

WINDY CORNER ENVIRONMENTAL ASSESSMENT

APPENDIX G

AGENCY AND PUBLIC COMMENTS AND COORDINATION

THIS PAGE INTENTIONALLY LEFT BLANK

Contents

Public Comment Summary

Public and Agency Events, 2013

- March 4, 2013 - Public Meeting #1, Girdwood
 - Title VI Report
 - Sign-in Sheet
 - Affidavits of Publication
 - Meeting Outreach
 - Meeting Notes
- March 5, 2013 - Agency Scoping Letter
- March 6, 2013 - Alaska Department of Natural Resources and Chugach State Park
- March 12, 2013 - Alaska Department of Natural Resources
- March 20, 2013 - Agency Scoping Meeting
- May 28, 2013 - Technical Advisory Group Meeting #1
- July 24, 2013 - Alaska Railroad Coordination Meeting
- August 8, 2013 - Technical Advisory Group Meeting #2
- August 27, 2013 - Alaska Department of Fish and Game and Alaska Department of Natural Resources
- November 1, 2013 - Technical Advisory Group Meeting #3
- December 16, 2013 - Alaska Railroad

Public and Agency Events, 2014

- April 9, 2014 - Technical Advisory Group Meeting #4
- April 24, 2014 - Public Meeting #2, Girdwood
 - Title VI Report
 - Sign-in Sheet
 - Affidavits of Publication
 - Meeting Outreach
 - Meeting Notes

Public and Agency Events, 2015

- January 23, 2015 - Newsletter to Stakeholders (99587 and 99540 plus)
- February 4, 2015 - Anchorage Transportation Fair
- March 18, 2015 - Alaska Department of Natural Resources
- June 4, 2015 - Technical Advisory Group Meeting #5
- October 15, 2015 - Alaska Department of Natural Resources

Public and Agency Events, 2016

- February 4, 2016 - Anchorage Transportation Fair
- April 05, 2016 to May 13, 2016 - Online Open House
- April 19 and 20, 2016 - Public Meeting #3, Anchorage and Girdwood
 - Title VI Report
 - Sign-in Sheet
 - Affidavits of Publication
 - Meeting Outreach
 - Meeting Notes
- September 22, 2016 - Mat-Su Transportation Fair

Public and Agency Events, 2017

- February 15, 2017 - Anchorage Transportation Fair

Public and Agency Events, 2018

- February 8, 2018 - Anchorage Transportation Fair
- September 13, 2018 - Mat-Su Transportation Fair
- October 13, 2018 - Homer Transportation Fair

Public and Agency Events, 2019

- February 6, 2019 - Anchorage Transportation Fair
- September 12, 2019 - Mat-Su Transportation Fair

Table G.1 Public Comment Summary

Issue	Comment(s)	Team Response
Access to Turnagain Arm	Commenters expressed interest in enhancing access to Turnagain Arm in the project area for both recreational uses (hiking, windsurfing, parasailing, surfing, etc.) and emergency response. Commenters noted the two most dangerous parts of access included: 1) driving the highway and 2) climbing up to get in and out of the water.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Aesthetics, National Scenic Byway, Chugach State Park	Commenters did not want the project to impact the scenic views along the corridor or leave visible scars from material sources. The material source at Bird Point was used as an example.	Constructing improvements to the highway requires scenic intrusions from some combination of excavation of the mountainside and/or fill on the oceanside of the highway/railway. Avoidance, minimization and mitigation measures will be implemented to reduce visual intrusions; however, some visual intrusions are unavoidable. It is estimated that the proposed MP109 material location would be visible from no more than 0.5 miles of the National Scenic Byway's 127-mile length. The proposed MP104 material location, in the unlikely event it becomes necessary, would be visible for approximately 0.7 miles southbound, and partially visible for another 0.9 miles northbound.
Alternate solutions, experimental medians	Try experimental medians on the existing 3 and 4 lane stretches (MP 90-95 and around MP 99-102). Something to keep the cars going opposite directions divided from each other, try it on that stretch for 5 years, see what the statistical results reveal.	Project limits were developed due to the high rate of major and fatal accidents along this portion of the safety corridor. A future Seward Highway Long-Range Transportation Plan may look at innovative solutions and applicability to more areas along the corridor.

Issue	Comment(s)	Team Response
Appraisal value	Commenters questioned the appraisals conducted to determine the value of park lands being converted and replaced by the project.	The property appraisal process is established by the Uniform Appraisal Standards for Federal Land Acquisitions (2016) and is in compliance with Federal regulation 36 CFR 59.3(b)(2) of the LWCF. The appraisal for the LWCF land conversion was prepared by an independent, certified General Real Estate Appraiser, and was reviewed by an independent, certified review appraiser, each licensed in the State of Alaska.
Balancing material site needs with design	Commenter was concerned that the cut and fill balance for the project as it relates to construction material requirements.	Balancing of material within the project corridor was considered during the Alternatives Analysis. The proposed action is expected to require more material than what is available within the project limits.
Climbing area impacts	Members of the rock-climbing community expressed concerns about impacts to the Goat's Head Soup route near mile marker 107.	<p>Eight of the Goat's Head Soup's thirteen climbing routes would remain for use. To mitigate the loss of some routes, the remaining routes would be provided safer and more convenient access by way of the Turnagain Arm Trail, which would have a new trailhead off the new mountainside park facility. The new facility would provide greater parking capacity, safer parking, safer access, and improved facilities for rock climbers.</p> <p>Temporary closures of the Goat's Heat Soup climbing area access for safety are likely during construction. Closures would be minimized.</p>
Communications with public	Commenters praised and criticized the project communications. Some felt the team was doing a good job or keeping stakeholders informed, others felt like the project was changing and they were not being notified of the changes.	The project evolves while going through agency and public review. Due to extensive public comment, the environmental document was changed from a Categorical Exclusion to an EA. The EA details the public outreach to date. The EA also addresses the current build concept.

Issue	Comment(s)	Team Response
Commuters, commuter rail	I also commute every day and want to know if there's any interest in commuter rail.	The Alaska Railroad Corporation continues its efforts to find a funding source for operations because a public transportation system needs operating subsidies. The ARRC has been upgrading track and making changes to make commuter rail feasible in the future.
Cook Inlet Beluga Whale (CIBW) impacts	Public and agency commenters expressed concern for project impacts to beluga whales.	DOT&PF coordinated with resource agencies throughout this process, including the National Marine Fisheries Service (NMFS). As requested by NMFS, a Biological Assessment was conducted for the Cook Inlet beluga whale (CIBW) population, assessing potential impacts to this population and their habitat. NMFS concurred with the finding that the project 'May Affect', but is 'Not Likely to Adversely Affect' the CIBW population. The Biological Assessment is provided on the project website. The NMFS concurrence is provided in Appendix D this EA.
Emergency response access to Turnagain Arm.	Arm Windsurfers have gained pride in being self-sufficient by sailing with partners and carrying signal devices, fins to perform self-rescues or rescue each other. But we also realize that access to enable emergency rescue equipment to put in the water from Windy Point-Gorilla Rock would enhance the capability of the Girdwood or Anchorage Emergency Rescue Departments to meet situations arising from the growing recreational community of windsurfers, kite surfers, standup paddle boarders, kayakers, and bore wave surfers. The only current access points are from the Anchorage Boat Harbor and Twenty Mile River- both of which are tide dependent in their ability to move up or down Turnagain Arm.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Curves	Commenters expressed support for widening the radius of curves in the project area.	Included in proposed action to address safety concerns.

Issue	Comment(s)	Team Response
Design features – sea level rise	Has there been any consideration for sea level rising in the coming years? Particularly the lower-level railroad tracks and the road itself once it's put into place.	The design will consider a 20-year life for the facility.
Funding source(s)	How would the state funding leverage federal dollars as a way to expedite improvements to more of the Seward Highway. One commenter was concerned that the Seward Highway is being improved in a piecemeal fashion.	The project is being developed to allow all sources of funding. Federal and state funding are being utilized. Different funding sources require specific steps that may affect project schedule.
Gorilla Rock access location	Gorilla Rock is one of two primary Turnagain Arm windsurfing spots because of its relative safe access in and out of the water (compared to other locations), the waves that form there against the incoming tide, and because the wind that is concentrated there.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Level of environmental documentation	Early in the process a Categorical Exclusion was identified as the environmental clearance level for the project. Commenters felt this was inadequate for the scale of the project.	As a result of public concerns, further consultation with FHWA led to a class of action determination that an Environmental Assessment be prepared for the project. The FHWA Class of Action can be found on the website.
Lighting	Commenters expressed opposing opinions of lighting in the corridor. Some commenters desired continuous lighting; others preferred current levels of lighting.	Continuous lighting is not being considered for this small segment of the Seward Highway. A future long-range transportation plan for the full Seward Highway corridor is the appropriate place to address corridor lighting.

Issue	Comment(s)	Team Response
Loss of wildlife habitat	Commenters felt that the project will obliterate wildlife habitat and degrade Chugach State Park.	Constructing improvements to the highway requires impacts to CSP. Section 4(f) Evaluation of the Project impacts on CSP has found a net benefit to the park documented in Appendix E, 4f Consultation of the EA.
Maintenance	Commuters indicate the road striping is nonexistent in the presence of blowing snow and dark wet pavement. On wet days it's difficult to find the road.	Maintenance is considered during design development. Maintenance personnel provide review of project documents.
Maintenance, slow vehicle turnouts	Plow slow vehicle turnouts.	The comment will be shared with DOT&PF maintenance personnel.
Material location mitigation	Commenters expressed their belief that blasting done several years ago to create a parking area near Bird Creek is an eye sore. They suggest mitigating the visual impact of blasting with terraces and trees on the terraces. The reforestation process could be hastened by depositing some organic soil on the terraces upon completion of the blasting.	To be considered during preparation of the reclamation plan.
Material locations and reclamation	How will the blasting be done? Consider the aesthetics of the final material site.	Agreements with property owners, contractor best practices, public comment and permit requirements will dictate excavation practices (i.e., blasting) and aesthetics.

Issue	Comment(s)	Team Response
Material site comparisons	Commenters commented about the project material site needs. Commenters felt the project should consider multiple sources for the material needed for the project including those sources outside the project area and also consider different transport options including barging and rail.	In response to early input on material options, DOT&PF commissioned an independent third-party material cost analysis, incorporating different material sources and different modes of material transport for the project. This information from the third-party analysis is included in the 4(f) and is also available on the project website.
Material site locations and selection	Selection of material sites should balance evaluation of impacts and park values.	The selection of material sources within CSP is evaluated and documented in Appendix E, 4f Consultation of the EA.
Minimize the railroad extension out into the water	<p>Commenters who wanted to minimize the railroad extension were concerned about:</p> <p>Loss of sandbar; Minimizing costs; and Minimizing impacts to marine life</p>	The team will consider these impacts while evaluating impacts and developing design concepts for the project.
Natural shoreline, Gorilla Rock	<p>Commenters expressed interest in Gorilla Rock including: Will it be impacted by the project? It had already been blown up by the ARRC? Why spend the money working around it? Part of the natural shoreline should be protected? The project, as currently envisioned, changes the character of the shoreline and preservation of Gorilla Rock doesn't seem economical.</p>	The proposed action will pass through Gorilla Rock.
Non-motorized facilities, bicycle and pedestrians	<p>The Seward highway is a well-used bike corridor between Anchorage and Girdwood. Please include a bike path on the plan. During the summer months there are organized bike rides, usually on the weekends. Consider a bike path easement for future improvements separating cycles from the motorists to enhance safety. In addition, it may stimulate the desire for some to cycle to Anchorage rather than drive, therefore decreasing vehicles on the highway.</p>	<p>The design provides space for a future non-motorized facility.</p> <p>To be considered during design.</p>

Issue	Comment(s)	Team Response
Opposition to the project	Commenters express opposition to the project citing concerns about fiscal responsibility, speeding,	The “No action” alternative would not meet the project's purpose and need as detailed in the EA.
Parking	Seems like the southbound parking would be more popular than the northbound parking due to tourism from Anchorage. If one lot could be larger, shouldn't it be the southbound lot?	Considered in design alternatives and park impact mitigation. The southbound parking was removed due to budget and maintenance considerations, and ARRC safety concerns.
Parking at Falls Creek trailhead	What improvements are planned for the Falls Creek trailhead pullout/parking? What happened to the mile 79- area realignment to make ingress/egress to the railroad and the wildlife park safer?	Falls Creek trailhead improvements are not part of proposed project, given the location is beyond the work limits. Ingress/egress safety to the proposed mountainside park facilities at Windy Corner were considered in the proposed action.
Passing lanes	Commenters expressed concern about driver behavior, i.e., speeding in passing lanes.	Construction of auxiliary lanes are included in the proposed action to allow for passing and turning to improve access.
Project cost and funding	Commenters expressed interest in and concern about the funding required for the project and its sources.	The proposed highway improvements between Milepost (MP) 105 and MP107 are proposed to be funded through a combination of Federal and State funds. Seward Highway's designation as a Safety Corridor elevates the importance of this corridor as a high priority need for Alaska.
Proposed action railroad configuration	The major problem with the proposed action is that the railroad is aligned outside the highway. Since tourist and locals love to stop at Windy Corner, perhaps the railroad should remain where it is (with a slight realignment). This would make it so tourist could walk all along the shoreline and out to the true Windy Point and not cross the railroad tracks, which will obviously occur.	The Alternatives Analysis included an option that did not relocate railroad tracks. The proposed action relocated the railroad tracks.

Issue	Comment(s)	Team Response
Purpose and Need, 'No Action' Alternative	Consider a "No Action" alternative.	The No Action alternative is evaluated in the EA document. A NEPA review requires project effects be compared to a No Action alternative and any other potential Action alternatives carried forward as a type of benchmark for being able to compare effects of various alternatives. The No Action Alternative was found not to meet the project purpose and need.
Railroad design features – embankment slopes	What is the slope on the railroad embankment?	The railroad and highway will be designed to meet current design criteria.
Rainbow community	Rainbow community members expressed a number of concerns about the project including: Scale of project—it is too grandiose Traffic speeds Material site location/extraction Blasting Impacts to wildlife Impacts to residences Length of construction – 1-2 years	The EA addresses the purpose and need (2.1 and 2.2) for the project and the mitigation of impacts to wildlife (5.2.6 Wildlife and Birds) and adjacent residents (5.2.2.2.2 Social Considerations-Proposed Action & Table 16-Construction Impacts-Noise). The 4f document (Appendix E) addresses impacts to the park and private property in the community of Rainbow.
Recreational access to Turnagain Arm under railroad tracks	Comments pertain to the safe water access issue; specifically access up and over the railroad tracks to the water. Consider a reasonable rock slope and rock placement to provide a path to the water.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Roadside facilities	Commenters supported the roadside facilities but also had concerns about the size and scale of them.	Roadside facilities were developed in coordination with DNR and the 2016 Chugach State Park Management Plan.

Issue	Comment(s)	Team Response
Roadway design features – horizontal curves	Commenters wanted to know the current highway curve radius at Windy Corner and what impacts the curve radius.	The existing curve at Windy Corner is approximately 1,000 feet. The design curve for the project is based on factors such as design speed and safety analysis.
Rock slides in the project area	Several rock slides occur in the Windy Corner area (MP 106 mentioned) of the Seward Highway. Consider this during design.	The proposed alignment separates the roadway from the rock cliff.
Safety	Commenters support improved safety along the Seward Highway corridor and this project.	The project focus is safety.
Safety	Commenters stated Alaska State Trooper presence higher factor in highway safety than planned road improvements.	Trooper presence is a factor in highway safety enforcement but considered a short-term solution in a safety corridor. In addition, trooper availability varies depending on funding. Roadway improvements are permanent and considered a long-term solution.
Safety improvement delivery	Commenters were making the improvements into more of a combined effort for the whole Seward Highway and about how to get more funding to speed up the process. Commenters were concerned that the Seward Highway improvements are being approached in a piecemeal fashion.	Project limits were developed due to the high rate of major and fatal accidents along this portion of the safety corridor. A future Seward Highway Long-Range Transportation Plan may look at additional funding sources and safety improvements along the entire corridor.
Safety need – ‘old’ accident data	Commenters challenged the need for safety improvements based on the data presented in early documents.	The accident rate data was updated to include data from 1977 to 2015.
Scale of project	Commenters felt the project seems to be excessively expansive, intrusive, far larger than needed to enhance public safety.	The scale of the project is a function of improving safety and accommodating existing facilities in the project area owned by DOT&PF, ARRC, and CSP.

Issue	Comment(s)	Team Response
Scenic byway	The corridor was included in the State Scenic Byway system in 1993 and became part of the National Scenic Byway program in 2000. Do not change the aesthetics along the highway.	Constructing roadway improvements through this corridor will have aesthetic impacts. The excavation and reclamation plan for the proposed material location at MP 109 considers the roadway aesthetics and mitigation measures.
Seward Highway corridor projects	Commenters desired information on other projects in the Seward Highway corridor.	Information for other projects along the Seward Highway can be found on the DOT&PF website.
Sheep and terrestrial habitat	Public and agency comments expressed concern regarding impacts to wildlife in the project corridor.	The project team coordinated with resource agencies throughout this process, including Alaska Department of Fish & Game (ADF&G). Dall sheep are not a protected species, however the LWCF Environmental Assessment (EA) recognized that they are an iconic wildlife species in this area and a popular tourist attraction due to their frequent activity in close proximity to the road. DOT&PF has incorporated mitigation measures intended to reduce potential effects to sheep, including 1) aligning the proposed highway corridor further out into Turnagain Arm to avoid impacts to the high-value habitat area and 2) improving the turnouts to enhance the public's ability to safely view the wildlife. Habitat impacts to sheep, moose and other terrestrial fauna resulting from material extraction and road construction are considered in the EA.
Short term project and long term project goals	The project should consider the long-term safety goals/configuration so that a minimum of reconstruction will be necessary in the future.	Project based on a 20-year design life. In addition, space left for ARRC future expansion and mountainside pathway adjacent to the road.
Support for the project	I would like to say how glad I am to see a proposal for a divided highway at Windy Corner. Having lost a family member in a crossover crash near this area, I know what a difference this will make in bad winter weather and in summer for passing/overtired drivers. This will save lives.	Comment appreciated. The project focus is safety. Auxiliary lanes and divided highway are part of the proposed action to mitigate high severity crashes.

Issue	Comment(s)	Team Response
Support for the project	Commenters cited increased safety, wildlife view opportunities, water access and passing lanes as factors in their support of the project.	Comments appreciated.
Toilet facilities	Commenters stated that having toilet facilities at another location along the Seward Highway would be a huge asset.	Proposed action includes toilet facilities based on coordination with DNR.
Traffic speeds	Commenters felt that the straightened/expanded highway may cause more safety problems due to increased speeds.	The speed limit on the highway will remain the same and the auxiliary lanes will help separate slow sightseeing and turning traffic from faster through traffic. Speed differentials on the current one-lane section contribute to increased crash levels.
Turnagain Arm access facilities	Commenters suggested that a firm, protected gravel bar where a small zodiac or rescue jet ski could be launched from a small trailer pushed by hand to the water and a connecting small path be considered in the design.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Turnagain Arm access for emergency response	<p>Access could be gated for Anchorage or Girdwood Fire Department use only.</p> <p>Commenters introduced the concept of including a semi- improved boat launch as part of the road and railroad realignment associated with the project. The boat launch would be designed for the exclusive use of rescue personnel, not for public use, in order to launch small rescue watercraft and inflatable boats. Use would be coordinated with the Alaska Railroad to authorize and limit access across their tracks.</p>	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.

Issue	Comment(s)	Team Response
Turnagain Arm recreational access disruption	Carrying windsurfing equipment down the embankment to the railroad track, crossing them (with a permit from the ARRC), and then down the riprap to the water's edge is very workable in the present state. Commenter concerned about having workable access upon completion of this project.	The first priority for the project is enhanced safety for Seward Highway road users. In addition, the proposed action includes emergency response access to Turnagain Arm.
Unique flora in project area	Four plants in the project area are officially designated rare by the UAA Alaska Natural Heritage Program—Yellowstone Draba (<i>Draba incerta</i>), Rattlesnake Fern (<i>botrychium virginianum</i>), Licorice Fern (<i>Plypodium sibiricum</i>) and Creeping Juniper (<i>Juniperus horizontalis</i>).	To be considered during design.
Use of State parkland	Commenters opposed use of parkland for the project.	Any Federally-funded, proposed transportation use of State parkland, wildlife refuge, or historic site, is required to undergo a thorough analysis, based on Section 4(f) of the Department of Transportation Act, and in some cases under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act. See Appendices E and F of the EA for detailed evaluations.
Wildlife habitat, Beluga Whales	During periods of rising tide at Windy Point [Windy Corner] a large eddy is created that is used by beluga whales. The southbound lane may be in conflict with this eddy.	Habitat studies are part of the Threatened and Endangered Species Consultation assessing impacts to beluga whales and their habitat. NMFS concurred that the project 'May Affect', but is 'Not Likely to Adversely Affect' the CIBW population. The Biological Assessment is provided on the project website. The NMFS concurrence is provided in Appendix D the EA.



