

Safer Seward Highway DRAFT Environmental Assessment – Comments due February 12, 2026

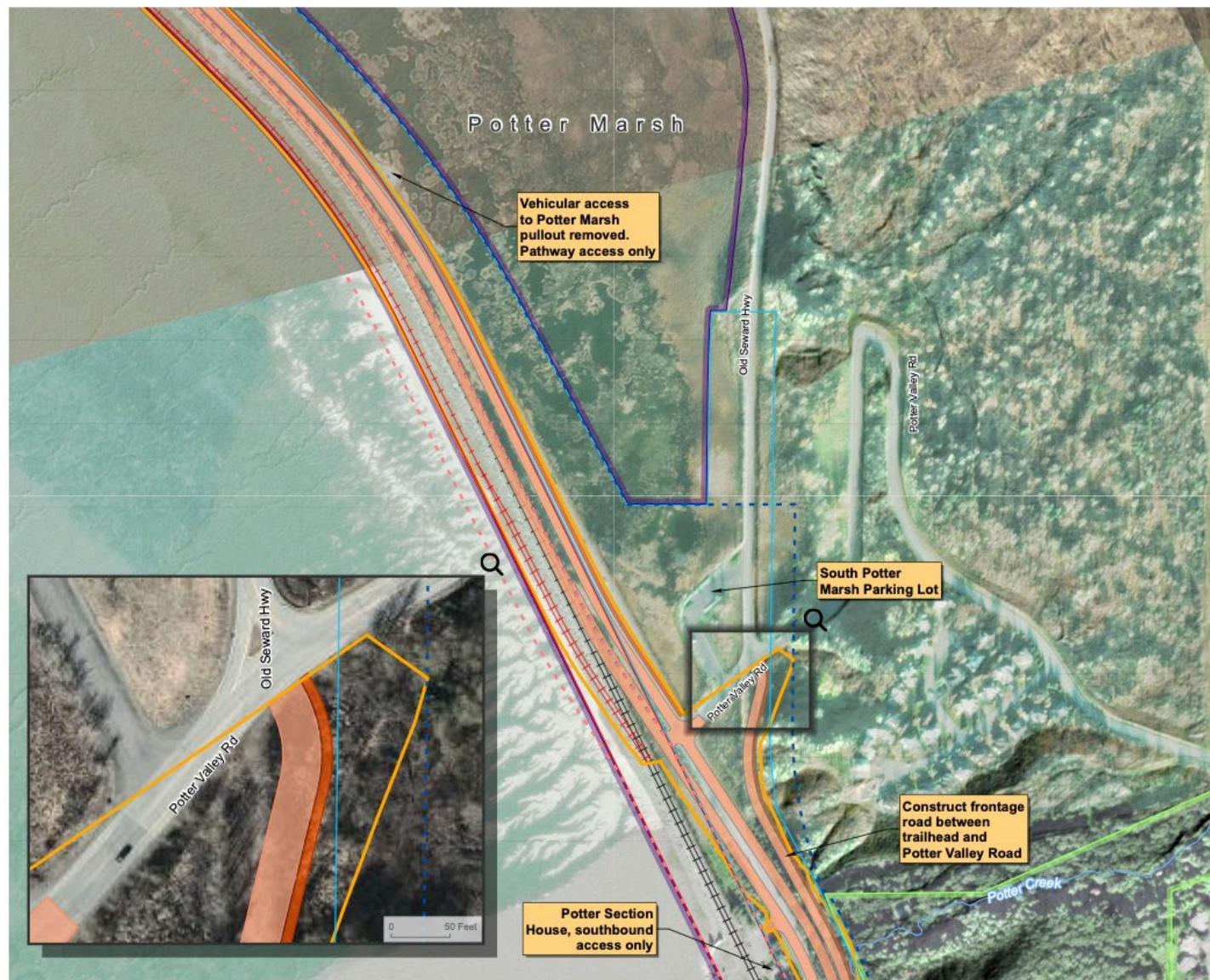
Project Purpose:

- Improve safety by reducing crash rates & severity
- Improve mobility and Reliability
- Safely accommodate mixed uses within the corridor

Selected Alternative: Reconstruct Seward Highway corridor between MPs 98.5 and 118 to a 4-lane divided highway with 55-mph design speed.

