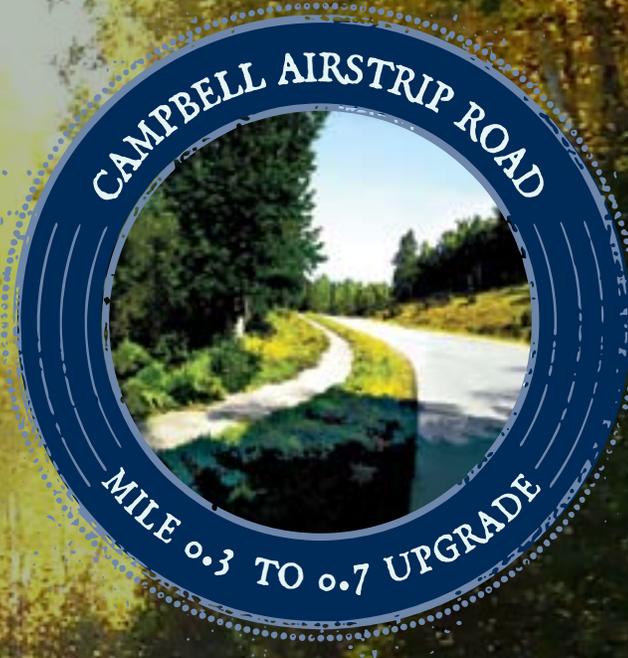


CAMPBELL AIRSTRIP ROAD



Design Study Report PRE-FINAL

March 2012
MOA Project No. 10-028



Prepared for: **Municipality of Anchorage, Public Works Department,**
Project Management & Engineering Division, 4700 Elmore Road, Anchorage, Alaska 99507

Prepared by: **CRW Engineering Group, LLC**
3940 Arctic Blvd. Suite 300 Anchorage, Alaska 99503 www.crweng.com

Executive Summary

Introduction

The Municipality of Anchorage Project Management and Engineering (MOA PM&E) has contracted with CRW Engineering Group, LLC to provide professional services to prepare a Design Study Report for the upgrade of Campbell Airstrip Road from mile 0.3 to 0.7. The Basher Community Council and the Campbell Airstrip Road Limited Service Area identified the need to improve this section as their top priority for several years. There currently is only funding through the Design Study Report for Campbell Airstrip Road. In addition, the analysis and conceptual design for this report were conducted using surface contours from the MOA GIS surface and the Alaska Botanical Garden. Therefore this report is a cursory report and refining of the report and design will be required once additional funding is secured.

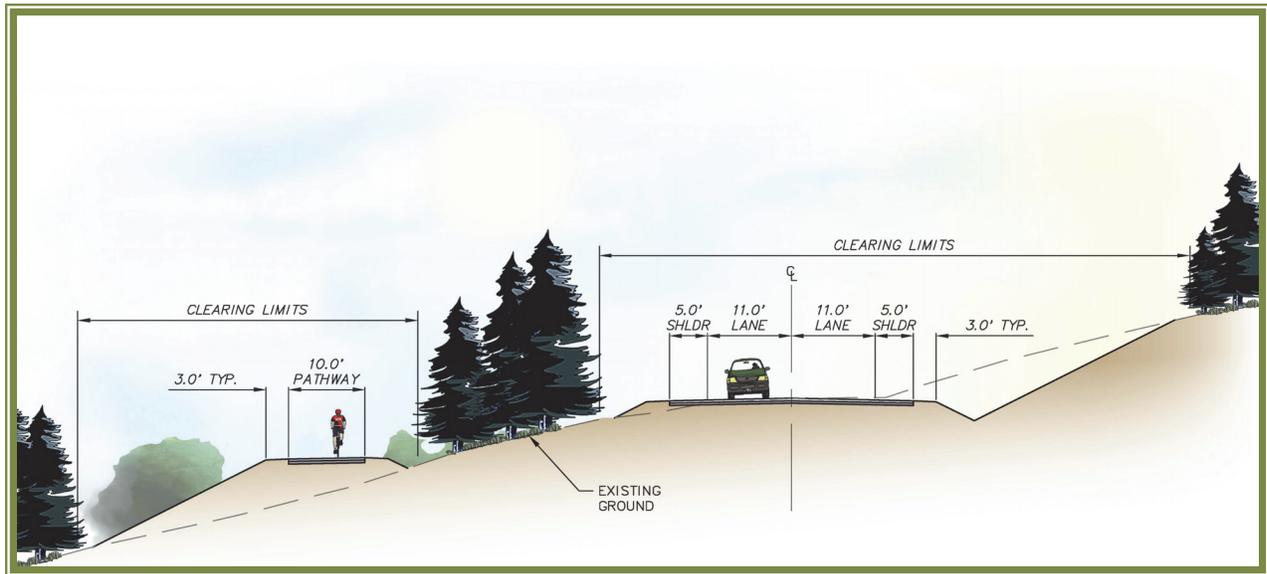
The primary goals of the Campbell Airstrip Road Upgrade project are to:

