



Alaska Department of Transportation & Public Facilities

Wendell Avenue Bridge

Project No. 63291

October 31, 2013



Public Involvement Plan

Why Are We Here?

- Continue to raise awareness of the project
- Answer your questions
- Report on feedback and how we've incorporated it into our design





Quick Overview

Project Goals:

- **Replace** the bridge
- Provide **wider sidewalks**
- Provide a **bicycle / pedestrian connection** to the bridge

Funding:

- GO Bond, November 2012
- Estimated cost of \$14-17M

Construction Schedule:

- Possibly as early as 2016
- 12-18 month duration

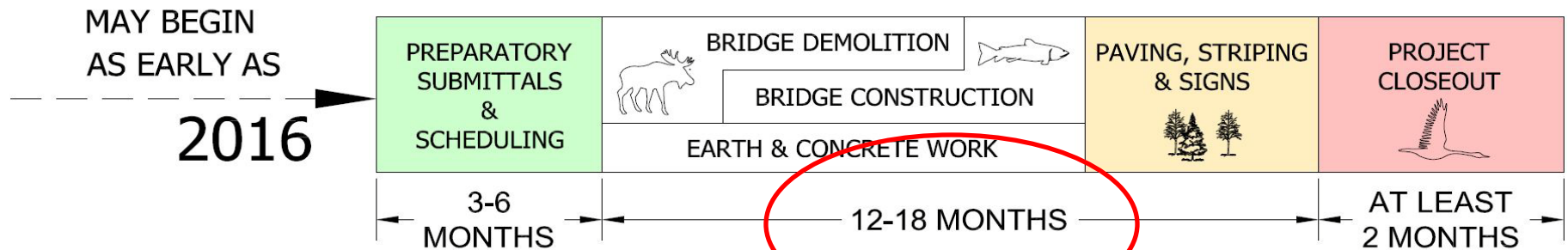


Wendell Bridge, Looking South
(DOT&PF file photo, c.1962)