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Highway Design

Region: Central

Prepared/Facilitated by: _Brooks & Associates_____

Meeting Location: Girdwood Community Center **Date:** 03/04/2013 **Time:** 6-8 pm

Project No. (Federal/State): 56631/NH-0A3-1(34)

Project Name: Seward Highway: MP 105-107 Windy Corner

Purpose (check all that apply):

☒ _X_ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Advertising: *Anchorage Daily News*, 2/12/13 and 2/13/13 (attached); *Homer News* 2/14/13 (attached); *Peninsula Clarion* 2/14/13 (attached); *Seward Phoenix Log* 2/14/13 (attached); *Homer Tribune* 2/13/13 (attached); *Anchorage Press* 2/14/13 (attached); *Turnagain Times* 2/21/13 (attached); *Seward Journal* 2/20/13 (attached); public service announcement requests sent to radio stations KAFC-FM, KASH-FM, KBBO-FM, KBRJ-FM, KEUL-FM, KNBA-FM, KSKA-FM and to TV stations GCI Cable, KACN-LP, KAKM-DT, KCFT-CA, KDMD-DT, KTBY-DT, KTUU-DT, KTVA-DT, KYES-DT, KYUR-DT to be broadcast 2/21/13 through 3/3/13; constant contact email 3/1/13; ADOT&PF online notice 2/11/13; website home page notice 2/11/13. Other: Postcard mailer sent to 1469 individuals, elected officials, regulatory and government agencies (postcard attached, mailing list on file, also mailed to all box holders in area); email notice sent by the Federation of Community Councils 3/3/13.

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 37 people signed in (attach copy of sign-in sheet)

Number of Minority present: _2_____ Number of Women present: 9_____

Was an interpreter required? No

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

- If applicable, were Title VI issues addressed in the meeting? How?

- If applicable, were Title VI issues resolved? If not, please explain.

- Other Comments:

***Total number of citizens on CAG:** _____

***CAG Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Monday, March 4, 2013**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
MARK BOYDSTON	DOT			
Al Burton	4111 Aviation Drive	269-0647	M	O
Quinten Arndt	DOT/PF	269-0577	M	
BLAKE ADOLFAE	ARRC	265-2662	m	
CLARK Hopp	ARRC	265-2372	M	
BRIAN LINDAMOND	ARRC	265-3095	M	

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A),
PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Monday, March 4, 2013**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
David Griffin	88 550 W. 7th Ave, Suite 1380 Anchorage AK 99501	907-269-8696	M	W
Mark Stephens	4400 Edinburgh Dr. Anchorage AK 99502	907-441-7696	M	W
Rick Marm	P.O. Box 110888 Anchorage AK 99511-0888	349-3064	m	W
Rick Everhouse	10986 Goodwood AK 99587	783-3469	M	W
Glenda Hotta	P.O. Box 1541 137 Echo Ridge Rd	783-0317	F	W
Lynne Duxan	Box 1064 - 162 Duxan Ln	783-0771	F	W
Gary Kutsion	880 H Street, Suite 202 Anchorage 99501	646-7995	M	W
Shannon Kesting	ShannonKesting@yahoo.com PO Box 219029 Anchorage AK 99504	230-7541	F	W
Jerry Fox	GC Fox @ GCI.NET PO Box 1151 612 Duverno	783-9029	m	W
Rebecca Colton	5151 Fairbanks St W.A. 99515	868-8784	F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Monday, March 4, 2013**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Camden Yehle	6700 E 99th Ave Anchorage 99507			
Kyle Kelley	PO Box 62 KELLEYKT@MUNIC.ORG Girdwood, AK 99582	343- 8374	M	W
DAVID EVANS	6010 AUSTRIA DR. ANCHORAGE 99516	3498373	M	W
Anne Brooks	a.brooks@brooks-alaska.com			
Tommy Salami	akomalley@acsalaska.net	783-3287	M	AN
Laurie Holland	lahollandinak@yahoo.com	306-1630	F	W
Pat Preis	Box 789	783-2884	M	—
Diana Livingston	dstonelive@livingsstonalaska.com PO Box 580 Girdwood 351-5722		F	Can
Roger Cowles	27301 Seward Hwy	717-4657	M	

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Monday, March 4, 2013**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Rys Miranda	550 W. 7th Ave., Suite 1340 AK 99501 rys.miranda@alaska.gov	268-8944		
Daniel Kiland	PO Box 1023 GIRDWOOD, AK 99587	907-783-9394	M	W
Mary Jo Piroin	PO Box 890 GIRDWOOD	907-227-1461	F	W
Sean Holland	hollandsi-a@yahoo.com	250 5815	FM	W
Bob Childers	bobchilders@mkc.com	653-7070	M	
Jon Carpenter	jon.carpenter@gcirk.com			
Robin Smith	P.O. Box 553, GIRDWOOD ak.robin.smith@gmail.com	907-8088	F	W
Marguerite LEEDS	m@marguerite.us		F	W
Artene Conjes	goldmine@alaska.net	653-1120	F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Monday, March 4, 2013**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Eric Steinfert	Box 762, Girdwood, AK, 99587 gocombay78@AOL.com	783-9420	M	W
Shirley Dartsch	P.O. Box 1189 Girdwood AK 99589 skdartsch@gmail.com	783-2523	W	W
DAVE SEIFERT	Seifert@acs.alaska.net P.O. Box 116 GIRDWOOD	783-2870	M	W

37-5

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

[Home](#)[Go Back](#)[\[Public\]](#)

Online Public Notice

State of Alaska

Public Notices

Notice Of Intent To Conduct Environmental Studies And A Public Meeting For The Seward Highway: Mp 105-107; Windy Corner, Project #56631

Submitted by: arflippin/25

Date Submitted: 02/08/2013 02:44 PM

Date Modified:

Submission Mode: direct

Approve Prior To Post: n/a

Approved By: n/a

Approval Date: n/a

Attachments: No files attached

Notice Of Intent To Conduct Environmental Studies And A Public Meeting For The Seward Highway: Mp 105-107; Windy Corner, Project #56631

Category: Public Notices

Publish Date: 02/08/2013

Event/Deadline Date:

Department: Transportation & Public Facilities

Location: Central Region

Coastal District: N/A

Body of Notice:

When: Monday, March 4, 2013

Time: 6:00 PM to 8:00 PM

Presentation at 6:30 PM

Location: Girdwood Community Center, 250 Egloff Drive, Girdwood, Alaska

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments.

Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website: www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Revision History:

02/08/2013 02:44:15 PM by arflippin/25/State/Alaska/US

\$\$WebClient [Anon]

[Home Page](#) **Notices by:** [Department](#) | [Category](#) | [Publish Date](#)

PROOF OF PUBLICATION

STOF0220
169549

Cindy Grove

being first duly sworn on oath deposes and says that he/she is an accounting clerk of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved as a proof of publication and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on 2/12/13 and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed

Cindy Grove

Notice of Intent to Conduct Environmental Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner
State Project No. 56631 / Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska

SEWARD HIGHWAY
MP 105-107
Windy Corner

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115. **See Page X-5, WORD**

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

169549

HOMER TRIBUNE

Affidavit of Publication

Comes now, Sarah Holub,
being duly sworn in, says that the following:

AK Dept. of Trans. - Open House,
of which a true copy has been attached, has been published 1 week(s)
in the Homer Tribune, a weekly paper of general circulation, published in the
city of Homer, Alaska, and that the date of the first paper containing said legal,
was Feb. 13, 2013 and the last day was
Feb 13, 2013.

Sarah Holub

Notary Public)
State of Alaska) SS.
Third Judicial District)

SWORN AND SUBSCRIBED to before me this 19th day of
FEBRUARY, 2013



NOTARY PUBLIC:

[Signature]

MY COMMISSION EXPIRES: 07/23/2016

**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)
When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900



In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.




540 East 5th Avenue, Anchorage, AK 99501 • ph: (907) 561-7737
www.anchoragepress.com • fax: (907) 561-7777

I, Stefanie House, office manager for Anchorage Publishing, Co., verify that the notice of intent to conduct environmental studies and public meeting/open house ad for the Alaska Department of Transportation appeared in the February 14, 2013 issue of the Anchorage Press Newspaper.

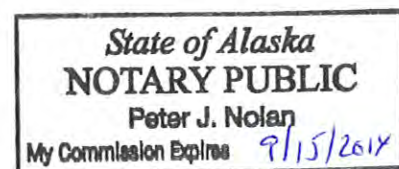

Stefanie House

Subscribed and sworn to me in the Municipality of Anchorage, in the state Alaska, on this 1st day of MARCH, 2013



Notary Public Signature
9/15/2014

Commission Expires



**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska



SEWARD HIGHWAY
MP 105-107



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

PUBLISHER'S STATEMENT

UNITED STATES OF AMERICA
STATE OF ALASKA
THIRD JUDICIAL DISTRICT

I, THE UNDERSIGNED, being first duly sworn under oath, hereby depose and state: That the Homer News is a newspaper of general circulation, published at Homer, Alaska; That I am an employee of said newspaper; and That a true and correct representation of the:

NOTICE OF INTENT FROM STATE OF ALASKA DEPARTMENT OF TRANSPORTATION

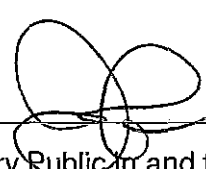
From a true copy of which is affixed hereto, was published in said newspaper in the issue(s) dated:

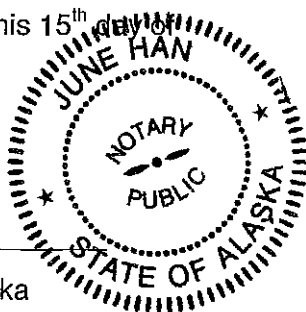
DATE 02/14/2013


JAMES ANDERSON

FURTHER AFFIANT SAYETH NAUGHT.

SUBSCRIBED and sworn to before me this 15th day of
FEBRUARY 2013.


Notary Public in and for the State of Alaska
My Commission Expires 07/23/2016



PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Denise Reece being first duly
sworn, on oath deposes and says:

That I am and was at all times here
in this affidavit mentions, Supervisor of
Legals of the Peninsula Clarion, a news-
paper of general circulation and published
at Kenai, Alaska, that the
Public Meeting / Open House
AO-25-84131
a printed copy of which is hereto annexed was
published in said paper one each and
every day for one successive and
consecutive day in the issues on the
following dates:
February 14, 2013

X Denise Reece

SUBSCRIBED AND SWORN to me before
this 14th day of February, 2013

Jane Russell

NOTARY PUBLIC in favor for the
State of Alaska.

My Commission expires 27-Aug-16



**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

**Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900**

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

PUBLISH: 2/14, 2013

D602/702

Affidavit of Publication

United States of America • State of Alaska • Third Division

Before me, the undersigned, a notary public this day personally appeared Annette Shacklett who, being first duly sworn, according to law, says that she is publisher the of The Seward Phoenix LOG, published at in said Division Three and state of Alaska and that the advertisement, of which the annexed is a true copy, was published in said publication on

the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the _____ day of _____ 20____, and
the 14 day of Feb 2013.

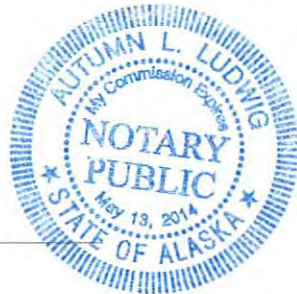
Annette M. Shacklett
Annette Shacklett, Publisher

Subscribed and sworn to before me

This 15th day of February 2013

/s/ [Signature]
Notary public for state of Alaska

My commission expires May 13 2014



Pub: Feb. 14, 2013

**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013

Time: 6:00 PM to 8:00 PM; Presentation at 6:30 PM

Location: Girdwood Community Center
250 Egloff Drive, Girdwood, Alaska



SEWARD HIGHWAY
MP 105-107



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be re-aligned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

**Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900**

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windy-corner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

AO-25-84131

Pub: Feb. 14, 2013

AFFIDAVIT OF PUBLICATION

Newspaper Company: Seward Journal

State of Alaska, City of Seward

Tamara Shapiro personally appeared before me and says that he/she is an authorized agent of the above named newspaper company, an Alaska business in the City of Seward, doing business in said City under the trade name listed above, a newspaper published in said City; That he/she is authorized to make such affidavits of publication on behalf of said newspaper business. The said newspaper is of general circulation in the said City and in the area adjacent thereto; That he/she has reviewed the regular additions of said newspapers published on (list dates) _____

2-20-13
and finds that the attached advertisement appeared in each of said editions, to with:

(deponent) Seward Journal

State of Alaska Third Judicial District. Subscribed and sworn to (or affirmed) before me at Seward this 26th day of February, 2013

[Signature]
Notary Public's Signature

My Commission Expires: May 13, 2014



**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Alaska Department of Transportation
Invoice# 8847
Cost: \$225

Affidavit of Publication

State of Alaska
Third Judicial District

Ken Smith, being first duly sworn on oath deposes and says that he/she is a representative of the Turnagain times, a semi-monthly newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a semi-monthly newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on February 21, 2013 and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed,

X

Subscribed and sworn to before me this 28th day of February 2013

X

Gina L. Kiana Postmaster

Notary public in and for the State of Alaska. Third Division Anchorage, Alaska

My commission expires: "Term"



**Notice of Intent to Conduct Environmental
Studies and Public Meeting / Open House
Seward Highway: MP 105-107; Windy Corner**

State Project No. 56631/Federal Project No. NH-0A3-1(34)

When: Monday, March 4, 2013
Time: 6:00 PM to 8:00 PM
Presentation at 6:30 PM
Location: Girdwood Community Center
250 Egloff Drive
Girdwood, Alaska



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposed project to realign and make safety improvements to the Seward Highway from Mileposts (MP) 105 to 107 (Windy Corner). In order to provide space for the highway realignment, the Alaska Railroad Corporation tracks would also be realigned. The new road and rail alignments would provide space for expanded pullouts and would improve access for parking and wildlife viewing. Acceleration and deceleration lanes would be constructed to access the new pullouts. DOT&PF is re-evaluating the approved 2004 environmental document for Seward Highway Safety Improvements Indian to Potter Marsh, MP 105 to MP 115.

The proposed project will comply with Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 13112 (Invasive Species); the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, Endangered Species Act, National Historic Preservation Act Section 106; Land and Water Conservation Fund Act Section 6(f), and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2016. To ensure that all possible factors are considered, please provide written comments to the following address by March 25, 2013.

**Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900**

In addition, DOT&PF invites you to attend a Public Meeting / Open House on the proposed project. Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Design engineers and staff will be available to address questions and comments. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments at the Public Meeting may deliver them verbally or in writing. E-mail comments can be submitted via the project website www.windycorner.info.

If you have questions or require additional information, contact Tom Schmid, P.E., DOT&PF Project Manager at (907) 269-0543 or by e-mail.

It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska Department of Transportation & Public Facilities (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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Anne Brooks <a.brooks@brooks-alaska.com>
To: camden@brooks-alaska.com
Reply-To: a.brooks@brooks-alaska.com
Windy Corner Open House Invitation - Monday March 4th, 2013

March 1, 2013 1:20 PM



Seward Highway, MP 105-107, Windy Corner

State Project No. 56631/Federal Project No. NH-0A3-1(34)

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed safety improvements for the Seward Highway between Rainbow and Indian. This segment of the Seward Highway is part of a designated safety corridor.

Public Open House

When: Monday, March 4th, 2013

**Where: Girdwood Community Center, 250 Egloff Dr,
Girdwood**

Time: Stop by any time between 6 and 8 PM

Presentation at 6:30 PM

The focus will be on realigning and dividing the highway to improve safety in the corridor. Realignment of the Alaska Railroad Corporation tracks would be needed to accommodate the highway changes. The new road and rail realignment would provide space for expanded pullouts and would improve access for parking and wildlife viewing.

Join us for the presentation at 6:30 p.m. Project staff will be available to answer questions and take your comments.

Visit the project website www.windycorner.info to learn more about the project and schedule.

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Toll free: 1-907-535-1877

Tel: 1-907-272-1877

Email: windycorner@dowlhkm.com

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

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 Anne Brooks at (907) 272-1877 no later than March 3, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

[Forward email](#)



This email was sent to camden@brooks-alaska.com by a.brooks@brooks-alaska.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Brooks and Associates | 1704 Bannister Road | Anchorage | AK | 99508-4021

Community Councils Center <info@communitycouncils.org>

March 3, 2013 4:05 PM

To: brooks.markaanne@gmail.com

Reply-To: info@communitycouncils.org

Seward Highway "Windy Corner" Project - OPEN HOUSE Monday 3/4/13

Having trouble viewing this email? [Click here](#)



Seward Highway MP 105-107 "Windy Corner" Project Open House - Monday 3/4/13 -

Seward Highway, MP 105-107, Windy Corner

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed safety improvements for the Seward Highway between Rainbow and Indian. This segment of the Seward Highway is part of a designated safety corridor.

Public Open House

When: Monday, March 4th, 2013

**Where: Girdwood Community Center
250 Egloff Drive**

Girdwood

Time: Stop by any time between 6 and 8 PM
Presentation at 6:30 PM

The focus will be on realigning and dividing the highway to improve safety in the corridor. Realignment of the Alaska Railroad Corporation tracks would be needed to accommodate the highway changes. The new road and rail realignment would provide space for expanded pullouts and would improve access for parking and wildlife viewing.

Join us for the presentation at 6:30 p.m. Project staff will be available to answer questions and take your comments.

Visit the project website www.windycorner.info to learn more about the project and schedule.

For additional information contact:
Public Involvement Coordinator
Anne Brooks
Brooks & Associates
Toll free: 1-907-535-1877
Tel: 1-907-272-1877
Email: windycorner@dowlhkm.com

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

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 Anne

Brooks at (907) 272-1877 no later than March 3, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Community Councils Center
907-277-1977
info@communitycouncils.org

[Forward email](#)



Try it FREE today.

This email was sent to brooks.markaanne@gmail.com by info@communitycouncils.org | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Federation of Community Councils | 1057 West Fireweed Lane | Suite 100 | Anchorage | AK | 99503

SEWARD HIGHWAY

MP 105-107



For more information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowhkm.com

www.windycorner.info

Open House Public Meeting

**Monday, March 4, 2013,
Presentation: 6:30 p.m.**

Girdwood Community Center
250 Egloff Drive, Girdwood, Alaska

*You're
Invited!*

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed safety improvements for the Seward Highway between Rainbow and Indian. This segment of the Seward Highway is part of a designated safety corridor.

The focus will be on realigning and dividing the highway to improve safety in the corridor. Realignment of the Alaska Railroad Corporation tracks would be needed to accommodate the highway changes. The new road and rail realignment would provide space for expanded pullouts and would improve access for parking and wildlife viewing.

Join us for the presentation at 6:30 p.m. Project staff will be available to answer questions, and take your comments.

It is the policy of the DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The State of Alaska 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 Anne Brooks at (907) 272-1877 no later February 25, 2012 to make arrangements. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Brooks & Associates
1704 Bannister Road
Anchorage, AK 99508-4021

PRESORTED STD
U.S. POSTAGE
PAID
PERMIT NO. 537
ANCHORAGE, AK

SEWARD HIGHWAY
MP 105-107



Open House Public Meeting
Monday, March 4, 2013, 6-8 p.m.
Presentation at 6:30 p.m.



