

Project Fact Sheet

Seward Highway MP 75-90 Road & Bridge Rehabilitation Project

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is planning to rehabilitate approximately 15 miles of the Seward Highway between milepost (MP) 75 near the bottom of Turnagain Pass, and MP 90 near the Girdwood intersection.

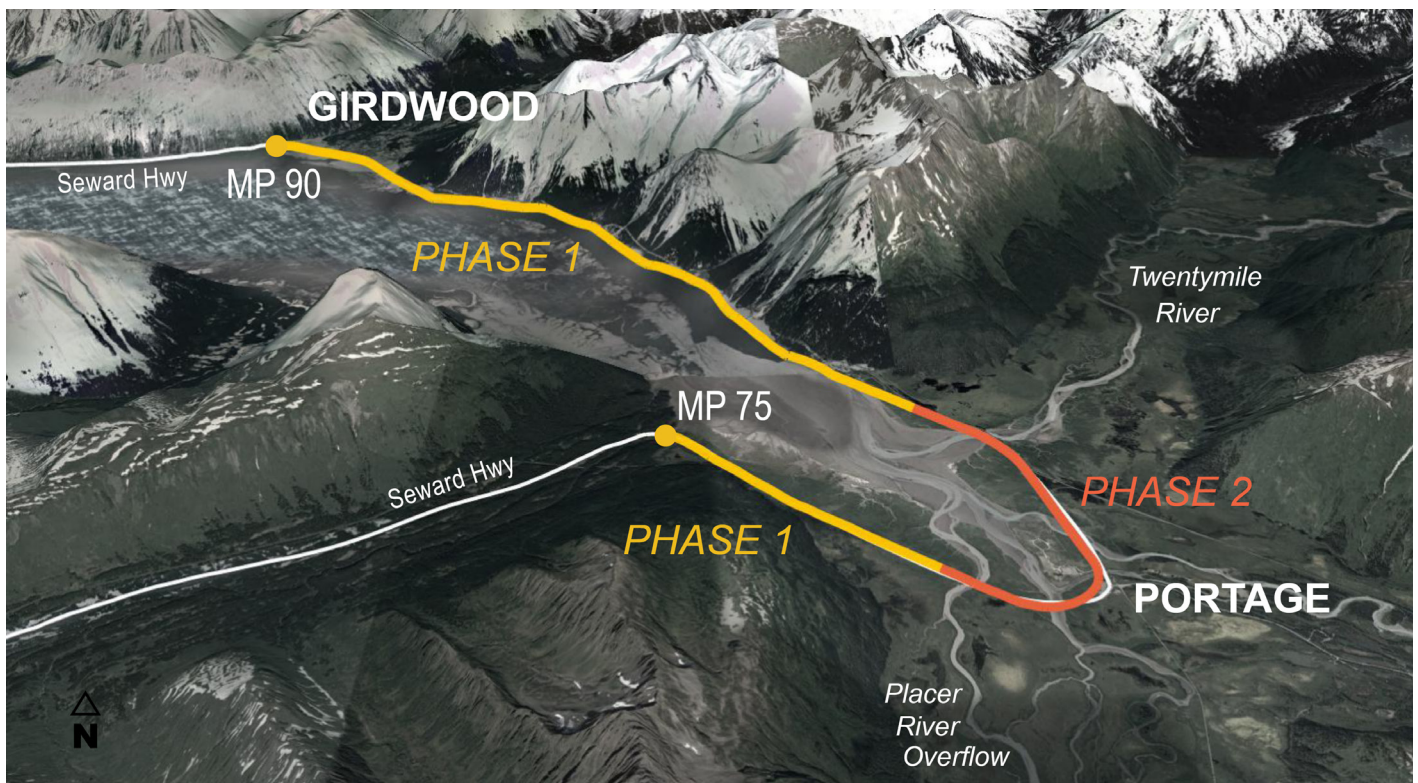
This project aims to increase safe movement of traffic, to extend the service life of the roadway, and to replace eight bridges and rehabilitate a ninth.