Estimated Schedule

3. CONSTRUCTION



Expect the bridge to be
closed to all traffic
for the duration of construction



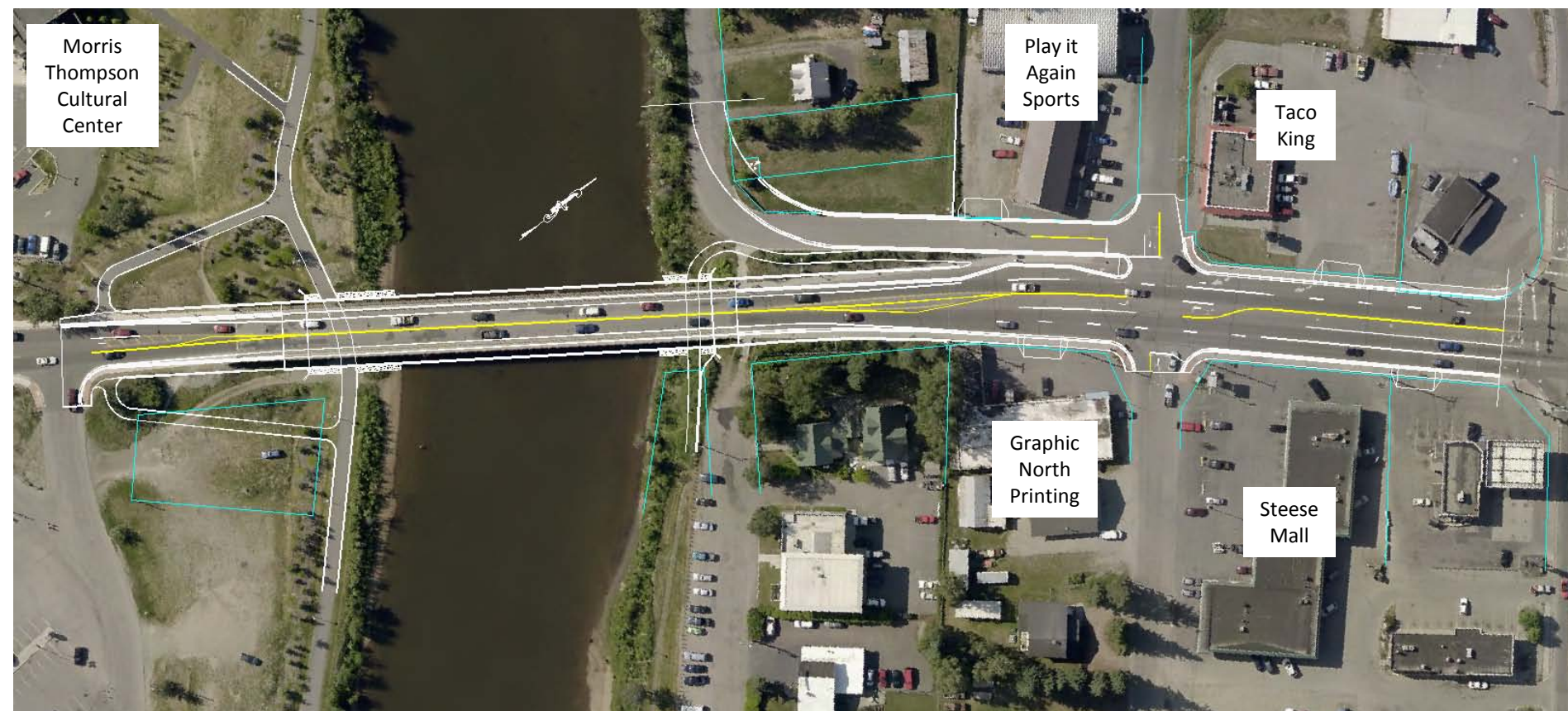
Open House Meeting Series Recap

- **March 27, 2013** (1 of 3)
 - General overview
 - Bicycle / pedestrian connection options
- **May 8, 2013** (2 of 3)
 - Reviewed feedback
 - Bridge rail options
 - Lighting options





