

WELCOME PUBLIC SCOPING MEETING

APRIL 6, 2016

MEETING PURPOSE

Learn about the project as we begin environmental review and preliminary design. Please provide your feedback to the project team.

PROJECT PURPOSE



The proposed project would restore, resurface, and rehabilitate the Seward Highway MP 25.5 - 36 (defined as a 3R project) in order to enhance safety, extend the service life of the highway, improve passing opportunities, and improve drainage.

Key Project Elements:

- » Rehabilitate the roadway along the existing route
- » Widen shoulders, as needed
- » Flatten curves, as needed
- » Improve drainage and replace drainage structures, including the large culverts conveying Moose Creek
- » Improve passing opportunities
- » Pedestrian amenities and traffic calming in the community of Moose Pass will also be considered

Project Sponsors:

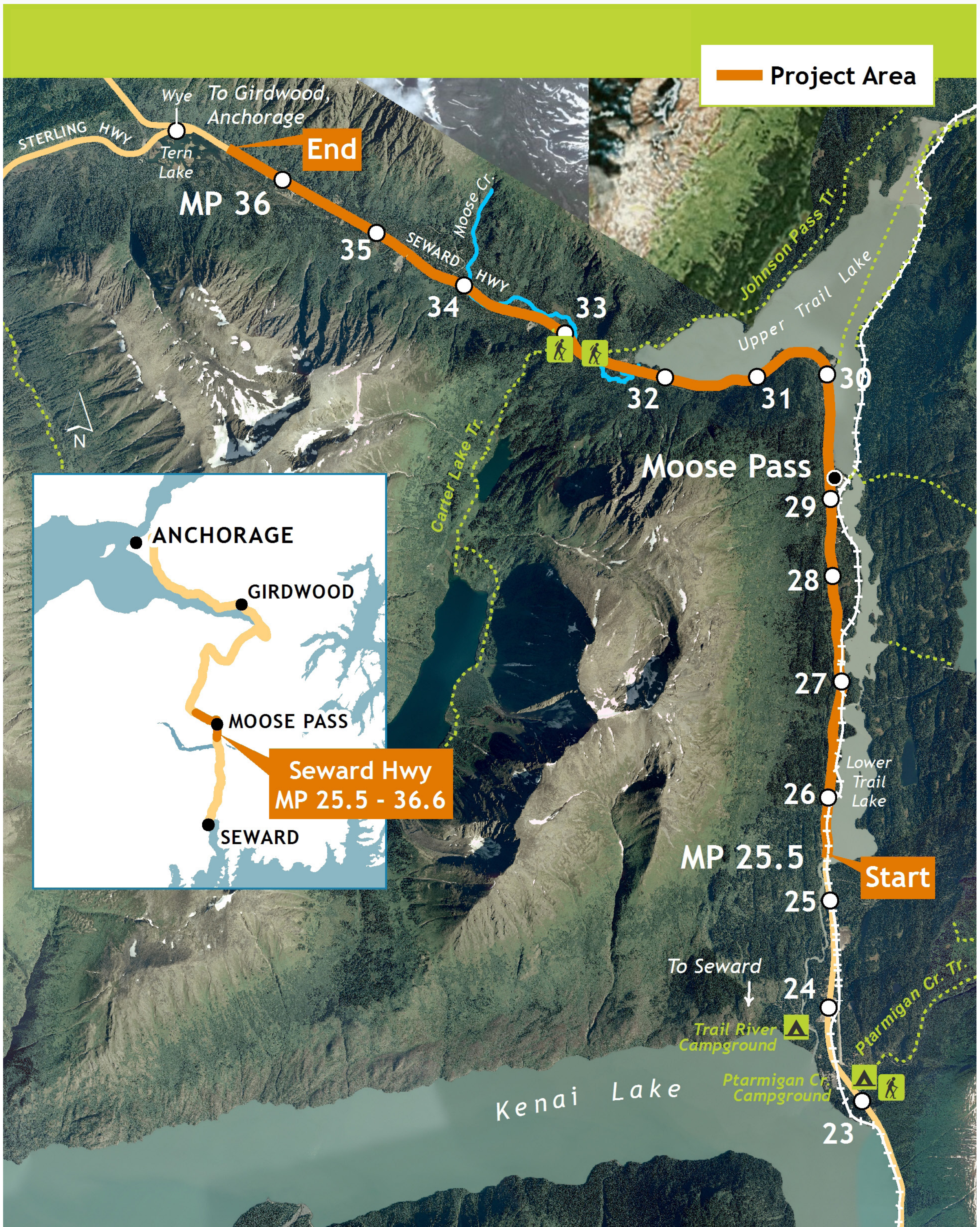
State of Alaska Department of Transportation and Public Facilities (DOT&PF)
Federal Highway Administration (FHWA)



