



Northern Access to U-MED

Connecting Elmore to Bragaw



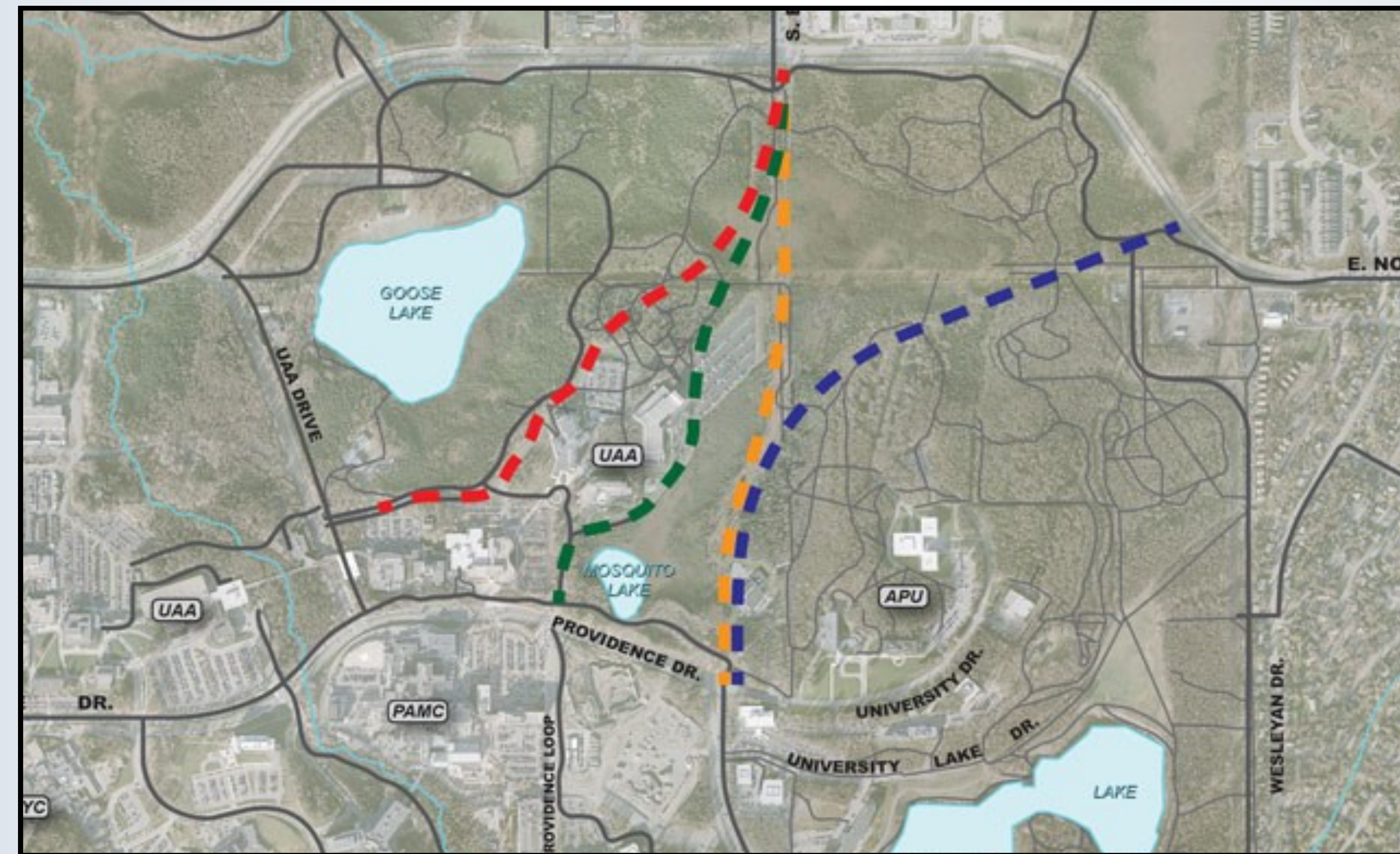
INTRODUCTION

The U-MED district is located in northeast Anchorage, Alaska. It has been identified as one of the largest growing employment centers in Anchorage and is expected to continue to grow over the next 20 years. From DOT's 2011 reconnaissance report, approximately 43% of the people traveling into this district make their trip from the north or east. With the current surrounding arterial roads, connectivity, safety, and congestion are major concerns.