Seward Highway: MP 105-107 Windy Corner

Project No. 56631/NH-0A3-1(34)

MEETING NOTES

SUBJECT:	Seward Highway: MP 105-107 Windy Corner
PROJECT NO.:	DOT&PF: 56631/NH-0A3-1(34)
GROUP:	Public
DATE:	Monday, March 4, 2013
TIME:	6 pm to 8 pm, presentation at 6:30 pm
LOCATION:	Girdwood Community Room
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	37 people signed in
MEETING MATERIALS:	Aerial photo with proposed project overlay, comment sheets, fact sheets, crash statistics posters, cut and fill posters, overall Seward Highway improvement schedule poster, PowerPoint presentation, project area slideshow
STAFF PRESENT:	<i>ADOT&PF:</i> Tom Schmid, P.E. Project Manager, Quinten Arndt, Mark Boydston, Al Burton <i>DOWL HKM:</i> Steve Noble, P.E. Project Manager, Aaron Christie, Rachel Steer, Kristen Hansen, Bill Evans, Terry Schoenthal <i>Brooks & Associates:</i> Anne Brooks, P.E., Public Involvement Lead; Camden Yehle, Public Involvement

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format, location of materials, and availability of project staff to answer their questions. An in-depth overview of the project was given in the format of a PowerPoint presentation. A project area slideshow before the presentation gave a photographic outline of Windy Corner. Questions were taken before and after the presentation.

The following written comments were on the aerial photo with the project overlay:

- Seems like the southbound parking would be more popular than the northbound parking due to tourism from Anchorage. If one lot should be larger, shouldn't it be the southbound lot?
- Gate or tunnel for AFD access (referring to space in between the proposed roadways)
- Good place for wind boarding/kite surfing access (referring to space in between the proposed roadways)

- This is very unique hard pack sand/mud that is very valuable for recreational activities. We should do our best not to push the tracks too far into the arm, eliminating this beach (referring to space in between the proposed roadways)
- Gorilla Rock has already been blown up by ARRC. Get rid of it, move the road and tracks in so that the beach is not eliminated.

The following written comments were submitted at the meeting:

- Has there been any consideration for sea level rising in the coming years?! Particularly the lower-level railroad tracks and the road itself once it's put into place.
- Southbound lane outside Gorilla Rock would affect large eddy used for feeding by belugas. Are there hydraulic studies of eddy in post-construction alignment? This seems like potentially fatal conflict.
- I like the future improvements you discussed. There is a huge problem with being able to see the highway on a dark night. Is there a way to place lights? I don't think they would need to be close together but an occasional light would be so helpful. Honestly it's hard at times to see your lane. Someone mentioned we wouldn't see the stars at night. I would rather be safe and see the stars somewhere else. At least better reflectors, etc.
- Please include bike path or easement for future bike path. Please make sure these improvements will play into future improvements (divide all the way?!) With good agreement. Please include anti-U turn elements for those who missed the turn out. In general, looks good, thanks!
- You need to extend the bike path like Bird-Gird. This corridor is heavily used by cyclists trying to get from Anchorage to the Bird-Gird trail.
- Good presentation – thank you. What improvements are planned for the Falls Creek trailhead pullout/parking? What happened to the mile 79 area realignment to make ingress/egress to the railroad and the wildlife park safer?
- 65 deaths in 36 years and 221 major injury crashes in 25 miles of road. 286 crashes within 25 miles of road. What other 25 miles Alaska Highway has this many accidents? Where is the bike path in this plan? Make your PowerPoint presentation shorter/allowing more contact with project people and local commuters. Can you contact Girdwood 20/20 and the Seward Highway Safety Council? They are Larry Daniels 229 – 2550 and Hank Hosford 317 – 9909. They have been working on the Seward Highway safety issues for a couple of years. It would be a good political move to check in with these folks. They have organized communities all along the Seward/Sterling highways.
- You mention recreational access on separating different uses of the corridor. During the summer months there are many bicyclists including organized rides. The organized rides occur on the weekend usually. Even though this section doesn't directly connect to existing bike paths, it would be great to at least provide for a bike path easement for future improvements. I feel that separating cycles from the motorists is not only safer for the cyclists, but also safer for the motorists. The cyclists can be distracting to the motorists and

cause motorists to drift into on-coming traffic, which is known to be one of the major causes for significant injuries and fatalities due to head-on collisions. In addition it may stimulate the desire for some to cycle to Anchorage rather than drive, therefore decreasing vehicles on the highway.

The following comments and responses were captured on flip charts during the question and answer session following the presentation. Questions are in regular type with the responses in *italics*

- Did you consider leaving the ARRC track where it is and move outside with the southbound road?
- Have there been 286 crashes and 36 years on any other Alaska Highway? *We do not have that information at this time.*
- How many crashes occurred at Windy Corner before 1983? *We don't have this information available at this time.*
- Will you be able to balance the cut and fill needs of the project within the project area? *This is not very likely as we estimate we will need as much as 2 million cubic yards of fill material for the project.*
- How much money is appropriated already and how much federal dollars will be leveraged with that funding for this project? It would be good to use a portion of the appropriation and then leverage Federal highway dollars to it. *We have approximately \$42 million in state dollars appropriated for the project. The DOT&PF is leaning towards funding this project to the greatest extent possible with state funding. It may allow us to deliver the project in a more timely fashion.*
- One commenter was concerned that the Seward Highway is being improved in a piecemeal fashion. He would like to see the state funding used to leverage federal dollars as a way to expedite improvements to more of the Seward Highway.
- *Supplemental information: Typically National Highway System (NHS) routes are funded with 90% Federal Funding and 10% state match. Alaska has needs on all the NHS routes – the Sterling Highway, Parks Highway, Glenn Highway and others. The amount of Federal funding allocated to Alaska is approximately 135-150 million dollars per year. This is not sufficient to meet all our needs. State funding will be required.*
- What will be placed between the northbound and southbound traffic lanes? Will this area fill with water? *The short answer is maybe. The details will be sorted out in design. There may be opportunities to do something in that area.*
- Will Gorilla Rock be impacted? *No, under the current scenario Gorilla Rock will not be impacted.*
- During periods of rising tide at Windy Point [Windy Corner] a large eddy is created that is used by beluga whales. The southbound lane may be in conflict with this eddy. *The team indicated that cross sections would be taken into the inlet for hydrologic assessment and for*

railroad design. In addition LIDAR mapping at extreme low tide will help determine how the inlet is changing over time and will also help with design.

- *The team includes Beluga whale biologists who will look at the Beluga whale use of the project area and will coordinate this assessment with the National Marine Fisheries Service and others in completing the environmental analysis of the project.*
- *It's important to acknowledge that Turnagain Arm recreational use is expanding with kayakers, windsurfers, and others using the area. Currently their access is limited and it means that waverunners and jet skis are being dragged over the railroad tracks. The lack of water access to Turnagain Arm also lengthens response time for emergency responders. We suggest a tunnel or ramp or some type of launch for the fire department and others that want to access Turnagain Arm. We need access to this area. It's not as dangerous as it is made out to be. The Windy Corner area has some nice sand beaches. Make this an accessible place and give access to the fire department and others.*
- *What is the current curve radius at Windy corner compared to the 1330 feet that is needed for the design speed? The current radius of the curve at Windy Corner is 1000 feet.*
- *I commute to Anchorage and the road striping is nonexistent in the presence of blowing snow and dark, wet pavement. On wet days it's difficult to find the road.*
- *I also commute every day and want to know if there's any interest in commuter rail. The ARRC personnel in attendance indicated that they are trying to find a funding source for operations because public transportation systems need operating subsidies. The ARRC has been upgrading track and making changes to make commuter rail work.*
- *What about highway lighting? Maintenance is an issue with lighting—who maintains and pays for the power to light the system. In addition, lighting typically needs to be continuous or not at all. Studies have shown that intermittent lighting causes more safety problems than continuous lighting. We will take a look at lighting during design, however for this short section, it is likely not to be recommended. The desire for continuous lighting is a good comment to pass on to the Seward Highway Long Range Transportation Plan planning process that is about to begin as noted on the Fact Sheet.*
- *I want to comment on the last comment regarding lighting. I appreciate the scenic attributes of the Seward Highway and prefer zero lighting. A lot of people prefer maintaining the ability to watch the night sky and stargaze in this area.*
- *Please plow the slow vehicle turnouts.*
- *Is this the largest single highway project that DOT&PF has ever undertaken in terms of dollar amount? No, I think projects like the Whittier Access project were more costly.*
- *What is the total DOT&PF budget for Central Region for highway work? Our annual budget ranges from \$135-\$150 million federal funding. The amount of state funding depends on the level of bonding and appropriations from the state legislature.*

- What is the slope on the railroad embankment? *Typically the railroad slope is one 1 1/2 to 1 1.5:1 (horizontal:vertical). A railroad's slope can be steeper than a highway embankment because they don't have to be designed for vehicles running off the road.*
- Consider a bridge under the southbound road and railroad to allow access to Turnagain arm instead of a tunnel. At high tide, recreational users could float out.

Email comments within one week of the public meeting.

There have been a number of projects proposed for Seward Highway improvements. I am wondering what is the status of the project that was outlined from about the base of Turnagain Pass (I think about M72 to just before Girdwood)? This was to add some passing lanes and pullouts on both sides of the road in that area. Also what is the status of the project that was proposed from about Bird Creek to Potter weigh station? Is this that project and has it been since pre-2004 that I have been following this progress? The map showing the Windy Corner project includes some of that area and these may be some of the suggestions that have been made during those scoping meetings. Is the Windy Corner project the first step to get other improvements or is this the only part that has been funded? I will be unable to attend the meeting in Girdwood but looking forward to viewing the materials on-line as they become available.

I would like to say how glad I am to see a proposal for a divided highway at Windy Corner. Having lost a family member in a crossover crash near this area, I know what a difference this will make in bad winter weather and in summer for passing/overtired drivers. This will save lives.

I thank you for the excellent presentation on the project this past Monday in Girdwood.

Our family lives in Girdwood and so we are most interested in improvements to the highway to improve it's safety. My wife and I and kids are on that highway day after day after day. Our family is also an active user of the Windy Point-Gorilla Rock pullout for windsurfing (for the past 26 years) and access to the hiking trail. I estimate that we use the Gorilla Rock pullouts an estimated 200 times a year for hiking and windsurfing access. We are in support of the proposed pullouts on both the mountain and the arm side of the proposed highway realignment. When people ask about windsurfing I frequently say I have been windsurfing Turnagain Arm for 26 years and: "The two most dangerous parts about Windsurfing Turnagain Arm are: 1) driving that highway and 2) climbing up and down the rocks from our parking spot to get in and out of the water". The realignment will of course improve the driving part. My comments pertain to the safe water access issue.

Specifically: Access up and over (or under?) the railroad tracks to the water side is. Please consider a reasonable rock slope and rock placement to provide a path to the water. Over the years us Arm Windsurfers have gained pride in being self sufficient by sailing with partners and carrying signal devices, fins to perform self-rescues or rescue each other. But we also realize that access to enable emergency rescue equipment to put in the water from Windy Point-Gorilla Rock would enhance the capability of the Girdwood or Anchorage Emergency Rescue Departments to meet situations arising from the growing recreational community of windsurfers,

kite surfers, standup paddle boarders, kayakers, and surfers. The only current access points are from the Anchorage boat harbor and Twenty Mile River-both of which are tide dependent in their ability to move up or down Turnagain Arm.

Minimizing the railroad extension out into the water and the loss of the sandbar is desirable to minimize costs and marine life impacts. Could the railroad stay where it is or consider locating between the two lanes with tunnel crossings? Of course there is a cost tradeoff to this option so I suggest it for consideration and evaluation by the project team. The planned studies on the extension and impacts to the Belugas will have to provide input to this.

Gorilla Rock is one of two primary Turnagain Arm windsurfing spots because of it's relative safe access in and out of the water (compared to other locations), the waves that form there against the incoming tide, and because the wind that is concentrated there.

We thank you for the opportunity to comment:

Table 1. Meeting Outreach

Date	Outreach method	Description
2/11/13	Project website	Project specific website hosted on the DOWL HKM server and formatted in accordance with DOT&PF specifications.
2/12/13 and 2/13/13	Display advertising in <i>Anchorage Daily News</i>	Inviting the public to the open house
2/14/13	Display advertising in <i>Homer News</i>	Inviting the public to the open house
2/14/13	Display advertising in <i>Peninsula Clarion</i>	Inviting the public to the open house
2/14/13	Display advertising in <i>Seward Phoenix Log</i>	Inviting the public to the open house
2/13/13	Display advertising in <i>Homer Tribune</i>	Inviting the public to the open house
2/14/13	Display advertising in <i>Anchorage Press</i>	Inviting the public to the open house
2/21/13	Display advertising in <i>Turnagain Times</i>	Inviting the public to the open house
2/20/13	Display advertising in <i>Seward Journal</i>	Inviting the public to the open house
2/21/13-3/3/13	Public service announcement request sent to: KAFC-FM, KASH-FM, KBBO-FM, KBRJ-FM, KEUL-FM, KNBA-FM, KSKA-FM	Sent with request to broadcast announcement inviting public to meeting.
2/21/13-3/3/13	Public service announcement request sent to: GCI Cable, KACN-LP, KAKM-DT, KCFT-CA, KDMD-DT,	Sent with request to broadcast announcement inviting public to meeting.

Date	Outreach method	Description
	KTBY-DT, KTUU-DT, KTVA-DT, KYES-DT, KYUR-DT	
2/13/13	Postcard	1,469 postcard invitations mailed to local businesses, residents, and agencies
2/21/13	State of Alaska Online Notice	Inviting the public to the open house
3/1/13	Constant Contact email	Provide email invitation to the meeting to project stakeholders

Related documents on file:

Sign in Sheets
 Handouts (Comment Sheet, Fact Sheet)
 Comment Sheets received at meeting
 Postcard Mailer
 Public Service Announcements
 Advertising
 PowerPoint presentation
 Slideshow



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927

March 5, 2013

Seward Highway Mile Posts 105-107, Windy Corner, Safety Improvements
Project No. NH-0A3-1(34) / 56631

Dear Agency Staff Member:

The Alaska Department of Transportation & Public Facilities (DOT&PF) in cooperation with the Federal Highway Administration (FHWA) is soliciting comments and information on a proposed project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project limits are shown on the location and vicinity map (Figure 1). This letter requests agency comments and information related to the proposed project, located within Sections 1, 2, and 3, T 10N, R 2W, Seward Meridian, on USGS Quad Seward D-7 NW, at Latitude 60.98412 and, Longitude -149.610335.

Purpose and Need

The proposed project's purpose is to improve safety and construct improved parking/wildlife viewing areas in the corridor. The Seward Highway is a National/State Scenic Byway and an All American Road, and is the only overland access to communities south of Anchorage, the Kenai Peninsula, and the Alaska Marine Highway System at Whittier. The highway supports heavy commercial, recreational, and residential traffic. According to the DOT&PF 2011 Annual Traffic Volume Report, annual average daily traffic volumes in the corridor were estimated at 10,156 vehicles, with the heaviest traffic volumes reported at more than 22,000 vehicles per day during peak summer days. The segment from Anchorage to Girdwood is one of four designated Safety Corridors in Alaska due to an elevated rate of fatal/major injury crashes in the corridor. Traffic operations in the highway segment from MP 105-107 are frequently disrupted by motorists decelerating and parking along the highway shoulder to view wildlife. This creates a high differential in speeds between motorists traveling through the corridor quickly and those that are sightseeing. This differential in speeds and uncontrolled movement of traffic entering and exiting the highway contributes to the elevated crash rate in the corridor (*Seward Highway Motor Vehicle Crash Statistics and Evaluation, 2009*, Ron Martindale, DOT&PF, and *Safety Corridors Annual Review, 2010, 2011, and 2012*, DOT&PF).

Proposed Action

The proposed project would (see Figure 2):

- realign and develop a divided 2-lane highway from MP 105-107,
- relocate and realign the Alaska Railroad tracks,
- construct pullouts/parking areas on both highway sides to reduce motorists parking on the highway for wildlife viewing, and
- construct acceleration and deceleration lanes to access the new pullouts.

The space created by the road and rail realignment would accommodate improve parking/turnout facilities with auxiliary lanes to accommodate traffic entering and exiting the highway.

Project History

The proposed project is being developed with a combination of State and Federal funds. DOT&PF and FHWA will ensure the project complies with the federal National Environmental Policy Act (NEPA) process and Executive Orders. In 2004, FHWA approved a Categorical Exclusion (CE) for the proposed Seward Highway Safety Improvements, Indian to Potter Marsh, MP 105 to MP 115. Recent consultation with FHWA concluded re-evaluating the 2004 CE was appropriate.

Existing Site Conditions and Facilities

The existing project corridor is a two lane undivided highway with narrow shoulders. A pullout is located at Windy Corner on the Turnagain Arm side but it is not large enough to accommodate traffic that pulls off the highway to view sheep on the nearby cliffs. Automobiles are commonly parked on the shoulders next to the pullout with people sometimes standing on the highway to view sheep. A small pullout is located on the cliff side about one-quarter mile east from Windy Corner. A trail head pullout for Falls Creek is located at about MP 105.7 and another small pullout is located at about MP 106.5. No acceleration or deceleration lanes exist for the above pullouts.

Preliminary Environmental Research

DOT&PF conducted research using the most current available data to identify environmental resources within the proposed project vicinity. This information is contained in the enclosed Appendix A. To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than April 1, 2013.

Feedback received during public and agency scoping on the proposed design concept (Figure 2) will be considered in the preliminary design and environmental documentation. DOT&PF will conduct an agency scoping meeting on March 20, 2013 at 1:30 p.m. at DOWL HKM's office (4041 B Street, Anchorage Alaska).

If you have any questions on the environmental effects, please contact Mark Boydston, Environmental Impact Analyst, at (907) 269-0524, or via email at mark.boydston@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Tom Schmid, P.E., Project Manager, at (907) 269-0543 or at tom.schmid@alaska.gov.

Sincerely,

A handwritten signature in black ink that reads "Brian Elliott". The signature is written in a cursive, slightly slanted style.

Brian Elliott
Regional Environmental Manager

Enclosures:

Appendix A

Figure 1: Location & Vicinity Map

Figure 2: Proposed Design Concept

cc:

Mark Boydston, Environmental Impact Analyst

Tom Schmid, P.E., Project Manager, PD&E

Teresa Zimmerman, Team Leader PD&E

APPENDIX A

Preliminary Research Results

Air Quality: The project area, situated between Anchorage and Girdwood, is considered by the Alaska Administrative Code (AAC) 18 AAC 50.15 as a Class II area, allowing moderate carbon monoxide (CO) pollutant increases unless otherwise designated by the State. Impacts to air quality during construction are anticipated to be minimal and temporary. No long-term impacts to air quality are anticipated.¹

Anadromous Fish Streams and Essential Fish Habitat: The Magnuson-Stevens Fisheries Conservation and Management Act (1996) defines essential fish habitat (EFH) as “...waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” Turnagain Arm provides EFH,² for all five stocks of Pacific salmon: King salmon (*Oncorhynchus tshawytscha*), Red salmon (*O. nerka*), Silver salmon (*O. kisutch*), Chum salmon (*O. keta*), and Pink salmon (*O. gorbuscha*), in addition to Dolly Varden (*Salvelinus malma*). Turnagain Arm may also provide EFH for Gulf of Alaska groundfish species.³

Adult fish use Turnagain Arm as a primary migratory route, returning to spawning streams, such as Rabbit Creek, Potter Creek, Indian Creek, and Bird Creek. The proposed project is not anticipated to negatively impact fish passage within Turnagain Arm. Fill placed within the tidal mudflats, below the high tide line, may slightly alter EFH, however measures would be taken to ensure that fill originates from non-contaminated clean rock, lessening the adverse effects to EFH. During construction, best management practices (BMPs) would be implemented to minimize the effects on EFH. Additionally, in-water construction would occur at low tide, and not during critical spawning periods (April-June).⁴

Contaminated Sites, Spills, and Underground Storage Tanks: No open records of contaminated sites occur between Mileposts (MP) 105 – 107 of the Seward Highway. Expanding past the immediate 2-mile project corridor, two Department of Environmental Conservation (DEC) contaminated site records exist (MP 98.6 and MP 101.5).⁵

- MP 98.6 – Pipeline Leak (File ID: 2111.38.003) – Soils, groundwater, and nearby wetlands showed signs of a previous spill of an unknown amount. The current status of this site is “active.”
- MP 101.5 – Indian Pump Station (File ID: 2102.38.046) – Soil and groundwater was contaminated by a valve failure on an oil pipeline between Portage and the Port of Anchorage. The site was remediated and the current status is “clean-up complete-institutional controls”.

