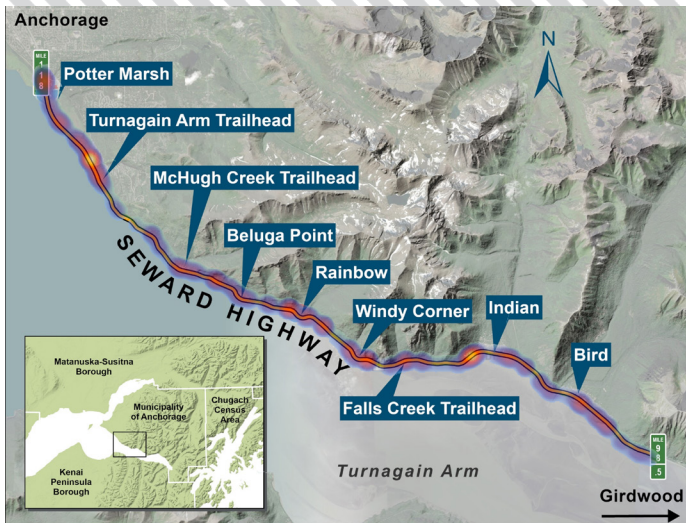




SAFER SEWARD HIGHWAY

PROJECT FACT SHEET

Version: September 2026



The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to construct safety improvements along the Seward Highway between Bird Flats and Rabbit Creek. This project aims to make long-term infrastructure improvements with the goal of decommissioning the Safety Corridor designation between Anchorage and Girdwood.

The world-class scenic views, wildlife, and recreational opportunities of Chugach State Park, coupled with the Seward Highway being the sole roadway connection to and from the Kenai Peninsula, draws thousands of travelers every year. The Seward Highway between Anchorage and Girdwood is constrained between the steep slopes of the Chugach Mountains and the waters of Turnagain Arm, making it one of the most challenging highways to reconstruct.

Why are we looking at this? This segment of the Seward Highway has been the site of a high rate of serious injury and fatal crashes. The goal of removing the Safety Corridor designation is a measurable objective that results in reducing the rate of life-altering crashes and make it safer for all to use and enjoy.

We have published the Draft Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation! You can review these documents at safersewardhighway.com.

Project Needs



Reduce High Crash Rate and Severity

Proposed Improvements

- Curve flattening
- Rock and ice fall mitigation
- Wider shoulders
- Divided highway
- Increased line of sight
- Adding turning lanes and acceleration/merging lanes

Measurable Results

- Reduction in severe and fatal crashes.
- Removal of the Safety Corridor designation.



Improve Mobility and Reliability

Proposed Improvements

- Frontage roads
- Emergency services turnarounds and shoulders
- Additional passing lanes/spaces
- Improved wayfinding signage
- Adding space for emergency response
- Adding deceleration and acceleration lanes

Measurable Result

- Decrease in traffic delays and time spent following (platooning of traffic), faster emergency response, and improved incident management.



Safely Accommodate Mixed Uses in the Corridor

Proposed Improvements

- Pedestrian tubes
- Separated multi-use path
- Improved scenic and recreational pull offs
- Consolidated and improved trailhead parking
- Turning and through lanes

Measurable Result

- Preservation of the highway's outstanding scenic designations while improving safety for all users.
- Separation of traffic going different speeds

Proposed Action

After months of public outreach, stakeholder engagement, environmental analysis, and engineering, the project team has developed a proposed action that is a 4-lane divided highway with multi-use separated pathway. The proposed action is projected to meet the purpose and need of the project including reducing the overall rate of crashes by 56% and fatal and injury crashes by 71%.

The project has an estimated total cost of approximately \$1.5 billion, with anticipated expenditures of \$75 million to \$150 million per year over a 10- to 20-year period to complete all phases. Funding is programmed through the Statewide Transportation Improvement Program (STIP) as resources become available, allowing the project to advance incrementally. There will be numerous opportunities for public engagement through planning, design, and construction.

The four-lane concept reduces construction delays and impacts because: (1) we can build the new two lanes while leaving the existing facility open, and (2) phasing means breaks in between construction seasons and shorter areas of construction.

Preliminary Phase Sequence

Based on what we know today, the following is how we would propose phasing the improvements. This will change as time progresses.

Phase / Section	Estimated Cost (M)	Funding Year
Bird Flats to Bird (MP 98.5-100)	\$35.00	2027
Rainbow Curves (MP 108-109)	\$125.00	2028
Windy Corner to Rainbow (MP 105.5-108)	\$236.30	2029
Rainbow to McHugh Creek (MP 109-111.5)	\$343.60	2031
Bird to Bird Ridge (MP 100-102.5)	\$53.00	2033
Bird Ridge to Falls Creek (MP 102.5-105.5)	\$194.00	2035
Potter Valley Road to McHugh Creek (MP 111.5-115)	\$445.30	2037
Rabbit Creek to Potter Valley Road (MP 115-118)	\$88.00	2040

Contacts:

If you have any questions or require additional information, please leave a message for the project team:

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Visit the Project Website: www.safersewardhighway.com

The environmental review, consultation, and other actions required by applicable federal environmental law for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.