



Alaska Department of Transportation & Public Facilities

Holmes Road Rehabilitation

State/Federal Project Number: NFHWY00816/0002535

Public Open House No. 2

Tuesday, October 7, 2025

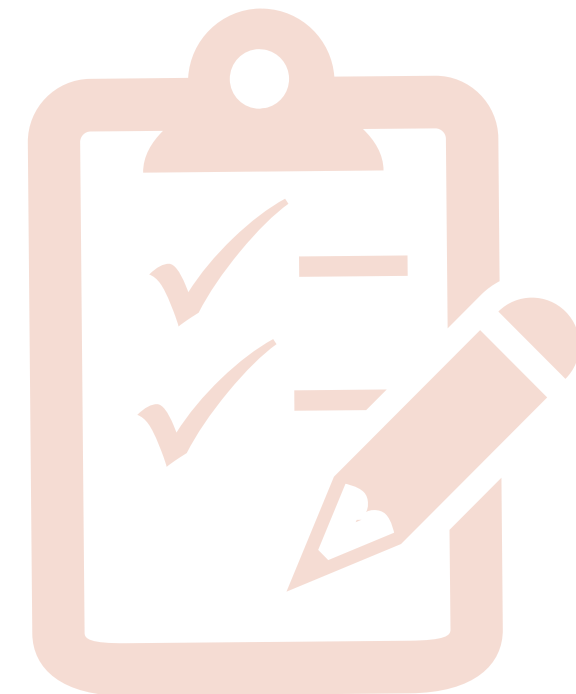
Our mission is to *Keep Alaska Moving* through service and infrastructure.