Alternatives Considered and Not Advanced

- **Stacked Structure**
- **Tunneling through Curves**
- **Intermittent Passing Lanes (3-lane) highways, both divided and undivided configurations**
- **Improvements Solely within Existing DOT&PF Right-of-Way**
- **Non-construction Methods**
 - **Expand Multimodal Alternatives and Mobility Services**
 - **Expand Public Transit**
 - **Commuter Rail Service**



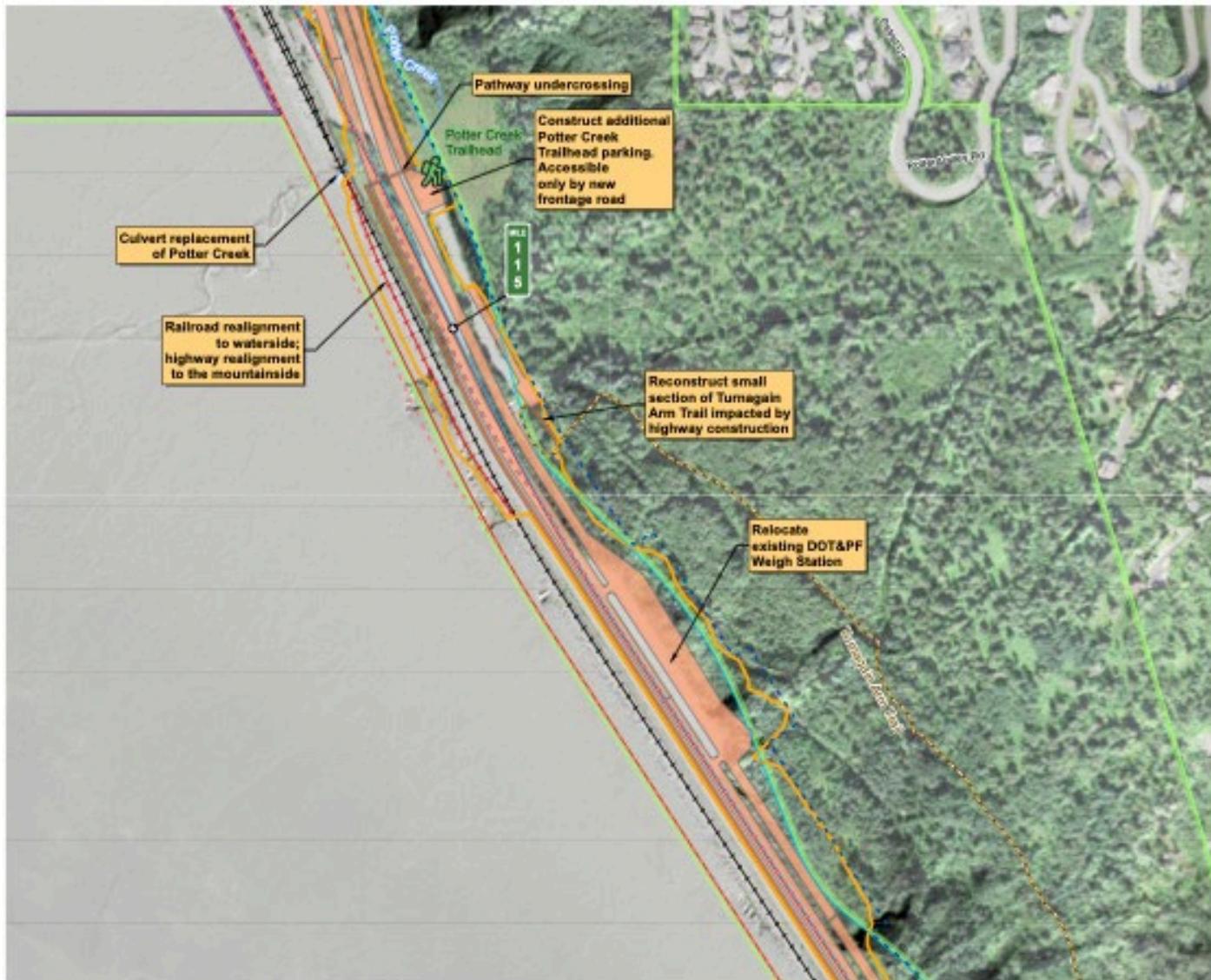
Potter Marsh – Seward Highway/Potter Valley Road intersection

Figure A-1. Existing view of Potter Marsh, from MP 116.75, facing north.



Figure A-2. Visual simulation of Potter Marsh, from MP 116.75, facing north.





