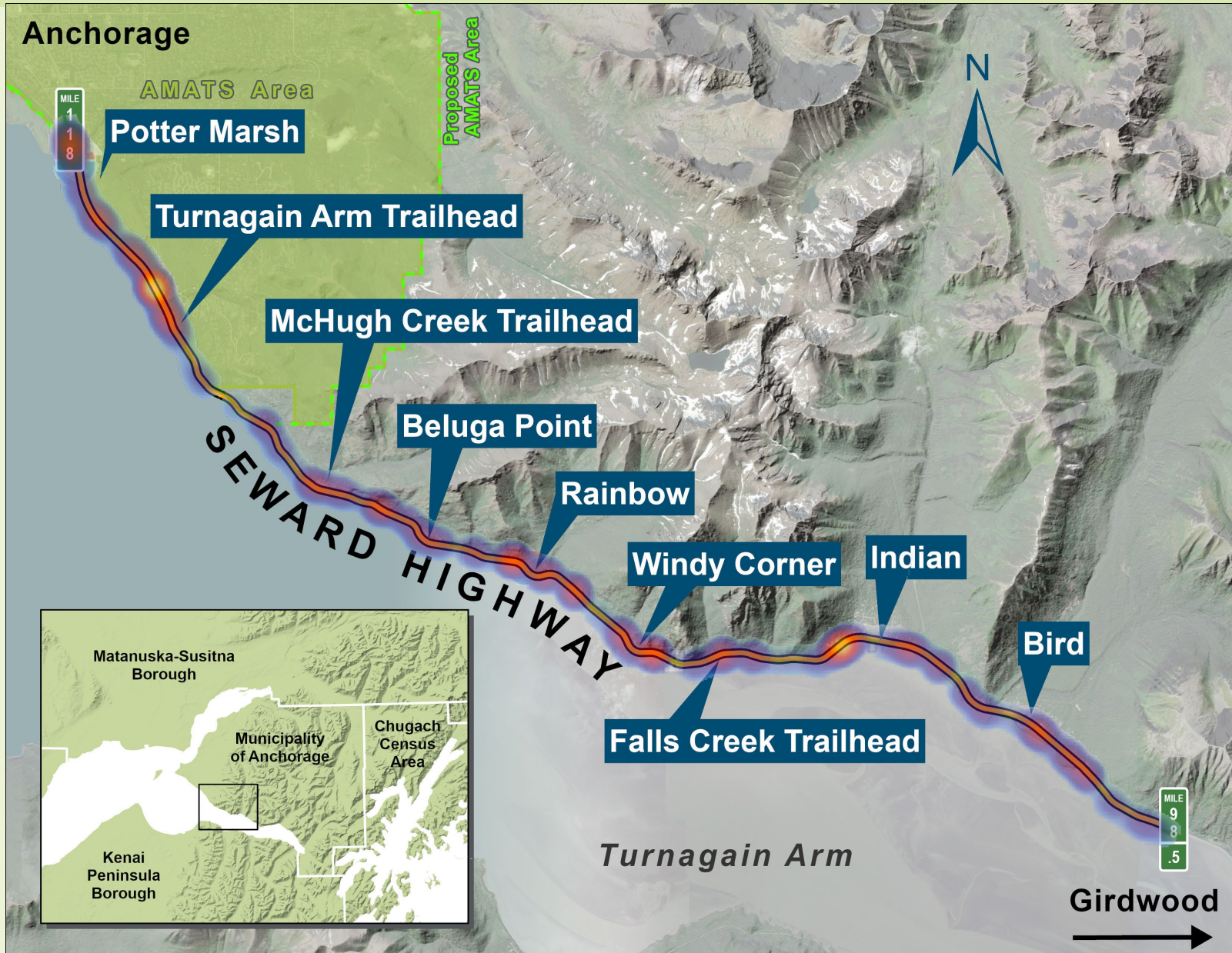


Seward Highway Bird Flats to Rabbit Creek Environmental Assessment

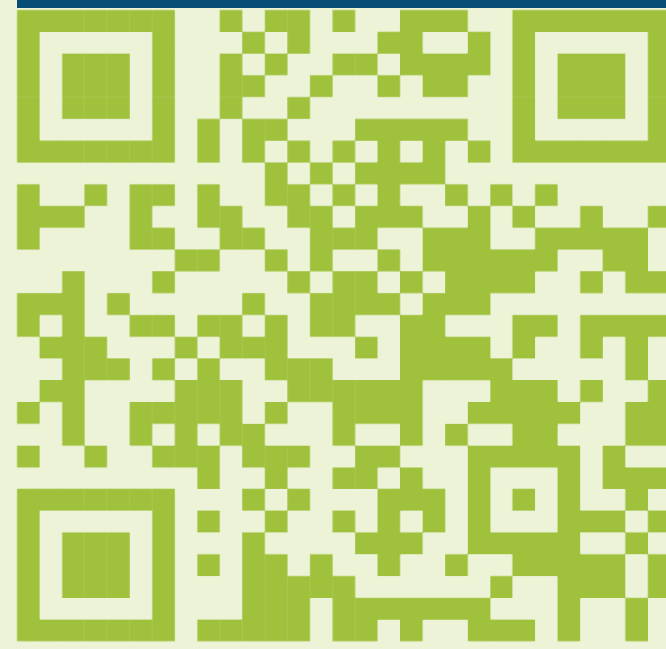
Fixing the last safety corridor in Alaska