Vicinity Map & Project Limits

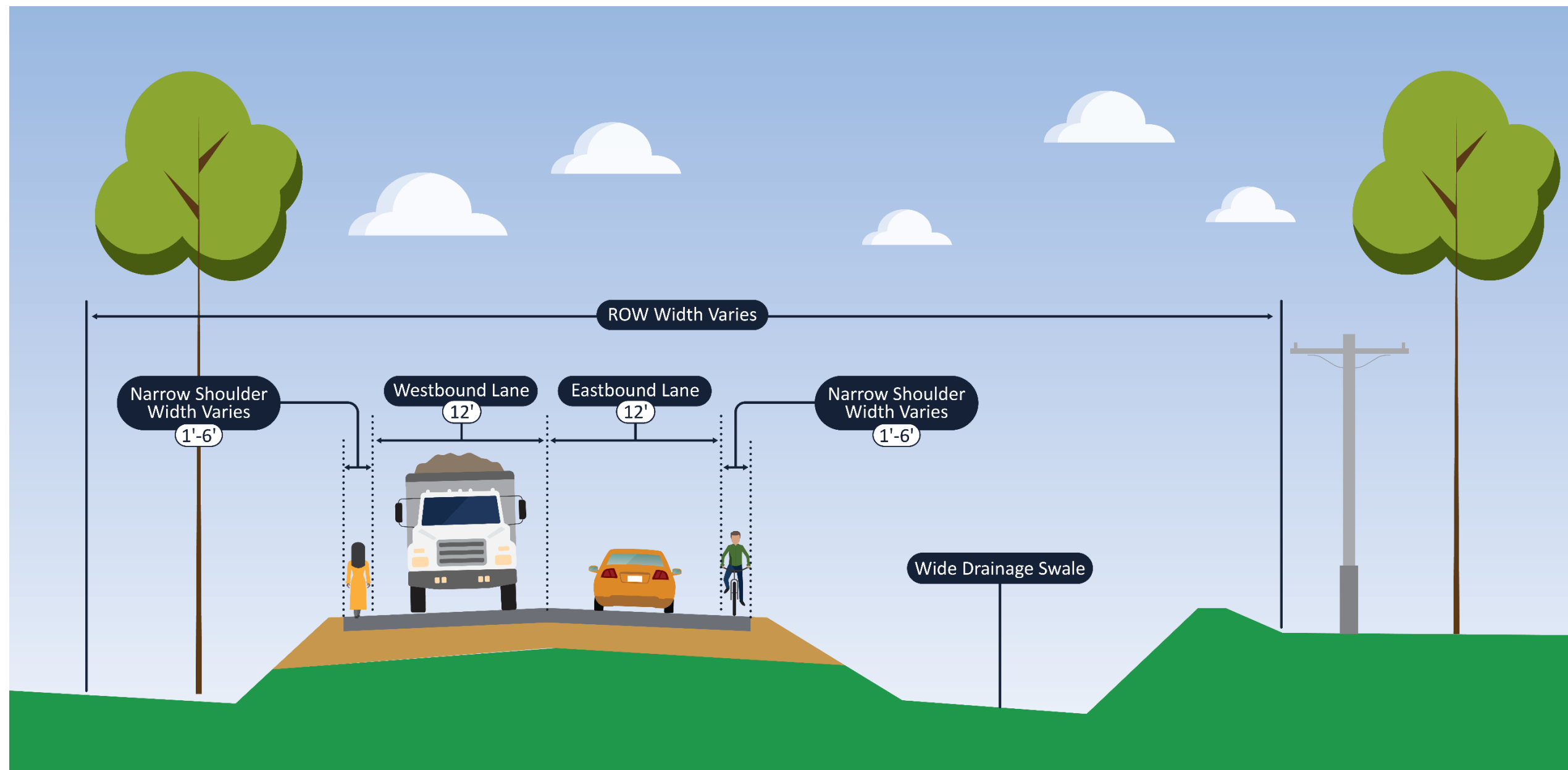


Project Goals:

- Resurface the roadway and stabilize the embankment
- Improve facilities for non-motorized users
- Implement context-sensitive design to improve safety
- Upgrade drainage systems, as feasible
- Install new signage and pavement markings



Existing Conditions - Typical Section



What we've heard from you....

Traffic and Safety

- Holmes Road experiences many more accidents than the data shows
- Many cars pass other vehicles within the corridor.
- There are high speeds, with the highest east of Lakloey Drive

Drainage and Flooding

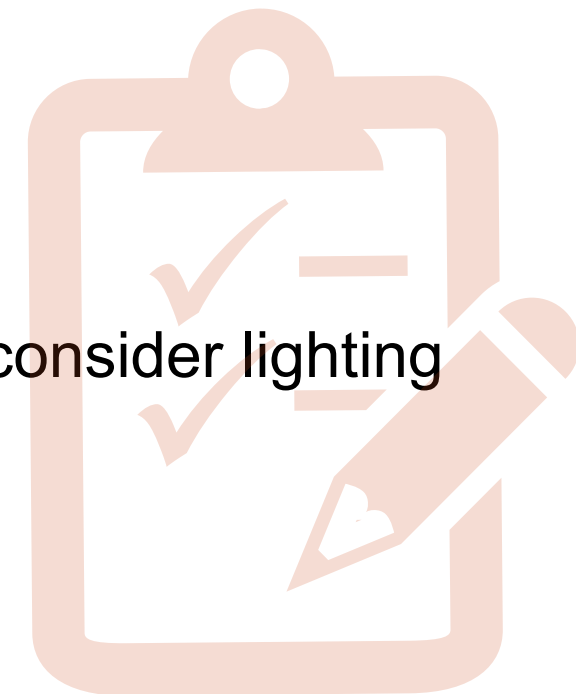
- There are many locations that experience flooding
- Improve drainage; don't decrease capacity

Infrastructure Improvement

- Strong support for walking and biking facilities
- ROW acquisitions will likely be necessary

School and Community

- The school bus stop at Lakloey Drive results in parked cars; consider lighting
- The corridor sees a lot of all-terrain vehicles (ATV)
- Many moose in the area



What we've learned on the design side...

3R Road Safety Analysis (Vehicle Safety)

- The officially documented crashes do not require additional road widening
- This does not preclude widening for other purposes

Speed Limit Study

- 85th percentile speed is 55-57 mph throughout
- The current **speed limit** does not reflect driver behavior.