OBJECTIVE

The purpose of this project is to provide better access to the U-MED district. With the addition of a road in the area, out-of-direction travel will be reduced; meaning faster travel times, less congestion, less air emissions, and safer surrounding intersections.

PROJECT LOCATION



Four route alternatives were selected to be considered after a 2011 Reconnaissance Report done by DOWL HKM. Each alternative was examined and assessed and below are the results:

RED ROUTE:

- Does not meet the need for lowering the Level of Service of the intersections
- Connecting UAA Drive through Alumni Loop with Northern Lights Boulevard
- UAA Drive is already over capacity

GREEN ROUTE:

- Connects Alumni Loop with Northern Lights Boulevard
- Does not meet the need for lowering the Level of Service of the intersections

ORANGE ROUTE (SELECTED ALTERNATIVE):

- Follow the existing utility corridor connecting Bragaw Street and Providence Drive
- Has a direct route through the area
- Fits with UAA's Master Plan

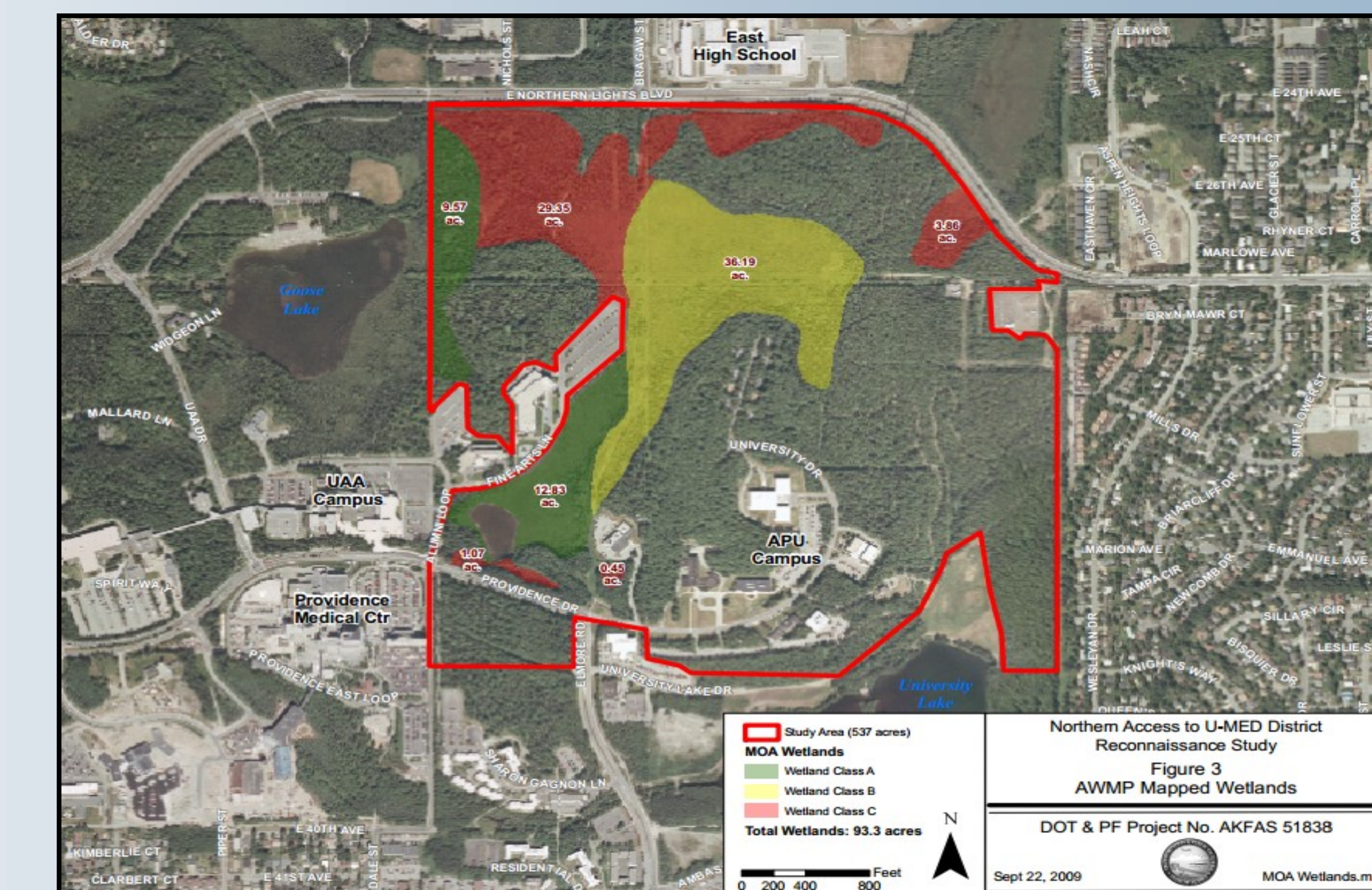
PURPLE ROUTE:

- Cuts through APU campus and would hinder their trail system
- Connects Providence with Northern Lights Boulevard at the S curve
- Rejected by the group because of the concern of the public and stakeholders about APU land

PUBLIC CONCERNS

From the public comments that were received, there are four main areas where people are most concerned; noise, environment, trails and speed corridor. These four items impacted the selection and design of the route.

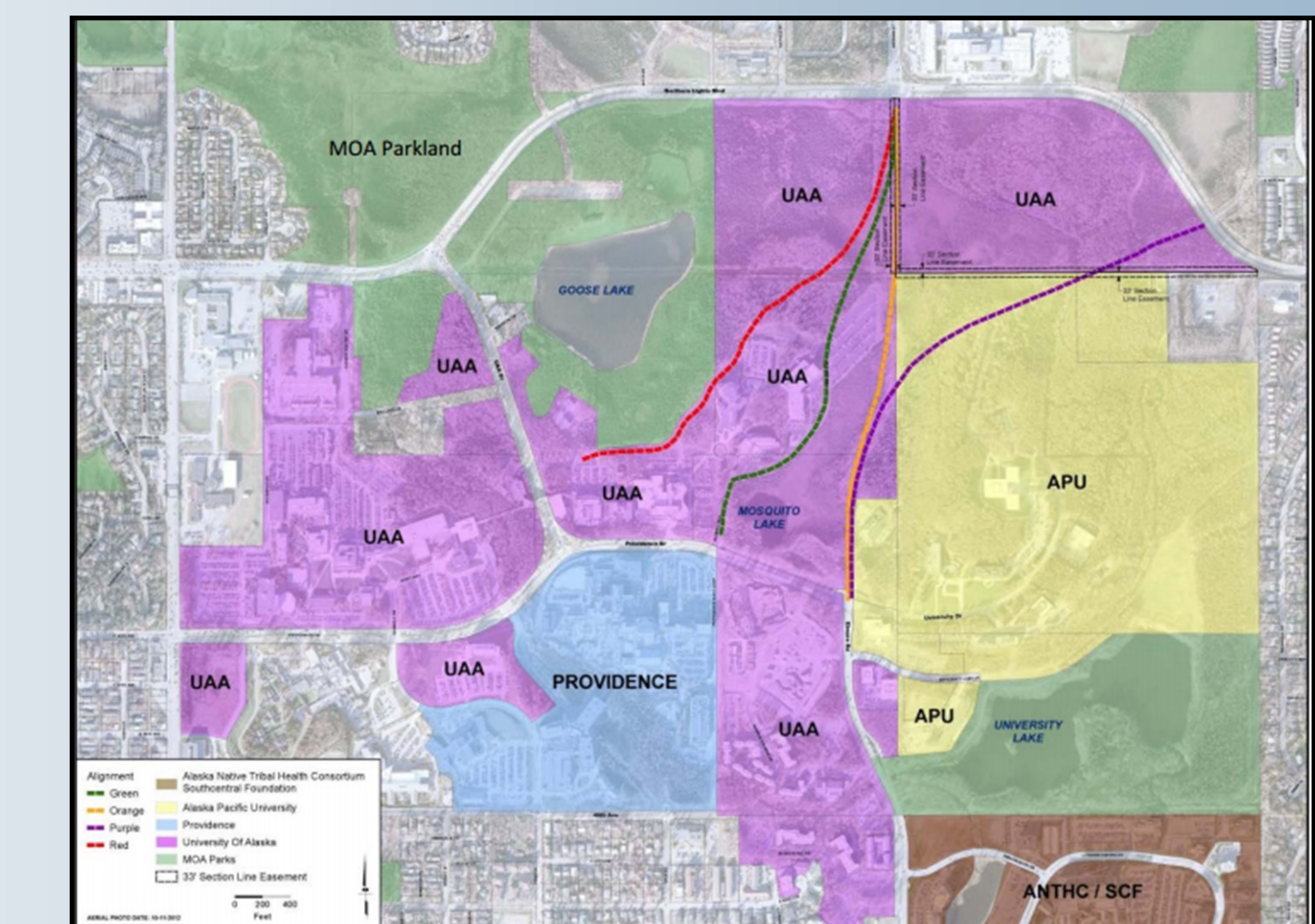
U-MED DISTRICT WETLANDS



A Right-of-Way was chosen that avoids as much of the Class A wetlands as possible.

PROJECT STAKEHOLDERS

- Municipality of Anchorage
- University of Alaska,
- Anchorage Alaska Pacific University
- Southcentral Foundation
- Providence
- Alaska DOT & PF
- Alaska Native Tribal Health Consortium