U.S. Department
of Transportation
**Federal Highway
Administration**

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

PROJECT AREA

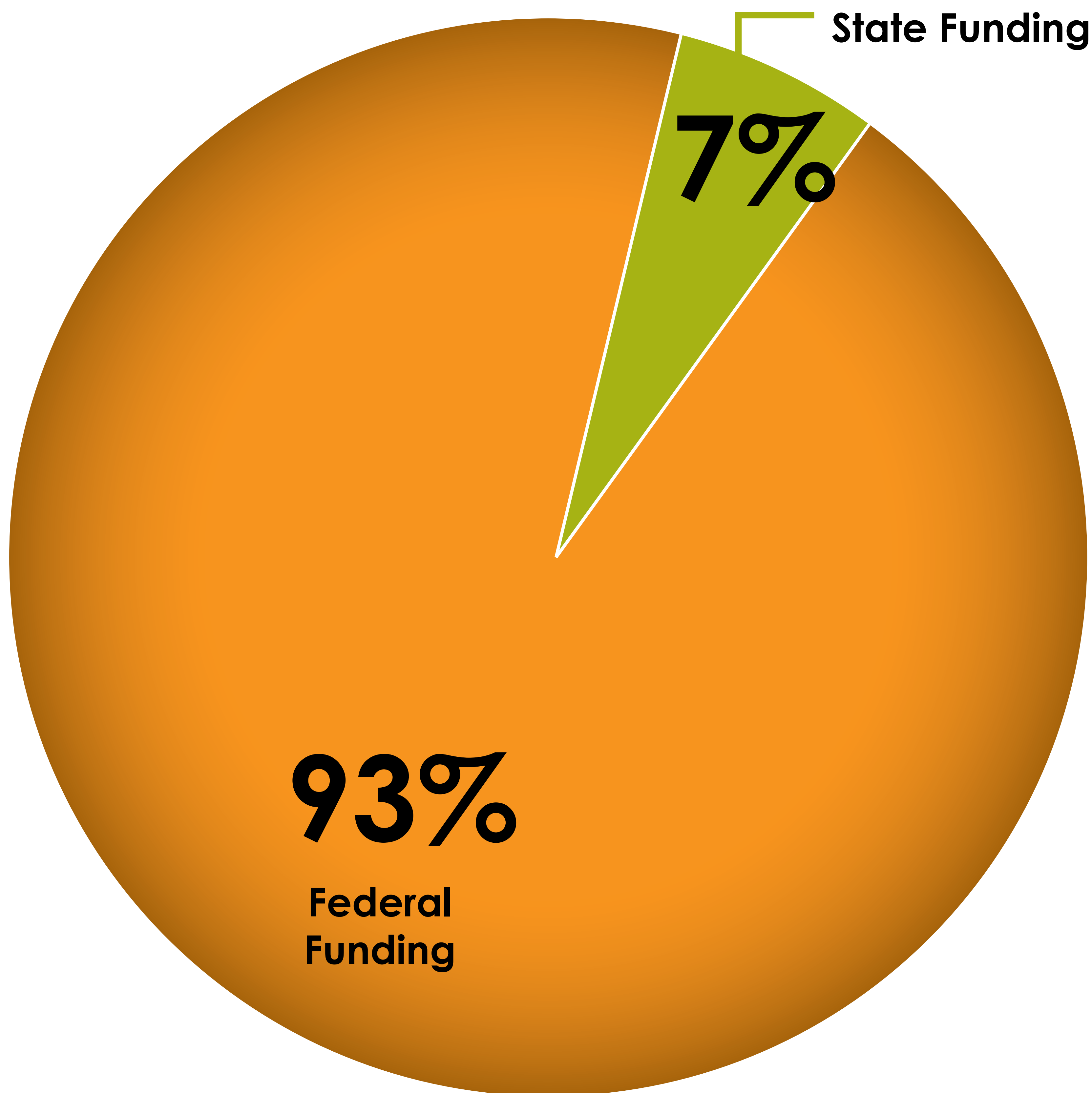


The Seward Highway was built in the 1950's and is a Scenic Byway. The Seward Highway traverses the Chugach National Forest and the Kenai Mountains, and shares portions of its corridor with the Alaska Railroad.

