

[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Scroll through our presentation below by clicking on the right and left arrows. You can also click on the various slides above.



**Alaska Department of
Transportation & Public Facilities**
Seward Highway Milepost 105-107, Windy Corner
April 2016 Online Meeting
Central Region



[Download Online Meeting in PDF Format](#)



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Welcome

Welcome to the Windy Corner Online Open House.

The Seward Highway is recognized for its scenic, natural, historical and recreational value and hold triple designations as a USDA Forest Service Scenic Byway, Alaska Scenic Byway, and All-American Road. This project seeks to improve a segment of the road between Mileposts 105 and 107 between Anchorage and Girdwood.

DOT&PF and the design team recently completed the design study and 75% Plans. Please review key project issues by clicking through the online open house and send us your comments at the end.

How to navigate through the online open house:

There are two ways to navigate through the open house.

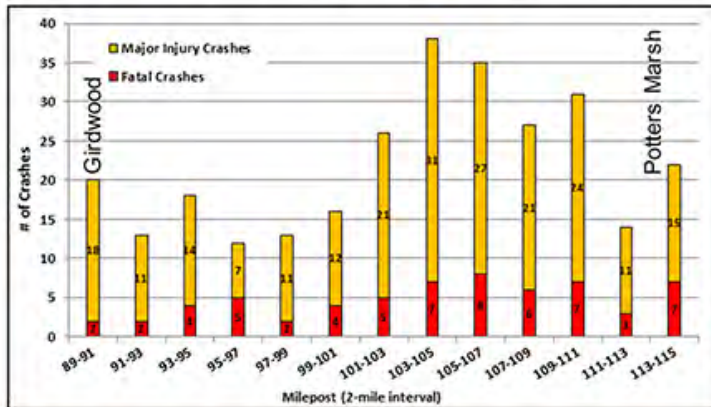
1. Click the tabs at the top of the page to go to key project areas. They are intended to be clicked on from left to right, but can be viewed in any order.
Or,
2. Click the "Next" and "Previous" arrow buttons on the left and right of this box to navigate through the information.



Why Windy Corner?



**Seward Highway, Potter Marsh to Girdwood
Crash Summary, 1977 to 2012* (New graphic)**



Seward Highway between Mileposts 105 and 107 (commonly known as “Windy Corner”), sees over 10,000 vehicles on average per day and over 22,000 vehicles per day during peak summer weekends.

The entire Seward Highway from Girdwood to Anchorage is a designated safety corridor, but the Windy Corner segment is particularly problematic due to the curvature of the roadway and vehicles stopping and turning to view the scenery and/or wildlife. The through traffic is traveling faster than these recreational users which contributes to the elevated crash rates and crash severity. In addition, this roadway segment does not meet current design standards for road curvature and sight distance.