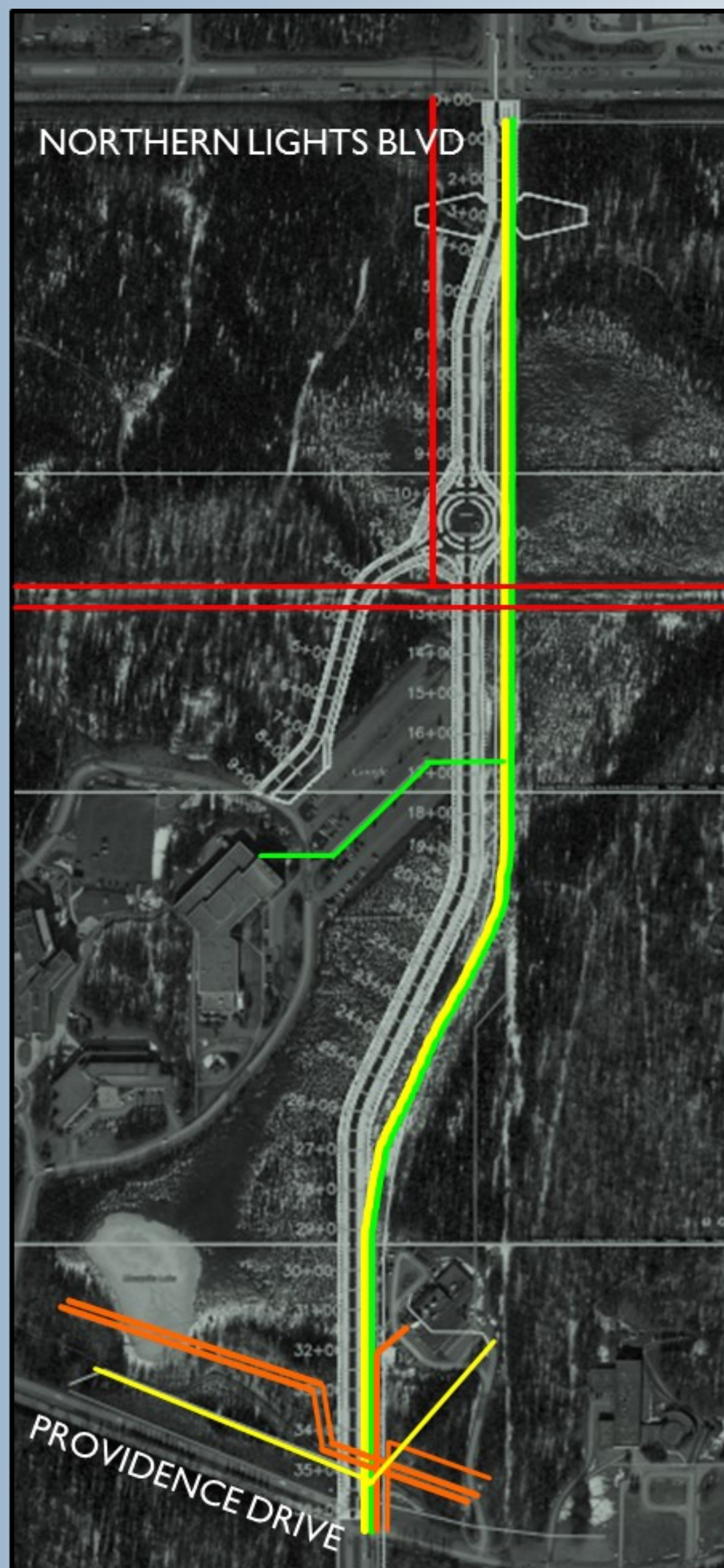
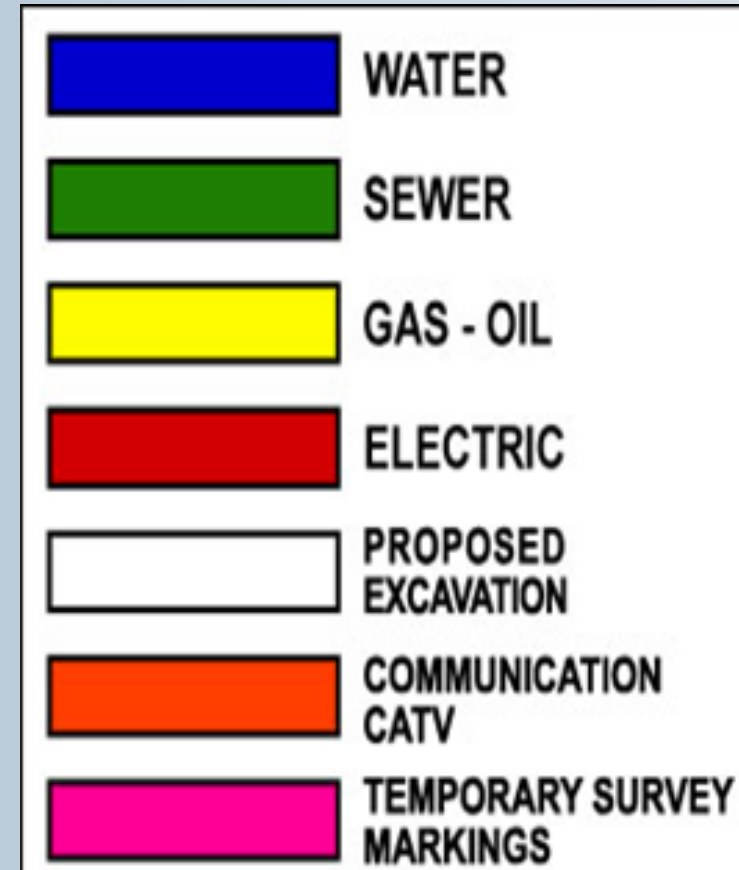