Adult fish use Turnagain Arm as a primary migratory route, returning to spawning streams, such as Rabbit Creek, Potter Creek, Indian Creek, and Bird Creek. The proposed project is not anticipated to negatively impact fish passage within Turnagain Arm. Fill placed within the tidal mudflats, below the high tide line, may slightly alter EFH, however measures would be taken to ensure that fill originates from non-contaminated clean rock, lessening the adverse effects to EFH. During construction, best management practices (BMPs) would be implemented to minimize the effects on EFH. Additionally, in-water construction would ideally occur at low tide, and not during critical spawning periods (April-June).⁶

Estimated Ground Disturbance: Ground disturbance at the current design stage is not known.

Federal Recreation Areas: No federal recreational areas exist within the proposed project corridor.⁷

Floodplain Management: According to the Federal Emergency Management Agency (FEMA) flood maps, the proposed project area is located within FIRM map panel number 0200051500D, and encroaches into the 100-year floodplain of Turnagain Arm. A flood hazard permit would be required from the Municipality of Anchorage (MOA) to place fill within the floodplain.⁸

Historical Properties, Archeological, and Cultural Resources: Below is a list of cultural resources found near the project site according to the Alaska Heritage Resource Survey (AHRs).

- AHRs# SEW-131 scattered lithics – determined not eligible in 2003.
- AHRs# SEW-29 AK Railroad – not listed on the National Register, however a determination of eligibility has not been conducted.
- AHRs# SEW-113 Falls Creek Cabin – lacks integrity and was determined not eligible in 2003.
- AHRs# SEW-566 Potter Connecting Trail – part of historic Iditarod Trail, determined not eligible and not included in the National Register. This trail parallels the west side of the Seward Highway.

Consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) would be conducted with the State Historic Preservation Office (SHPO), local tribal entities and other concerned parties to confirm the 2004 finding the proposed project would not result in adverse effects on any resources protected by the NHPA.⁹

Material and Disposal Sites: DOT&PF would supply material sites for the road, subgrade structure and surfacing. If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction. Disposal of excess material outside Chugach State Park will not occur without prior approval from the Chugach State Park (CSP) superintendent.

Migratory Birds and Bald Eagle Nests: For the project area, the U.S Fish and Wildlife Service (USFWS) recommended time periods for avoiding vegetation clearing in order to protect migratory birds in Alaska is from May 1 to July 15. Canada geese and swan habitat begins April 20. The USFWS performed an aerial survey for the Seward Highway from MP 105 to 115 in 2003, and concluded the mountains within this project corridor are too steep to support eagle nesting habitat.¹⁰ DOT&PF will confirm with the USFWS that this is still the case. If any Bald Eagle nests are found during field work activities for this project, further consultation with the USFWS will occur.

Local Land Use & Transportation Plans: The proposed project is included within Alaska's 2012-2015 Statewide Transportation Improvement Plan. The proposed project is consistent with relevant policies in the following land use and transportation plans:

- Draft Chugach State Park Management Plan (2011)
- Turnagain Arm Comprehensive Plan (2011)
- Seward Highway Corridor Partnership Plan (1998)
- Seward Highway Scenic Corridor Plan (1981)
- Anchorage Trails Plan (1997)
- Turnagain Arm Management Plan for State Lands (1994)

Land Ownership/State Land Use Plans/State Parks: A land exchange between DOT&PF, Alaska Railroad Corporation (ARRC), and the Alaska Department of Natural Resources (DNR) was authorized in 2000 by Senate Bill 235, to allow DOT&PF to construct safety improvements along Seward Highway by realigning the highway along the park boundary.¹¹

CSP is considered a Section 4(f) property under the Department of Transportation Act of 1966, and a Section 6(f) property under the Land and Water Conservation Fund Act (LWCF) of 1965. DOT&PF would work closely with CSP officials in the development of the proposed transportation improvements to avoid and minimize adverse effects to the CSP. The 2004 CE included a Section 4(f) Evaluation and DNR concurrence with the proposed Section 4(f) mitigation, which included exchange of abandoned road right-of-way for the necessary CSP land at slightly less than a 1:1 ratio. DNR concurred that the proposed land exchange would not impair the CSP's intended purpose, and that the highway realignment would enhance the remaining parkland for its intended purposes, specifically at Windy Corner. DOT&PF would continue to coordinate with ADNR to finalize construction and material site boundaries for this particular segment. DOT&PF would also work with the DNR/LWCF State liaison to complete the conversion and replacement process for 6(f) properties.¹²

National Parks, Preserves, Monuments, and Wild and Scenic Rivers: No National Parks, Preserves, Monuments or Wild and Scenic Rivers are located in the proposed project area, or surrounding vicinity.¹³

National Wildlife Refuges: No National Wildlife Refuges exist within the vicinity the project area.¹⁴

Navigable Waters: A review of the U.S. Army Corps of Engineers (USACE) Alaska District's List of Navigable Waters web page indicated that none of the waterways within the project corridor are navigable.¹⁵

Receiving Waters and Impaired Waterbodies: The receiving waterbody is Turnagain Arm. According to the DEC, no impaired waters exist within the project area. Temporary water quality degradation would occur due to construction within the Turnagain Arm mudflats. Disturbance to normal surface silt levels would likely cause increased turbidity around the proposed project area. Impacts from increased turbidity are expected to be temporary and not pose long-term threats to aquatic species adapted to the Turnagain Arm area. A Storm Water Pollution and Prevention Plan (SWPPP) will be developed for this project in compliance with the Alaska Pollutant Discharge Elimination System permit for construction activities. Temporary water quality impacts would be minimized through implementation of erosion and sedimentation control measures, as outlined in the SWPPP.¹⁶

State Refuges, Critical Habitat Areas, and Sanctuaries: No State Refuges or Sanctuaries are present in or around the project region.¹⁷

Threatened and Endangered Species: The Cook Inlet distinct population segment (DPS) of beluga whales (*Delphinapterus leucas*) is listed by National Marine Fisheries Service (NMFS) as endangered/threatened under the Endangered Species Act. Critical habitat was designated for the Cook Inlet DPS beluga in 2011, comprising 7,800 square kilometers and including all waters of Turnagain Arm. DOT&PF and FHWA will prepare a biological assessment and consult with NMFS in accordance with Section 7 of the Endangered Species Act.¹⁸

Wetlands & Waters of the United States: A wetland delineation conducted in 2001 as part of the 2004 CE determined that tidal mudflats are the only type of wetland in the project area. Relocation of the road and rail into Turnagain Arm from MP 105 – 107 would result in fill of intertidal estuarine mudflats, consisting of inorganic silt material. Mitigation for the proposed fill is anticipated to consist of an in-lieu-fee, as determined by the Anchorage Wetlands Debit-Credit Method, however, this will be determined as part of the Section 10/404 permitting process. Field observations will be conducted to verify that no other wetlands are present within the project corridor.¹⁹

Wildlife Habitat: Terrestrial mammals such as moose (*Alces alces*), brown (*Ursus arctos*) and black bears (*Ursus americanus*) have been observed within the project area. These animals either reside atop the steep Turnagain hillside or traverse through the area to other habitats. Windy Corner is also a prime viewing location for mountain goats and Dall sheep (*Ovis dalli dalli*). Mineral lick areas were identified by ADF&G, as part of

the 2004 scoping effort, to aid in the protection of Dall sheep. Blasting would not occur at or near the mineral lick sites, or when Dall Sheep are present within a designated blast zone.²⁰

REFERENCES

-
- ¹ (<http://dec.alaska.gov/air/index.htm>).
- ² (http://www.fakr.noaa.gov/habitat/seis/final/appd_3_5.pdf).
- ³ http://www.fakr.noaa.gov/habitat/seis/final/appd_3_5.pdf).
- ⁴ (<http://gis.sf.adfg.state.ak.us/FlexMaps/fishresourcemonitor.html?mode=awc>).
(<http://alaskafisheries.noaa.gov/habitat/efh.htm>).
- ⁵ (<http://www.arcgis.com/home/webmap/viewer.html?webmap=315240bfba84aa0b8272ad1cef3cad3>).
(http://dec.alaska.gov/Applications/SPAR/CCReports/Site_Report.aspx?Hazard_ID=23862).
(http://dec.alaska.gov/Applications/SPAR/CCReports/Site_Report.aspx?Hazard_ID=937).
- ⁶ (<http://gis.sf.adfg.state.ak.us/FlexMaps/fishresourcemonitor.html?mode=awc>).
(<http://alaskafisheries.noaa.gov/habitat/efh.htm>).
- ⁷ (<http://www.recreation.gov/browseMapsRecGov.do?topTabIndex=CampgroundMap>).
- ⁸ (<http://www.anchoragestormwater.com/Documents/Data/flood-maps/0200051500d.pdf>).
(<http://anchoragewatershed.com/map.html?webmap=566593e3d296428c9666fe87be0c80af>).
(<http://www.muni.org/Departments/OCPD/Planning/PublishingImages/vicinity.gif>).
(<http://anchoragewatershed.com/map.html?webmap=566593e3d296428c9666fe87be0c80af>).
- ⁹ (<http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm>).
- ¹⁰ May 9, 2003. Telephone Record of conversation between Joe Connor (USFWS) and Tara Howell (URS).
- ¹¹ (http://www.legis.state.ak.us/basis/get_bill.asp?bill=SB%20235&session=21)
- ¹² (<http://dnr.alaska.gov/parks/maps/turnagainarmguide.pdf>).
(<http://www.dot.state.ak.us/stwddes/desenvirom/resources/section4f.shtml>).

(http://dnr.alaska.gov/parks/units/chugach/chugachmanageplan/cspmp_prd_complete.pdf).
- ¹³ (<http://www.nps.gov/state/ak/index.htm?program=all>).
(<http://sdms.ak.blm.gov/isdms/imf.jsp?site=sdms>).
- ¹⁴ (<http://alaska.fws.gov/nwr/map.htm>).
- ¹⁵ (<http://www.rivers.gov/wilddriverslist.html#ak>).
(http://dnr.alaska.gov/mlw/nav/map_disclaimer.htm).
- ¹⁶ (<http://www.arcgis.com/home/webmap/viewer.html?webmap=5987f5c7a33846b19b9097dddcf8332a&extent=1%20%20%20%20%2080,41.6072,-65.655,75.574>).
- ¹⁷ (<http://www.adfg.alaska.gov/index.cfm?adfg=protectedareas.locator>).
- ¹⁸ (http://alaska.fws.gov/fisheries/endangered/pdf/consultation_guide/4_Species_List.pdf).
(<http://alaska.fws.gov/fisheries/endangered/listing.htm>).
(<http://alaska.fws.gov/fisheries/fieldoffice/anchorage/endangered/consultation.htm>).
(<http://alaskafisheries.noaa.gov/protectedresources/>).

¹⁹ (<http://www.fws.gov/wetlands/Wetlands-Mapper.html>).
(<http://www.dec.alaska.gov/water/wwdp/wetlands/index.htm>).

²⁰ (<http://www.adfg.alaska.gov/index.cfm?adfg=dallsheep.main>).

Note: Search dates for the reference databases was February 21, 2013



Location & Vicinity Map

Sec 1, T10N, R2W
Sec 6, T10N, R1W

Seward Meridian, Alaska

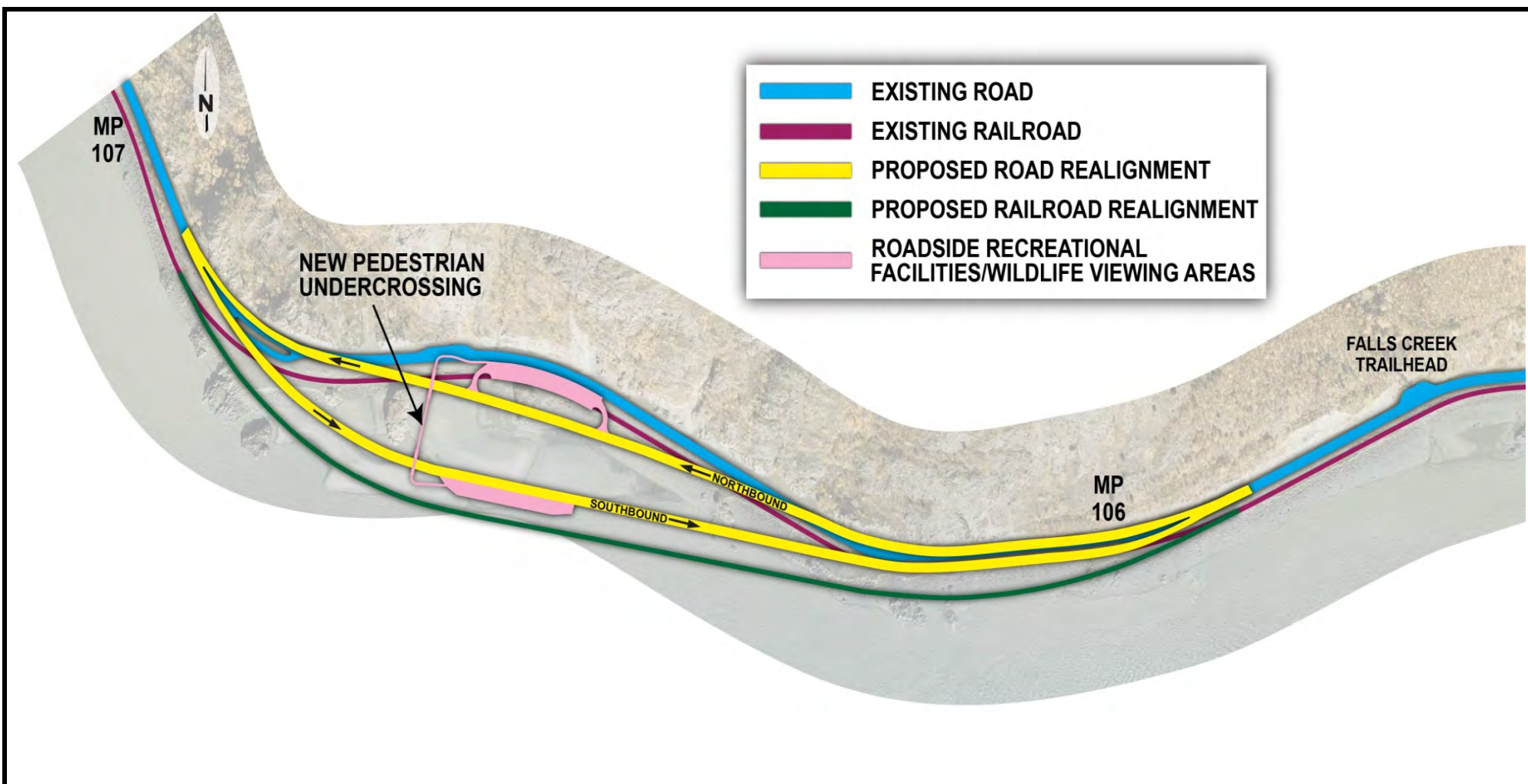


STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF Project No. 56631
Seward Highway MP 105-107, Windy Corner

DATE: February 20, 2013

Figure 1



Proposed Design Concept

Sec 1, T10N, R2W
Sec 6, T10N, R1W

Seward Meridian, Alaska



STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF Project No. 56631
Seward Highway MP 105-107, Windy Corner

DATE: February 20, 2013

Figure 2

Boydston, Mark A (DOT)

From: Boydston, Mark A (DOT)
Sent: Tuesday, March 26, 2013 2:10 PM
To: Mandy Migura (Mandy.Migura@noaa.gov); 'brad.smith@noaa.gov'
Cc: Schmid, Tom J (DOT)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDE/projects/56631_WindyCornerScopingLetter

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 24, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,
Mark Boydston



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

Boydston, Mark A (DOT)

From: Boydston, Mark A (DOT)
Sent: Tuesday, March 05, 2013 5:00 PM
To: 'ak_fisheries@fws.gov'; 'ellen_lance@fws.gov'; 'lori_verbrugge@fws.gov'; Jennifer Curtis (Curtis.Jennifer@epa.gov); Lindamood, Steve D POA; 'tobishtg@muni.org'; 'urbanusjd@muni.org'; Boothby, Taunnie L (CED); soa.webmaster, Alaska (DOA sponsored); Stergiou, Elizabeth M (DEC); Bainbridge, Steven T (DEC); 'jim.rypkema@alaska.gov'; Krauss, Brenda K (DEC); Ashton, William S (DEC); Heil, Cynthia L (DEC); Marie, Megan E (DFG); Davis, Tammy J (DFG); Coltrane, Jessica A (DFG); Ayers, Jean M (DNR); Romsland, Renee C (DNR); Walton, Michael L (DNR); Burger, Raymond A (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); 'judith.bittner@alaska.gov'; Ayers, Jean M (DNR)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDE/projects/56631_WindyCornerScopingLetter

Right click on the letter and choose 'Save target as'

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 1, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,
Mark Boydston



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

Boydston, Mark A (DOT)

From: Boydston, Mark A (DOT)
Sent: Wednesday, March 06, 2013 8:14 AM
To: 'dglass@ciri.com'; 'joanna@eklutnainc.com'; 'jim@eklutnainc.com'; 'info@eklutnainc.com'; 'nve@eklutna-nsn.gov'
Cc: Schmid, Tom J (DOT)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDE/projects/56631_WindyCornerScopingLetter

Right click on the letter and choose 'Save target as'

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 8, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

Boydston, Mark A (DOT)

From: Boydston, Mark A (DOT)
Sent: Wednesday, March 06, 2013 9:05 AM
To: Carr, Bruce (DOT sponsored)
Cc: Schmid, Tom J (DOT)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDE/projects/56631_WindyCornerScopingLetter

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 8, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,
Mark Boydston



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

From: [Boydston, Mark A \(DOT\)](#)
To: dglass@ciri.com; joanna@eklutnainc.com; jim@eklutnainc.com; info@eklutnainc.com; nve@eklutna-nsn.gov
Cc: [Tom Schmid](#); [Hansen, Kristen](#)
Subject: RE: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107
Date: Thursday, March 14, 2013 1:17:05 PM
Attachments: [image001.jpg](#)

Dear Agency Staff:

This email is a reminder scoping comments are due by April 8.

Also, DOT&PF will conduct an agency scoping meeting on March 20, 2013 at 1:30 p.m. at DOWL HKM's office, 4041 B Street, Anchorage Alaska.

From: Boydston, Mark A (DOT)
Sent: Wednesday, March 06, 2013 8:14 AM
To: 'dglass@ciri.com'; 'joanna@eklutnainc.com'; 'jim@eklutnainc.com'; 'info@eklutnainc.com'; 'nve@eklutna-nsn.gov'
Cc: Schmid, Tom J (DOT)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDE/projects/56631_WindyCornerScopingLetter

Right click on the letter and choose 'Save target as'

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 8, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

From: [Boydston, Mark A \(DOT\)](#)
To: [ak_fisheries@fws.gov](#); [ellen_lance@fws.gov](#); [lori_verbrugge@fws.gov](#); [Jennifer Curtis \(Curtis.Jennifer@epa.gov\)](#); [Lindamood, Steve D POA](#); [tobishtg@muni.org](#); [urbanusjd@muni.org](#); [Boothby, Taunnie L \(CED\)](#); [soa.webmaster, Alaska \(DOA sponsored\)](#); [Stergiou, Elizabeth M \(DEC\)](#); [Bainbridge, Steven T \(DEC\)](#); [Rypkema, James \(DEC\)](#); [Krauss, Brenda K \(DEC\)](#); [Ashton, William S \(DEC\)](#); [Heil, Cynthia L \(DEC\)](#); [Marie, Megan E \(DFG\)](#); [Davis, Tammy J \(DFG\)](#); [Coltrane, Jessica A \(DFG\)](#); [Ayers, Jean M \(DNR\)](#); [Romsland, Renee C \(DNR\)](#); [Walton, Michael L \(DNR\)](#); [Burger, Raymond A \(DNR\)](#); [DNR, Parks OHA Review Compliance \(DNR sponsored\)](#); [Bittner, Judith E \(DNR\)](#); [Ayers, Jean M \(DNR\)](#)
Cc: [Tom Schmid](#); [Hansen, Kristen](#)
Subject: RE: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107
Date: Thursday, March 14, 2013 1:14:26 PM
Attachments: [image001.jpg](#)

Dear Agency Staff:

This email is to notify you the comment period is extended to April 5 so the response period is 30 days.

Also, DOT&PF will conduct an agency scoping meeting on March 20, 2013 at 1:30 p.m. at DOWL HKM's office, 4041 B Street, Anchorage Alaska.