Project Concept Overview



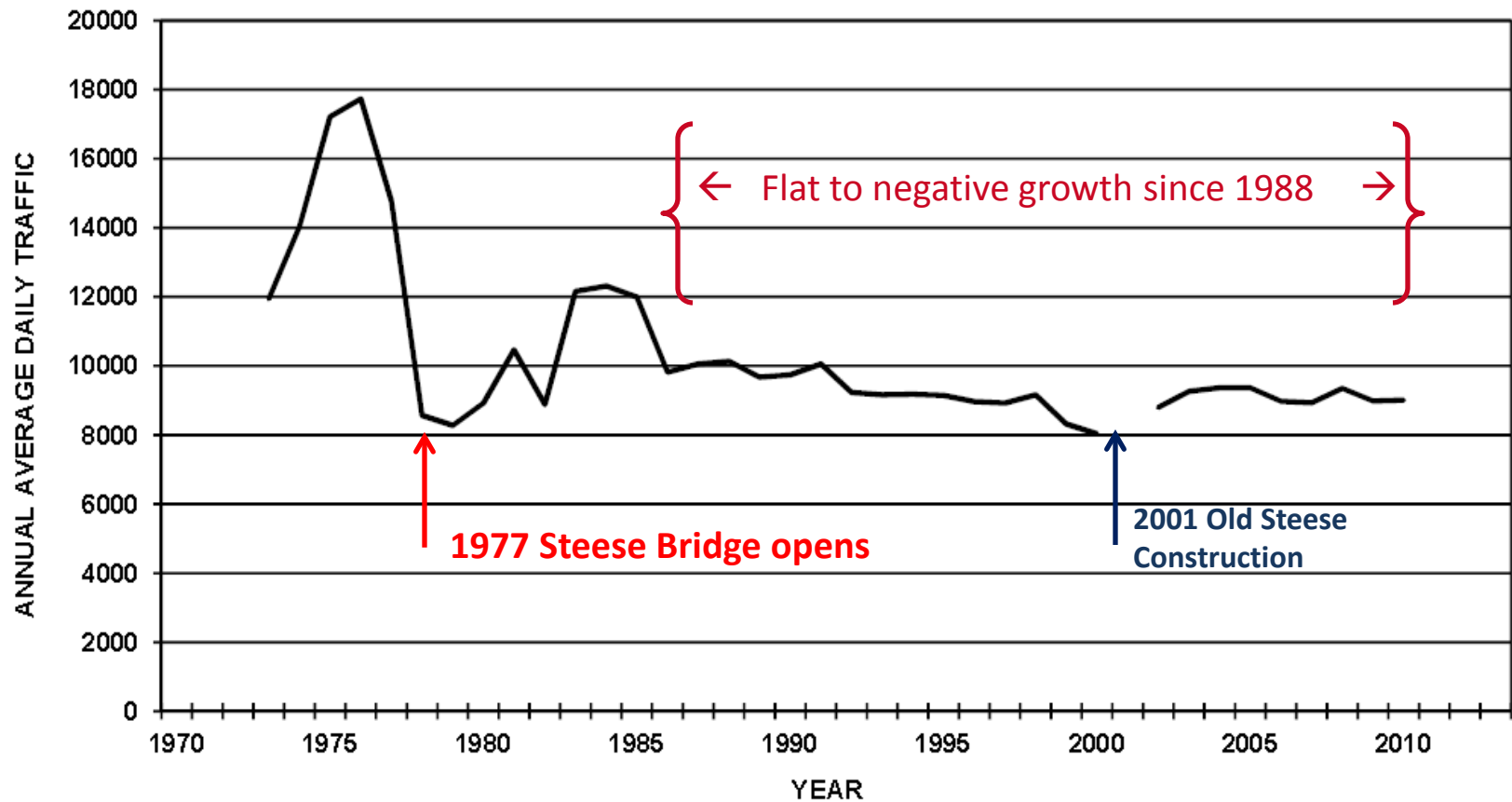


What We Heard...

- A wider bridge is needed to accommodate **future widening** and **traffic growth**
 - Old Steese is 5 lanes and Wendell is 3 lanes.
Why is the bridge between them 2 lanes?
 - Bridge will outlast project design life (75 years vs. 25 years)
 - It's cheaper to build bigger now than to add on later

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
FIXED RECORDER REPORT 2012

WENDELL STREET AT CHENA BRIDGE





2012: A Test for Wendell

- **2010 ADT:** 9,012
- **2011:** Wendell Ave closed for construction (no data)
- **2012:** Illinois Street Reconstruction
- Highest Day in 2012: 17,794 (Annual ADT spiked to 11,343)
 - Similar to peak Annual ADT in 1976
 - Traffic congestion not a problem in 1976 or 2012