Project Scope and Location



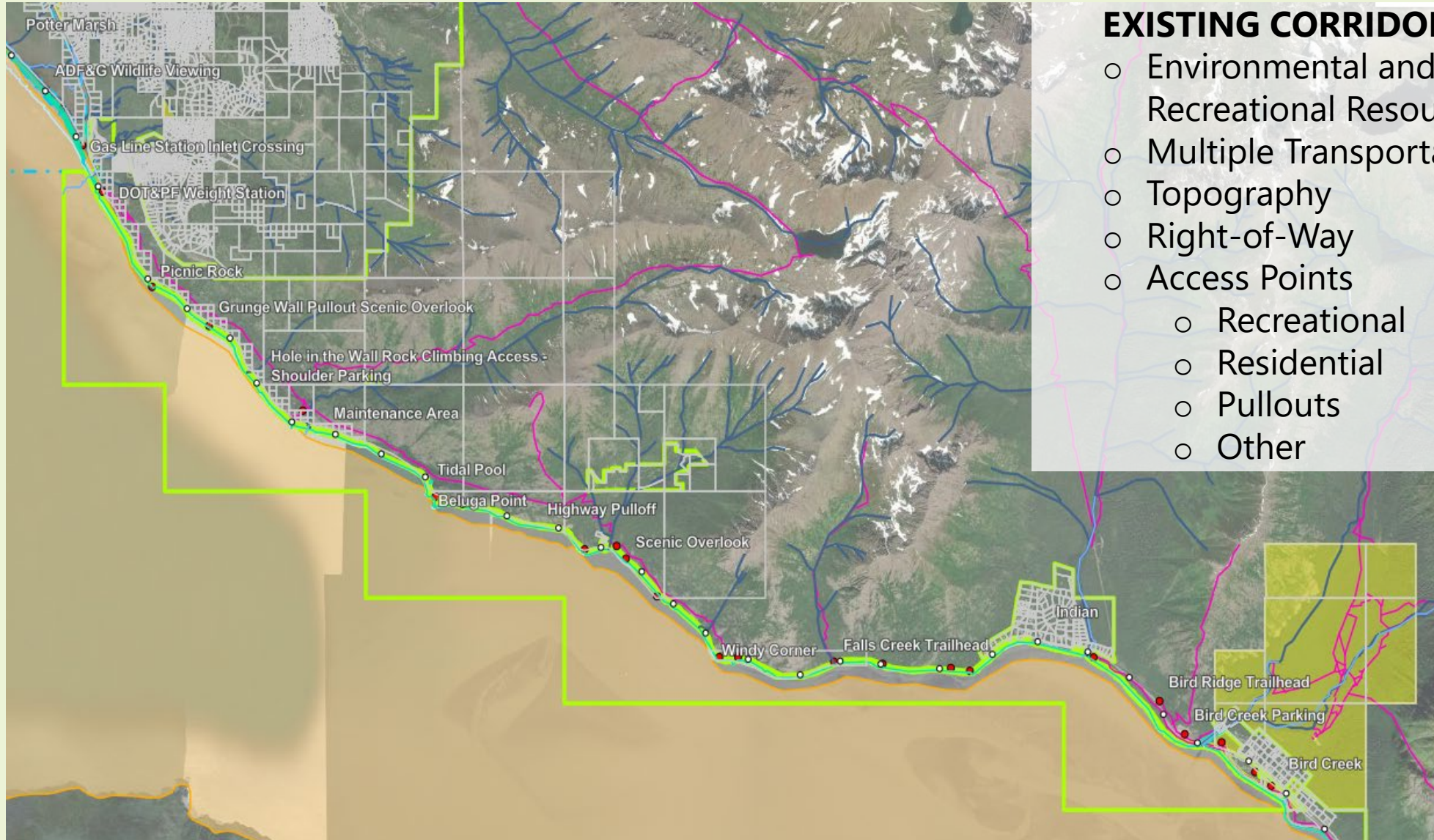
Scan for SaferSewardHighway.com



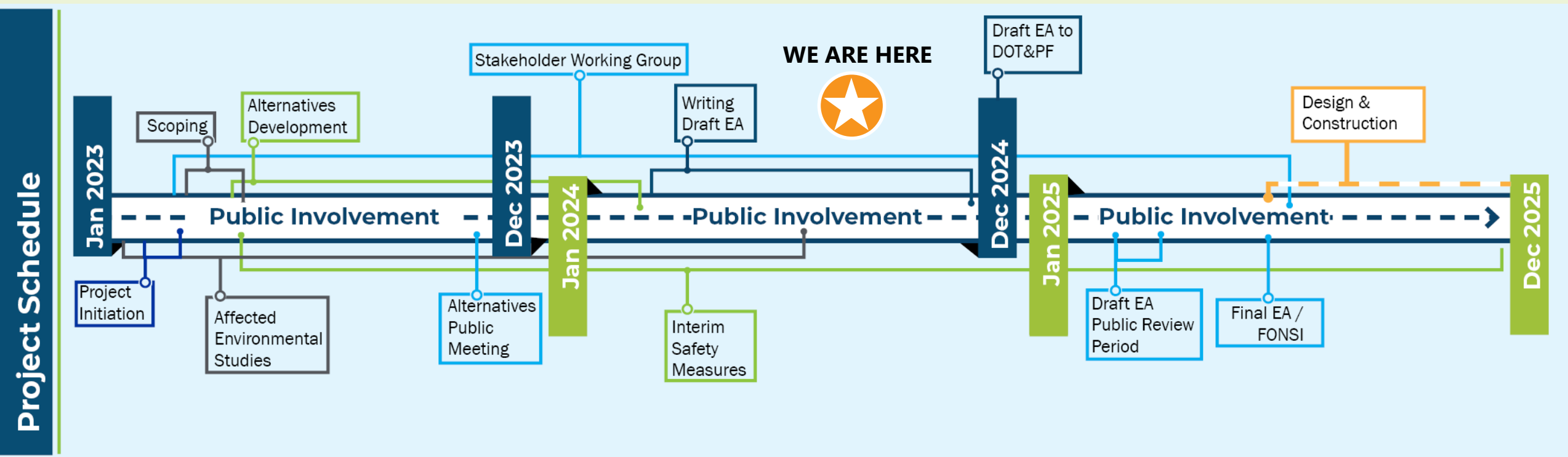
Constraints “What We Are Balancing”

EXISTING CORRIDOR FEATURES

- Environmental and Recreational Resources
- Multiple Transportation Modes
- Topography
- Right-of-Way
- Access Points
 - Recreational
 - Residential
 - Pullouts
 - Other



EA Timeline



Draft Purpose & Need

The purpose of the Seward Highway MP 98.5 to 118, Bird Flats to Rabbit Creek, Reconstruction project is to improve safety, enhance traffic operations, improve access management and multimodal accommodations, and support the vision of a safe mixed-use corridor for users in this stretch of the highway corridor.

- 1 Reduce Crash Rates and Crash Severity**
- 2 Improve Mobility**
- 3 Increase Reliability**
- 4 Safely Accommodate Mixed Uses of Corridor**

Stakeholder Working Group (SWG)

Purpose: An active working group to represent the interest of direct stakeholders of diverse interest.