Intersection Control Evaluation (Holmes & Dennis)

- No additional control (4-way stop, signal, roundabout) is required
- However, the accident rate exceeds the statewide average
- Due to wide shoulders, cars frequently pass slow/stopped vehicles
- Turning movement elements (turn lanes, medians, etc.) are recommended



Alternative Solutions:



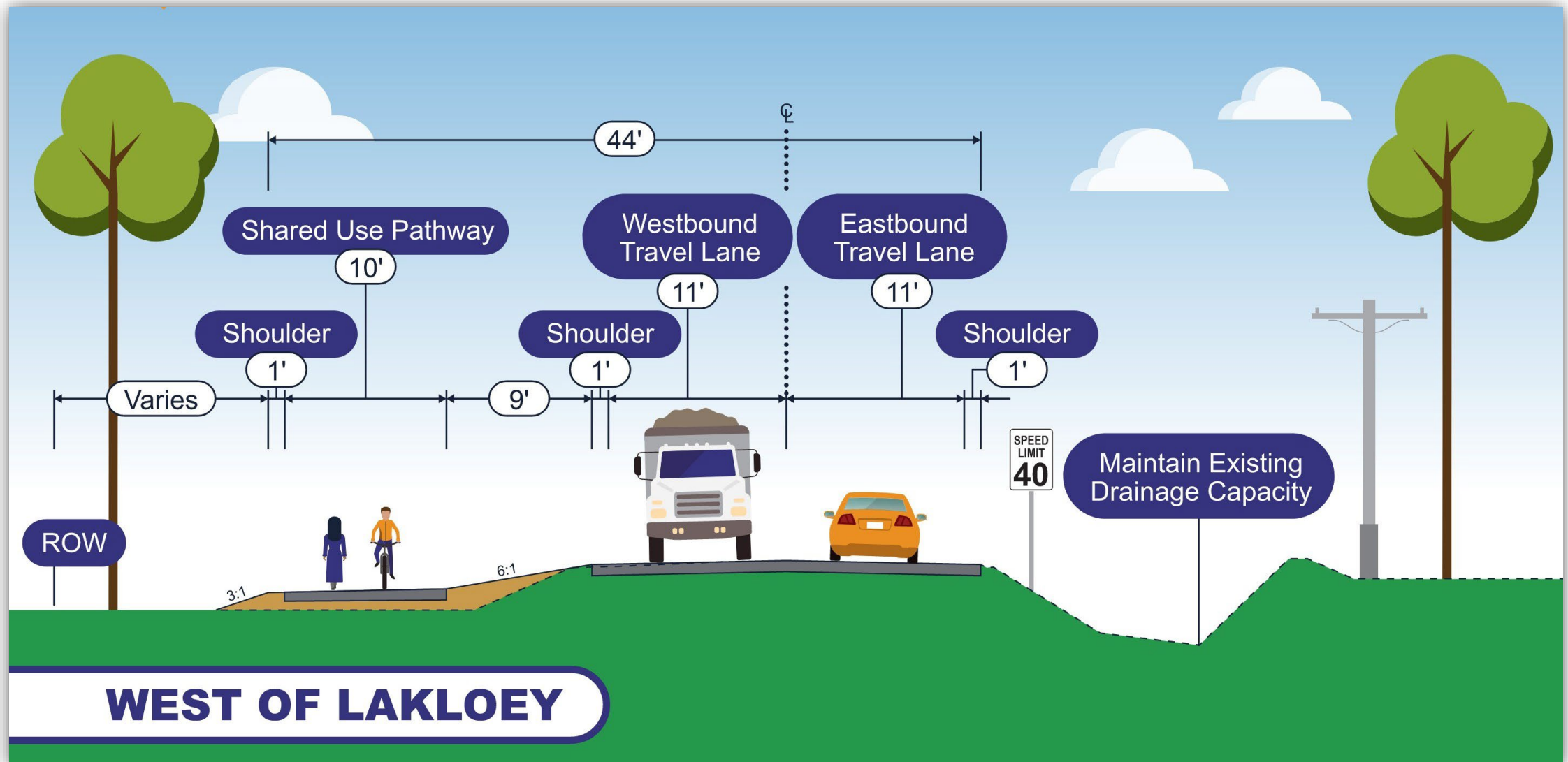
- **Alternative 1:** No Build of Non-motorized Facilities
- **Alternative 2:** Separated Path
- **Alternative 3:** Widened Shoulders
- **Alternative 4:** Adjacent Sidewalk
- **Hybrids! Why?**
 - Different driving speed needs
 - Different development densities
 - Different available ROW