Milepost 115 – Turnagain Arm Trailhead

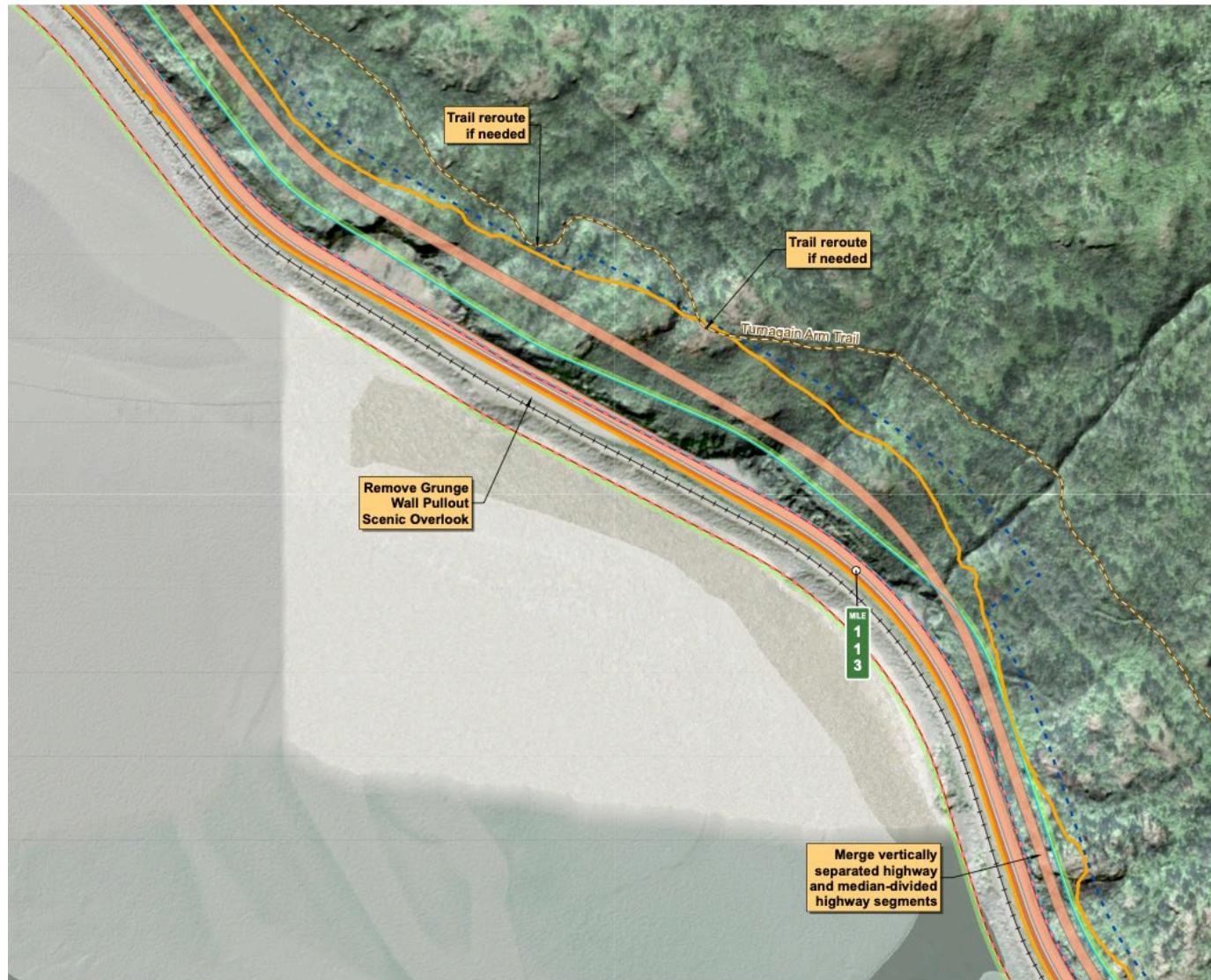


**Seward Highway
Proposed Action
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- Milepost
- DOT&PF Seward Highway ROW
- Alaska Railroad ROW
- Future DOT&PF Seward Highway ROW
- Future ARRC ROW
- Project Footprint
- Existing Railroad
- Road Pavement
- New Multi-Use Pathway
- Chugach State Park Legislative Boundary
- Existing Trail or Pathway