Milepost 25.5 - 36
SEWARD HWY
Rehabilitation Project

PROJECT COST: \$67M

The project is funded by state (7%) and federal (93%) funds.



The DOT&PF has funding for final design and right-of-way acquisition approved in the federal spending plan for 2016-2019. The funds needed for utility relocation and construction are beyond the planning horizon of the current federal spending plan.

ENVIRONMENTAL PROCESS

To comply with the National Environmental Policy Act (NEPA), the project team is developing a Categorical Exclusion (CE). This study will evaluate the project and its impacts on the human and natural environment.

Seward Highway MP 25.5 - 36 NEPA Process - Areas of Interest



Cultural Resources



Recreational trails
and resources



Viewshed



Moose Pass
Community

During scoping, the DOT&PF is identifying concerns and ideas from the public for consideration and agencies for consideration, review and approval. Please share your thoughts on alternatives to consider and what DOT&PF should study.

NEPA COMPLIANCE

- » Categorical Exclusion (CE)
- » Regulatory agency review/approval
- » Primary considerations:



- Noise
- Water/air quality
- Wetlands
- Public lands and recreational areas
- Wildlife habitat
- Right-of-way acquisition

NEPA PROCESS

Fall 2015	Field Studies
Spring 2016 to Summer 2019	Agency and Public Scoping
Summer 2016	Preliminary CE

PROJECT DEVELOPMENT PROCESS

Constraints on Alternatives

Preferred Alternative Chosen

Environmental Documentation & Preliminary Engineering

Environmental Permitting
75% Design / ROW Acquisition

Final Design

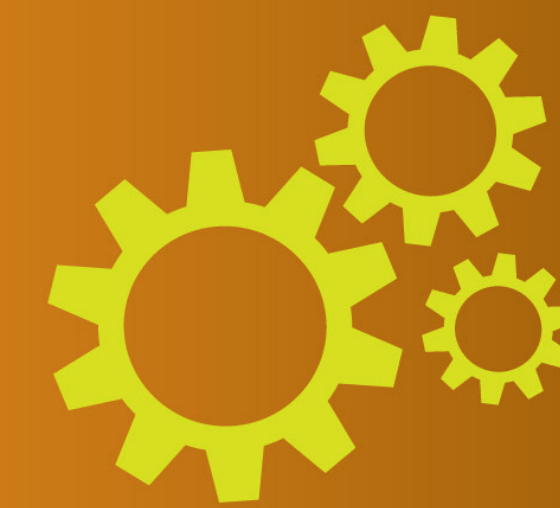
We are Here!