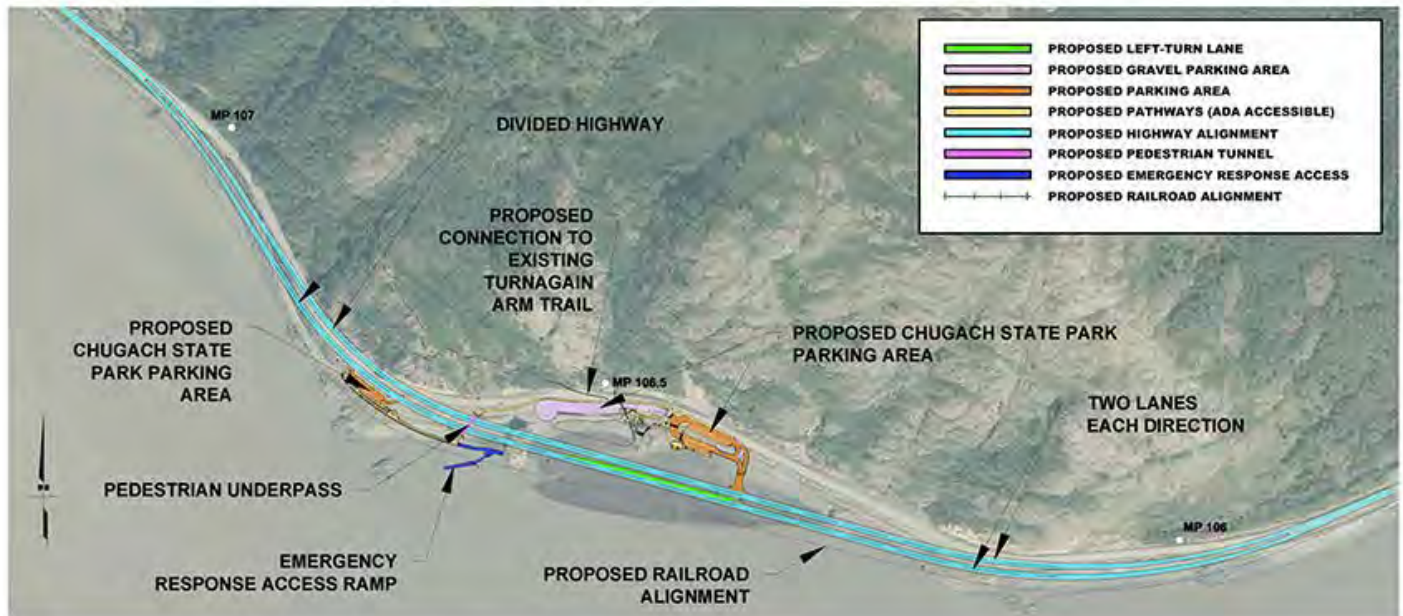


[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Current Design Concept

The Seward Highway corridor between Anchorage and Girdwood is a heavily traveled corridor with a variety of recreational and commercial users. Changes to the highway affect Chugach State Park, the Alaska Railroad, and the waters and mudflats of

Turnagain Arm. The concept below shows the proposed highway and railroad realignments and Chugach State Park parking and wayside improvements.





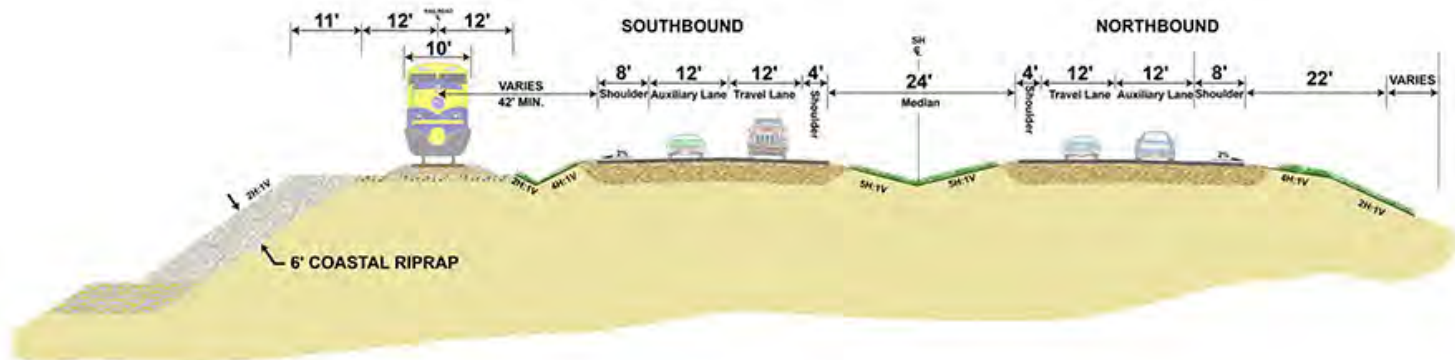
[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Current Design Typical Section

The re-designed corridor:

- Includes two lanes in each direction (a through lane and an auxiliary lane),
- Separates northbound and southbound traffic with a 24-foot median,
- Re-locates the Alaska Railroad tracks further out in the tidal area, and
- Creates recreational use areas.

The cross section for the corridor is shown below.



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Chugach State Park Access

Important recreational and safety gains are made by incorporating two pull-off/parking areas in the design to accommodate highway users wishing to view the scenic beauty of Turnagain Arm and the wildlife that frequents the area. The parking areas provide much needed space for the public to access Chugach State Park and they remove slower traffic from the roadway, thereby reducing conflicts with through traffic. The two areas will be connected via a

pedestrian tunnel and multi-use pathway. The south side parking area also includes a ramp for emergency responders to access Turnagain Arm. The general layout of each of the proposed parking areas are shown below. The specific layout, amenities, and maintenance issues are being coordinated with Chugach State Park and the Municipality of Anchorage.

South Side Recreational/Parking Area



North Side Recreational/Parking Area



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Right-of-Way Requirements

The combined DOT&PF and Alaska Railroad right-of-way width along the project corridor varies from 300 to 375 feet. In the project area, Chugach State Park extends on both sides of the transportation rights-of-way. The proposed improvements require

acquisition of land from Chugach State Park. The acquisition will be accomplished through a public process to be led by Alaska Department of Natural Resources and National Park Service.

