

Public Meeting Recap

If you attend the public scoping meetings on April 6, thank you for coming! About 40 people attended the two meetings in Seward and Moose Pass.

If you missed the meetings, you can catch up on what you missed online. Review the meeting posters: www.sewardhighway25to36.com

We shared several typical section ideas for the highway in the community of Moose Pass, and some design concepts for traffic calming. We also shared the project goals, schedule, and details on the environmental process that is currently underway.

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.



Comment Highlights



Community members discuss ROW and Design Concepts with DOT&PF staff

Here are some general highlights of what we heard from the public:

- Most people agreed that traffic calming was needed through the community.
- Most people felt that a single pathway to the east of the road was sufficient.
- Several individuals were concerned if and how much Right-Of-Way (ROW) DOT&PF would acquire in Moose Pass. Many people were interested in where the existing ROW was located in relation to their property.
- Traffic calming ideas are great, but restructuring the whole town and highway just because people can't slow down is not the answer.
- If both projects (MP 17 to 22 and MP 25 to 36) occur in the same construction year, please coordinate closures times.
- It would be nice if the pathway and highway could be plowed at the same time in the winter for year round usage of the pathway.
- Individuals commented on the different concepts/options presented.
 - I favor the typical section alternative 3 with the bike path on the east side only and 6-foot wide shoulders.
 - Keep highway the same just repave.
 - Gutters would be nice and one individual requested the gutters be highlighted with a bright color. Thought a combination of concepts 1 and 3 seemed most sensible. Lengthen the bike path, and where there is margin, widen

shoulders;. But leave residences alone and incorporate traffic calming techniques.

- o I don't like concept 2; there is no need for a pathway on each side of the road.
- o Concept 1, mile 26 through town re-pave, don't widen, paint speed limit on pavement, no street lights. Widen road as speed goes up, keep path on east side.

DESIGN CONCEPTS

Moose Pass

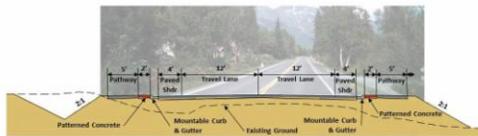
Typical Section Alternative 2: Pathway on Each Side

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

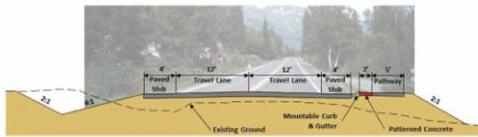
Typical Section Alternative 3: Pathway on East Side Only

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

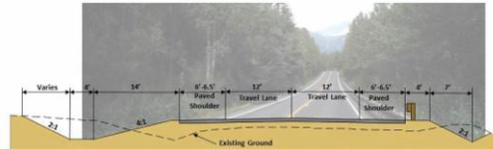


Milepost 25.5-36
SEWARD HWY
Moose Pass

DESIGN CONCEPTS

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

Typical Rural Highway Section



Moose Pass

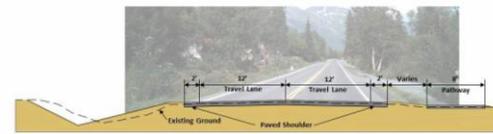
Typical Section Alternative 1: Repave Existing Road and Pathway

Pros

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

Cons

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



Milepost 25.5-36
SEWARD HWY
Moose Pass

FAQs and Answers

Based on the public feedback received, we have developed new FAQs.

Q. Will you be changing the speed limit through Moose Pass?

A. No. The 45 mph and 35 mph speed limits will remain in place. However, the Department will evaluate the length of the speed zones with the goal of improving driver compliance with the posted speed limits.

Q. Why isn't the pathway being extended to the Johnson Pass Trailhead as part of this project?

A. where the pathway currently ends and the Johnson Pass Trailhead, shoulders at least 6 feet wide will be provided. The roadway shoulders will function as a shared use thoroughfare for bicyclists and pedestrians. The existing separated pathway is not proposed to be extended with this project as there is little room between the lake and mountainsides for a pathway to fit next to the road without cutting deeply into the base of the mountains and/or filling into the lake which would result in additional ROW impacts, increased environmental impacts, and

increased project costs. The current project was prioritized and included in the State Transportation Improvement Plan (STIP) without a pathway extension. However, if the community feels strongly that a pathway should be developed, you can nominate the pathway as a separate project for future [STIP consideration](#).

Q. Why do we have a school zone right in Moose Pass? It is not next to the school and there are no bus stops in that area.

A. The DOT&PF implements a Safe Routes to School program to enable and encourage children to safely walk or bicycle to school. The school zone and crosswalk in Moose Pass were provided and located to serve approximately 13 homes across the highway from Moose Pass Elementary School, providing a route to school for children at those residences. The times that the flashing beacons are turned on and off are set to match each half hour time window that students would walk to school at the start and the end of the school day.

Q. How can I find out where the DOT&PF's Right-Of-Way (ROW) is located in relation to my property?

A. This information will be contained in the ROW basemap, which is currently undergoing agency review. As soon as the ROW basemap is recorded, or finalized, it will be made publicly available and accessible via DOT&PF's and DNR's websites. In the interim, [Draft Preliminary ROW base mapping](#) is available. If you have difficulty downloading the maps or if you have a question, please contact

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Q. Can we afford this project in our current fiscal climate?

A. This project is funded with a combination of state and federal funds. The State of Alaska provides about 7% of the funding and the Federal Highway Administration provides about 93% of the funding. Currently, the funding for project design and ROW acquisition are included in the federal spending plan which covers 2016-2019. The funds needed for utility relocation and construction are beyond the planning horizon of the current federal spending plan.

A PDF of these FAQs and answers can be found on the [project website](#).

Make a Comment

Please send us your additional thoughts and comments. We'd like to keep communication open as the project develops. Ways to comment (http://sewardhighway25to36.com/SHW2536_Comments.html)

For more information, please visit our website or contact the project team!



web: www.sewardhighway25to36.com



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If you have any questions or require additional information, please contact Katherine Wood, Public Involvement Lead, at 907-644-2153.

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood, (907) 644-2153 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

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