Milepost 114 on Seward Highway

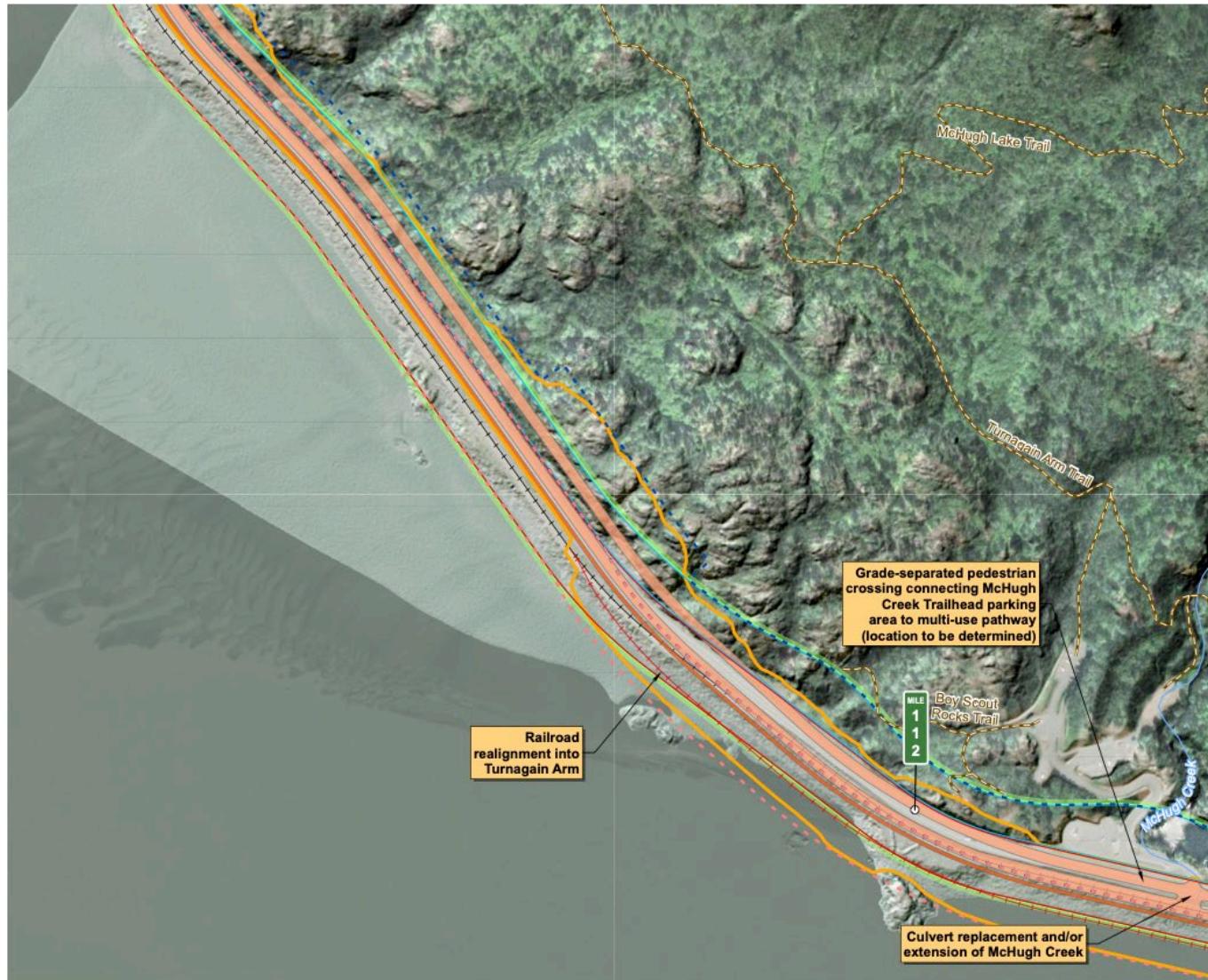


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- Milepost
- DOT&PF Seward Highway ROW
- Alaska Railroad ROW
- - - Future DOT&PF Seward Highway ROW
- - - Future ARRC ROW
- Project Footprint
- Existing Railroad
- Road Pavement
- New Multi-Use Pathway
- Chugach State Park Legislative Boundary
- Existing Trail or Pathway



Milepost 113 on Seward Highway



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Proposed Action**
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- Milepost
- DOT&PF Seward Highway ROW
- Alaska Railroad ROW
- Future DOT&PF Seward Highway ROW
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- Existing Railroad
- Road Pavement
- New Multi-Use Pathway
- Chugach State Park Legislative Boundary
- Existing Trail or Pathway
- Stream



Milepost 112 Seward Highway at McHugh Creek

Figure A-6. Visual simulation of Beluga Point, from MP 110.25, facing north.

