

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 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, providing continuous pedestrian accommodation, 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:

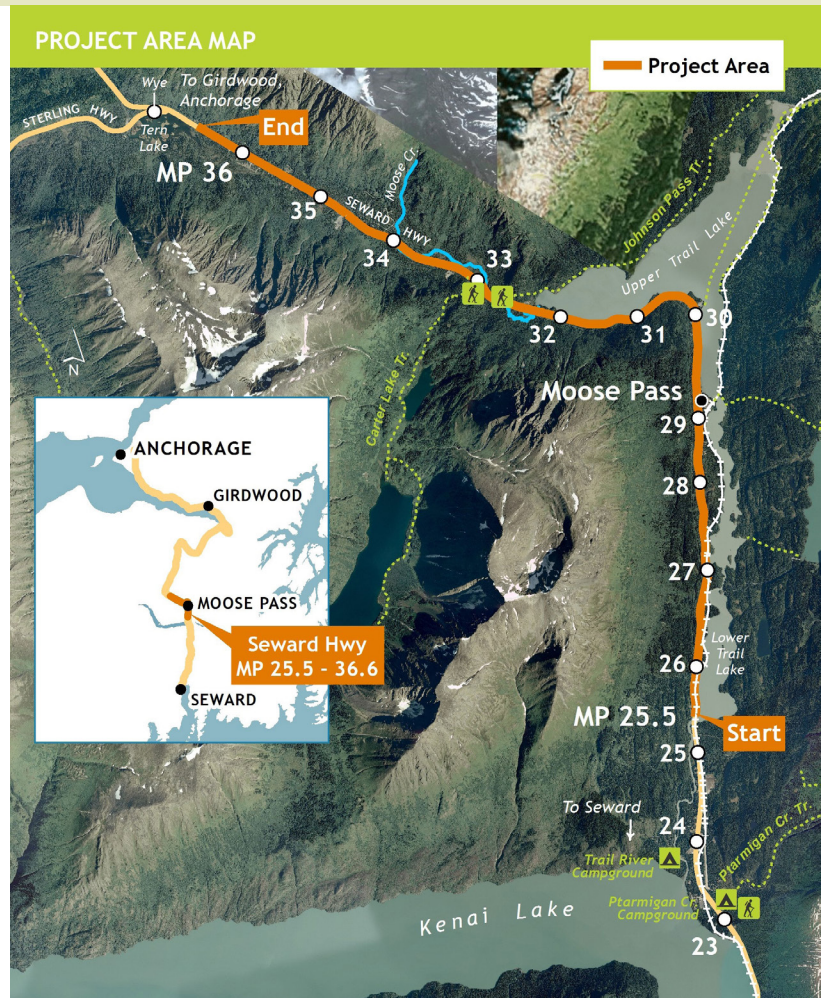
- » Resurfacing the roadway along the existing alignment
- » Shoulder widening south of Moose Pass
- » Realigning the pathway in Moose Pass
- » Improving drainage and replace drainage structures, including large diameter fish passage culverts
- » Adding traffic calming measures in the community of Moose Pass
- » Upgrading guardrail
- » Clearing vegetation to improve sight distance
- » Relocating utilities, as needed
- » ROW acquisition, as needed

Cost

The Seward Highway MP 25.5-36 Rehabilitation Project is estimated to cost about \$50 million (including design, right-of-way acquisition, utility relocation and construction), and will use State and Federal funds.

Why survey private property?

New improvements have been built since the original survey. The Department of Transportation is currently collecting additional survey to identify features that could potentially be impacted by the project. The data collected this summer will be used to determine sensitive features and how to minimize impacts to private property to the extent practical.



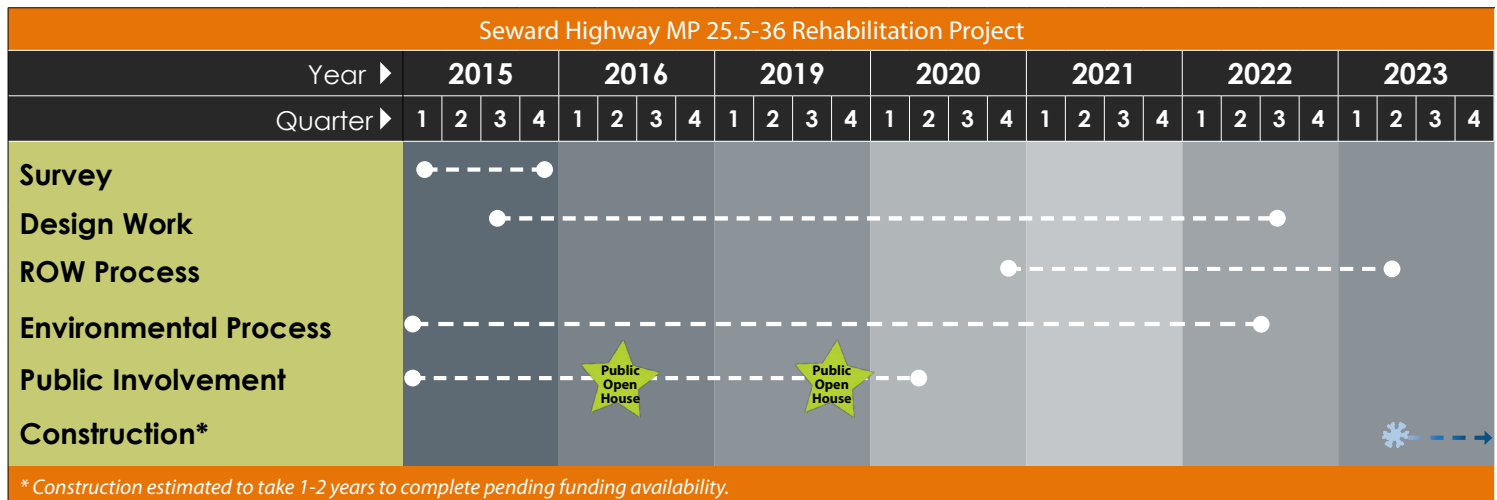
Project Status

The project team has completed environmental analysis and a 75% design. Ongoing activities include:

- » Culvert assessment and design
- » Material investigations
- » Environmental reevaluation
- » ROW involvement
- » Coordination with utility companies and the Alaska Railroad
- » Completion of project plans, specifications, and estimate
- » Additional survey, as needed

Schedule

This project team is proceeding with the final design process. Construction is scheduled to begin in 2023, pending funding.



Contact

Preliminary plans are available for the public to view on our website at:
dot.alaska.gov/creg/sewardhwy25-36/

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

Chris Bentz, PE, Project Manager
chris.bentz@alaska.gov
907-269-0652