Conceptual Acquisition and Relinquishment





[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Environmental

This project is funded with a combination of State and Federal funds. Federal funding requires documentation of the project's potential environmental impacts in accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771 (the Federal Highway Administration's NEPA regulations). Preparation of an environmental document is underway for the project. The environmental resources within the project corridor are listed below. Impacts to these resources will require special permits and additional public notice.

- **Air Quality**—construction impacts
- **Anadromous Fish Streams and Essential Fish Habitat**—includes all five Pacific salmon, Dolly Varden and groundfish species
- **Historical Properties, Archaeological, and Cultural Resources**—i.e., Alaska Railroad
- **Land Ownership/State Land Use Plans/State Parks**—requires coordination with Alaska Department of Natural Resources and National Park Service for conversion/replacement of park land
- **Migratory Birds and Bald Eagles**—avoid clearing disturbance of seasonal nesting sites
- **Navigable Waters**—Turnagain Arm
- **Threatened and Endangered Species**—Beluga whales, Kittlitz's murrelets and Yellow-billed loons
- **Wetlands & Waters of the United States**—requires US Army Corps of Engineers Section 10/404 permit
- **Wildlife Habitat**—moose, bears, mountain goats and Dall sheep
- **Mineral and Disposal Sites**—acquire permits to develop material site(s)

For more information view link to [Documents](#) at www.windycorner.info

[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Maintenance Considerations

Project elements will impact maintenance efforts and we have been coordinating with maintenance staff to minimize costs. Additional maintenance will be needed for the 8-foot-wide pedestrian path, pedestrian/parking facilities, auxiliary lanes, additional signing and striping, a pedestrian underpass, tunnel lighting and the emergency response ramp.

Maintenance will also be eased by reducing rock fall on the highway, reconstruction of aging retaining

walls, improved armoring of the exposed embankments, reconstruction of culverts, reduced guardrail repairs, new pavement, and reduced costs for emergency response and incident management.

DOT&PF is working with Alaska Department of Natural Resources, Chugach State Park, Alaska Railroad, and Municipality of Anchorage to define maintenance responsibilities.





[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Material Sites

Construction of proposed improvements will shift railroad and road embankments into tidal areas and require an estimated 1.8 million cubic yards of gravel to construct. Import of gravel to the Seward Highway corridor is prohibitively expensive and disruptive to traffic. Therefore, six sites in close proximity were originally investigated by DOT&PF and have been narrowed down to the two most feasible sites. A material site near Milepost 109 is considered the primary source because of the superior quality and

quantity of available material. A material site near Milepost 104 is a secondary source. DOT&PF envisions using only one of these sources (not both) for the project. A Special Use Permit will need to be obtained from Chugach State Park for either source. Chugach State Park will retain ownership of the land. DOT&PF will develop a material extraction and reclamation plan that considers public comments regarding aesthetics and impacts to Chugach State Park.

Material Sites Location





[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

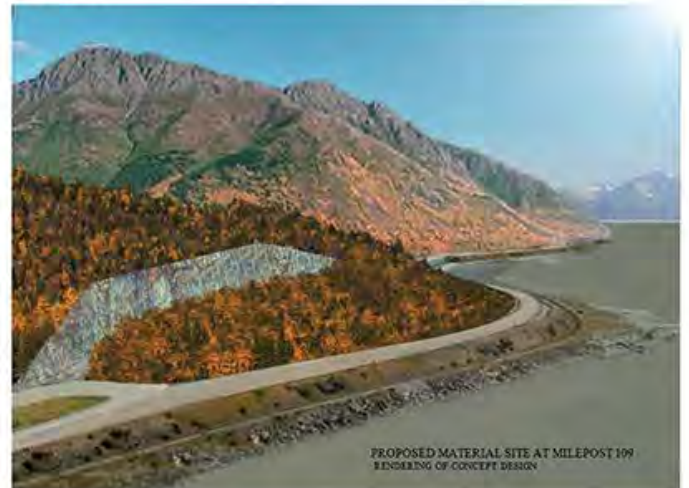
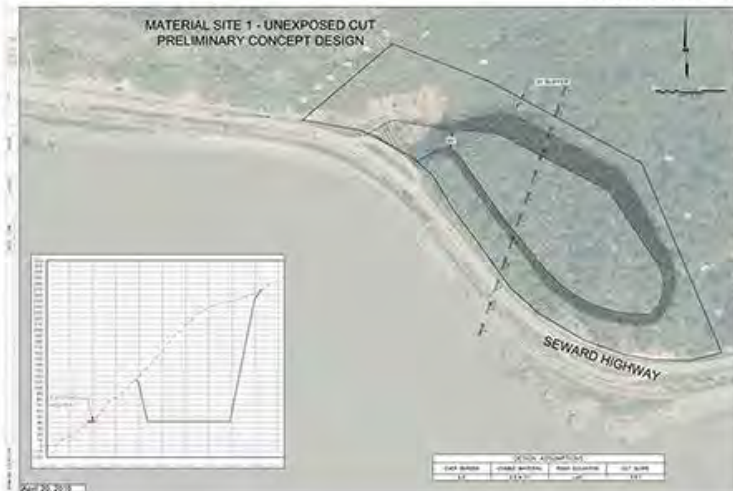
Material Sites (Additional Information)