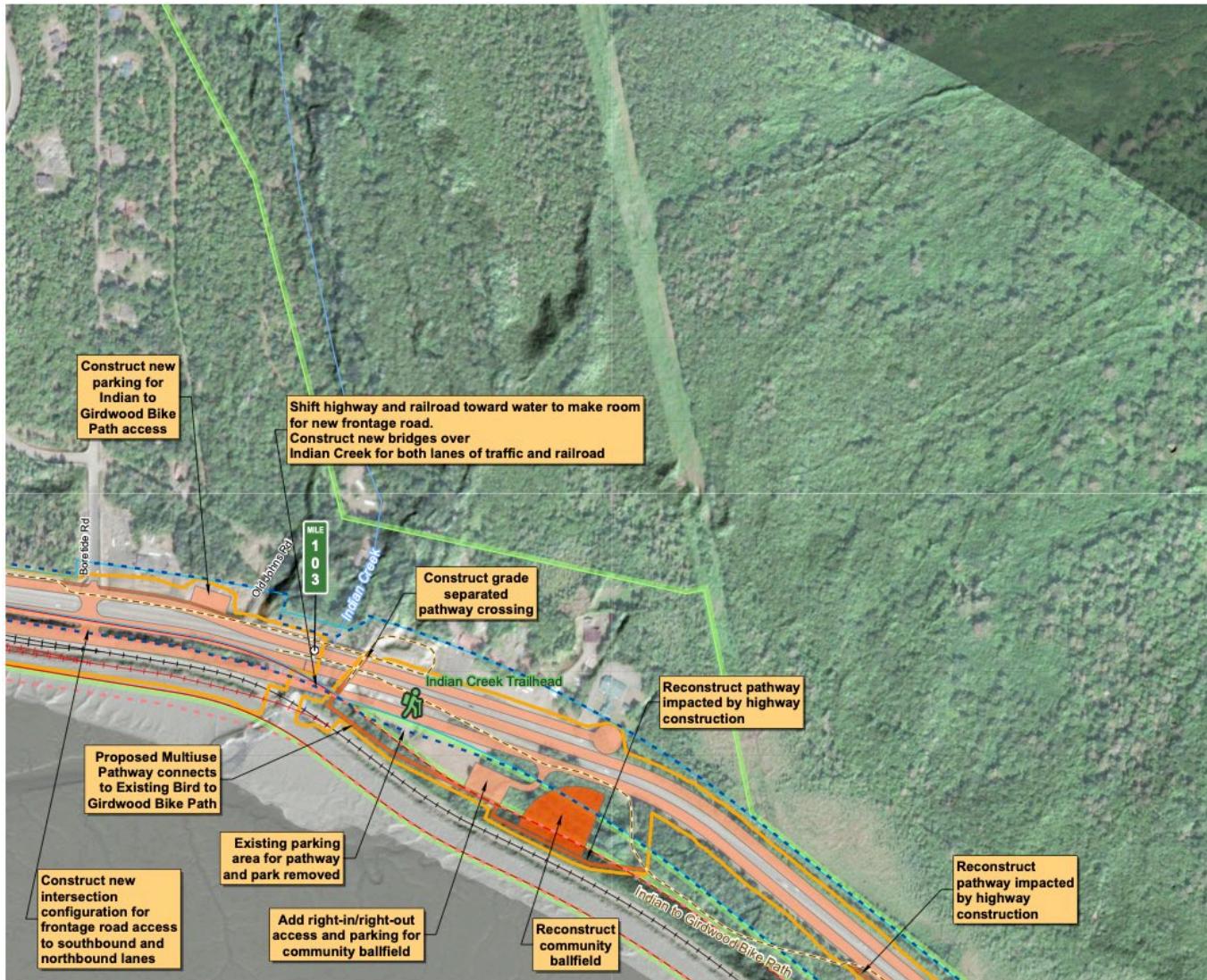


Figure A-9. Existing view of the Windy Scenic Overlook area, from MP 106.75, facing south.