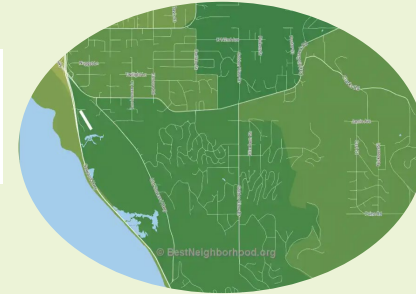
**Planning
Department**



CHUGACH *State Park*



**Alaska State Historic
Preservation Office**
Office of History and Archaeology



**Rabbit Creek
Community Council**



**Girdwood Board
of Supervisors**

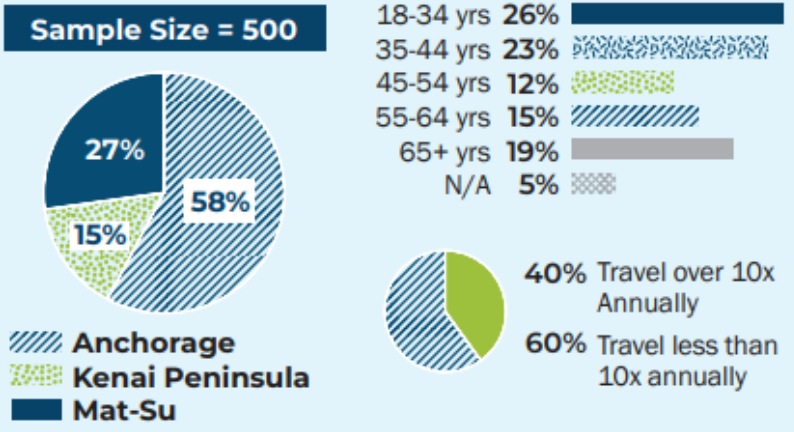


**US Army Corps
of Engineers®**

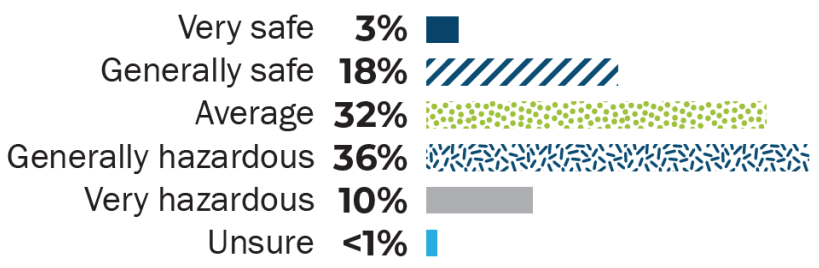


Public Opinion Survey

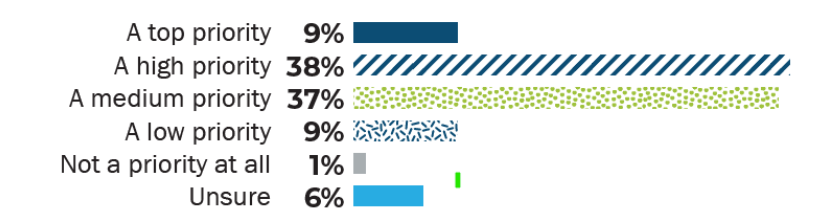
SURVEY PARTICIPANTS



Seward Highway Safety



Prioritize Seward Highway Safety Improvements



Key findings:

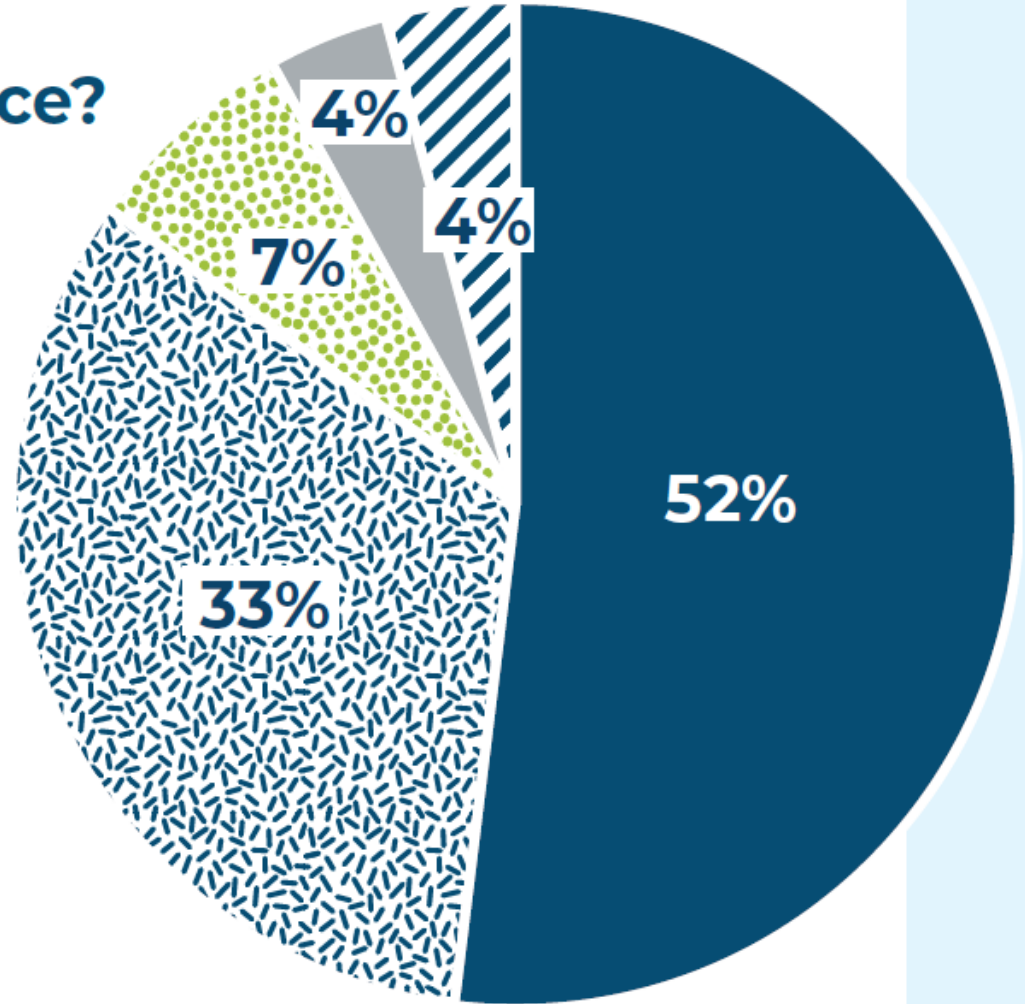
- » Most Southcentral residents frequently use the highway
- » The highway is viewed as hazardous
- » Safety improvements are a priority
- » Over **80%** rated improvements as a **medium or high priority**
- » Rock and ice fall mitigation and additional lanes are the most important improvements