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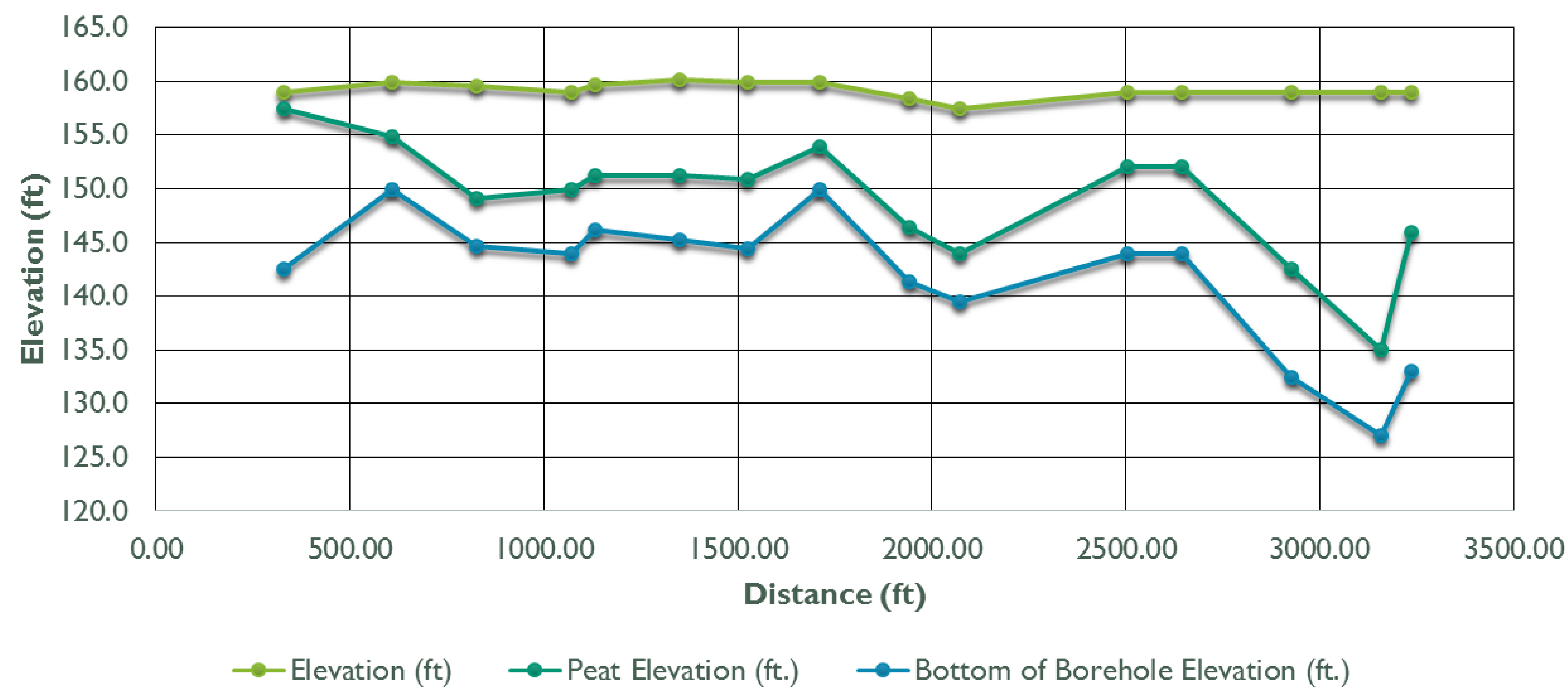