Constraints on Alternatives

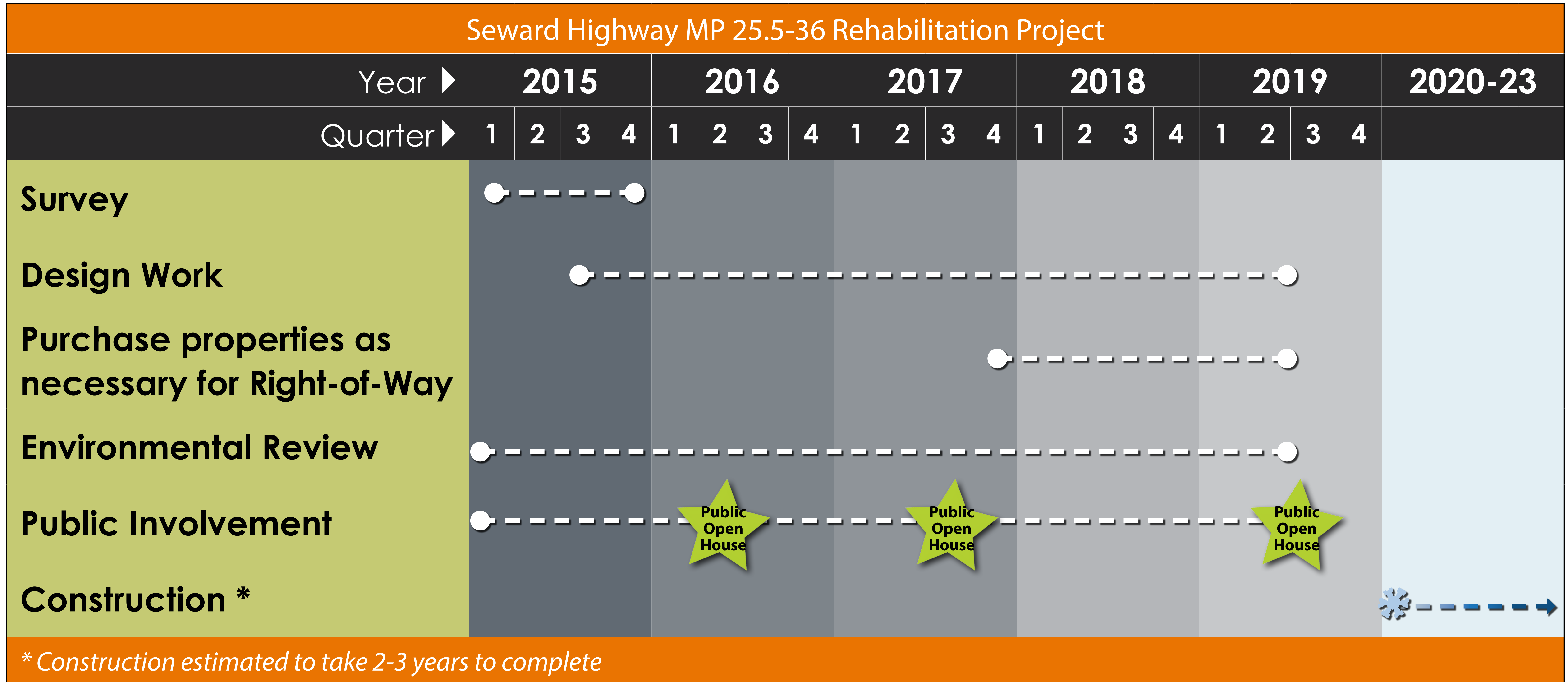
2016 - 2017

2018 - 2019

Anticipated Construction - 2019



PROJECT SCHEDULE

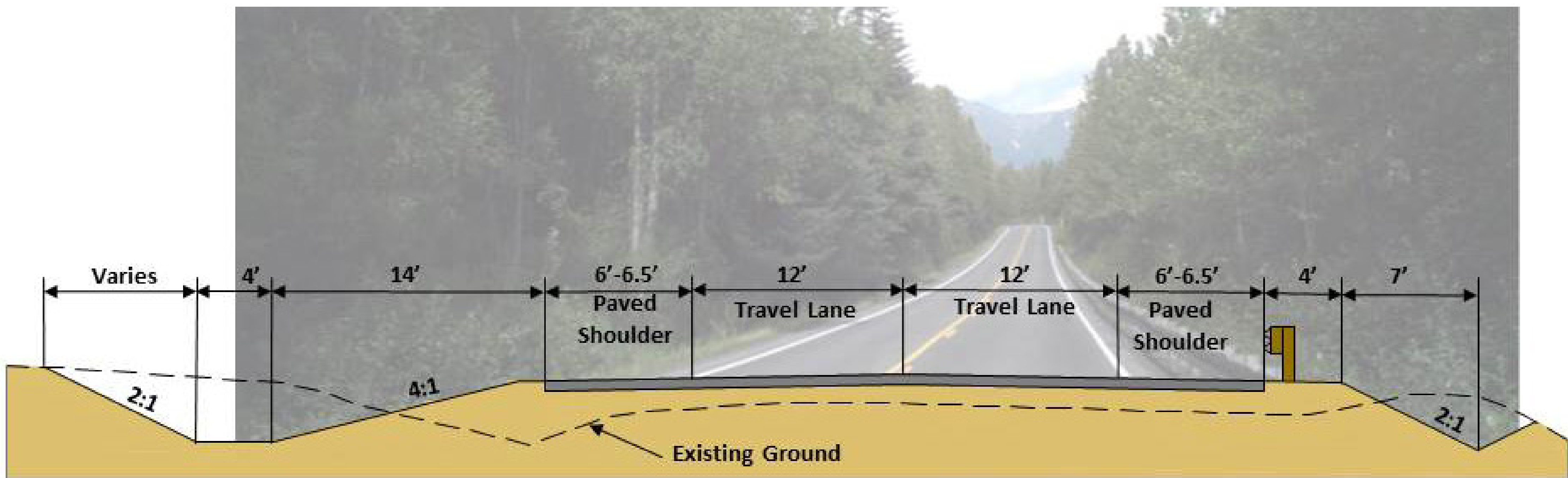


➔ The **start of construction** is dependent on several factors, including available funding, but could begin as soon as **2020**.

