



UNALASKA: SOUTH CHANNEL BRIDGE
Project No. 52930
MARCH 15, 2006 PUBLIC MEETING HANDOUT



A. Project Team Representatives

Mike Hall, P.E.	Design Project Manager, ADOT&PF
Arnold Harder, P.E.	Project Manager, Tryck Nyman Hayes
Tony Barter, P.E.	Construction Project Manager, ADOT&PF
Dan Golden	Environmental Impact Analyst, ADOT&PF
Laurie Mulcahy	Environmental Program Manager, ADOT&PF
Dale Lewis	Central Region Liaison Engineer, Federal Highway Administration
Dave McMahan	State Archeologist, Office of History and Archeology
Michael Yarborough	Archeologist, Cultural Resource Consultants

B. Purpose and Need

The existing bridge was not designed to accommodate the amount of traffic that currently exists, it is seismically vulnerable, and requires frequent maintenance. A new bridge will be constructed to correct these shortcomings.

C. Scope of Project

The project will start just east of Captain's Bay Road and end 400 feet west of Henry Swanson Drive. 650 feet of Henry Swanson Drive will be reconstructed adjacent to Airport Beach Road. Most utilities within the project area will be relocated because of conflicts with the proposed improvements.



D. Proposed Improvements

The five-span bridge will be 700 feet long and provide two twelve-foot wide lanes with five-foot wide shoulders. A six-foot wide sidewalk will be located adjacent to the northern shoulder. The primary structural components will be concrete bulb-tee girders.

Airport Beach Road will be realigned to allow the existing bridge to remain in service while the new bridge is constructed, and to improve the radius of approach curves on the Unalaska Island side of the bridge.

The Henry Swanson Drive approach to Airport Beach Road will be shifted away from the shoreline to improve the approach grade and provide for proper guardrail end treatments and vehicle turning.

E. Schedule

Design will be completed in late April 2006. Construction bidding and award should be completed late in July. Because of the time to order and ship certain critical items to Unalaska, significant construction is not expected to begin until April 2007. Construction will likely slow or halt each winter from November until April. Construction completion is anticipated in 2008. See attached schedule.

F. Amaknak Midden Site Removal

In 2001, the Museum of the Aleutians conducted an independent excavation at the Amaknak midden site. In 2003, the Museum of the Aleutians under ADOT&PF contract conducted another excavation at the Amaknak midden site in accordance with the Memorandum Of Agreement (MOA) established for the South Channel Bridge Project.

The original MOA called for "construction monitoring," which would have involved an archeologist(s) monitoring the midden removal during bridge construction. The construction monitoring has been revised so that the midden within the project limits will be removed under the supervision of a team of archeologists prior to bridge construction. This work has been estimated to take approximately one month, beginning in late April or early May 2006.

G. Traffic Control

In general, the traffic control plan is designed to keep traffic moving. Except for specific locations and for short durations, traffic will flow continuously in both directions.

By separating the existing and future alignments of Airport Beach Road, Henry Swanson Drive, the new bridge, and by including a detour, this project separates traffic from the construction work zones. The Airport Beach Road detour route from the bridge to Captains Bay Road will require that traffic slow to 20 miles per hour.

Rock blasting will most likely occur from April through June of 2007. During rock blasting, traffic will be stopped briefly before and shortly after each blast to make sure that the traffic is safe from unanticipated “fly rock.” There will also be other times when short duration closures or alternating one-way traffic patterns will be necessary, but these will not be a regular occurrence. Haul routes will not be known until a Contractor is selected.

H. Noise

Blasting is prohibited from 10PM to 6AM. In order to complete this project in 2008, other construction will be allowed 24 hours per day.

I. Utility Relocations

Water, sewer, electric, and telecommunications will be relocated within the project limits. The design of these relocations eliminates extended service interruptions, however some short-duration interruptions cannot be prevented. The Contractor is required to provide 24-hour advance notice to utility customers prior to any anticipated interruptions. Most interruptions will occur at night to minimize inconvenience.

J. Large Construction Workforce

This project will require a large workforce. The community should anticipate an increased demand for local products and services.

Send Comments to:

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