deters congregation in the area



Bridge Abutments

(examples of areas under the bridge ends)



“Spill Through” Sloped Abutment



Vertical Wall Abutment



Bridge Type: Concrete Bulb-Tee Girder Bridge

- Durable
- Consistent with other new bridge types
- Manufactured in Alaska
- Lowest cost option



Barnette Street Bridge



Question 1: Bridge Rail Options

- Safety criteria: must be crash tested
- Rail height requirements for pedestrians





Bridge Rail Options

Option 1- Two-tube on Concrete



Barnette Street Bridge



Bridge Rail Options

Option 2- Three Tube "Curtain" Rail





Bridge Rail Options

Option 3- Three Tube Rail on Curb





Question 2: Bridge Lighting Options

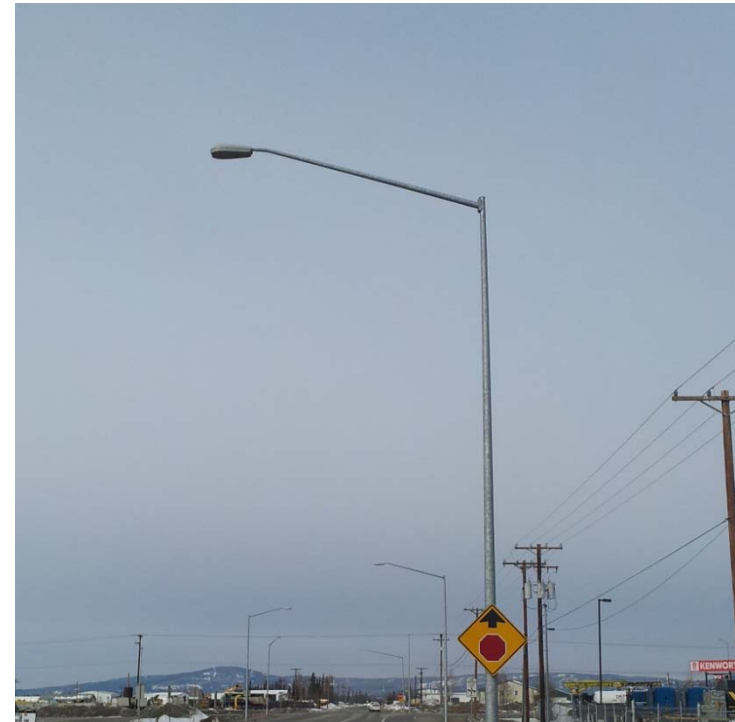
- Must meet highway lighting requirements
- Examples are shown, exact styles may vary





Bridge Lighting Options

Option 1- Modern Luminaire





Bridge Lighting Options

Option 2- Braced Mast Arm





Bridge Lighting Options

Option 3- Griffin Park Style Lighting





Thank You For Your Time!

- Please take a closer look at our graphics and fill out a comment sheet
- Next meeting late summer, Morris Thompson—stay tuned!
- For more information, please visit our website at:
dot.alaska.gov/nreg/wendell
- ADOT&PF Contact:
 - Email: sarah.schacher@alaska.gov
 - Phone: (907) 451-5361