From: Boydston, Mark A (DOT)
Sent: Tuesday, March 05, 2013 5:00 PM
To: 'ak_fisheries@fws.gov'; 'ellen_lance@fws.gov'; 'lori_verbrugge@fws.gov'; Jennifer Curtis (Curtis.Jennifer@epa.gov); Lindamood, Steve D POA; 'tobishtg@muni.org'; 'urbanusjd@muni.org'; Boothby, Taunnie L (CED); soa.webmaster, Alaska (DOA sponsored); Stergiou, Elizabeth M (DEC); Bainbridge, Steven T (DEC); 'jim.rypkema@alaska.gov'; Krauss, Brenda K (DEC); Ashton, William S (DEC); Heil, Cynthia L (DEC); Marie, Megan E (DFG); Davis, Tammy J (DFG); Coltrane, Jessica A (DFG); Ayers, Jean M (DNR); Romsland, Renee C (DNR); Walton, Michael L (DNR); Burger, Raymond A (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); 'judith.bittner@alaska.gov'; Ayers, Jean M (DNR)
Subject: Seward Highway Safety Improvements, Windy Corner, MP 105 to MP 107

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to project to realign and construct safety improvements to Seward Highway between Mileposts (MP) 105 and 107 (also known as the Windy Corner area). The project's scoping materials can be accessed from the link below in the folder titled 56631_WindyCornerScopingLetter:

http://dot.alaska.gov/creg/PDF/projects/56631_WindyCornerScopingLetter

Right click on the letter and choose 'Save target as'

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by April 1, 2013. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,
Mark Boydston



Mark Boydston, Environmental Impact Analyst II
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0524| Fax 907.243.6927

MEETING RECORD

State of Alaska

Department of Transportation and Public Facilities
Central Region Design and Engineering Services
Preliminary Design and Environmental

Date: March 6, 2013 Wednesday

Time: 2:00 pm

Project Name: Seward Hwy. Windy Corner MP
105-107 Safety Improvements

Project No: 56631

Noted By: Quinten Arndt

Participants: See attached sign-in sheet

Location: DOT/PF Construction Conference
Room

Subject: DNR/CSP meeting

Introduction

Tom Schmid gave a review & brief history of DOT's development the project.

The meeting in Girdwood where the Governor detailed the plans for the Seward Highway corridor was discussed. There is urgency in the administration to bring these Seward Highway projects to construction. Safety Corridors are only a temporary solution until a long term solution is completed. The DOT has brought several retired DOT employees back to help streamline the development & implementation of the projects.

Tom Harrison described the purpose of the Chugach State Park (CSP).

- Preserving scenic resources
- Viewing wildlife & whales
- Recreation

Questions and issues:

- Has the DOT looked elsewhere (outside parkland) for material sources (MS) for the project? The DOT needs to demonstrate that it has looked at all possible sources.
- CSP lacks of budget money and staff to maintain existing and/or new facilities, parking and overlooks.
- Do these proposed MS sites benefit the park or animal habitat?
- Has the DOT looked at utilizing problem areas such as rock fall or avalanche zones.
- Can the MS be rock outcroppings/points that can be used to benefit future road straightening and realignments?
- Does DOT have a long term plan with a preferred alignment for the entire corridor? Does DOT intend to only fix isolated (piecemeal) problem areas?
- DOT should work with CSP with future needs & plans for future MS/projects inside the CSP.

The 2001 MOA between the ARRC, CSP and DOT has expired. It is important to get this extended/renewed ASAP. DOT has enlisted the services of Bob Wright to get this agreement signed. The status of this MOA needs to be looked into.

Any/all CSP lands affected/relinquished must go through the appraisal process even if they are traded or the ROW shifted (swapped) due to realignments. The Bird Point cell tower was discussed as a previous problem in land swapping/trading.

There is an urgent need for emergency services access across the ARRC rails/property to Turnagain Arm waters.

To determine if climbing areas are affected, there is a guidebook for climbing along the Seward Highway.

The ARRC has had continuing trespass problems along its corridor. Recreation use of Turnagain Arm is increasing and safe/suitable access is needed.

GCI would be a good source of information and problems with working in the Turnagain Arm tidal zone. They could also be helpful in permitting requirement/timelines/questions.

David Griffen with DNR would be the point-of-contact for the CSP permitting. MS exploration for drilling would probably be granted after permit requests and subject to permit conditions.

DOT should prioritize the need/value of each MS. DOT would like CPS to review & comment on the availability/non-availability of each proposed MS.

DOT materials should ask for everything that is wanted and needed, when applying for the permits. Include; the who, what, where & why, in the permit request.

CSP would like to see typical sections of the MS rock wall benching including benches for sheep habitat/feeding.

It was requested that DOT provide a quantity of material removed from the Rainbow pit to compare to proposed sites for Windy Corner.

DOT Materials schedule estimates 6 months to 1 year of work. June 1, 2013 to December 31, 2013 would be in the field. They do not want to slow down DOWL and their work.

DOT has estimated initially to need an estimated 3.5 million yards of materials. This has been reduced to an estimated 1.5 million yards. The MS sites requested are estimated to contain 5 million yards. Depending on the overburden and quality of the material, it is estimated that 50/60% of the quantity would be suitable for the road construction.

Mike Y. with materials explained the drawings, drilling plans and schedule for the MS.

It was suggested that either a joint field trip would be conducted to hike the limits of the proposed pits or/and GPS coordinates and/or flagging of the boundaries be provided.

CSP was appreciative of the DOT desire/willingness to meet early and their desire to listen/work with the Park Service.

Sign In

State of Alaska
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

Item No. _____

Date 3/6/2013
Project No. _____
Project Name _____
Calc. By _____
Checked By _____

COMPUTATIONS

FOR 56631 WINDY CORNER

NAME	org	Telephone	email
Newton Bingham	DOT	269-6200	newton.bingham@alaska.gov
MIKE YERKES	DOT	269-6200	YERKES@AK.NET
Quinten Arndt	DOT	269-0577	
Lucy Baranko	DPOR	269-87506	lucille.b lucillebaranko@ak.gov
Jean Ayers	DPOR	269-8694	jean.ayers@alaska.gov
MIKE SEIDL	DPOR	269-8736	mike.seidl@alaska.gov
TOM HARRISON	CHUGACH STATE PARK	345-5014	TOM.HARRISON@ALASKA.GOV
Kristen Hansen	DOWLHKM	562-2000	khansen@dowlhkm.com
Rys Miranda	DNR	269-8944	rys.miranda@alaska.gov
Al Burton	DOT & PF	269-0647	al.burton@alaska.gov
Teresa Zimmerman	"	269-0551	teresa.zimmerman@alaska.gov
MARK BOWSTON DOT & PF ENVIRONMENTAL			
Aaron Christie	Dowl Hkm	562-2000	achristie@dowlhkm.com
Steven Noble	Dowl Hkm	562-2K	snoble@dowlhkm.com
BILLEVANS	AL/A - Dowl Hkm	223-2396	betwo@gci.net
David Griffin	Parks	269-8696	david.griffin@alaska.gov

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CENTRAL REGION STATEWIDE DESIGN & ENGINEERING
SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL**



MEETING RECORD

DATE: March 12, 2013
TIME: 10 -11 am
LOCATION: Aviation Design Conference Room, 4111 Aviation Avenue
PROJECT: Seward Highway MP 105-107, Windy Corner Safety Improvements
PROJECT NO.: 56631
SUBJECT: DNR-DPOR Special Use Permit for proposed material sites & marine water preliminary geotechnical investigations
PARTICIPANTS: David Griffin, Resource Specialist / DPOR permits, DNR-DPOR, Jean Ayers, LWCF Grant Administrator, DNR-DPOR, Tom Schmid, P.E., Project Manager, PD&E, Al Burton, ROW specialist, DOT&PF, Teresa Zimmerman, Environmental Team Leader, PD&E, Mark Boydston, Environmental Impact Analyst, PD&E
NOTED BY: Mark Boydston

The meeting purpose was to discuss the Department of Natural Resources (DNR) - Department of Parks and Outdoor Recreation (DPOR) Special Use Permit (SUP) application for proposed material sites & marine water preliminary geotechnical investigations. The investigations are tentatively scheduled to start June 1, 2013 and be completed by September 30, 2013. This schedule is dependent on potential timing windows in the anticipated SUP, weather, and other factors. Participants also discussed potential proposed material site development and how this interacts with the DOT&PF's objectives for the proposed Windy Corner project and possible future Seward Highway project and with DPOR Chugach State Park (CSP) goals and planning.

Topics discussed noted by participant

1. Jean Ayers (JA) – The proposed investigations are a non-conforming (does not conform to the Land and Water Conservation Fund (LWCF) State Assistance Program Manual (Manual) public outdoor recreation requirement). Manual regulations require DOT&PF to request from National Park Service (NPS), through the DNR LWCF Grant program administered by Jean Ayers, a Temporary Non-conforming Use in a Section 6(f) area (CSP) (see attached Temporary Use LWCF Manual regulations from JA). The NPS form - LWCF Proposal Description and Environmental Screening Form (PD/ESF) - must be completed and submitted to JA who will review and request approval from NPS. The PD/ESF must be approved by NPS before DPOR can issue the SUP. The PD/ESF and SUP can be submitted concurrently as they contain essentially identical information. The anticipated National Environmental Policy Act outcome for the PD/ESF is NPS will recommend a Categorical Exclusion for the proposed investigations.

The Manual regulations state the Non-conforming use must not last longer than 6 months otherwise the use will be considered a 6(f) conversion.

2. Tom Schmid (TS) said the investigations are unlikely to be completed within 6 months. JA replied she sent an email (attached) asking NPS to clarify the 6 month time limit (quoted from the email). JA will update DOT&PF when NPS replies.

“Assuming the test drilling activity is approved, and DOT would like to avoid a conversion, how or when do we count the six month “temporary” time frame? DOT envisions drilling several different holes in up to six different areas. (For example, up to 10 holes in “Area A,” 9 holes in “Area B”, etc.) Will DOT have six months total to complete testing within all six different areas? Or would DOT have a six-month stretch within Area A, a six-month stretch in Area B, etc.? Must the six months be continuous, or could it be three months this summer, and three months next summer? Does it begin on the first day they helicopter in to drill or on the date of NPS approval?”

3. David Griffin (DG) said the DNR Director of DPOR will have to approve a Best Finding Use determination to allow helicopter use in CSP. DG anticipates approval. DG anticipates turnaround time from submitting the SUP application to issuance to be about 1 month. DG will not issue a 30-day Public Notice for the SUP. DG said the proposed staging areas are ok. DG has no issues with the proposed marine investigations. Mark Boydston (MB) mentioned the marine waters work plan is being revised so that all drilling and seismic work would be conducted from a barge. DG had no problem with this. MB will update DG and JA with the revised figure.

4. DG said he was ok with answers supplied by DOT&PF Materials Section to questions he had after the DPOR-DOT&PF meeting on March 6, 2013 (see attached email).

5. Individual proposed material site synopsis present by DG. The synopses came from an internal DPOR meeting on March 11, 2013 (see attached DPOR synopsis outline for each site).

DPOR order of priority for proposed material site development (1 most preferred, 6 least preferred:

Material Site	MP 104	B	MP 108.4	C	A	Windy Corner
DPOR development priority	1	2	3	4	5	6

Material Site Synopsis east to west (based on January 25, 2013 Materials Section figures 1-7, attached, and marine investigation attached – will be updated with revised figure).

Site C – the Rainbow community has an access road for inholdings north of Site C. The lower area of the proposed site is managed by DPOR. Proposed tracked rig access with no helicopter use. Vegetation clearing and restoration – DG agree to the following (or similar) language for the SUP application and the PD/ESF for DPOR investigation drill sites and drill rig access routes rehabilitation: “The site will be restored to its natural state in coordination with DPOR.” DG and TS agreed to, if needed, site visits in to inspect sites and drilling rig access routes and discuss potential restoration plans. Actual restoration plans can be done after the SUP is issued. DG mentioned this may be more than simply planting grass (may include some natural landscaping and DPOR’s landscape architect).

Site MP 108.4 – site mostly contained within DOT&PF right of way (ROW). Avoid the Rainbow parking area as an investigation staging area.

Site B - OK with boundary and location. DPOR would prefer the site to be elongated along the highway axis rather than go inland.

Windy Corner – DPOR says this site is a no go – no development for the demarcated boundary and doubly so for the small triangular area on the western end of the site as demarcated on the Materials Section figure. DG says the area has unique scenic (as a point) and habitat features. DPOR would allow some “shaving along the highway” within DOT&PF ROW but no inland site development outside DOT&PF ROW. TS asked if the site’s eastern end could be cut back to improve the horizontal geometry for the highway curve in that area. DG was not sure this would be allowed. DG said DOT&PF would have to make the decision as to how much to investigate this site given DPOR is not going to allow development.

Site A – DPOR recommends elongating site versus going inland (same as Site B recommendation). DG said any local trails that would be in proposed geotechnical investigation areas would be posted by DPOR.

Site MP104 – DPOR’s top priority for site development. DG OK with site development proposal.

6. At various times throughout the meeting, TS and DG discussed how site development would affect the proposed project (DOT&PF perspective) and CSP functions and planning (DPOR perspective). TS and DG also discussed ongoing maintenance funding issues for potential park enhancements (e.g. roadside viewing areas) in connection with the proposed project. DG said material sites would be developed along primitive access guidelines (e.g. rock climbing area with no visitor facilities). DG also said there could be long range plans to develop the material sites contingent upon future funding. Finally, DG said DPOR is onboard with this proposed project and it is a priority for them.

Note: DG will be on leave for 2-3 weeks starting April 17 and JA will be on leave about the same time. Submit the PD/ESF and SUP applications by April 1.

Attachments:

- LWCF Manual Temporary Use regulations
- Jean Ayer email to NPS
- Preliminary proposed material sites and marine investigation figures (8)
- DPOR proposed material sites synopsis outline
- Materials Section answers to David Griffin questions email

cc: Tom Schmid, P.E., PD&E
Al Burton, ROW Agent, CR Design & Engineering



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

AGENCY SCOPING MEETING

March 20, 2013 at 1:30 p.m.
NOTES

PROJECT OVERVIEW AND GOALS

Reconstruct Seward Highway from MP 105-107 to address long standing safety concerns by realigning the road and railway to meet current design standards and constructing recreational/parking areas.

DISCUSSION ITEMS

- 1. Introductions**
- 2. Overview of Project Purpose & Need**

Steve Noble (DOWL HKM) gave a PowerPoint presentation on the project area, project history, proposed action, environmental documentation/permitting plans and next steps, including the possible formation of a Technical Advisory Group. He reviewed a list of concurrent projects taking place along the Seward Highway corridor and the context of the Windy Corner project in relation to others.

Windy Corner is an offshoot of the original Seward Highway MP 105-115 project and that it is the only section of highway that has progressed to the design phase. The remainder of the original project corridor is still at the preliminary design and environmental phase. The Seward Highway is an All-American Road, Alaska Scenic Byway, and a USDA National Forest Scenic Byway. He said the importance of these designations have not been lost on the DOWL HKM design team.

Steve said one of the traffic goals of this project is to differentiate and separate the various uses in the corridor. The different traffic speeds within this confined area (e.g. those who want to pull off and view wildlife vs. those who want to pass through) are the main causes of the safety concerns in the area. The corridor has an Annual Average Daily Traffic (AADT) number of 10,000 vehicles per day, however, in the summer that number is more like 22,000. From a traffic engineering perspective, a two-lane highway peaks out at ~12-14,000 cars a day. Peak summer traffic on the Seward Highway isn't confined to a few hours, traffic is heavy all day and night. In addition, the road geometry does not meet current standards for a 55 mph posted speed and there is an elevated fatal/major injury crash rate. Steve said Windy Corner is a priority because MP105-107 has the highest number of fatal crashes (8 fatal and 27 major injury crashes since 1977) in the corridor.

- 3. Overview of Project History**
 - i. 2004 CE covering MP 105-115
 - ii. 2007 Preliminary Engineering MP 105-107
 - iii. 2011 Value Engineering MP 105-107

Steve said a Categorical Exclusion (CE) was done for the MP 105-115 corridor in 2004. A Preliminary Engineering Report (PER) was completed for Windy Corner in 2007. Between 2007 and 2011 alternatives were developed that culminated in 2011 with a Value Engineering (VE) study of several alternatives. The alternative that DOWL HKM is proceeding with arose out of the VE study as the proposed action. It consists of a divided south and northbound lanes and a realignment of the railroad into Turnagain Arm. The roadway would have a single through-lane in each direction with a right-turn

auxiliary lane (deceleration lane) into a pullout and an acceleration lane out of a pullout. There may also be pullouts/recreational areas that would be accessible from both directions. Steve stressed that all of these ideas are still in the concept phase.

4. Proposed Action

- i. Preliminary Design Details
- ii. Potential Rock Cut Areas
- iii. Preliminary Material Source Investigations
 - i. Agency Consultations and Permitting

Steve said the team will need between one and two million cubic yards of material to construct the proposed alternative but they will not be able to get that quantity from the two identified rock cut areas within the project area. The team is looking at areas on either end of the corridor. Steve said DOT&PF is in the process of permitting and starting investigation of material sites between MP 104 and 109. The team has received some feedback emphasizing the need to minimize impacts to sheep habitat. Steve said he envisions a terraced approach to stepping back the rock face.

The typical divided lane section is expected to have a four foot shoulder, a 12-foot through lane, and a 12-foot auxiliary lane with an eight foot shoulder. Steve said he expects the speed to be 55 mph. To accomplish the necessary sight distance and curbs, there will need to be some excavation of the rock face.

5. Previously Raised Issues/Concerns

Past concerns expressed by agencies include recreational access, traffic safety, visual impacts, and ROW. Most of the work can be done outside of the existing road alignment but getting the material to the site will be the most challenging aspect of traffic control. Chugach State Park (CSP) exists on both sides of the highway. If the project goes outside of the existing ROW, they will need to acquire property from CSP and go through the 6(f) process.

Barb Hotchkin (Alaska Railroad Corporation) asked why there is such a wide separation between the highway lanes and what about impacts to mudflats (jurisdictional Waters of the U.S.), essential fish habitat (EFH), and designated critical habitat for belugas..

Steve said the separation is there to preserve as much of Gorilla Rock as possible, which was a request made by ADNR, Parks. Steve said the proposed action does have a greater footprint in these areas. He said one of the reasons for this meeting was to determine agency priorities and to incorporate those priorities into the proposed action design.

6. Environmental Documentation and Permitting

Kristen Hansen (DOWL HKM) said DOT&PF has consulted with FHWA and it was determined that a CE reevaluation on MP 105-115 is appropriate.

- i. Issues Covered in 2004 CE
 - Essential Fish Habitat (EFH)*
 - Beluga habitat (not listed as endangered in 2004)*
 - Sheep habitat (e.g. mineral licks)*
 - Impacts to estuarine intertidal mudflats (jurisdictional under Section 404)*
 - Historical/archaeological sites (found no adverse effect in 2004)*
 - CSP ROW impacts (land acquisition would trigger Section 4(f) and 6(f) evaluations)*

ii. New Considerations for CE Re-Evaluation

Kristen said that beluga whales were listed as endangered in 2008, after the 2004 CE, so this is a new issue that will need to be addressed. Dr. Tamara McGuire (LGL) will be doing a Biological Assessment (BA) and assisting DOT&PF with consultation.

The Kittlitz's murrelet could be listed as an endangered species by USFWS in September 2013, and it does occur in the Turnagain Arm area. DOT&PF will do an informal consultation with USFWS on the murrelet.

Kristen said DOT&PF and FHWA will also conduct Section 106 consultation with the State Historic Preservation Office (SHPO) and tribal entities. DOWL HKM will also look at the additional material sites and perform an eagle nest survey, per a recent recommendation by USFWS.

iii. Agency Consultations and Permitting

Kristen said the following consultations/permitting will be required:

- Section 4(f) / 6(f) Analysis
 - consultation with ADNR – Chugach State Park
- EFH Assessment
 - consultation with NMFS
- Section 7 consultation
 - NMFS and USFWS
- Section 106 consultation
 - SHPO and tribal entities
- USACE Section 404/10 Permit
- MOA Flood Hazard Permit
- ADEC Section 401 Water Quality Certification
- ADNR Park Use Permit

7. Overview of Project Schedule

Steve said he envisions the project to be federally and state funded and that there is more than \$40 million currently available from prior state appropriations. Past estimates for the project have been between \$50 and \$70 million.

Next steps include continuing the engineering and environmental studies, collecting public and agency input (the agency scoping deadline is April 8, 2013), completing design and permitting, acquiring ROW, and construction.