Non-Motorized Alternative 2: Separated Path

Key features:

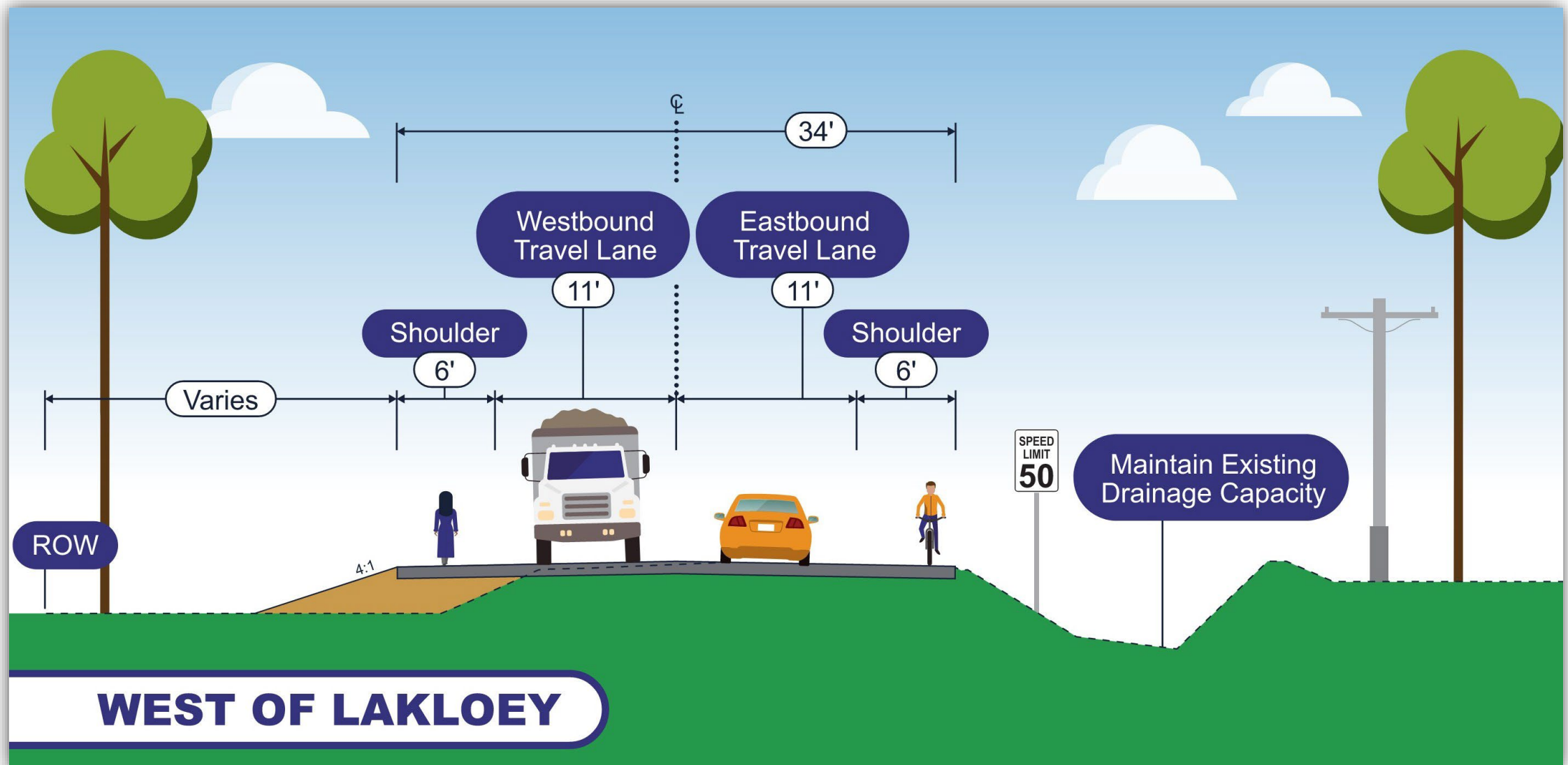
- 8 to 10-foot wide path separated from traffic
- Does not help reduce current driving speeds
- Provides a Low Stress space for non-motorized users