UTILITIES CONFLICT

Parallel to the selected route is a cleared utilities corridor. The right-of-way and road centerline was chosen such to avoid maximum utility relocation. Due to wetlands and sight distances, not all utilities are unavoidable.

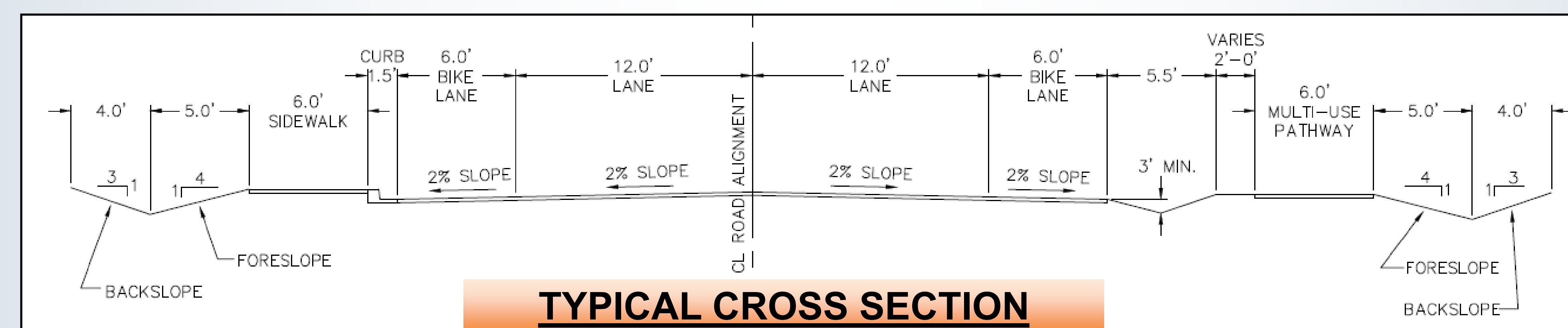
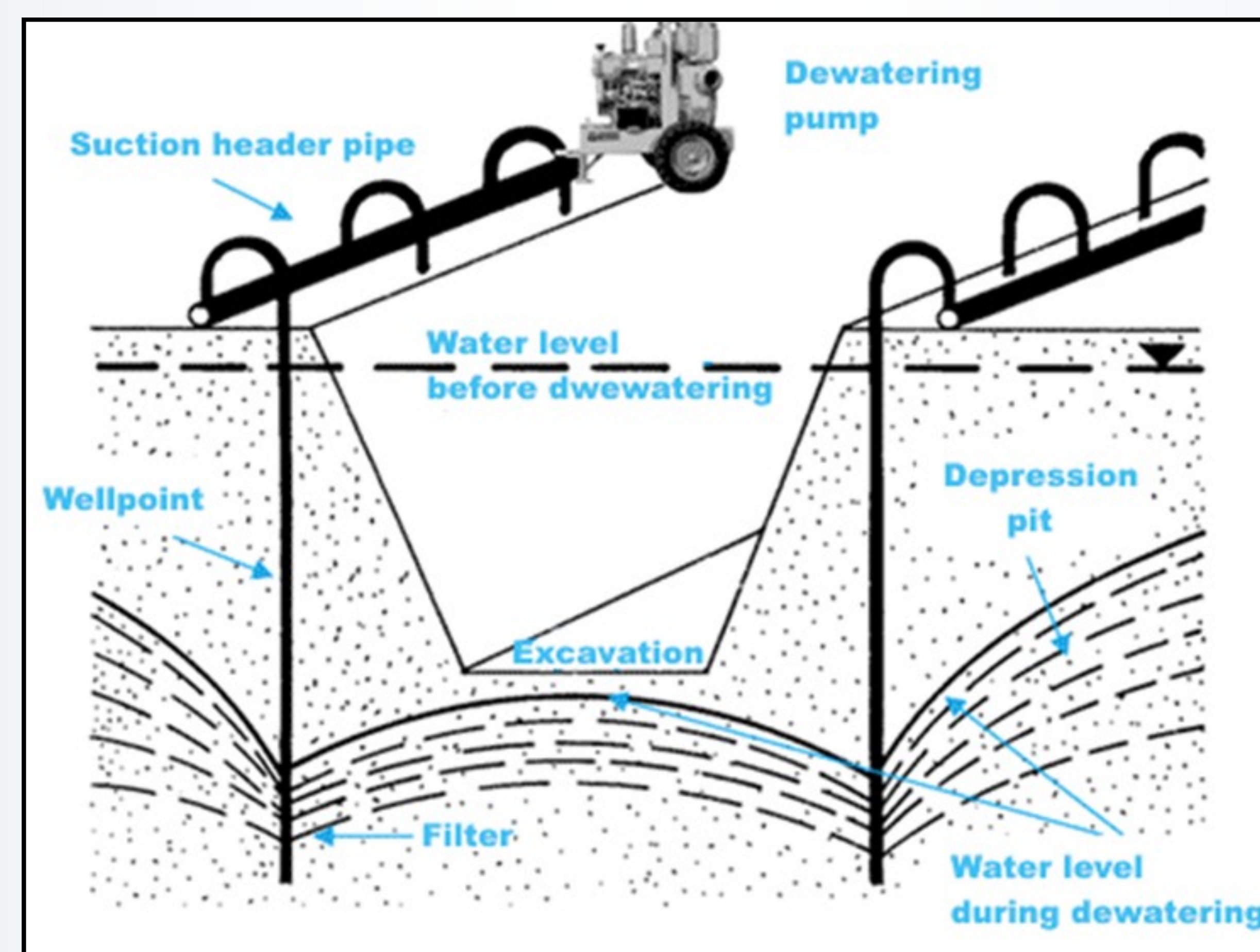