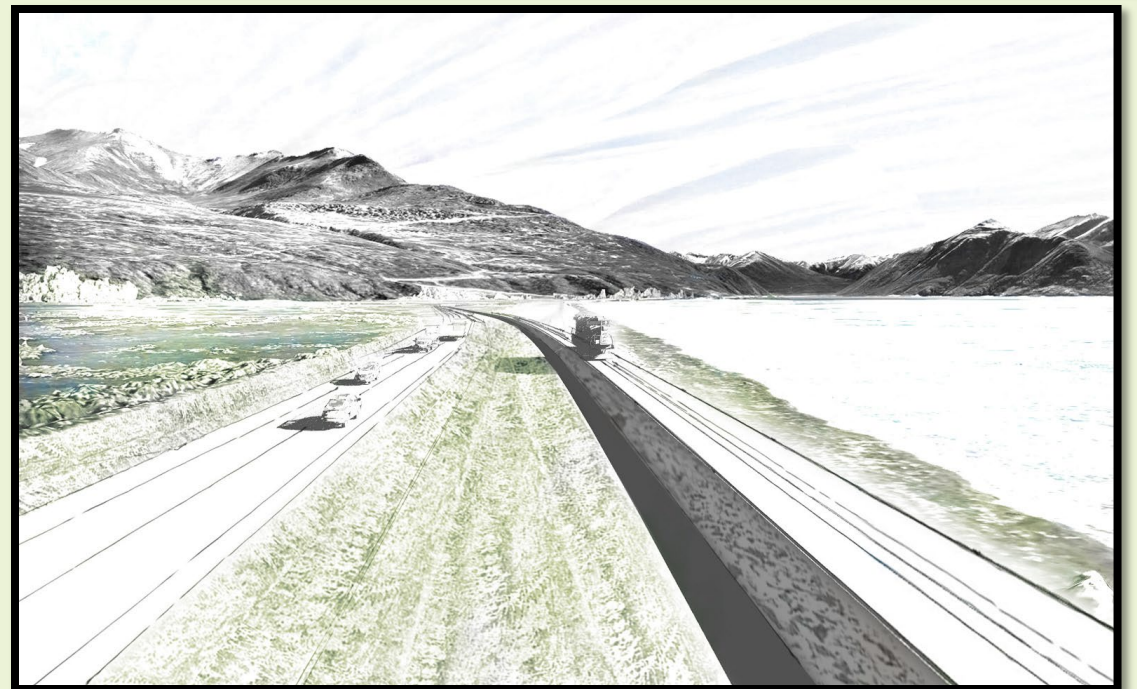
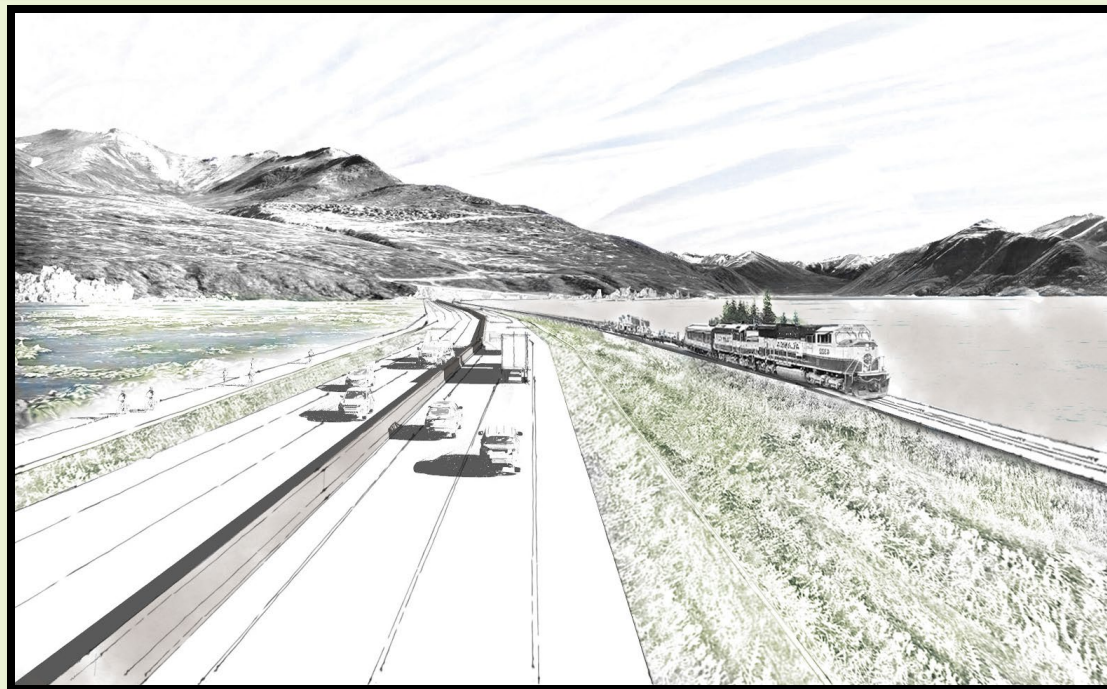