Non-Motorized Alternative 3: Widened Shoulders

Key features:

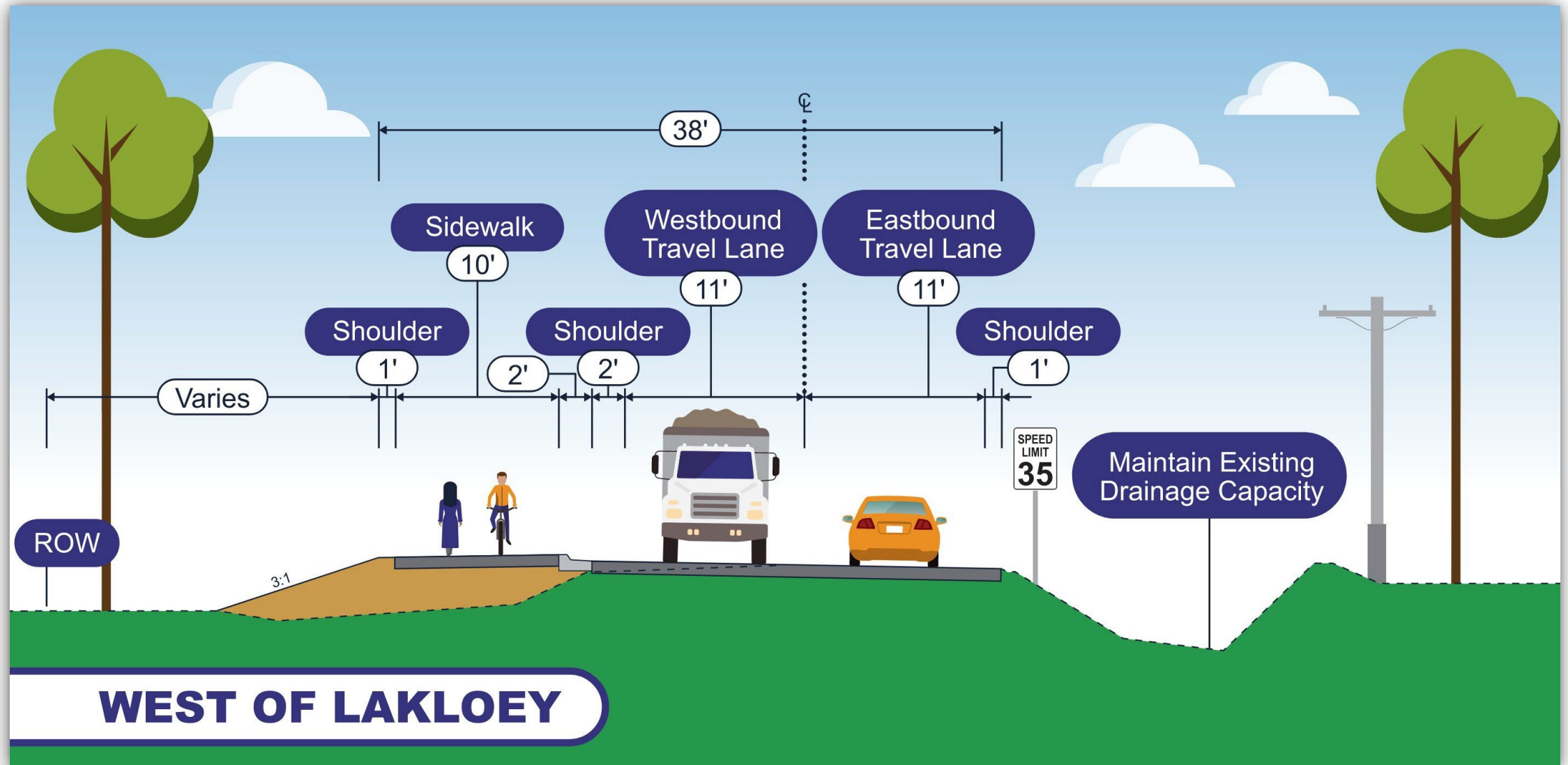
- 6-foot widened shoulders on both sides
- Accepts current driving speeds; change speed limit to 50 mph
- Non-motorized users will be adjacent to higher-speed vehicles