DESIGN CONCEPTS

These typical sections show some proposed design features for different parts of the highway.

Typical Rural Highway Section



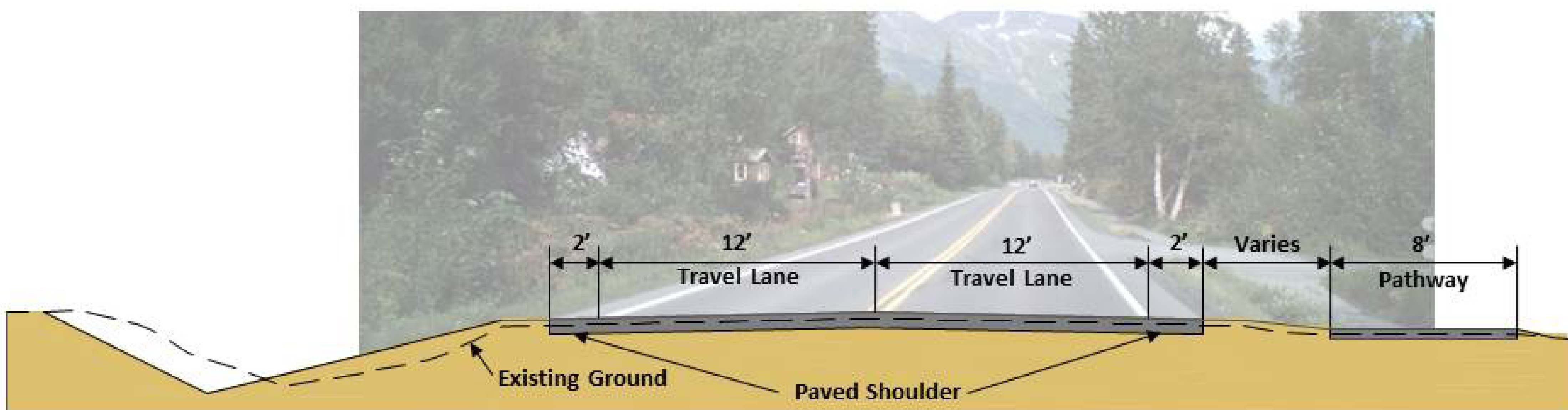
Moose Pass Typical Section Alternative 1: Repave Existing Road and Pathway

Pros

- » Smallest right-of-way impacts
- » Lowest maintenance cost
- » Lowest construction cost

Cons

- » No traffic calming effect improvements
- » No additional pedestrian amenities



DESIGN CONCEPTS

Moose Pass

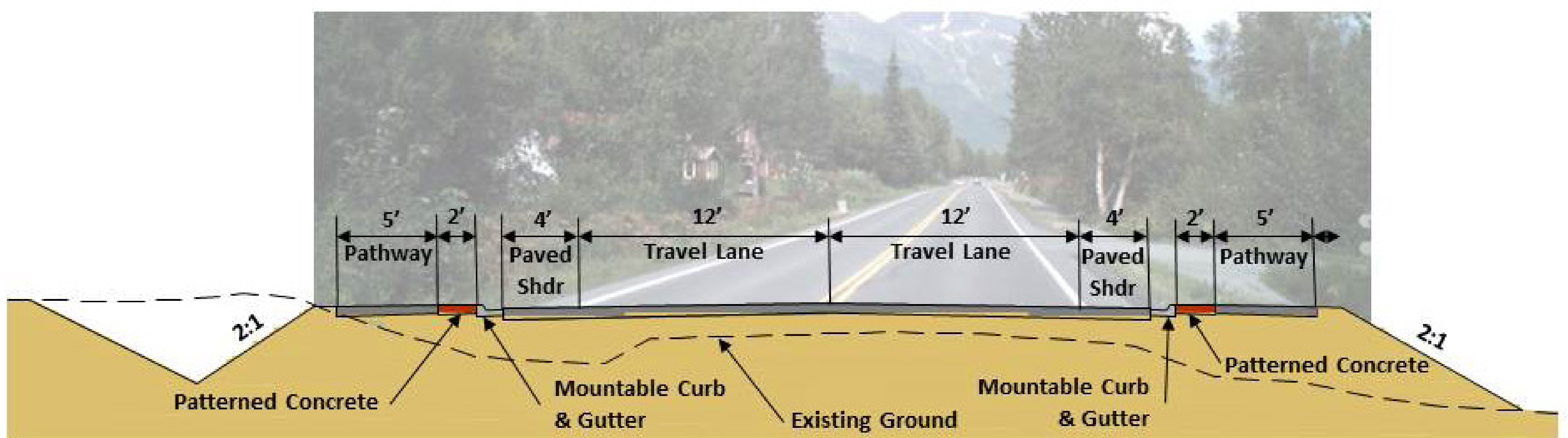
Typical Section Alternative 2: Pathway on Each Side