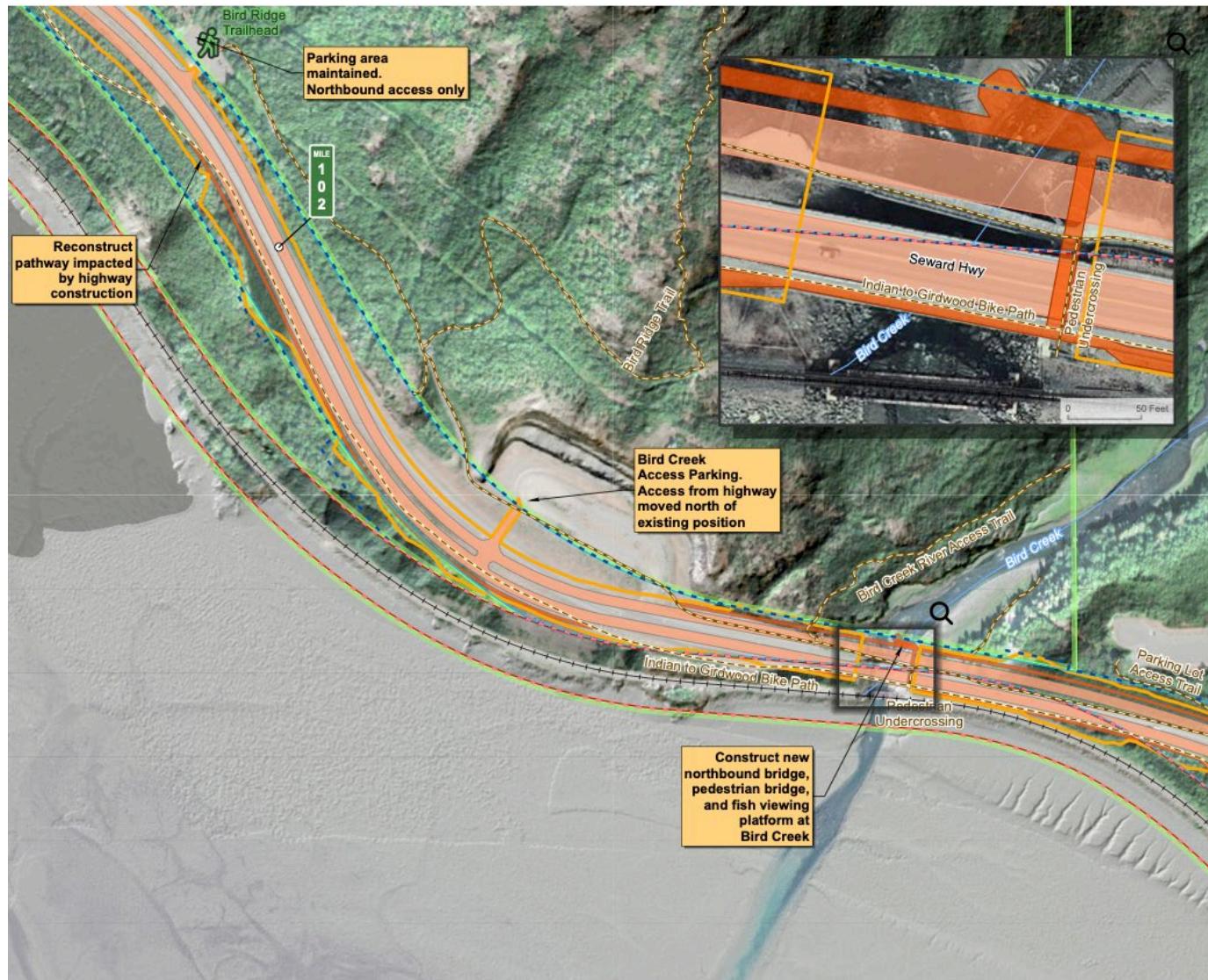


Figure A-10. Visual simulation of the Windy Scenic Overlook area, from MP 106.75, facing south.