Non-Motorized Alternative 4: Adjacent Sidewalk

Key features:

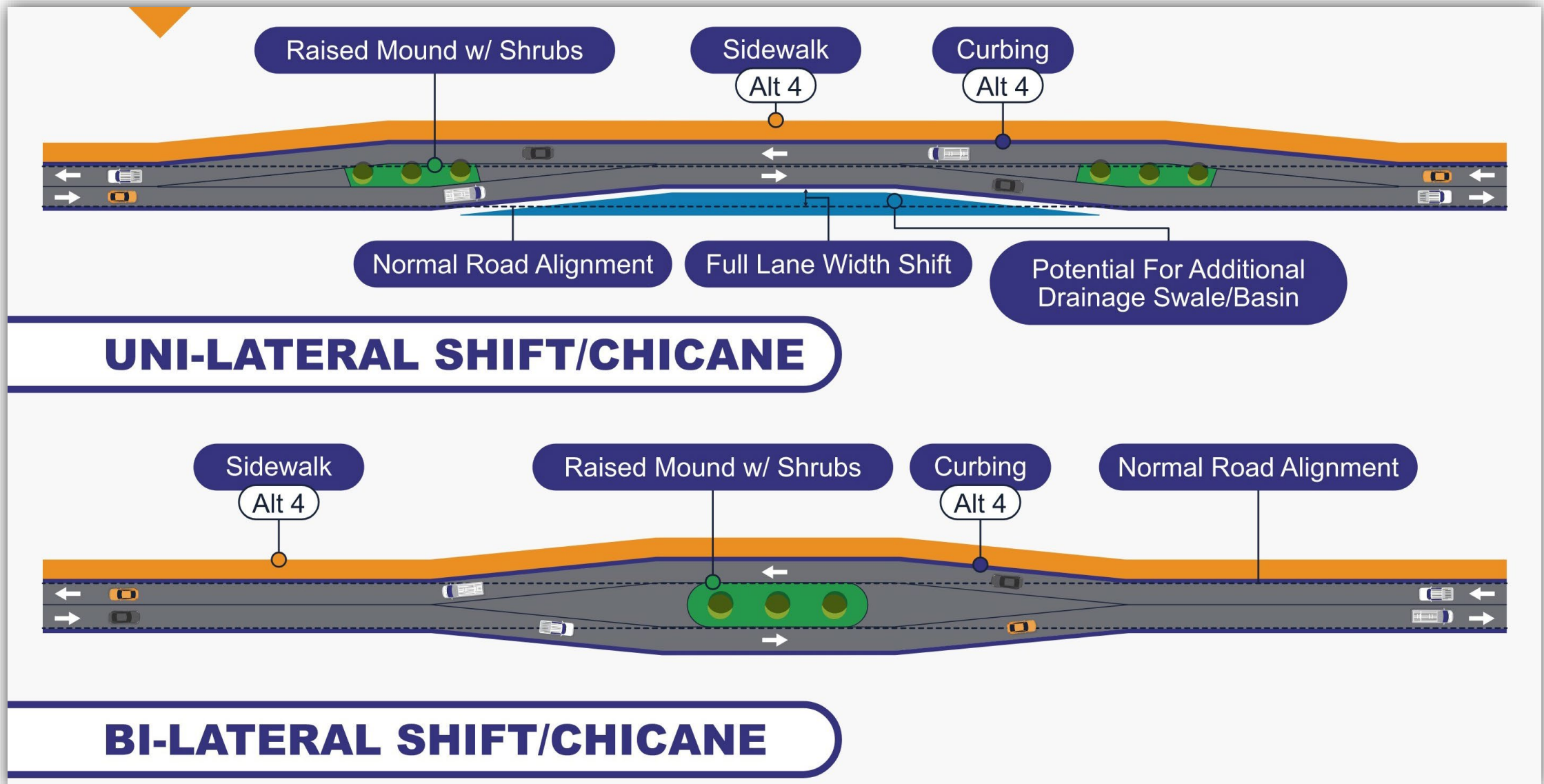
- Curbing encourages slower speeds by increasing the “friction”
- Low stress non-motorized space with slower vehicles
- Opportunities to improve drainage
- Compatible with Traffic Calming concepts