Pros

- » Greatest pedestrian amenity improvements - widen shoulders and pathways
- » Greatest traffic calming effect improvements
- » Aesthetic improvements

Cons

- » Highest maintenance cost
- » Largest right-of-way impacts
- » Channelized runoff will require drainage structures and result in higher concentrations of discharge
- » Highest construction cost



Moose Pass

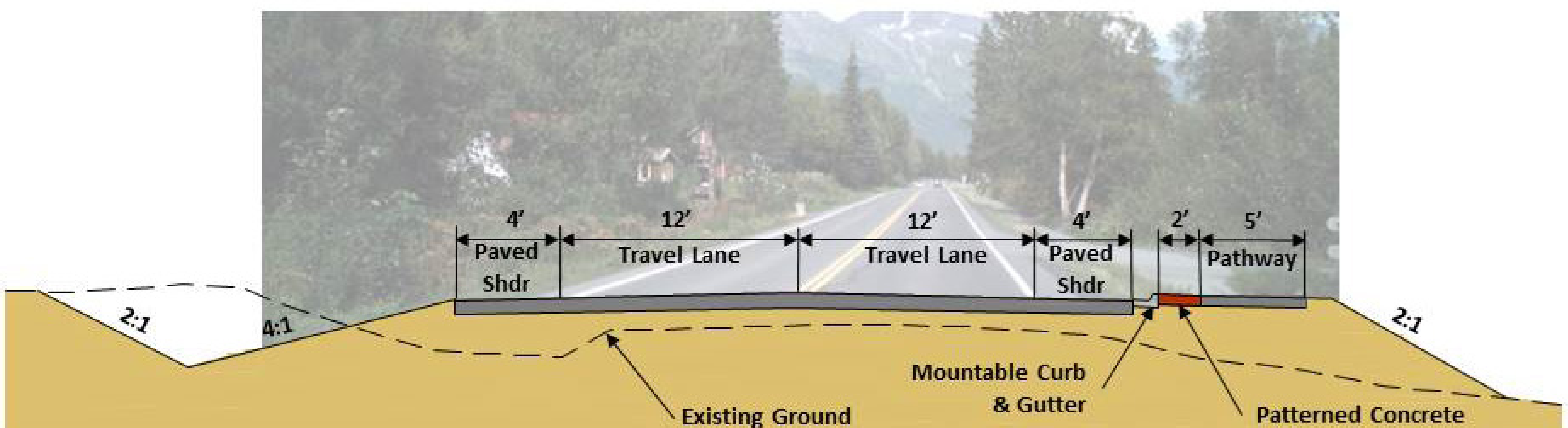
Typical Section Alternative 3: Pathway on East Side Only

Pros

- » Additional pedestrian amenity - widen shoulders
- » Potential traffic calming effect improvements
- » Aesthetic improvements

Cons

- » Maintenance cost
- » Construction cost
- » Right-of-way impacts
- » Channelized runoff will require drainage structures and result in higher concentrations of discharge



DESIGN CONCEPTS

These pictures show some traffic calming ideas DOT&PF is considering for the highway through the community of Moose Pass. Please share your thoughts.

Speed limit markings with red background.



Speed feedback sign.



Change in road geometry including narrower lanes, sidewalk, and gutters.



MAKE A COMMENT

We'd like your
feedback!



There are several ways to leave your feedback.

You may:

- » Leave a comment here using the comment forms provided.
- » Visit www.sewardhighway25to36.com and download the comment form electronically.
- » Contact the Project Manager
 - Alaska Department of Transportation and Public Facilities
Cynthia Ferguson, PE, Project Manager
Email: info@sewardhighway25to36.com
Phone: 907-269-0589
 - HDR
Katherine Wood, Public Involvement Specialist
Email: info@sewardhighway25to36.com
Phone: 907-644-2000