The environmental process is expected to end in summer 2014 with the design study ending in spring 2014. Final plans, specifications, and estimates (PS&E) and ROW acquisition will be complete in spring 2016. Construction is scheduled for 2016-2017.

8. Comments/Questions/Discussion

i. Determine Interest in Forming an Agency Technical Advisory Group (TAG)

Kristen said the project team will follow up with agencies to see if there is interest in setting up an agency TAG. If so, the TAG will meet to get updates on the project design process, and to discuss permitting issues.

Barb (ARRC), Will Frost (ADF&G), and David Griffin (State Parks—DPOR) said they were interested in participating.

Tony Schwamm (Anchorage Fire Department) asked that they be included in the design of potential water access for emergency response to Northern Cook Inlet/Turnagain Arm.

ii. **Collect Initial Agency Input on Project Issues and Permitting Requirements**

David asked where recreational users access Turnagain Arm.

Tony said as a kite surfer he occasionally uses Windy Corner, but it is not the best spot for recreational users because water currents are variable in this area.

Anne Brooks (Brooks & Associates) asked if the currents would change with the proposed road extension.

Tony said the currents are variable all the way across the arm from Windy Corner to Hope.

Anne asked if there is a kite surfer organization. Tony said there is an informal organization that shares information about riding conditions in Turnagain Arm (currents, safely crossing the railroad tracks, points of access, etc.).

Tom Schmid (DOT&PF) said historically this area has been used by windsurfers. Kite boarding is relatively new. Tom would like to know more about the type and size of rescue equipment AFD is using. He said Windy Corner is centrally located on Turnagain Arm and the launching point always has water, so it makes this area ideal for emergency access.

Brian Lindamood (ARRC) said their experience is that any time DOT&PF provides a pullout/stopping point on the highway, there are trespass issues. From ARRC's perspective, access has to happen. Crossing at grade is not optimal.

Tony said the design team should consider annual maintenance (dredging) and whether a front end loader/bulldozer would need to clean out the access points each spring.

Barb asked if the project team considered any other alternatives that did not require ARRC relocation.

Steve said previous consultants have worked with DOT&PF to narrow down the alternatives and that the proposed action alignment was chosen to proceed to design. He did say there is time to make adaptations to meet stakeholder needs.

Barb would like to see the evaluations that were conducted in the past on previous design and engineering efforts so that ARRC can look at them.

Steve said DOWL HKM can provide a copy of the VE study. He pointed out that the VE study only evaluated three alternatives, not all of the original options.

Brian said there are a lot of disadvantages to this project for ARRC including having to request ROW from DNR. He said DNR Division of Mining, Land, and Water will not give them rights to submerged land. In the last 10 years, this corridor has shown the largest growth in railroad

traffic. Another issue is railroad tracks being exposed to the weather along Turnagain Arm. He said ARRC is going to need to know that the slope on the outboard side of the railroad tracks is reasonably buttressed to combat weather. They are also concerned about increased pedestrians / trespassing issues.

There was discussion about the ability/constitutionality of DNR Division of Mining, Land and Water giving ARRC submerged lands.

There was a question of how recreational access to Turnagain Arm would impact belugas.

Tamara said the idea of Windy Corner being a public launch site is scary from a safety perspective. However, she also said there have been a lot of mass strandings of belugas in the area and she thinks having an access point to get to them could be beneficial. There was discussion about ways to restrict access to the Windy Corner launch site. Anne pointed out that there has already been public request for access to launch from the area.

There was discussion about what recreational access would look like and its potential impacts.

Tom said the scope of this project dealt with the road design only and that any comments on recreational access should be submitted during the agency scoping period.

There was discussion about how adding a parking lot would increase the already persistent problem of people trespassing and crossing the railroad tracks to view wildlife/scenery.

Lucille Baranko (State Parks—DPOR) said her predecessor, Bill Evans, had already created some conceptual designs for pedestrian access that were at-grade and above the railway.

Brian said ARRC would prefer an underpass.

Tom said he will work with DOT&PF coastal experts to come up with some water access designs.

Lucille asked why the divided highway was decided as the optimal design.

Tom said previous work with DNR highlighted a desire to preserve Gorilla Rock. This required a divided highway to preserve the rock.

Lucille asked about a previous concept that showed the entire road on the side of Gorilla Rock with one entrance into a parking area and there was discussion about people potentially turning around either in traffic or at the end of the divided highway to view wildlife.

Tom said that concept was a two-lane road with shoulders but that the DOT&PF isn't supportive of the concept because it doesn't achieve the department's safety goals.

There was also discussion about the importance of Gorilla Rock and the role it plays in the natural scenery and how it provides an eddy/backwater for migrating birds and eulachon. There was a lengthy discussion about putting the parking area in between the two sections of the highway and removing Gorilla Rock.

Steve said he had concerns about this design. It would add more fill to the overall project needs (increasing the project cost) and he does not know how to prevent people from walking across the highway.

Barb will call Valerie Gomez (DOT&PF SHPO Coordinator) with historic resource concerns. She will keep Tom, Mark, and Steve updated.

David said dealing with the LWCF conversion and associated costs with a potential 800-foot ROW is going to be a big challenge.

Lucille would like to know more about beluga habitat and potential impacts this project would have on the habitat.

Tamara said part of the biological assessment will look at the project's direct effects on belugas and the indirect effects on their prey.

Lucille would like to know more about the section north of MP 107 and whether it could be widened or improved.

Tom said DOT&PF is looking at the whole corridor (Girdwood to Anchorage), but that the DOT&PF is focusing on this corridor because it is a high priority and there is a strong desire for safety improvements.

Lucille asked about the cause of the accidents in the corridor and the data that supports those assumptions.

Steve said there are police reports on all of the accidents that document the cause (if known) or situation. The project team is using previous traffic analysis statistics from the CE. The CE said there was a 60% increase in rear end accidents in this corridor as a result of wildlife viewing. From a traffic engineer's perspective, he would like to design a roadway that is forgiving to all types of driving so that people can make mistakes without getting into an accident.

Anne said the DOT&PF just published a highway safety audit report. There is a link to the report on the project website.

Jim Bales (ADF&G Habitat) said the comments ADF&G made in the 2004 CE would still apply in regards to impacts to sheep and goats (mineral licks, blasting time frames, material sites). Jessie Coltrane (ADF&G) would likely want to be involved when it comes to updating concerns and on discussions about potential material sites. They plan to submit comments before the scoping period closes. Will Frost will be the main point of contact at ADF&G for this project.

SEWARD HIGHWAY

MP 105-107



AGENCY SCOPING MEETING

March 20, 2013

PRINT NAME	ADDRESS	EMAIL	PHONE
MARK BOSTON	DOT+PF CR		
Barb Hotchkiss	ARRC		
Steve Noble	DOWL HK	snoble@darkhkn.com	562-2K
Tony Schwamm	Anch Fire Dept	schwammac@muni.org	267-5009
Ann Brooks	Brooks & Associates	a.brooks@brooks-alaska.com	272-1877
Brian L. Laramore	ARRC	lindamoodb@akrr.com	265-3095
David Griffin	State Parks - DPOR	david.griffin@alaska.gov	269-8696
Jim Bales	ADFG Habitat	james.bales@alaska.gov	267-2143
Keisten Hansen	DOWL HKM		
Rachel Steer	DOWL HKM		
Tom Schmid	DOT+PF		
Tamara McGuire	LGL AK		
Lucy Baranko (Lucille)	State Parks DPOR - DPOR	lucille.baranko@alaska.gov	269 269-7506
Jim Vignola	AFD		



**Alaska Department of
Transportation & Public Facilities**

Seward Highway Milepost 105-107, Windy Corner

Agency Scoping Meeting, March 20, 2013

Central Region

Welcome and Introductions

- Tom Schmid
DOT&PF, Project Manager
- Steve Noble
DOWL HKM, Project Manager
- Project Team Leads
 - Aaron Christie, Project Engineer
 - Mark Boydston, Environmental
 - Anne Brooks, Public Involvement



Integrity • Excellence • Respect

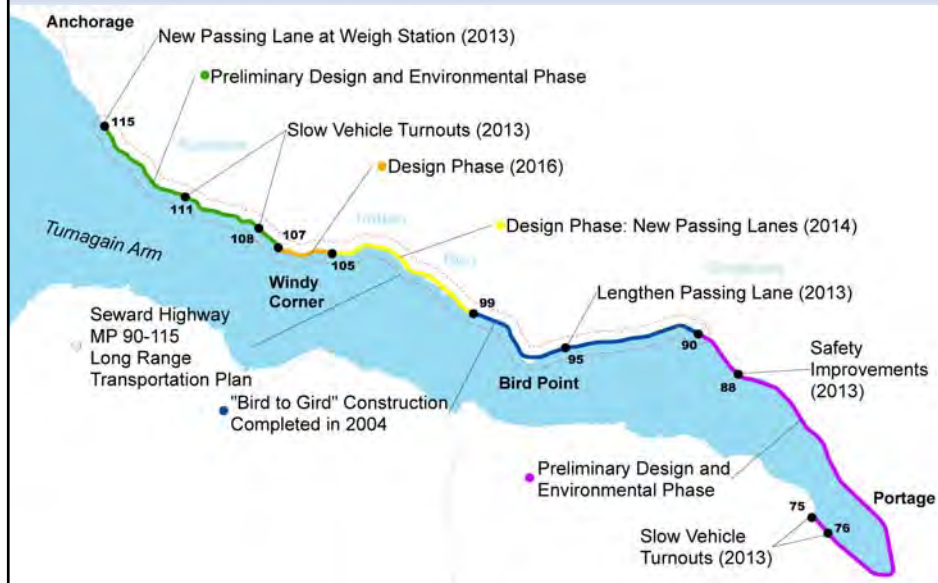
Purpose of Today's Meeting

- Review project history
- Review purpose and need
- Present proposed action
- Summarize environmental issues covered in the 2004 CE & new considerations
- Collect agency input on project issues
- Determine interest in forming an Agency Technical Advisory Group



Integrity • Excellence • Respect

Seward Highway Corridor



Integrity • Excellence • Respect

Corridor Qualities

- All-American Road
- Alaska Scenic Byway
- USDA National Forest Scenic Byway
- Wildlife viewing
- Recreation



Seward Highway All American Road
scenic natural historic recreational cultural



Integrity • Excellence • Respect

Project Area



Integrity • Excellence • Respect

Purpose

Primary Objectives

Safety improvements

Realign and divide highway between MP 105-107 to meet current design standards

- 2-lane highway
- Realign Alaska Railroad Corporation (ARRC) tracks

Other possible improvements

- New/expand pullouts for parking and recreational access
- Acceleration and deceleration lanes to improve access to pullouts



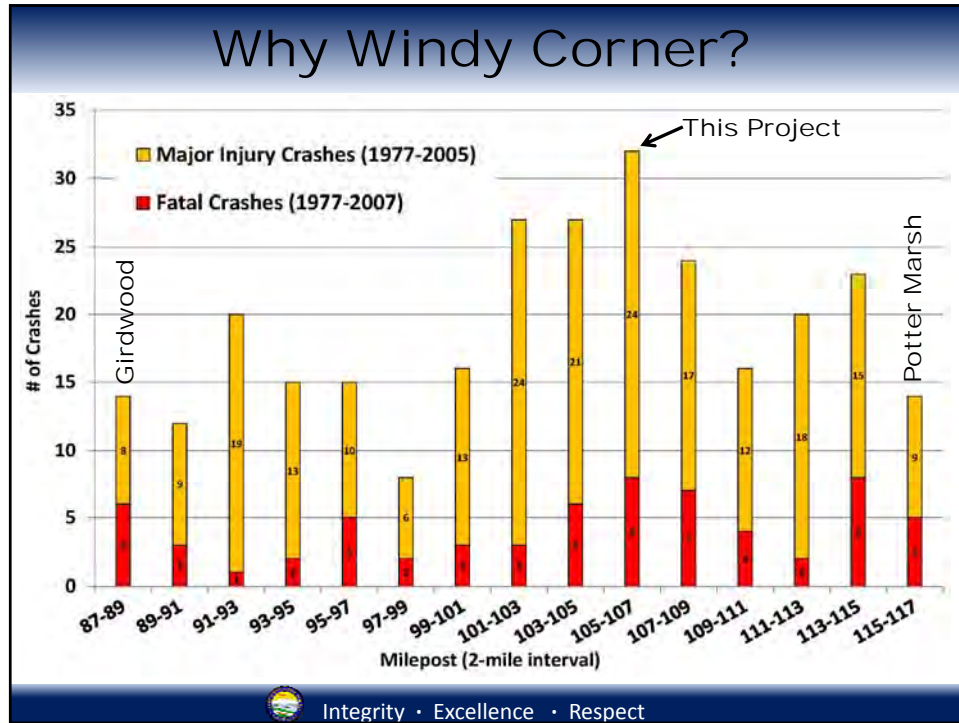
Integrity • Excellence • Respect

Need

- Average daily traffic ~10,000 vehicles
- Peak summer traffic >22,000 vehicles
- Road geometry doesn't meet current standards
- Safety
 - Elevated rate of fatal/major injury crashes
 - Wildlife viewing contributes to elevated crash rate
 - Separate modes/corridor uses



Integrity • Excellence • Respect



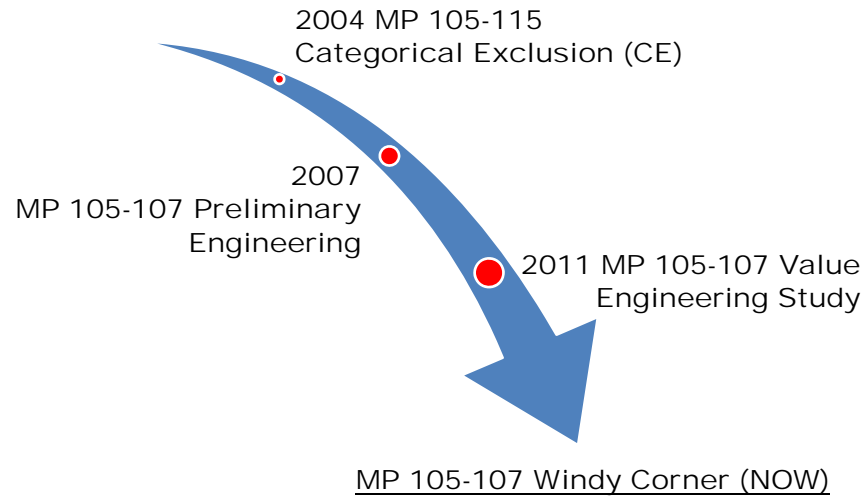
Safety Corridor Designation

- Seward Highway Safety Corridor, MP 87-117
- Designated in May 2006
- Fatalities and major injury crashes
 - Before Safety Corridor (Jan. 1, 1996 – May 26, 2006): 9.0/year
 - After Safety Corridor (May 27, 2006 – Dec. 31, 2012): 5.8/year (-36%)*

*traffic data through 12/31/12

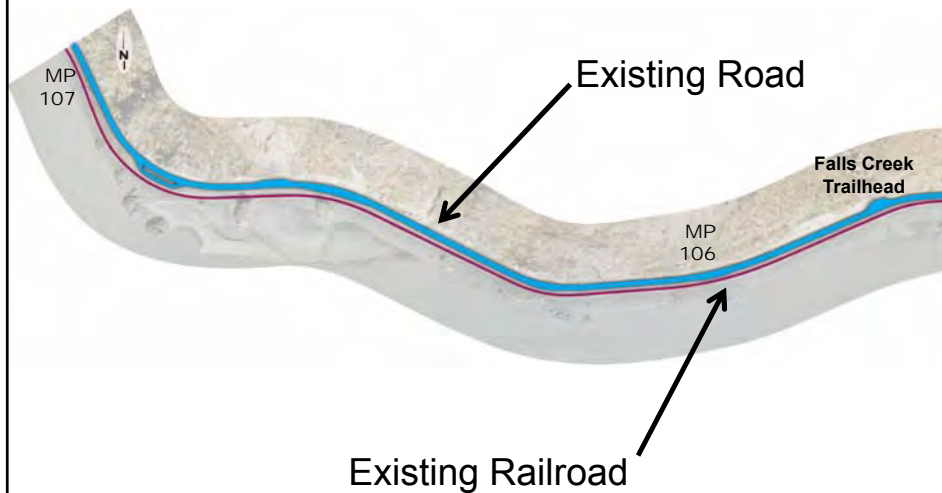
Integrity • Excellence • Respect

Work Completed to Date

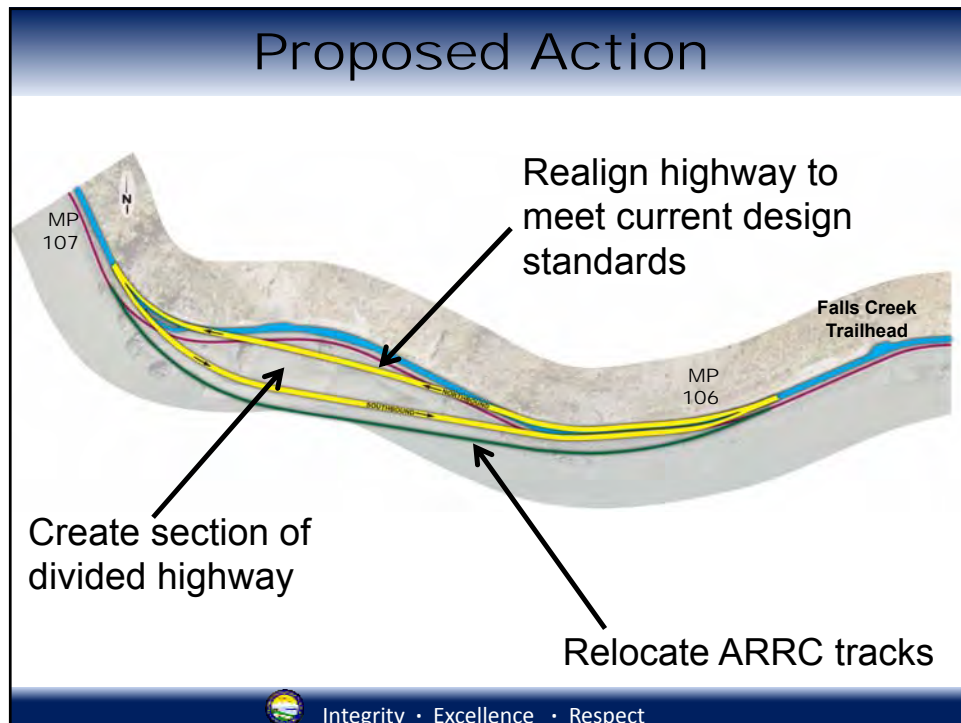
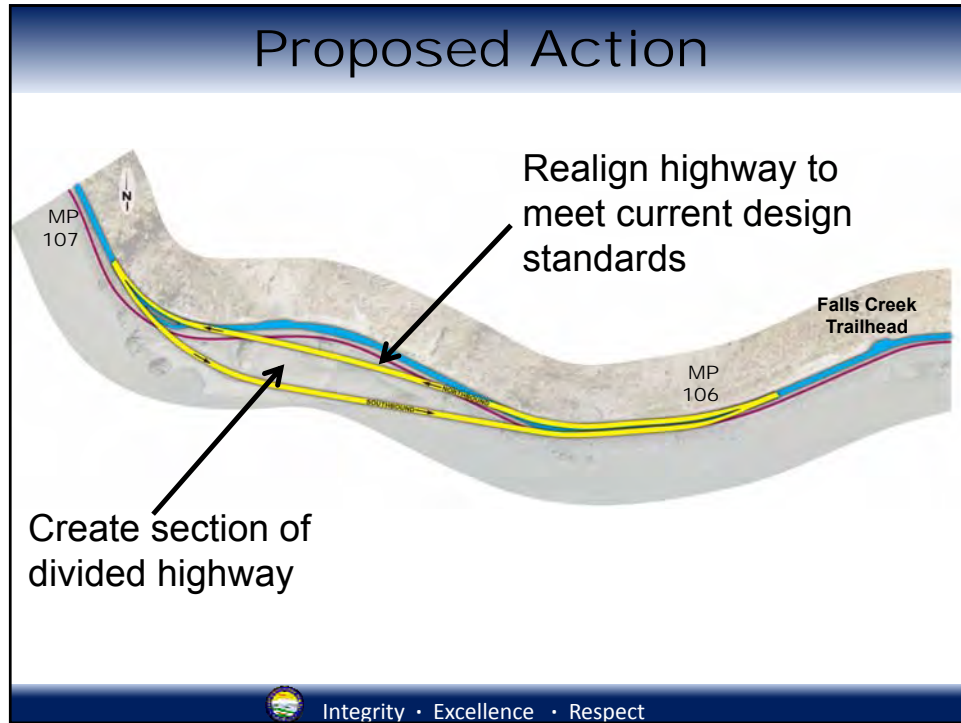