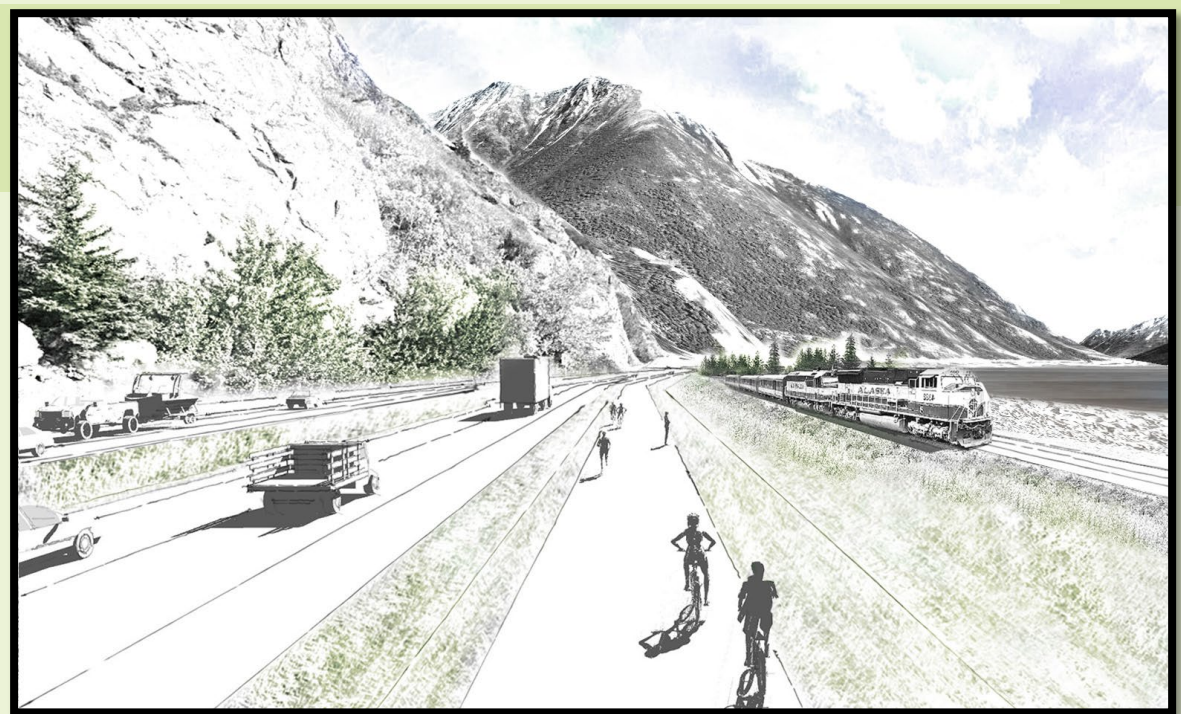
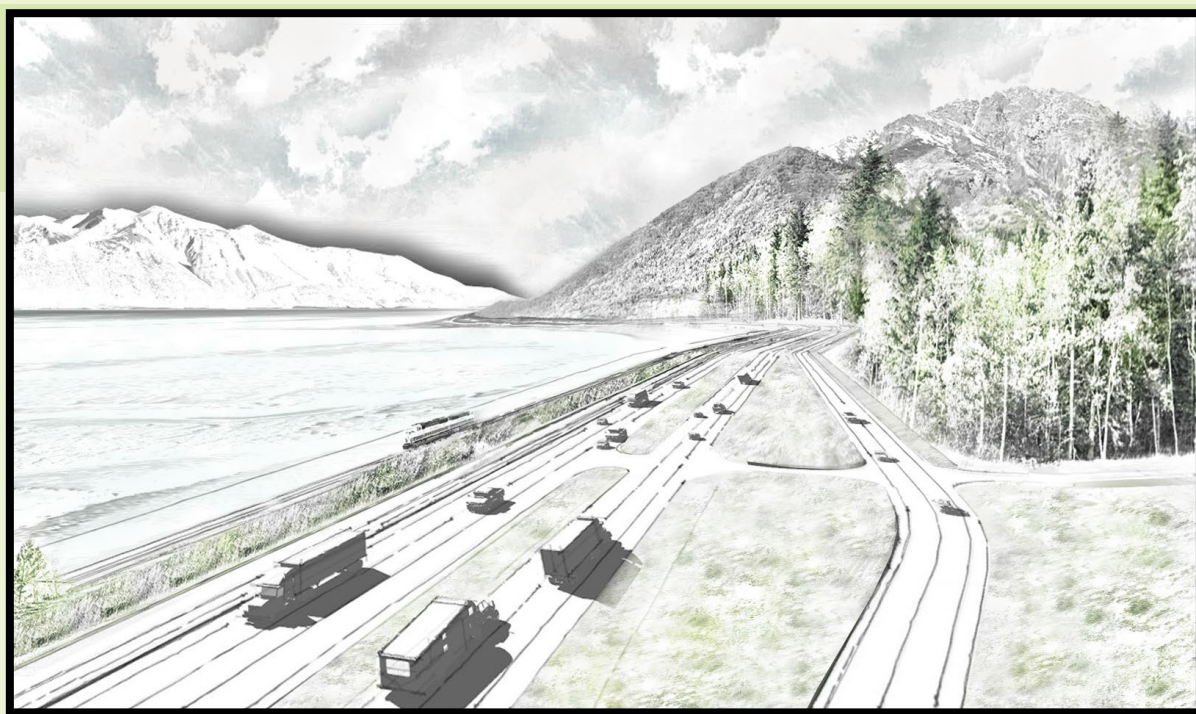
Posted on SaferSewardHighway.com