No Additional Bridge Lanes Warranted



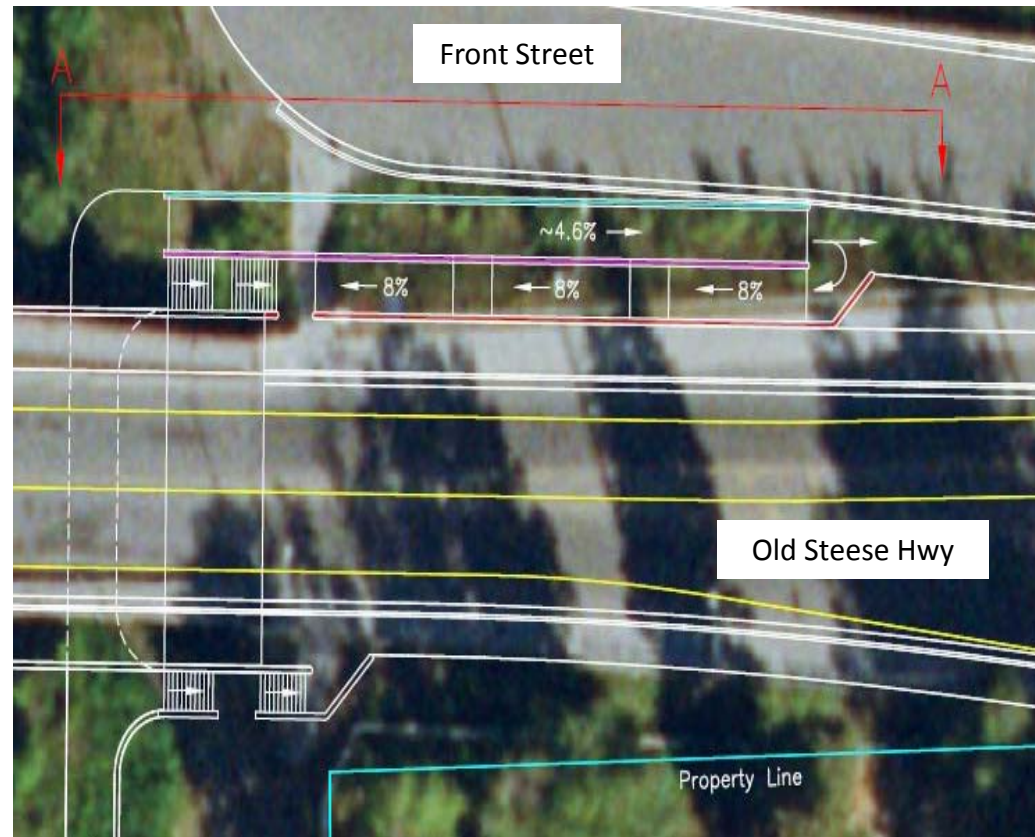
- Left turns on Clay can be accommodated with short turn lane
- **Level of Service = A**
 - Now
 - In 2040
- Widening bridge would require ROW acquisitions to the north: **not justified in condemnation action**



What We Heard ...

- **Pathway Concerns about:**

- Retaining walls
- Blind corners
- Icing and drainage
- Exterior stairs
- Underpass safety