Vertical Profile



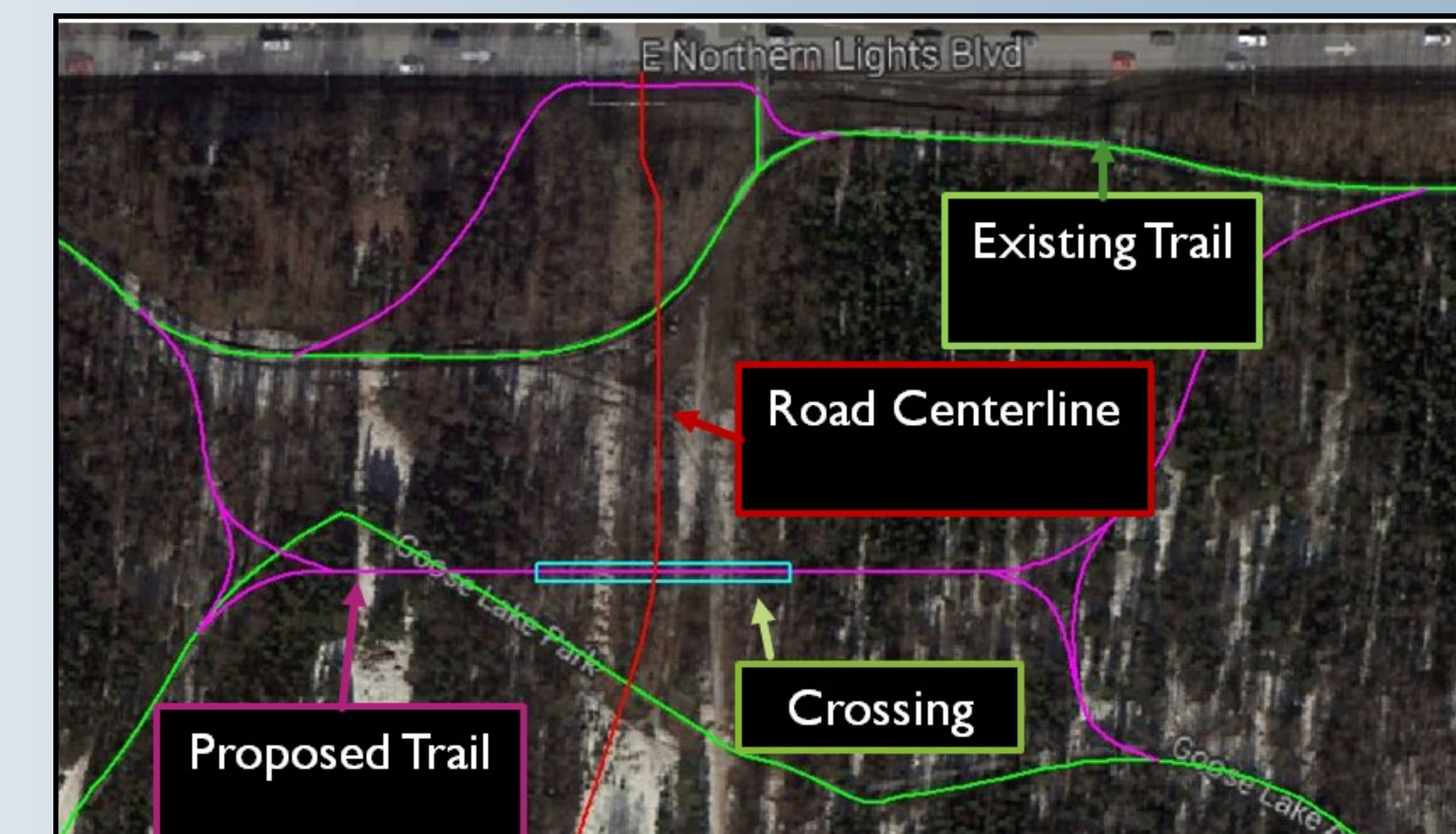
GEOTECHNICAL

Borehole logs from 1976 through 2004 show varying peat depths. Excavation was chosen over surcharging and EPS Geofoam due to cost and time constraints. Under the peat layer lies layers of silty sand and sandy gravel. New fill will be used in order to reduce uneven settling. The borehole data also shows a high water table varying between 0 ft and 7 ft below the surface. Wellpoint systems will be used for dewatering.



TYPICAL CROSS SECTION

TRAIL SYSTEM RE-DESIGN



Trails will be routed to meet an overpass for continuous movement of pedestrians and traffic. New trails leading to and from the overpass will be paved.

PEDESTRIAN OVERPASS DESIGN



TOTAL PROJECT COST

Engineers Design	\$ 1,500,000
ROW & Land Acquisition*	\$ 6,750,000
Pedestrian Bridge	\$ 245,000
Peat Excavation	\$ 3,500,000
Environmental Permitting	\$ 680,000
Utility Relocation	\$ 476,000
Geotechnical	\$ 2,400,000
Pavement	\$ 2,200,000
ICAP 4.79%	\$ 851,000
Construction	\$ 4,500,000
Total	\$ 23,102,000

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