DOT&PF proposes to upgrade the highway by:

- » Resurfacing the roadway in the entire 15-mile corridor
- » Straightening curves to improve sight distances
- » Improving the Portage Glacier Road intersection
- » Replacing existing bridges (8 total)
- » Adding 5 miles of new passing lanes
- » Adding new parking areas/improving access for the hooligan fishery
- » Enhancing recreational access at Placer River and Portage Creek
- » Improving drainage
- » Replacing guardrails and culverts as needed

Background:

This project was initiated and its purpose and need were defined in the mid/late 2000s. DOT&PF considered a number of alternatives and design options early in the project development process. The key factors to consider were improving safety, correcting roadway deficiencies, and reducing congestion, especially during peak travel times. DOT&PF oversaw a number of engineering and environmental studies to help further analyze the options. Through that analysis, improvement alternatives were studied, then advanced or dismissed for a variety of reasons including cost, topographical constraints, and environmental concerns.





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Get Involved:

DOT&PF wants to hear from you as we complete final design and prepare for construction. We will keep the public informed of project progress via e-newsletters, and public meetings. To learn more about the project, to sign up for the project e-mail list, or to leave a comment, visit www.sewardhighway75to90.com.

Contact:

If you would like to request additional information or share your ideas, visit our website. You may also contact the project team.

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Environmental Review:

Much of the project's analysis to date has studied potential impacts to the human and natural environment in the project corridor. The project's required Environmental Assessment (EA) identifies whether impacts would occur as a result of the project, and if so, how DOT&PF will avoid or mitigate impacts. The EA studied a variety of topics, including noise, fish and wildlife, wetlands, cultural and historic resources, socioeconomics, air quality, and more. Given the complexities of this project area, several specialized environmental studies, such as beluga whale considerations and tidal impacts, also occurred. You can read more about the environmental studies by visiting the project library at www.sewardhighway75to90.com.



Schedule:

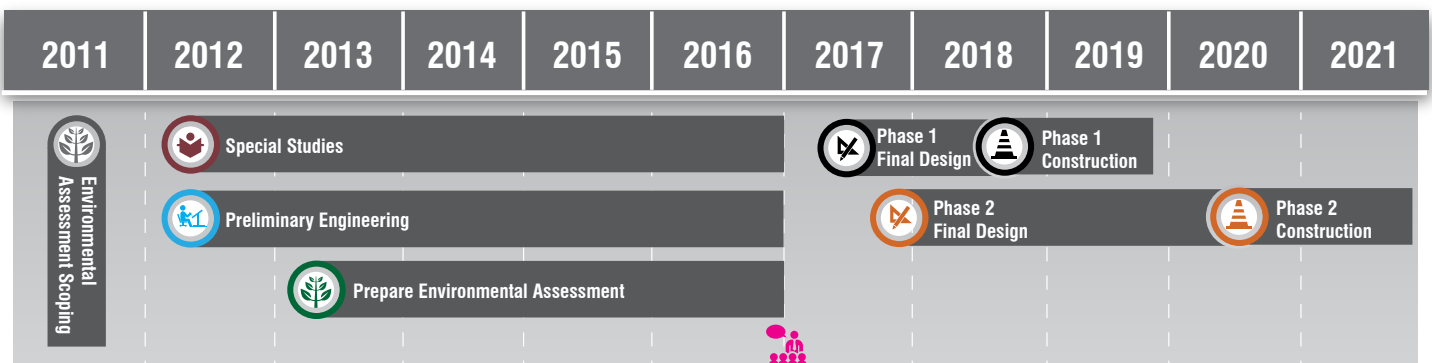
The project is proposed to be constructed in two phases. The first phase of project construction will rehabilitate MP 75 to 77.7 and MP 81 to 90, and is anticipated to begin in 2018. Phase 2 will construct MP 77.7 to 81 and is anticipated to begin in 2020. Each phase is anticipated to take approximately two years to construct.

Dates are projected and subject to change, based on availability of funding and other factors.



Cost:

The Seward Highway MP 75-90 Rehabilitation Project is estimated to cost approximately \$200-250 million (including the environmental analyses, design, Right-of-Way acquisition, utility relocation and construction), and will use primarily Federal funds with some state funds. Cost estimates will be further refined as the project design is finalized.



Open Forum Hearing