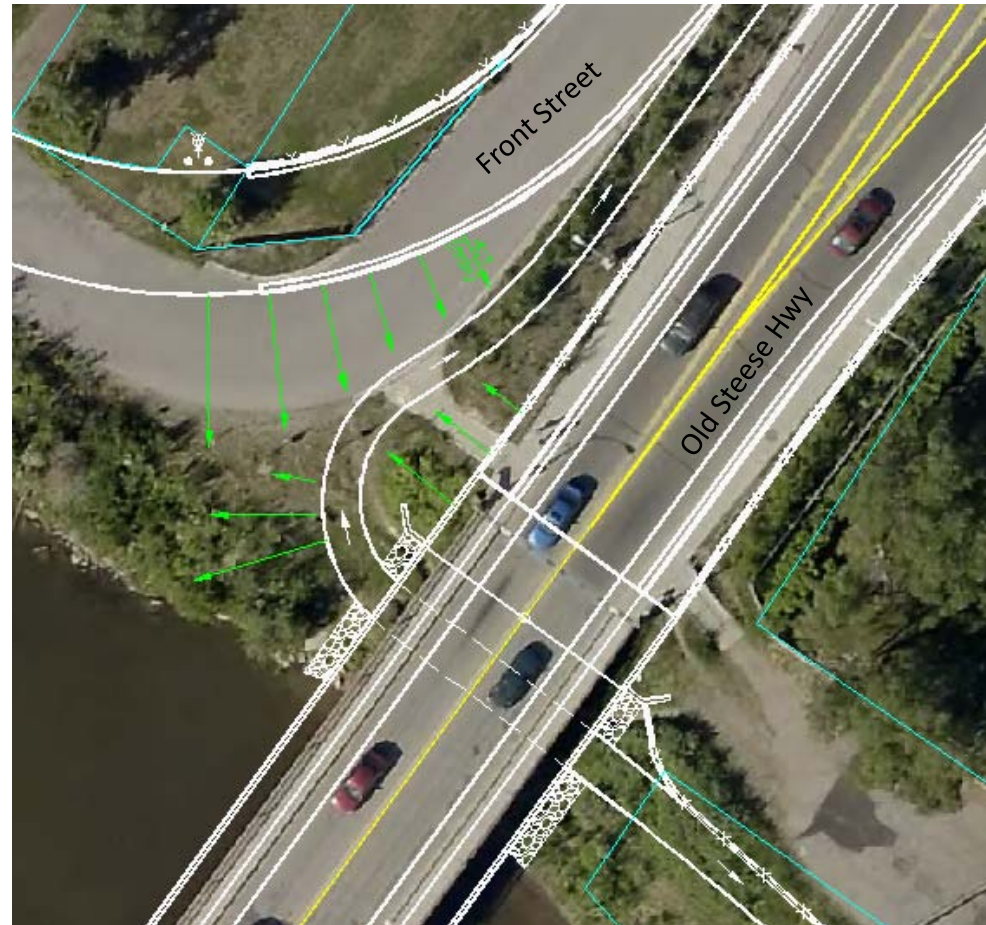




... What We Propose

- **Pathway**

- Soften curve on Front Street
- Reconfigure pathway to eliminate the blind corner
- Sloped embankments
- Eliminate stairs & add decorative pedestrian rail





... What We Propose

- **Underpass safety**

- Use vertical abutments
- Add lighting as necessary
- Land contouring and brush clearing
- Offset the path from the wall
- Use large riprap to discourage loitering

Similar to ...



... but different



... What We Propose

- **Pathway**

- Because we've eliminated stairs on the north end
- Add a connector path south of bridge
- Provide access to the Chena Riverwalk underpass crossing





What We Heard ...

- Be **consistent** in element **style** for all bridges in the downtown core area, including:
 - Bridge rail and lighting
 - City of Fairbanks “**Complete Streets**” & “**Wayfinding**” projects





... What We Propose

- **Bridge Rail**

- Two-tube pedestrian rail on a concrete vehicle rail
- Similar to the Barnette Street Bridge
- From comment sheets, this was the preferred type





... What We Propose

- **Lighting Style**

- Preferred choice: **specialty streetscape lamp/luminaire**
- Second choice: **braced mast arm**
- Final choice will emphasize **style** and **cost** without compromising **safety**





... What We Propose

- City of Fairbanks
 - **“Complete Streets”** & **“Wayfinding”** projects
 - At this time, specific feature design details are not final
 - We will see if or how we can integrate features into the project
 - Wendell Avenue is not designated to be part of the “Complete Streets” project