Milepost 103 Seward Highway at Indian intersection

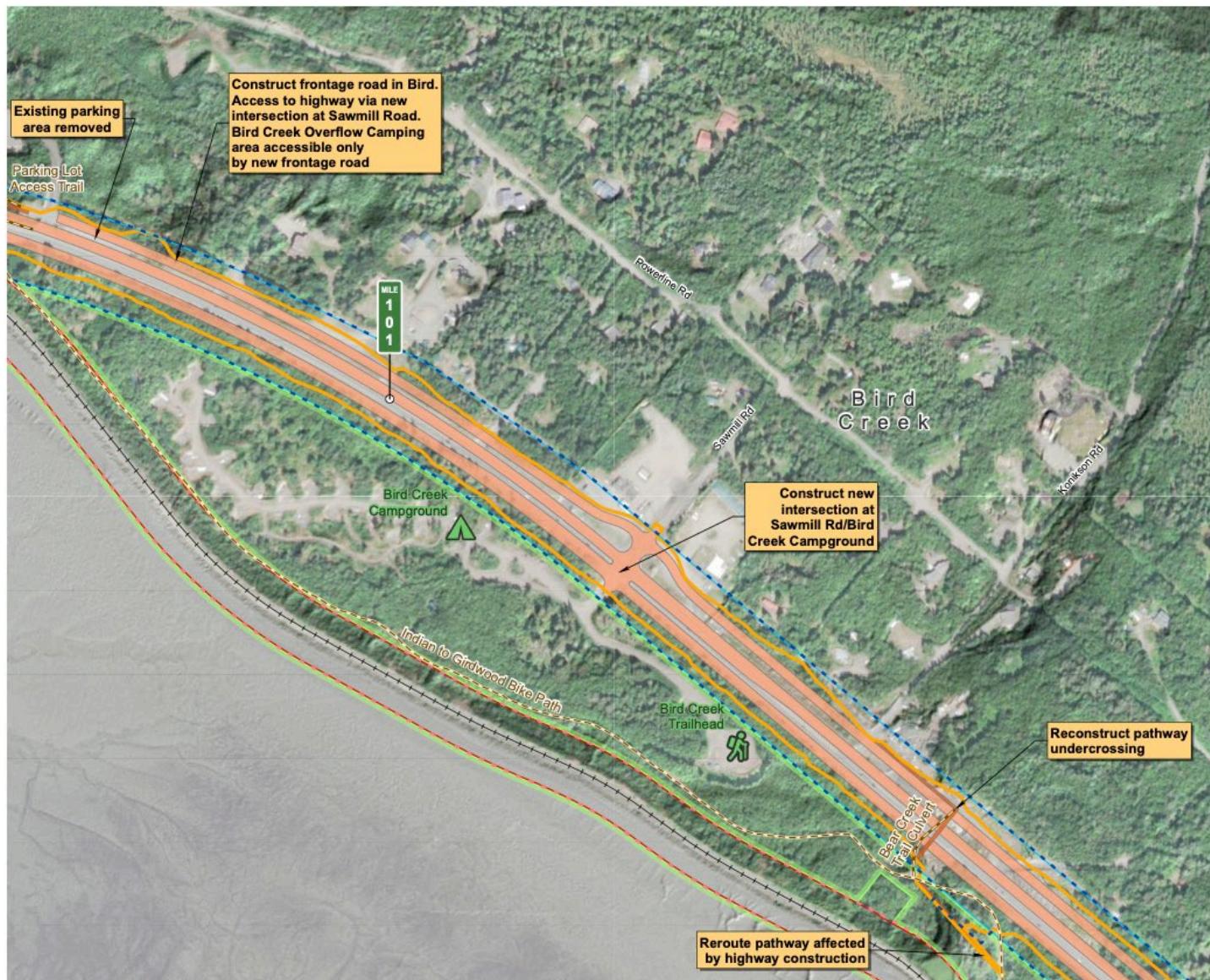


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- Milepost**
- Trail Head**
- DOT&PF Seward Highway ROW**
- Alaska Railroad ROW**
- Future DOT&PF Seward Highway ROW**
- Future ARRC ROW**
- Project Footprint**
- Existing Railroad**
- Road Pavement**
- New Multi-Use Pathway**
- Chugach State Park Legislative Boundary**
- Existing Trail or Pathway**
- Indian to Girdwood Bike Path**
- Stream**



Milepost 102 - Bird Creek Access Parking on Seward Highway



- Milepost
- 为人 Trail Head
- ▲ Campground
- DOT&PF Seward Highway ROW
- Alaska Railroad ROW
- Future DOT&PF Seward Highway ROW
- Future ARRC ROW
- Project Footprint
- Existing Railroad
- Road Pavement
- New Multi-Use Pathway
- Existing Trail or Pathway
- Indian to Girdwood Bike Path