Public Opinion Survey

Worth high costs and short-term inconvenience?

- 52%** Definitely yes, worth it
- 33%** Probably yes, worth it
- 7%** Probably no, not worth it
- 4%** Definitely no, not worth it
- 4%** Unsure

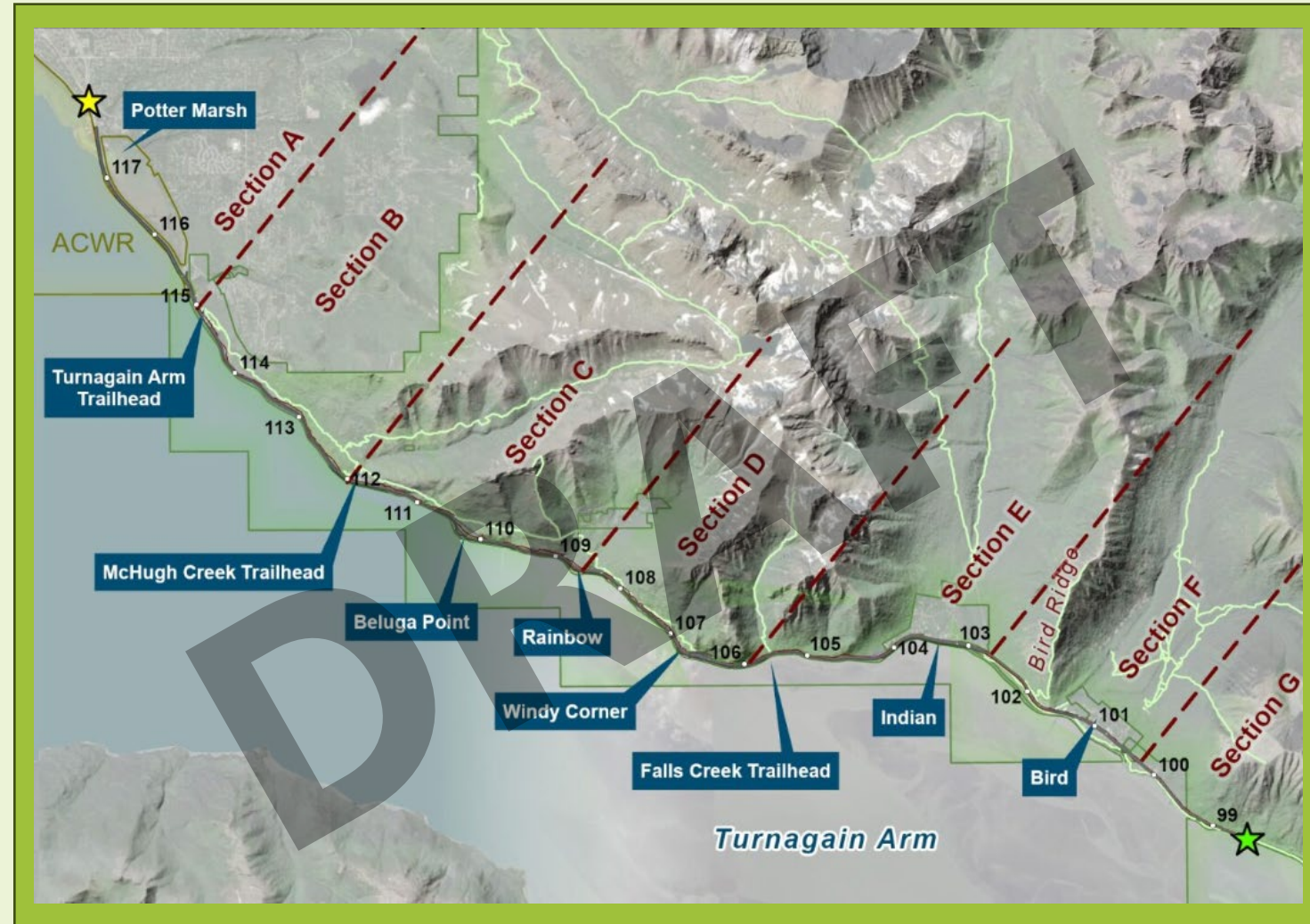




Program Cost

Key findings:

- » Cost within AMATS boundary: \$316M (\$266M current boundary)
- » Total program cost: \$1.3B
- » Funding strategies
 - ~\$150M per year
 - ~\$75M per year
 - Grants, bonds, etc.



Key Takeaways

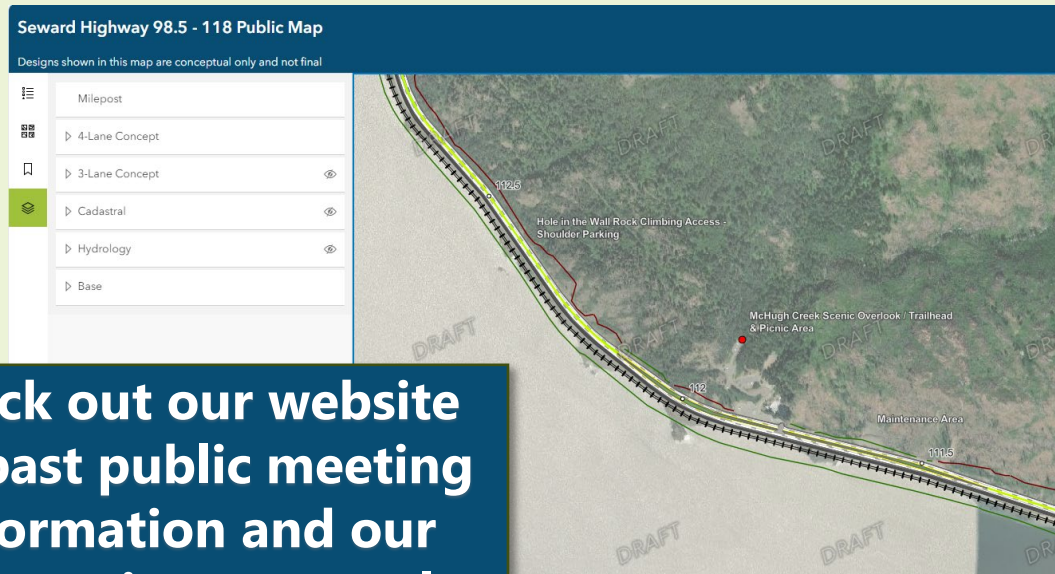
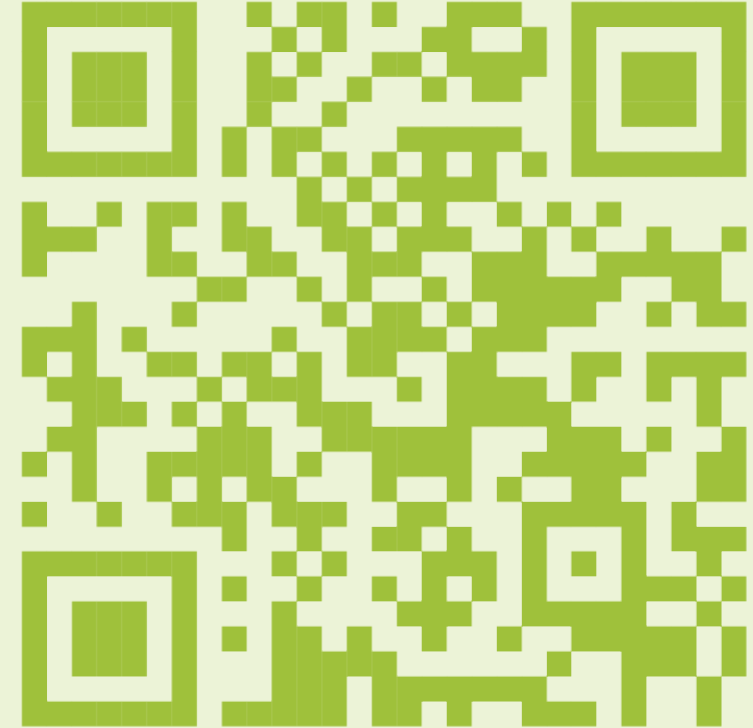
- **Program, not project, phased over time**
- **FHWA National Highway System (NHS) funded**
- **Does not require AMATS allocation for funding**

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