Traffic Calming: Lateral Shift / Chicane

Compatible with Alternative 4 or Hybrid of Alternative 2 and Alternative 4

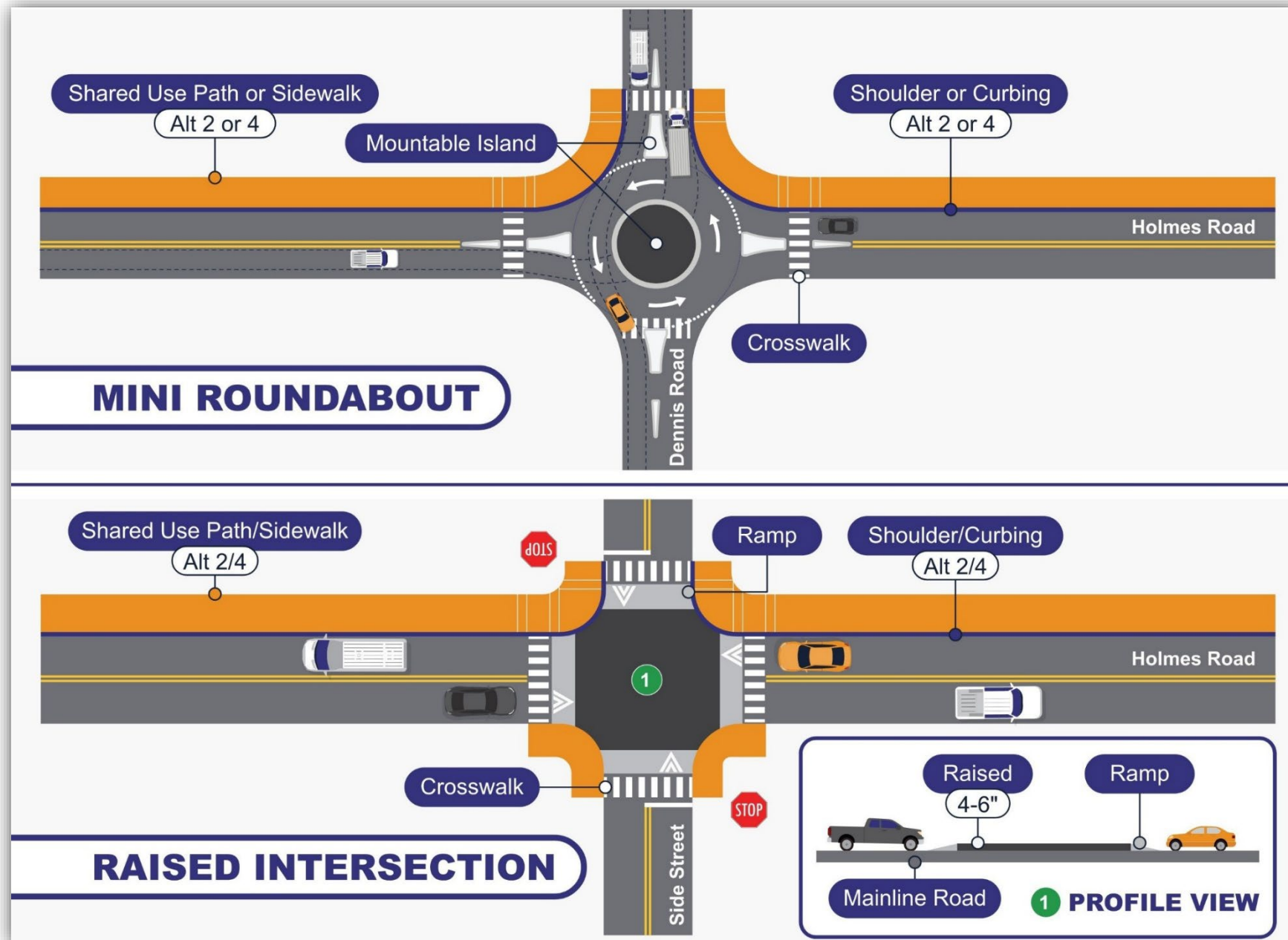
- Horizontal movements are designed for 35 mph
- Mounded medians prevent short-cuts and aid in lowering driver speed
- Opportunities to increase drainage