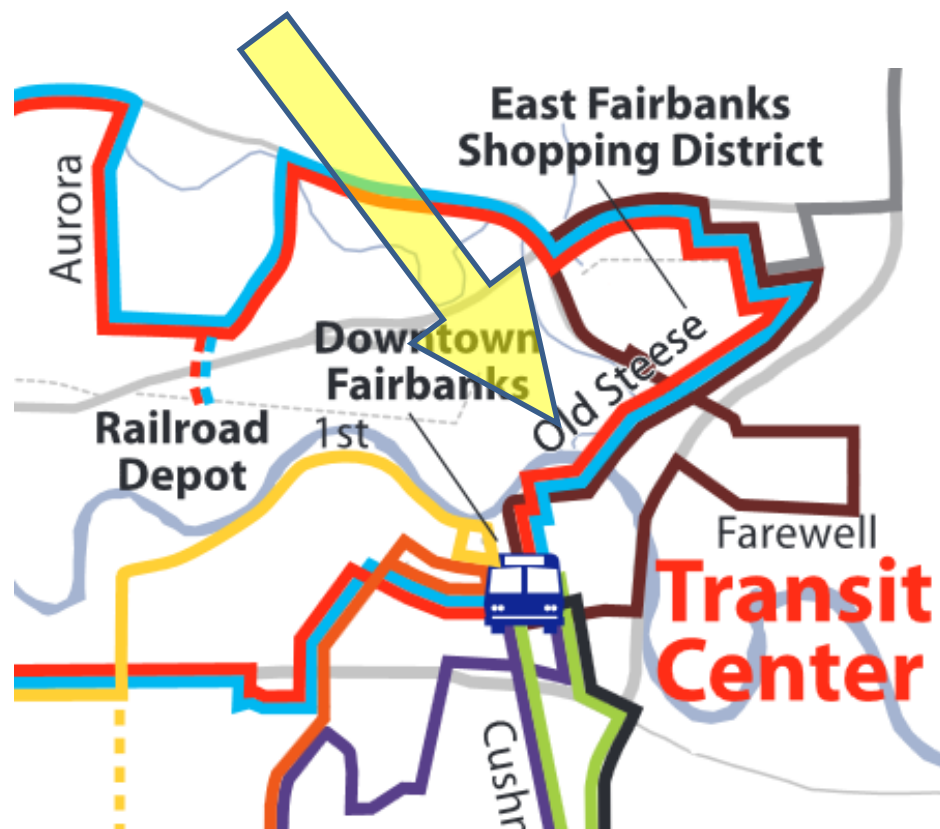


City of Fairbanks “Complete Streets Concept”, 2012



What We Heard ...

- **Increase transportation connection options by adding a bus stop**
 - Bus stops currently exist on three lines in the project area
 - Red & Brown Lines: southbound
 - Blue Line: northbound

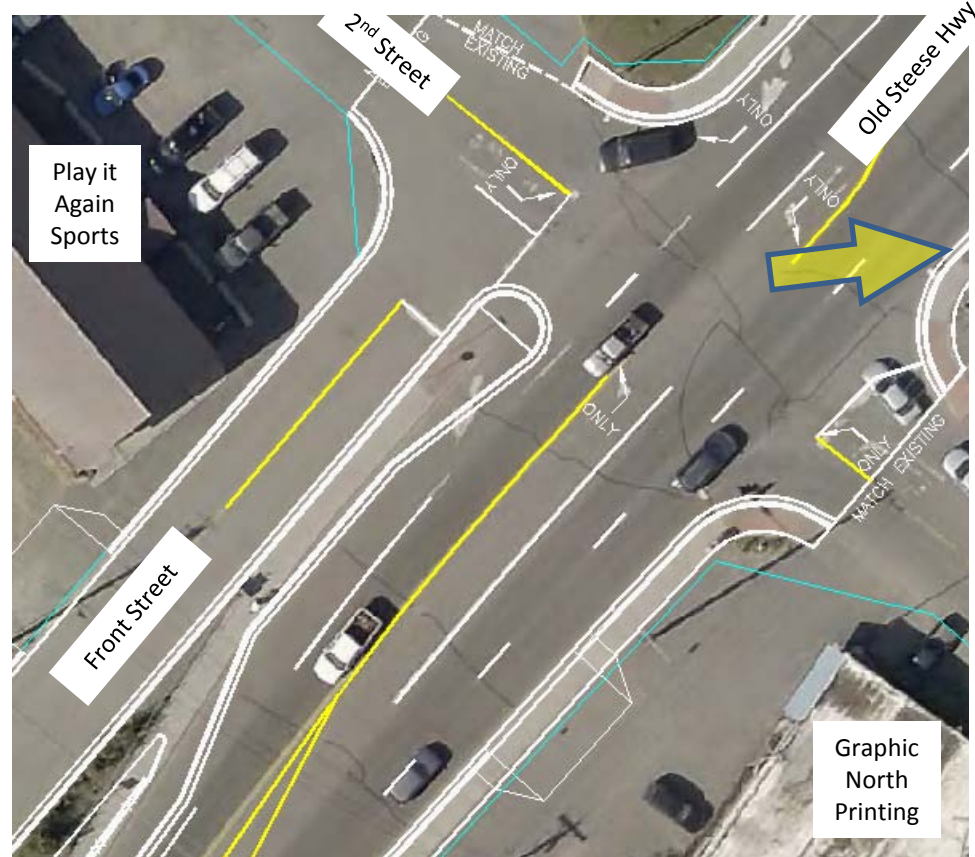




... What We Propose

• Bus Stop / Turnout

- FNSB/MACS is receptive to the idea
- We will explore the possibility of adding a turnout as shown for Red & Brown Lines
- Blue Line would continue to use the existing stop location