- Upgrade the roadway similar to the segments north and south of the project area
- Connect the two existing pathways on each end of the project by providing a multi-use pathway from Mile 0.3 to 0.7.
- Retain scenic attributes by minimizing impacts to steep slopes
- Addressing speeding, sight distance, and snow storage
- Do not extend lighting

The Design Study Report evaluates existing and future conditions and a range of conceptual design alternatives. Proposed improvements are summarized below.

Recommended Improvements

The recommended typical cross-section is a paved, two lane roadway, with 11-foot travel lanes and 5-foot shoulders with centerline and shoulder striping. Proposed pedestrian facilities include a single 10-foot wide separated, asphalt multi-use pathway on the west side of the road. The pathway would follow its own horizontal and vertical alignment.



Campbell Airstrip Road Typical Section

Other recommended improvements include:

- Posted Speed Limit: Based on recommendations from the Traffic Division, the posted speed limit is to be increased from 30 MPH to 40 MPH south of Mile 0.3 with appropriate signage for the reduced speed S-curve at Mile 0.71.
- Landscaping: The focus is on preserving existing vegetation to the extent practicable with new, native planting to replace disturbed vegetation where appropriate.
- Lighting: No roadway lighting improvements are proposed.
- Storm Drain: The proposed storm drain system includes ditches, biofiltration swales and cross culverts. All culverts should be constructed with energy dissipators to convert the outfall into a sheet flow to prevent it from channeling across the natural vegetation. Storm water treatment will be provided through biofiltration swales.
- Trail Extensions & Connections: Extending the trail on the west side of Campbell Airstrip Road north of the project area (from Mile 0.0/Tudor Road to Mile 0.2) and

Campbell Airstrip Road Upgrade Mile 0.3 to 0.7

improving the trail south of the project area (Mile 0.7 to 0.9) were also investigated and are discussed in this report.

- Right of Way Impacts: Campbell Airstrip Road from Mile 0.3 to 0.7 crosses MOA HLB land through a 40-foot wide easement. Since this road easement is not adequate for the improvements and does not meet current right-of-way standards (minimum 50 to 60-foot width), a new right-of-way will need to be dedicated.

Following is a summary of conceptual estimated costs for the proposed improvements for Campbell Airstrip Road Upgrades.

Base Project	Estimated Cost
Roadway Improvements (Mile 0.3 to 0.7) ¹	\$ 2,226,900
Trail Improvements (Mile 0.2 to 0.7) – 10' Separated	\$ 787,400
Trail Improvements (Mile 0.0 to 0.2) – 8' Attached ²	\$ 605,300
Subtotal =	\$ 3,619,600
Project Admin, Construction Support, Engineering (35%) =	\$ 1,267,000
Total =	\$ 4,886,600

1. Includes striping from Mile 0.0 to 1.1

2. Includes luminaire pole relocations