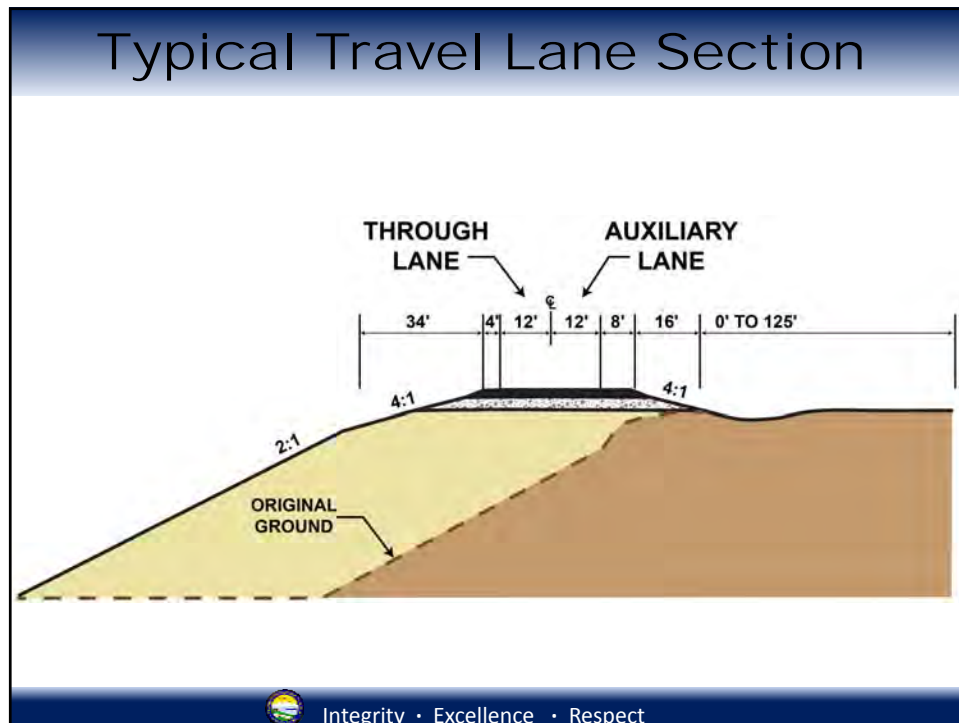
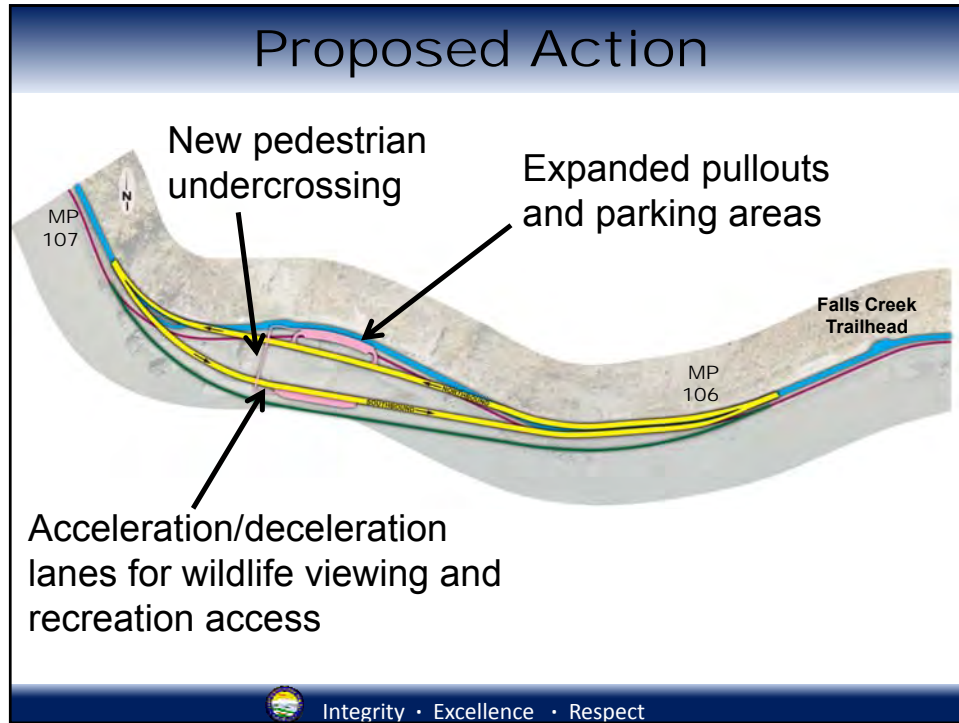
Integrity • Excellence • Respect

Existing Road and Railroad

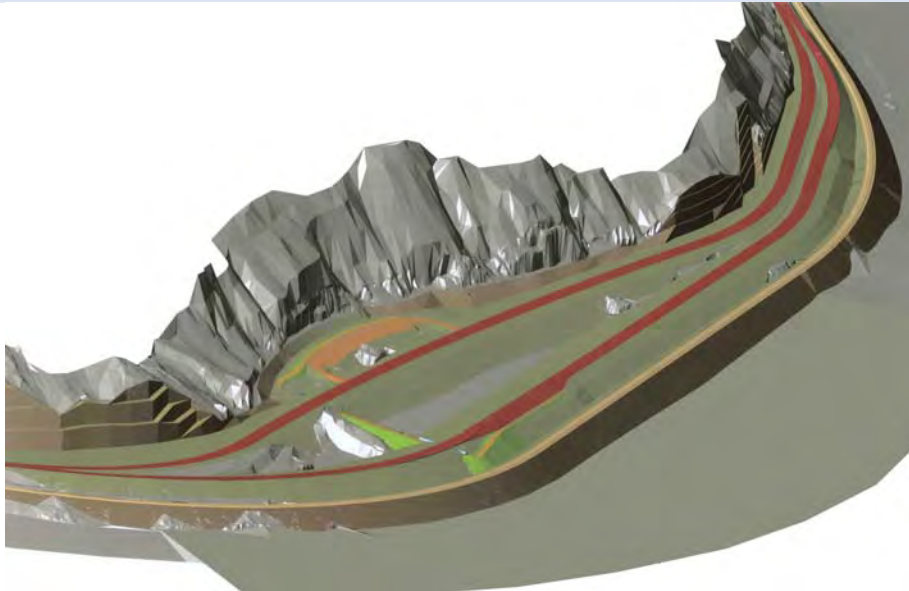


Integrity • Excellence • Respect





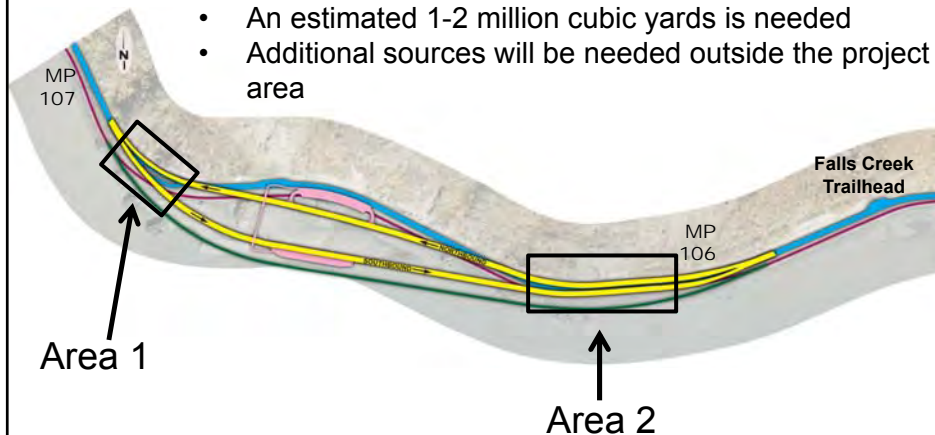
Proposed Action



Integrity • Excellence • Respect

Potential Rock Cut Areas

- Areas 1 & 2 are potential rock cut locations
- An estimated 1-2 million cubic yards is needed
- Additional sources will be needed outside the project area

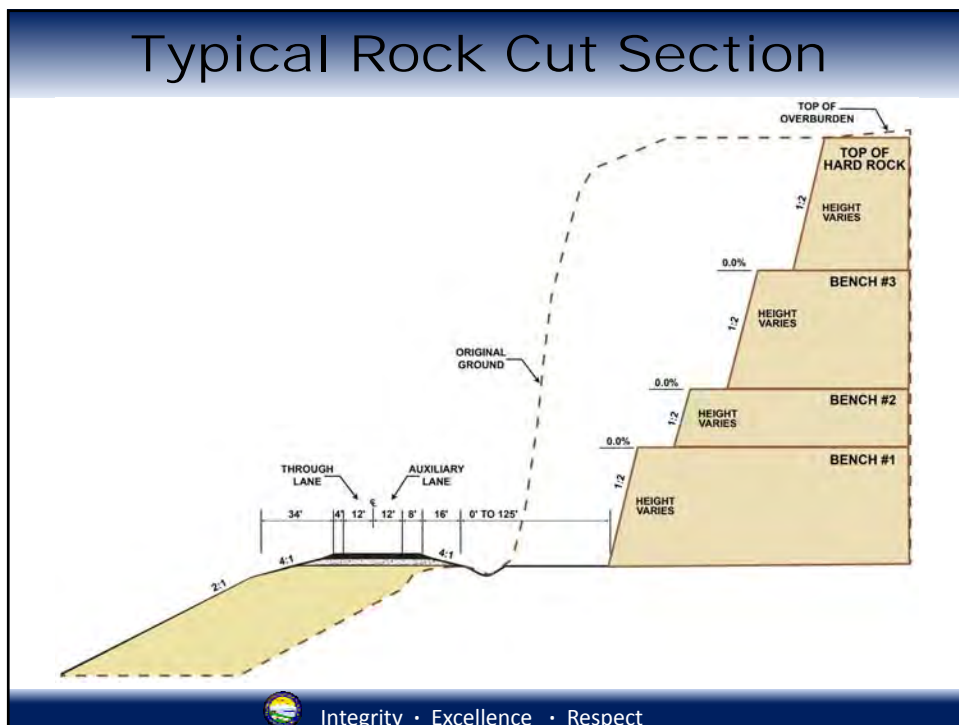


Integrity • Excellence • Respect

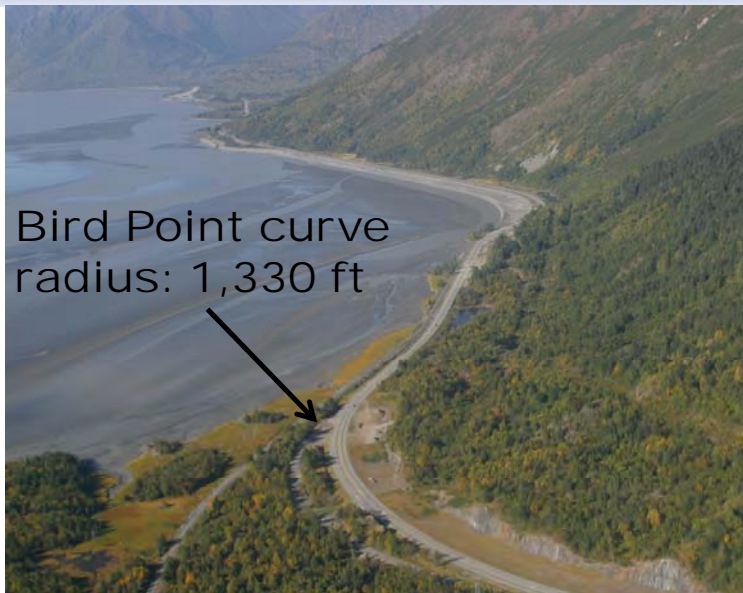
Preliminary Material Source Investigations



Typical Rock Cut Section



What Will It Look Like?



Integrity • Excellence • Respect

Previously Raised Issues/Concerns

- Recreational access
- Traffic safety
- Visual impacts
- Right-of-way



Integrity • Excellence • Respect

Recreational Access Issues

- Wildlife viewing
- Water access
- Bicycle facilities/roadside shoulders
- Rock climbing
- Chugach State Park



Integrity • Excellence • Respect

Safety Issues

- Vehicles slowing to view wildlife
- Curves do not meet current design standards
- Turning traffic
- ARRC trespass
- Rockfall
- Limited passing
- Excessive speed
- Inattentive/negligent driving



Integrity • Excellence • Respect

Traffic Control



Summer construction = peak travel season



Integrity • Excellence • Respect

Visual Impacts

- Large vertical rock cuts
- Loss of rock outcroppings
- Material sources



Integrity • Excellence • Respect

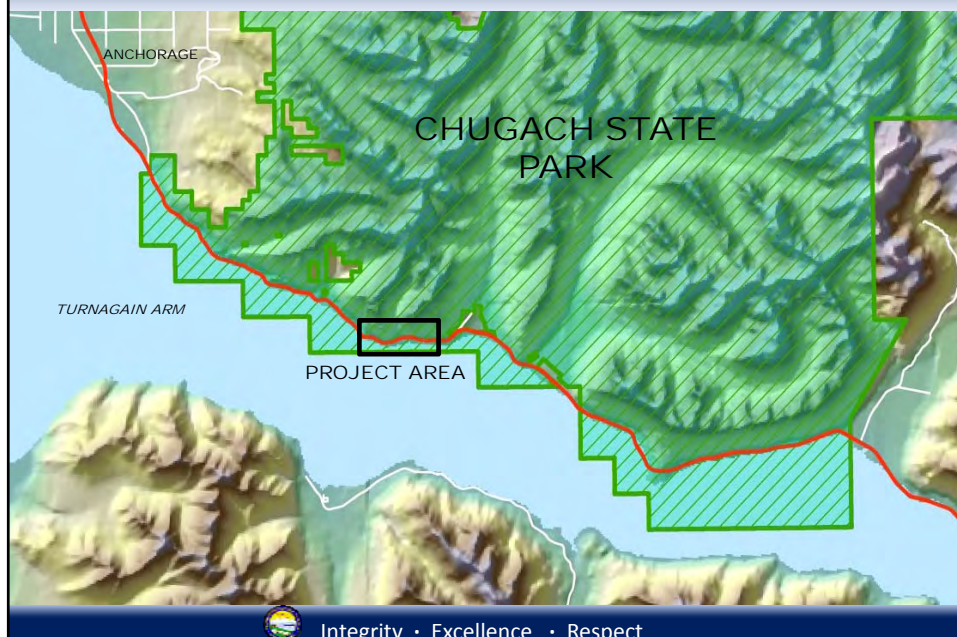
Right-Of-Way

- 300 ft. road right-of-way
- 200 ft. rail right-of-way
- Overlapping interests within the project area
- Right-of-way acquisition could provide opportunities for improved park access



Integrity • Excellence • Respect

Chugach State Park



Integrity • Excellence • Respect

Funding

- Funding identified through 2012-2015 Statewide Transportation Improvement Program (STIP)
- Combination of state and federal funds
- Previous estimates:
~ \$50-70 million



Integrity • Excellence • Respect

Environmental Documentation

- FHWA will require a Re-Evaluation of the 2004 CE (MP 105-115)
- Will address changes to:
 - proposed action
 - affected environment
 - regulatory requirements



CE Re-Evaluation

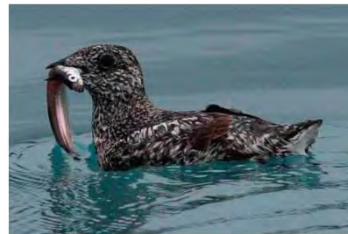
- Issues covered in 2004 CE:
 - Essential Fish Habitat (EFH) Assessment
 - Beluga habitat
 - Sheep habitat
 - Impacts to estuarine intertidal mudflats
 - Historical / archaeological sites
 - Impacts to Chugach State Park (land acquisition)



Integrity • Excellence • Respect

CE Re-Evaluation

- Section 7 consultation for Belugas
 - Listed as endangered in 2008
 - Designated critical habitat includes Turnagain Arm
 - Biological assessment will be prepared
- Kittlitz's murrelet (candidate)



CE Re-Evaluation

- Section 106 consultation
- Proposed material sites
- Eagle nest survey



Integrity • Excellence • Respect

Agency Authorizations Needed

- Section 4(f) / 6(f) Analysis
 - consultation with ADNR – Chugach State Park
- EFH Assessment
 - consultation with NMFS
- Section 7 consultation
 - NMFS and USFWS
- Section 106 consultation
 - SHPO and tribal entities
- USACE Section 404/10 Permit
- MOA Flood Hazard Permit
- ADEC Section 401 Water Quality Certification
- ADNR Park Use Permit

Next Steps

- Update engineering and environmental studies
- Continue collecting public/agency input on proposed action
- Complete the design/permitting
- Secure right-of-way
- Construction



Integrity • Excellence • Respect

Project Schedule

- Preliminary Engineering and Environmental Documentation
 - **January 2013 — Summer 2014**
- Design Study
 - **January 2013 — Spring 2014**
- Final Plans, Specifications & Estimates:
 - **Spring 2014 — Spring 2016**
- Right-Of-Way Acquisition:
 - **Summer 2014 — Spring 2016**
- Construction
 - **2016 — 2017**



Integrity • Excellence • Respect

Keep Up To Date On The Project

- Website
www.windycorner.info
- Features information on:
 - Schedule
 - Meetings/Public Input Opportunities
 - Documents, Photos & Maps
 - Project Team
 - Contacts



Integrity • Excellence • Respect

Comments / Questions

Thank you for your time!





SEWARD HIGHWAY
MP 105-107: WINDY CORNER
DOT&PF PROJECT NO. 56631

AGENCY TECHNICAL ADVISORY GROUP MEETING #1

MAY 28, 2013

2:00 p.m.

MEETING NOTES

ATTENDEES:

NMFS

Barbara Mahoney

USACE

Shane McCoy

ADNR - Parks

David Griffin, Rys Miranda, and Lucy Baranko

ARRC

Brian Lindamood and Barb Hotchkin

ADF&G

Jesse Coleman

DOT&PF

Tom Schmid, Quinten Arndt, Mark Boydston, and Judi Shapiro

DOWL HKM Team

Steve Noble, Aaron Christie, David McCourtney, Aaron Christie, Kristen Hansen, Erin Gora, Bill Evans, Tamara McGuire (LGL), and Camden Yehle (Brooks and Associates)

1. Introductions

Steve Noble (DOWL HKM) began the meeting with introductions, and explained the purpose of the Agency Technical Advisory Group (TAG), which is to streamline the permit process by discussing and resolving permitting issues prior to submittal of applications. The purpose of today's TAG meeting is to:

- provide a brief review of the project history and P&N,*
- present and discuss design options,*
- summarize agency comments received to date,*
- discuss the environmental documentation and permitting process, and*
- collect agency input on the proposed action design, study needs, and permitting issues.*

2. Project Overview / Purpose & Need

Steve provided a brief project overview for those agency members who were not able to make the first agency scoping meeting in March (see attached presentation).

The project's main focus is improving safety within the Seward Highway corridor. Steve noted that MP105 to MP107 has the highest incidence of fatal and major injury crashes of any two-mile section of the Seward Highway. Ancillary improvements made possible by the road/rail realignment include new/expanded pullouts and acceleration and deceleration lanes to access the pullouts. Steve explained that improvements to pedestrian facilities are additional benefits but not the driving force behind the highway improvements.

Other topics covered in the presentation (see attached) include:

- a) Relationship with other Seward Highway Projects*
- b) Work completed to date on this project*
- c) Proposed Action (basic elements and additional considerations)*
- d) Proposed geotech investigation, material sites, and agency consultations completed*
- e) Issues to be covered in the environmental document*
- f) Agency scoping comments received*
- g) Next steps*

3. Overview of Project Schedule

Preliminary Engineering and Environmental Documentation

- *January 2013 — Summer 2014*

Design Study

- *January 2013 — Spring 2014*

Final Plans, Specifications & Estimates:

- *Spring 2014 — Spring 2016*

Right-Of-Way Acquisition:

- *Summer 2014 — Spring 2016*

Construction

- *2016 — 2017*

Schedule for Future TAG Meetings

July 2013 – Continue the discussions of design options.

September 2013 – Discuss results of field studies (geotechnical survey) and proposed material site(s).

