

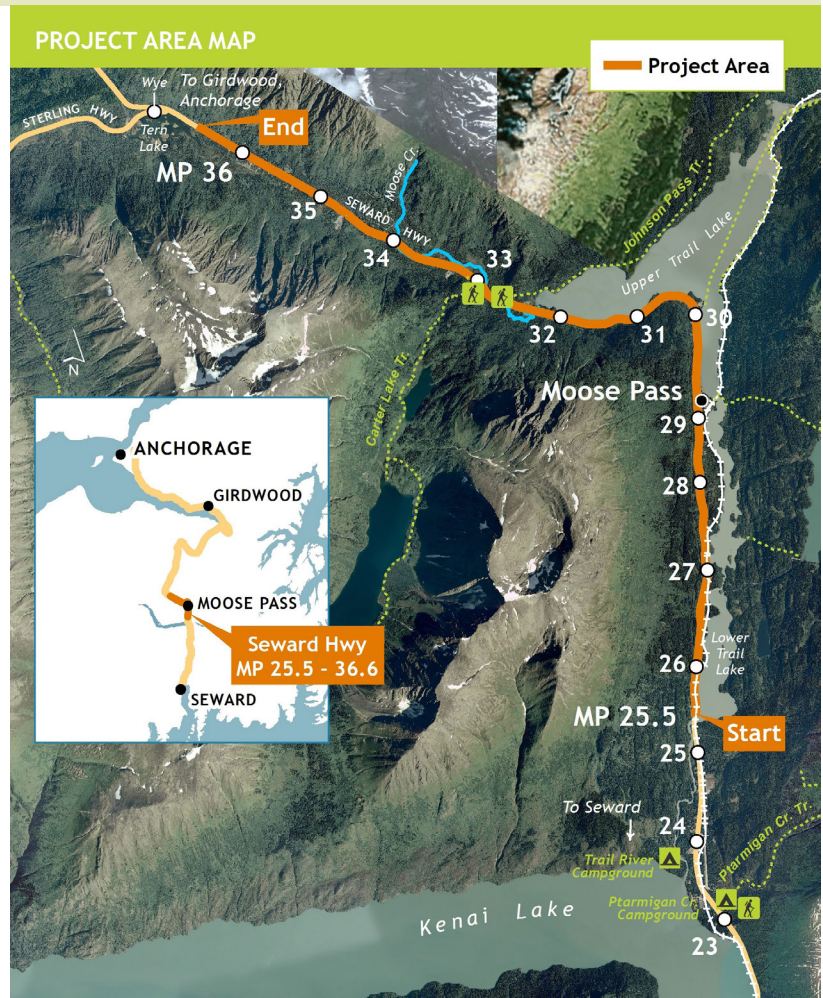
A 3R Analysis was completed to evaluate the need for safety improvements along this corridor. The analysis indicated that the highway performs within standards and many of the proposed improvements such as widened shoulders, passing lanes, and changes to the curvature of the roadway are not warranted. As a result of the safety analysis, this project's scope has changed to focus primarily on improving the drainage infrastructure and resurfacing the existing roadway

The Alaska Department of Transportation & Public Facilities (the Department), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate the Seward Highway from the Trail River Bridge (near historic milepost [MP] 25.5) to the Sterling Wye (near historic MP 36) to extend the service life of the highway. Rehabilitation efforts for the MP 25.5 to 36 project corridor may include:

- » Resurfacing the roadway along the existing alignment
- » Resurfacing the pathway
- » Improving drainage and replace drainage structures, including the large culverts conveying Moose Creek (near MP32.3)
- » Adding traffic calming measures in the community of Moose Pass
- » Upgrading guardrail
- » Clearing vegetation to improve sight distance
- » Relocating utilities, as needed
- » Possible shoulder widening

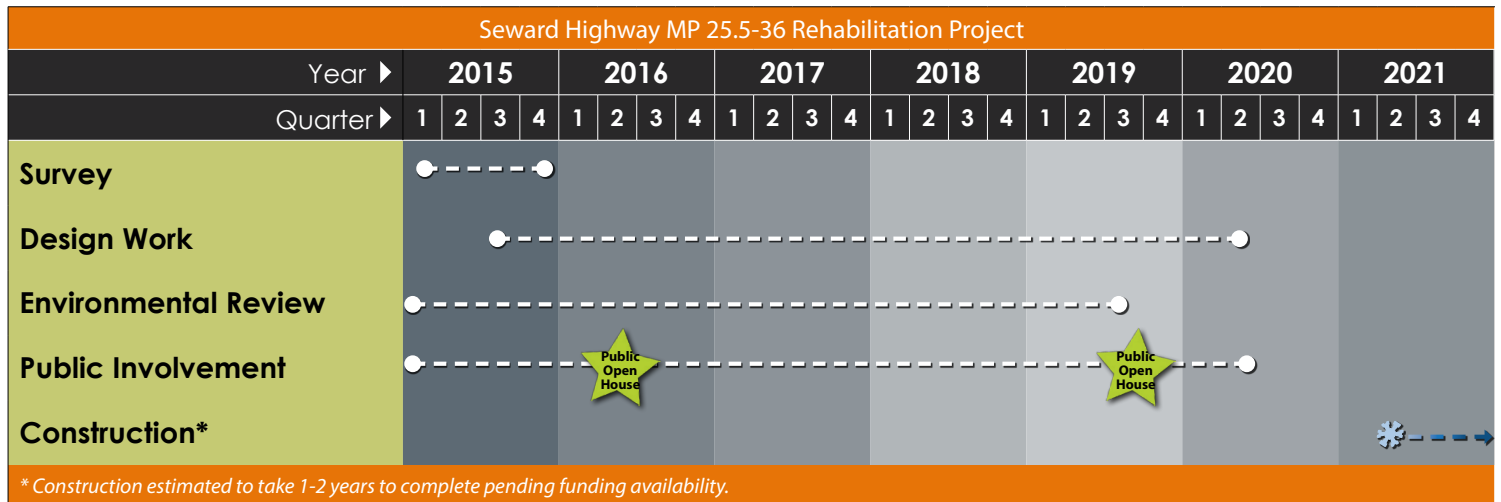
Cost

The Seward Highway MP 25.5-36 Rehabilitation Project is estimated to cost about \$25 million (including design, right-of-way acquisition, utility relocation and construction), and will use State and Federal funds.



Schedule

This project team has completed preliminary design and environmental analysis and is proceeding with the final design process. Construction is scheduled to begin in 2021 or 2022 pending funding.



Contact

If you would like to request additional information, please contact:

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