Traffic Calming: Mini-Roundabout / Raised Intx.

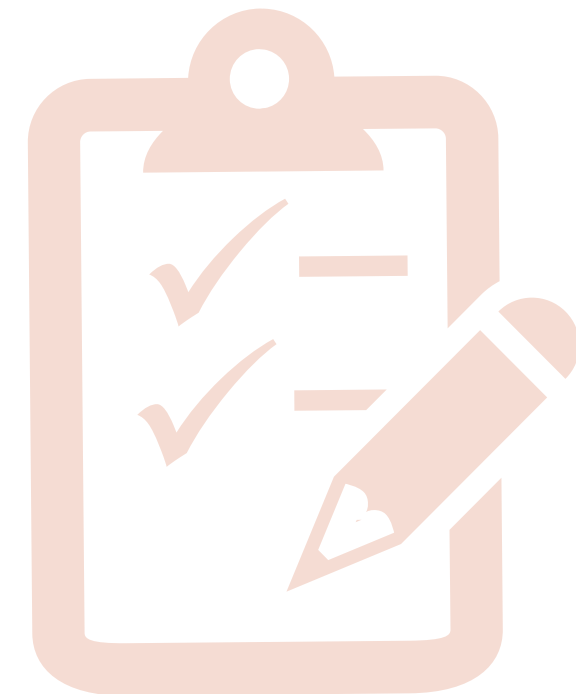
Compatible with Alternative 4 or Hybrid of Alternative 2 and Alternative 4

- Roundabout slows vehicles and keeps vehicles from passing
- Raised intersection slows vehicles



Next Steps Tonight

- **Give feedback on your Preferred Alternative(s)**
- **Provide comments on the Roll Plot**
- **Ask Questions**
- **Submit written comments and rank the alternatives**



Project Schedule

The table below outlines the current project schedule:

Task	Schedule
Public Involvement: - Open House No. 1 - Open House No. 2	- Completed - October 7, 2025
Environmental Documentation	2024 – 2025
Design, Permitting & ROW	2025 – 2027
Construction	2028+ (pending funding availability)

We welcome your input!



CONTACT:

John Netardus, P.E. | *DOT&PF Project Manager*
Telephone: (907) 451-5448

Gary Jenkins, P.E. | *DOWL Project Manager*
Telephone: (907) 371-2001

Jovie Garcia | *DOWL Public Involvement*
Telephone: (907) 562-2000

PROJECT EMAIL:

✉ HolmesRd@dowl.com

WEBSITE:

🖱 www.HolmesRd.com



SCAN ME

Scan this code with
your smartphone to view
the project website.

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777.