Future Project in Graehl Park

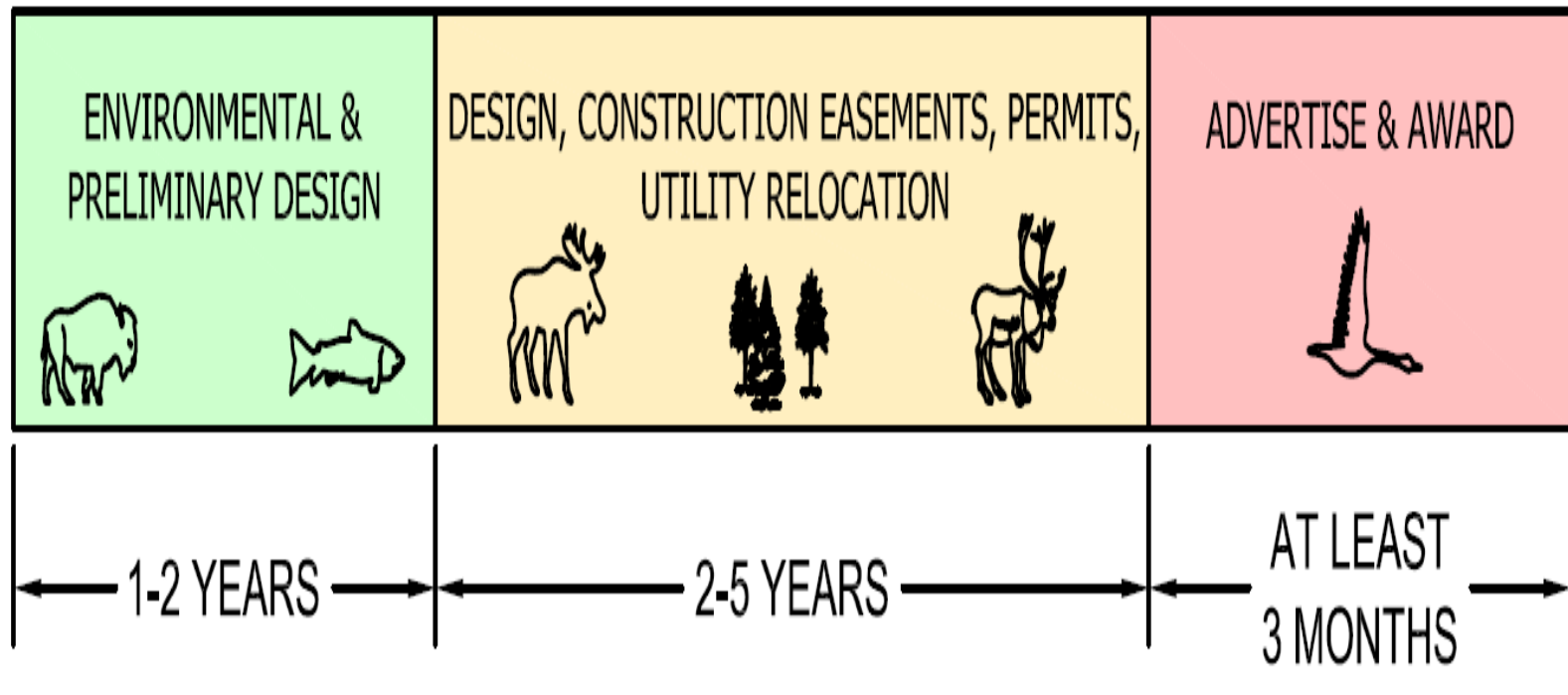


Initial Proposed Route

Aternate Routes will be
discussed and considered in
consultation with FNSB Parks &
Recreation Department



What's Next in Design?





Thank You For Your Time!

- Please fill out a comment sheet!
- You can find more information at our project website:

dot.alaska.gov/nreg/wendell

- ADOT&PF Contact:
 - Email: **sarah.schacher@alaska.gov**
 - Phone: (907) 451-5361