

# Depot Drive Access Improvements

## Project Scope

The Alaska Railroad (ARRC) is enhancing vehicle traffic and pedestrian safety by improving the intersection between the Anchorage Historic Depot's west-end access roadway and Depot Drive, where West 1st Avenue turns into Christensen Drive. The project area is fully within the ARRC land reserve, and is located between Christensen Drive to the south, the main line track to the north, the depot to the east and the recently-purchased 49th State Brewing Company facility to the west.

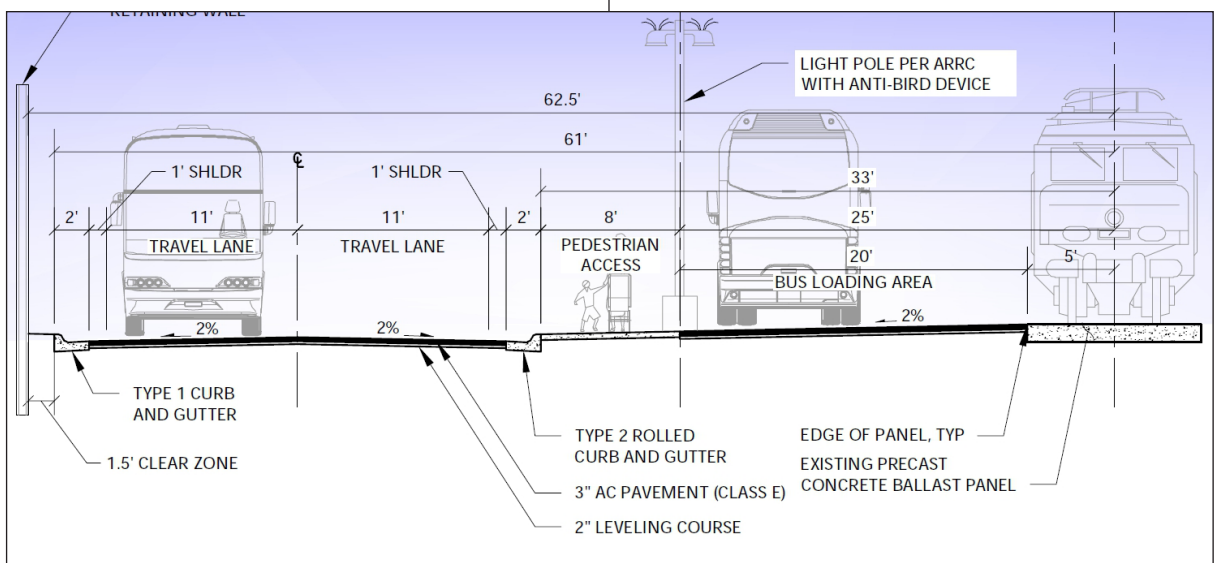
The project will replace an existing retaining wall along Christensen Drive. A new 250-foot-long sheet pile retaining wall will be placed closer to the Christensen Drive roadway. Land between the existing and new retaining walls will be cleared and leveled, making room to straighten the intersection.

The project will also widen the Depot Drive transportation corridor to support upgrading about 400 feet of the gravel access road into a paved commercial-industrial secondary street. Roadway improvements include an 8-foot wide pedestrian walkway and new street lighting.

## Purpose and Need

The project will expand space to accommodate continued growth in rail passenger operations. Bus access is currently hampered by the gravel access roadway's pinched and curved intersection, which makes bus maneuvering difficult.

The project is in line with master community development planning for the Ship Creek area. It supports future roadway improvements that pro-



## Roadway and Pedestrian Improvements

*Typical cross-section of commercial-industrial secondary street along the retaining wall area.*

mote commercial development through better vehicle and pedestrian connectivity.

Upgraded lighting and a pedestrian walkway will address pedestrian safety.

## Status

LCG Lantech Inc. provided conceptual and preliminary engineering work in 2018.

In 2018, permitting was obtained to install the new retaining wall, remove the old retaining wall, and perform earth work. Material for the new retaining wall was purchased in early 2019. Contractors will perform work in 2019.

Retaining wall installation is scheduled to take place beginning in April 2019, with completion before the 2019 summer passenger season, which begins mid-May. Intersection, roadway and lighting improvements are scheduled for after the summer season concludes in mid-September.

## Cost and Funding

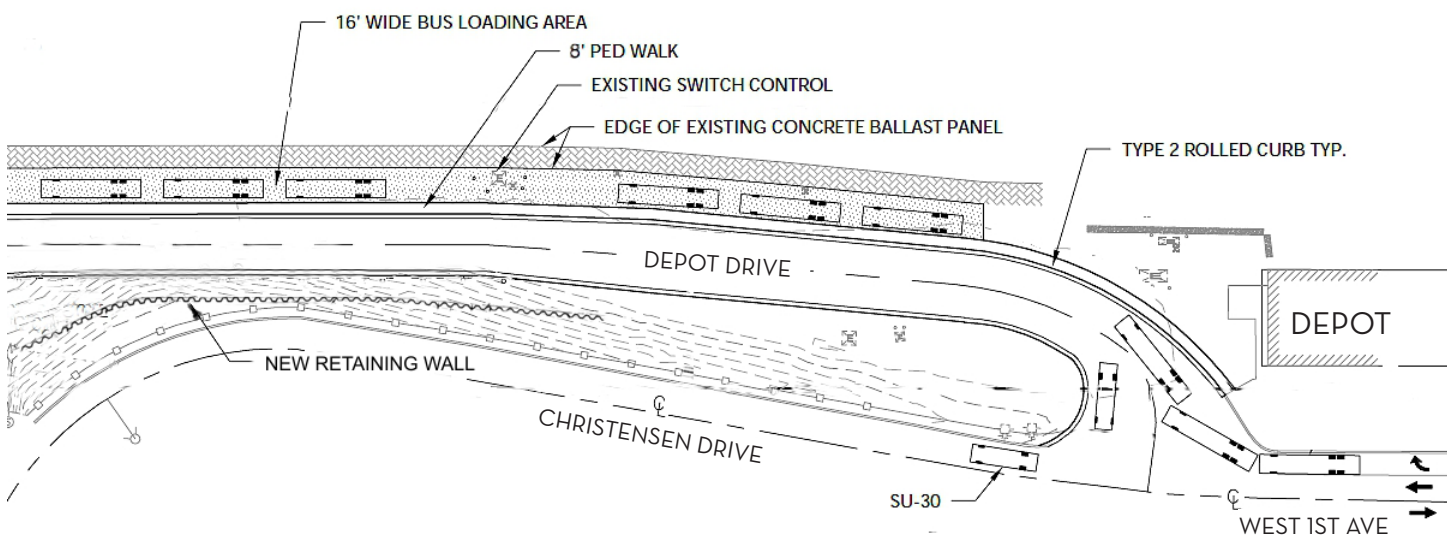
- Cost is estimated at just over \$850,000
- Funding 100% by the Alaska Railroad.



*The project will improve the existing gravel access roadway running along the south side of the main line track.*



*The project will replace the existing retaining wall.*



## Retaining Wall, Roadway and Intersection Improvements