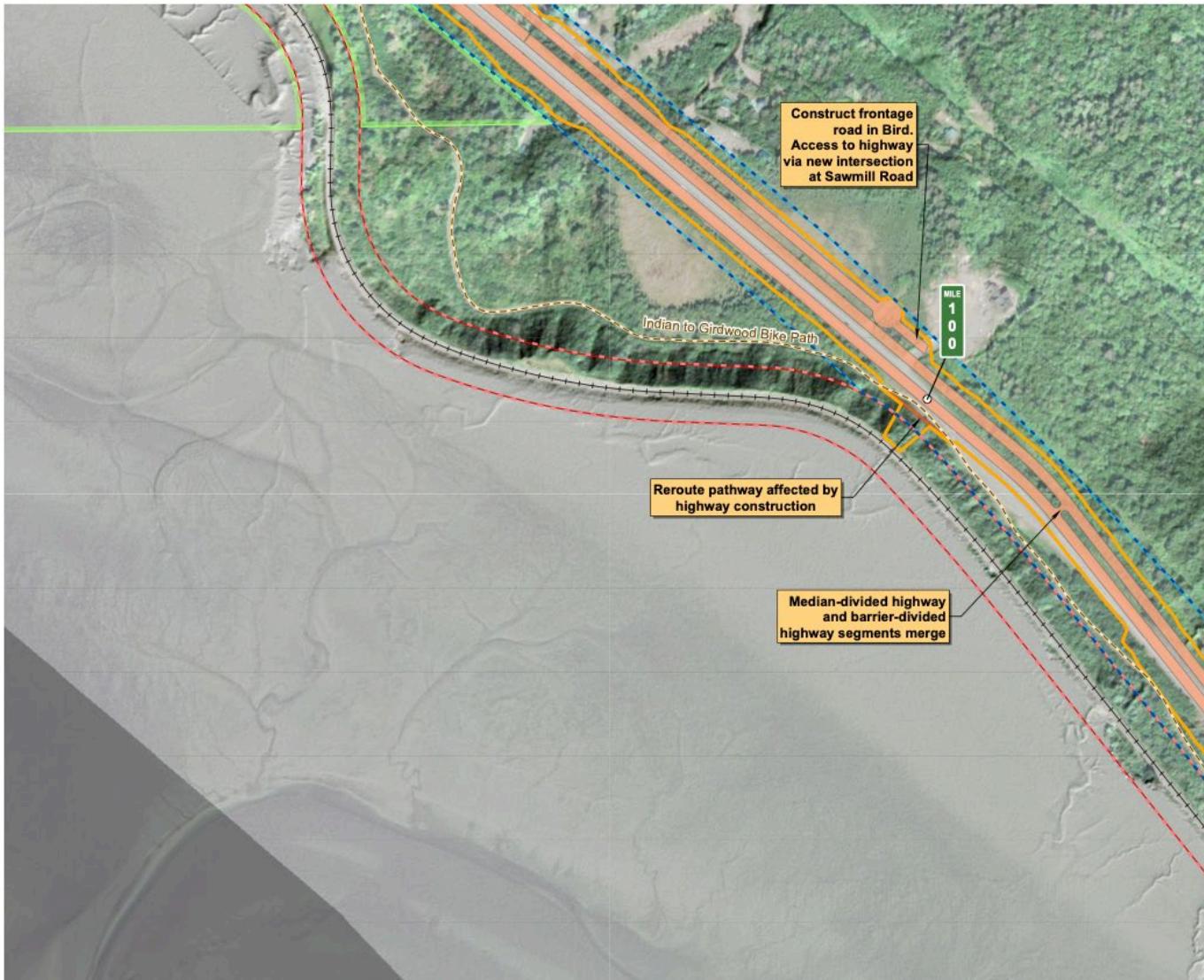
Milepost 101 Bird Creek and Seward Highway

Figure A-13. Existing view of Bird Creek Bridge, from approximately MP 101.25, facing north.



Figure A-14. Visual simulation of Bird Creek Bridge, from approximately MP 101.25, facing north.





**Seward Highway
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- Milepost
- DOT&PF Seward Highway ROW
- Alaska Railroad ROW
- - - Future DOT&PF Seward Highway ROW
- - - Future ARRC ROW
- Project Footprint
- Existing Railroad
- Road Pavement
- New Multi-Use Pathway
- - - Indian to Girdwood Bike Path

Milepost 100- Barrier Divide at southern Bird area and Seward Highway