Below is an image of the proposed material site at Milepost 109 of the Seward Highway. This site contains the necessary quantity and quality of material to complete the proposed project.

- The image below includes a concept of the excavation limits of the material site with a 30% contingency.

- The material site concept design includes a 75' tall buffer that will block the view of the material site from the highway except for the entrance.
- The project team is working with the Alaska Department of Natural Resources and Chugach State Park to obtain a Special Use Permit (SUP) to extract material from this site.

Material Sites Location





[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Public Involvement History

Public and agency comments are important to the project and inform the decisions that shape the project. The project team's Technical Advisory Group assisting with project development includes representatives from Alaska Department of Fish and Game, Alaska Department of Natural Resources, Alaska Railroad Corporation, Municipality of Anchorage, National Marine Fisheries Service, and the US Army Corps of Engineers.

The team held two meetings in Girdwood and the project was one of many presented at the Anchorage Transportation Fair in 2015 and 2016. The following summarizes the comments/questions you asked and how the team was able to incorporate your thoughts into the design.

Your written comments are appreciated.

Comments incorporated into design to date:

- Parking/pullouts for recreational and park access
- Preservation of land forms
- Facilitate ease of access to the parking areas
- Accommodate future pathway per Anchorage Trails Plan
- Protect Beluga whales and other wildlife
- Construction of 4-lanes
- Improve safety by dividing the highway
- Access to Turnagain Arm for emergency responders

Comments unable to include/accommodate:

- Falls Creek trailhead parking expansion
- Highway lighting
- Trail/pathway extension from Indian
- Don't excavate material from the park



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Comments

Public and agency comments are important to the project and inform the decisions that shape the project.

You are able to comment now.
CLICK HERE TO SUBMIT A COMMENT



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Next Steps

The project team will review and consider all public comments as they continue design and environmental tasks.

Watch for public comment opportunities associated with the MOA Context Sensitive Design Process and project permits, specifically:

- US Army Corps of Engineers Section 10/404 Permit
- Alaska Department of Natural Resources Special Use Permit for the Material Site

- Alaska Department of Natural Resources/National Park Service Environmental Assessment of conversion land acquired by Land and Water Conservation Funds
- Processes specific to public review of the environmental document

The schedule below provides a general list of the key project milestones.

Timeline

Environmental Documentation and Permitting	Winter 2013 - Summer 2016
Design	Summer 2015 - Fall 2016
Right of Way Acquisition	2015 - 2016
Construction	2017 - 2019 *

* Depends upon availability of funding



[Home](#) | [Welcome](#) | [Why Windy Corner?](#) | [Current Concept](#) | [Typical Section](#) | [Parking](#) | [Right of Way](#) | [Environmental Maintenance](#) | [Material Sites](#) | [Material Sites \(Additional Info\)](#) | [Public Involvement History](#) | [Comments](#) | [Next Steps](#)
[Stay In Touch](#)

Stay in touch!

If you wish to provide any other general comments, or want to be added to our project emailing list, please log onto the project website and visit the Contact Us page at <http://www.windycorner.info/>.

Keep up with the project on Facebook.

Contact:

DOT&PF Project Manager

Tom Schmid, P.E.

907-269-0543

Project Public Involvement Coordinator

Anne Brooks, P.E.

866-535-1877

E-mail: windycorner@dowl.com

SEWARD HIGHWAY

MP 105-107