November 2013 – Discuss any remaining issues brought up in previous TAG meetings.

January 2014 – Discuss any remaining issues related to permitting.

4. Proposed Action / Preliminary Design Considerations

Following the presentation, Steve and Aaron Christie (DOWL HKM) initiated a discussion about the preliminary design considerations. Two options were discussed; one that would preserve Gorilla Rock, and one that would remove Gorilla Rock. One of the primary purposes of this TAG meeting was to obtain feedback from the agencies regarding these two options.

5. Comments/Questions/Discussion

Discussion points from agency representatives are grouped below, according to topic.

Design Preferences (Preservation or Removal of Gorilla Rock)

Shane McCoy asked what the original driving force was for designing this project to preserve Gorilla Rock. In earlier coordination efforts with DNR, preservation of the natural shoreline and Gorilla Rock was given a very high priority. However, since then, Turnagain Arm was designated as critical habitat for belugas, and there have been other considerations that make preservation of Gorilla Rock a lower priority for DNR. The general consensus of the agency members present at this TAG meeting was to proceed with the design alternative to remove Gorilla Rock. ARRC noted that this would lessen the issues related to transfer of right-of-way. Agency members from NMFS and USACE favored this option as the proposed road/rail realignment would closely follow the existing highway centerline, resulting in less fill being placed into Turnagain Arm. Agency members from DNR stated that the high priority on preserving Gorilla Rock was outdated, and that the aesthetics of the natural shoreline and viewscape would be impacted anyway, under the design that preserves Gorilla Rock between the northbound and southbound lanes. DNR likes how the new option (that does not preserve Gorilla Rock) gives more space for parking and other ancillary facilities. Other advantages to this alternative include less LWCF land conversions.

Bill Evans added there used to be a preference to preserve the high value natural shoreline prior to belugas being listed as an endangered species. In light of wildlife preservation, ROW issues, LWCF land conversions, and the amount of fill into Turnagain Arm, agency members showed support for the removal of Gorilla rock.

David Griffin questioned why DOT&PF's design alternatives excluded the use of tunnels. Steve explained that a tunnel concept was evaluated, along with many other design concepts, in the 2011 Value Engineering Study, which is available for review on the project website. It was ultimately dismissed from further consideration due to the high cost of construction (\$20M - \$30M). In addition, Tom Schmid (DOT&PF) explained that the Seward Highway has specific classifications prohibiting height restrictions in the form of bridges, tunnels, etc., as the highway provides the only overland route between Anchorage and the Kenai Peninsula to haul oversized freight.

Bathymetry revealed elevations as deep as 80-feet at Windy Corner. NMFS and LGL speculated that the deep water pocket may be attracting belugas into Turnagain Arm and providing additional habitat. NMFS has conducted abundance studies for belugas in Turnagain Arm, but currently no studies have been conducted to examine the presence of belugas at Windy Corner. Additionally, NMFS stated that noise disturbances (exceeding 180 decibels) from rock blasting may negatively affect the population of belugas and require a Marine Mammal Take permit for the "take" of belugas caused by noise harassment. Abundance surveys conducted by NMFS will help determine the appropriate timeframe for blasting activities within Turnagain Arm, lessening adverse effects on the beluga population.

ROW Issues and Design Considerations Involving Rock Cuts

ARRC expressed concerns about the transfer of ROW for this project within the Seward Highway corridor. The Memorandum of Agreement (MOA) between DOT&PF, DNR, and ARRC concerning the Seward Highway corridor and shared ROW expired in 2011. However, a new MOA is currently underway, and will help address many of these types of issues.

Agency members discussed right-of-way (ROW) issues and the land conversions under the Land and Water Conservation Fund (LWCF) Act. As part of this process, DNR will conduct an appraisal to determine the value of lost landscape or removed material.

DNR agency members indicated a preference for use of bench cuts when cutting into rock faces, rather than vertical cuts, even if that meant DOT&PF went outside their ROW. However, they noted an even higher priority is that the project allow room for a trail to be constructed at a later date, so if that can only be accomplished with vertical cuts, they may be willing to go with that. They also understand that vertical cuts may be preferred by DOT&PF in order to:

- 1) minimize issues with sheep coming down to the highway, and*
- 2) minimize ROW impacts and lessen the LWCF conversions.*

Steve noted that it may be possible to bench the top portion of rock cuts, and change it to a vertical cut towards the bottom. Rock cut options will be evaluated further this summer and additional discussion on this issue will occur at the next TAG meeting.

Other Design Considerations

DNR asked how much fill is needed for each design alternative. DOWL HKM informed agency members that the amount fill was currently being determined based on the recently acquired bathymetry.

DNR inquired about the need for motorists to make U-turns. DOT&PF will examine the possibility of incorporating designs facilities like U-turns, parking, pathways, and water access, during future design discussions.

DNR questioned the purpose for the divided Seward Highway design, and what would occupy the space in between the 2-lane highway segment. DOWL HKM said that it's primarily to improve the safety through this section. The Girdwood Board of Supervisors also requested the highway be divided, as MP 105 to MP107 contributes the greatest safety risk to motorists. The depressed median in the middle would act as snow storage or space for left turn pockets.

USACE asked about plans for passing lanes to alleviate aggressive drivers wanting to pass. DOT&PF and DOWL HKM said there were plans for passing lanes in specific sections along the Seward Highway corridor, but no passing lanes would be included within MP 105 – MP 107.

DNR noted again that space for a pedestrian/bike trail and a clear zone is more important than bench cuts, in their view, as a pedestrian/bike path would help improve the safety of the highway corridor by removing bikes and pedestrians from the roadway. DOT&PF agreed and has not ruled out a short section of pathway, assuming the connectivity makes sense. Bill Evans said there was a need to study the overall connectivity of the Seward Highway corridor to determine the best location and use of a pathway. DNR stated DOT&PF would not have to buy additional ROW if the space provided by the road/rail realignment results in a pedestrian/bicycle path within CSP, as it would be included within the mitigation measures.

Material Sites

DNR would like to see a visual buffer between the highway and the quarry, or take more material out of the existing material sites, like at Bird Creek. Additionally, they would like to limit the number of visual scars within the existing rock face.

Access into Turnagain Arm

USACE asked about the proposed location of the boat ramp and if the potential increased scour rate has been looked at for this area. DOT&PF said the scour rate will be examined as discussions with Alaska Fire Department are ongoing.

General Discussions

ARRC said the space required from the edge of the road to the centerline of the tracks is 25 feet.

The meeting ended at approximately 4:00. The next TAG meeting is anticipated to be scheduled for late July.



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**Alaska Railroad Corporation Coordination Meeting
JULY 24, 2013 at 1:30 p.m.**

NOTES

1. Welcome and Introductions

Aaron Christie (DOWL HKM) recapped the previous TAG meeting. He said the participants were given two alternatives. The first alternative avoided Gorilla Rock and the second alternative hugged the rock face and avoided fill/impacts to the Turnagain Arm. It was decided that the second alternative would be pursued further. Three access options to parking facilities were developed based on this alternative with somewhat interchangeable features.

2. Update on the DOWL HKM Horizontal Alignment

Aaron presented the three options.

Barb Hotchkin (ARRC) said that she disliked option 1 because of its left-hand turns.

Brian Lindamood (ARRC) said that the turnouts planned for option 1 would not be optimal for sheep-viewing because they are too close to the mountain.

Bill Evans (Landscape Architecture) said that these turnouts would be primarily for viewing sheep when they are further down the mountain.

Aaron said a potential problem of option 2 is that there is no way to turn back around to go north once a driver has committed to the turnout.

Brian Lindamood said he would like to see a grade-separated crossing added beneath the railroad in option 3. He said that ARRC is not opposed to maintaining a bridge if it means providing a grade-separated crossing. He said he prefers a bridge (as opposed to a culvert) because bridges handle brackish water better than culverts do.

Mike Yerkes (DOT&PF) asked how much involvement ARRC has with rail construction projects.

Brian Lindamood said that the contractor finishes the sub-ballasts and then the railroad takes over. What works best is to have the contractor do heavy earth work and the sub-ballast and then ARRC can do the track work. In this case, ARRC would likely have the contractor finish the sub-ballast and build the bridge and then ARRC would build the track.

3. Review of the DOWL HKM Typical Section

Aaron said the embankment is pushed out into the inlet for the preferred horizontal alignment to leave room for two sets of tracks.

Brian Lindamood said that when building a track, ARRC needs an embankment of 35-40 feet for construction vehicles to access the site and build the track. Thirty-five to forty feet also leaves space in the future for a second track to be built.

Brian Lindamood said he will send a typical ARRC section to Aaron.

4. Location of the Proposed RR Realignment

5. Proposed Vertical Separation between the Southbound Lane and RR Alignment

Aaron said there is currently 15-20 feet vertical separation between the railroad and the highway. Aaron said to avoid additional fill, the proposed vertical separation would be approximately two feet.

Brian Lindamood said his primary concern is segregating people from the railroad tracks. He is very sensitive about the viewscape, but he does not like the concept of no shoulder or not having a separated bike path.

Aaron said that DOWL HKM has discussed accentuating the vertical separation with a wall sloping down to the railroad tracks, but maintenance is an issue.

Brian Lindamood said building a wall creates an additional cost and also a significant change in elevation. When a wall is present and there is a big snow event, snow often gets piled onto the railroad tracks.

6. Potential Southbound Turnout Locations

7. Emergency and Recreational Access

Aaron presented the recreation opportunities for option 3, including a tidal pool, viewing areas, and restrooms.

8. Comments/Questions/Open Discussion

Tom Schmid (DOT&PF) asked if there were any type of at-grade crossing that ARRC preferred.

Brian Lindamood and Barb said no. Brian said that ARRC does not have a limitation on liability, so the railroad has sought to eliminate/prevent at-grade crossings. ARRC does have a crossing policy for situations when there is no way to get around an at-grade crossing, but Brian does not feel that an at-grade crossing is necessary in this instance.

Aaron asked Brian Lindamood for statistics for justifying the expense of a bridge.

Brian said the latest ARRC-related fatality was three years ago, but he does not know if near-misses are reported.

Bill asked about pedestrians going over the tracks on an overpass walkway with fenced sides.

Brian said that ARRC does not have an issue with this type of crossing, but most people will still choose to cross the tracks.

Bill said what if the overpass walkway were at-grade with the road.

Brian felt that this would be more successful.

Aaron will send slope limits to Mike.

COMPANY	WHO	WHAT	WHEN
ARRC	BL	Send typical section and fatality/near-miss statistics to AC	
DOWL HKM	AC	Send slope limits to MY	



Railroad Coordination Meeting
July 24, 2013

PRINT NAME	ADDRESS	EMAIL	PHONE
Aaron Christie	DOWL HKM, 4041 B Street, Anchorage, AK 99503	achristie@dowlhkm.com	562-2000
Barb Hotchkin	ARRC, PO Box 107500, Anchorage, AK 99510	hotchkinb@akrr.com	265-2313
Brian Lindamood	ARRC, PO Box 107500, Anchorage, AK 99510	lindamoodb@akrr.com	265-3095
Quinten Arndt	DOT&PF, PO Box 196900, Anchorage, AK 99519	quinten.arndt@alaska.gov	269-0577
Tom Schmid	DOT&PF, PO Box 196900, Anchorage, AK 99519	tom.schmid@alaska.gov	269-0543
Mike Yerkes	DOT&PF, PO Box 196900, Anchorage, AK 99519	mike.yerkes@alaska.gov	269-6200
Anne Brooks	1704 Bannister Rd., Anchorage, AK 99508	a.brooks@brooks-alaska.com	272-1877
Bill Evans	Landscape Architecture	betwo@gci.net	223-2396
Brian O'Quinn	DOWL HKM, 4041 B Street, Anchorage, AK 99503	boquinn@dowlhkm.com	562-2000
Lesley Lepley	DOWL HKM, 4041 B Street, Anchorage, AK 99503	llepley@dowlhkm.com	562-2000



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**AGENCY TECHNICAL ADVISORY GROUP
MEETING #2**

AUGUST 8, 2013 at 2:00 p.m.

MEETING NOTES

ATTENDEES:

NMFS

USACE

Shane McCoy

ADNR Parks

Rys Miranda

Jean Ayers

ARRC

Barb Hotchkin

ADF&G

Dave Battle

Will Frost

MOA Planning

Nicole Jones-Vogel

DOT&PF

Tom Schmid

Quinten Arndt

Mark Boydston

Newton Bingham

Mike Yerkes

DOWL HKM Team

Steve Noble, Aaron Christie, Kristen Hansen, Bill Evans, and Anne Brooks (Brooks & Associates)

1. Introductions

Steve Noble (DOWL HKM) welcomed all to the second meeting of the agency Technical Advisory Group (TAG). Using a PowerPoint presentation to display key points, he reconfirmed the TAG purpose, which is to streamline the permitting process by involving and discussing the project throughout its development so issues may be resolved early.

Steve stated that the TAG would continue to provide an over-the-shoulder look as the design progresses. The TAG will provide feedback so the team can respond and prepare a design that minimizes impacts and meets the needs of the users, agencies and process.

Steve indicated DOWL HKM teams had successfully conducted this process on other projects where similar environmental concerns existed.

The purpose of the TAG meeting was to:

- Provide an overview of agency comments received on Geotech Survey EA.*
- Present and discuss design options that have been updated since the last TAG meeting.*
- Continue to collect agency input on proposed action design, study needs, and permitting issues.*
- Continue discussions of issues to be addressed in the environmental document and permit applications.*

Steve provided a quick overview of the project scope that is to improve the Seward Highway between milepost (MP) 105 and 107. Walking through a series of slides, he noted that the primary area of modification would occur between MP 105.75 and 107.25. He indicated the original proposed action was part of the Seward Highway MP 105-115 project that went through preliminary reconnaissance, value engineering, and a Categorical Exclusion (CE). Steve reviewed the original concept that included a divided highway with avoidance of Gorilla Rock and consideration of pedestrians, parking, and vehicle pullouts for wildlife viewing and recreation access. To access the pullouts, acceleration and deceleration lanes would be developed in both directions.

2. Summer Geotechnical Survey – Status of EA

Kristen Hansen (DOWL HKM) provided a quick overview of the NEPA work and permitting for the Geotechnical Environmental Assessment (EA) being led by Mark Boydston of DOT&PF for geotechnical work to be accomplished later this summer. She indicated that during the comment period, a couple of comments were received asking about safety when moving equipment on the local road, short and long term impacts, restriction of public access to proposed Material Site 1, and preserving the local road condition. The EA and all comments and DOT&PF responses are posted on the project website.

Jean Ayers (ADNR) indicated she was able to download all the information and she brought her new boss up to date. Her new boss signed off and forwarded a recommendation to National Park Service (NPS) that the EA be approved. She anticipates that the DOT&PF will hear from NPS later this week.

Tom Schmid (DOT&PF) indicated park access for the geotechnical investigation was discussed at a meeting that Mark Boydston (DOT&PF) attended with ADF&G. At the meeting parties talked about obtaining a separate access permit from the park because of concerns about sheep habitat around Windy Corner and proposed material source areas 3 and 4. In addition, they discussed moving forward with requests for access to Chugach State Park (CSP) for tidal work and roadwork and then work out the uplands access later. DOT&PF has a drilling contractor on standby awaiting approvals to begin.

Tom Schmid (DOT&PF) indicated that drilling on the road and tidal areas could proceed once the EA is approved and permits are issued. He said the uplands work would follow when the access permits are in place.

Newton Bingham (DOT&PF) asked if the project team had finalized the alignment? Steve Noble (DOWL HKM) indicated we would discuss the alignment later in the meeting.

3. Agency Consultations for CE Re-Evaluation

Kristen Hansen (DOWL HKM) discussed the Section 106 and Section 7 agency consultation. She noted that according to preliminary discussion between DOT&PF and the State Historic Preservation Office (SHPO) there was to be a preliminary Determination of Eligibility (DOE) for the Alaska Railroad rail line.

Barb Hotchkin (ARRC) said this would be a problem. She said the ARRC should participate in discussions prior to finding out about some determination of eligibility for ARRC rail line.

Tom Schmid (DOT&PF) asked how this would affect the ARRC. Barb replied that it affects everything the ARRC does and that in the past the ARRC has been unable to negotiate programmatic agreement for the ARRC rail line. Such a ruling would affect all railroad maintenance activities. Barb indicated that the ARRC wants to be involved in the discussion. If Valerie Gomez (DOT&PF) is talking to SHPO about the rail line, someone from ARRC should be involved in the discussion.

Kristen said that she believes the previous archaeological survey completed in 2001 is still valid and that the ARRC rail line is the only remaining Section 106 issue. When asked, Kristen indicated that the previous CE did not identify ARRC as a Section 106 issue. She said that the SHPO is starting to ask for this on various other projects, and that the Federal Highway Administration (FHWA) is considering it as part of their Section 106 process on these projects.

Barb (ARRC) responded that formal evaluation of the entire rail line should not be necessary for a 2-mile realignment. She recommended that it would be appropriate to assume the rail line is eligible for purposes of this project, and complete a determination of effect for the short project area rather than writing a DOE for the entire length of the rail line. Barb understood that Valerie asked or SHPO indicated that SHPO wants a DOE. Barb suggested that ARRC would not want Valerie to volunteer the DOE. From Barb's perspective, there should be a finding of no adverse effect; segments are realigned all the time with no adverse effect.

Regarding the Section 7 consultation for belugas, Kristen (DOWL HKM) indicated that informal discussion with NMFS about biological assessment had taken place. NMFS has indicated that no field surveys are required. The project would proceed with known information and address timing of construction to address timing windows for the whole project.

Shane McCoy (USACE) asked if a Letter of Authorization (LOA) for incidental harassment is planned. Kristen said that was determined not to be necessary if timing windows could be implemented during construction. Mark indicated that the project may use a marine observer for belugas and incorporate mitigative measures per discussions with NMFS. Kristen said the NMFS meeting notes could be shared with the USACE for purposes of their Section 7 consultation requirements, once the notes are available.

4. Recap of Issues Discussed During May TAG Meeting.

Aaron Christie (DOWL HKM) went through a brief recap to relate how feedback from the last TAG meeting has been addressed in design. At the last TAG meeting the group indicated:

- That Gorilla Rock preservation was not the highest priority.*
- A preference for bench cuts versus vertical cuts for material site excavation.*
- Desire to provide room for future multiuse trail.*
- Develop designs to discourage trespass at grade crossings of the roadway and railroad.*
- Consider location for a gated boat ramp to provide emergency access, recreational use and pedestrian access.*

5. Overview of Updated Horizontal Alignment

Aaron Christie (DOWL HKM) reviewed the current horizontal alignment by stepping through a series of slides showing the previous design footprint and pointing out the changes. He noted that the current alignment is roughly the same on the landside, but on the tidal/Turnagain Arm side, the impact is reduced considerably. The reduction of impacts is due to the input we received from the TAG at the first meeting and a direct result of not preserving Gorilla Rock.

Aaron pointed out curves reviewed by the project that don't meet the current design standards. Of the seven curves, the team will be focusing on updating C6, C7, C8, C11 and C12. Realignment of C11 and C12 do not affect the ARRC alignment.

Tom Schmid (DOT&PF) said that the team's due diligence requires a look at the full project limits, road geometry to determine if we can improve with the project by bringing all features up to current standards if possible.

6. Overview of 3 design Options for Parking / Access / Pedestrians

Since the horizontal alignment is firming up, Aaron proceeded to walk the TAG members through three options addressing acceleration and deceleration lanes, parking areas and turnouts. He showed how pedestrians and motorists would use each option and each option's pros and cons.

Newton Bingham (DOT&PF) asked if the DOT&PF would retain the ability to add additional lanes with the 2-lane configuration if needed in the future. He said that to move the ARRC tracks is a lot of work and should be considered now. He asked if the team could set a footprint that would accommodate the future.

Aaron responded that the median serves many purposes. Future planning could evaluate whether it would accommodate additional lanes. The team would need additional direction from DOT&PF to see how much effort the team would undertake to accommodate future needs.

Steve Noble (DOWL HKM) said the width of the median is still open for discussion because there are no firm criteria for the median width. The design is still developing the cross section. An important consideration is to make sure we don't have to move the ARRC out further into the inlet, which would be preferred by the DOT&PF and the ARRC.

DOT&PF is developing another project to consider a vision for the corridor far into the future. This planning process will give this team some feedback. At this time, we are focusing on the objectives of this project.

Tom Schmid (DOT&PF) stated that the Park Service wants us to make improvements that will be consistent with a long-term vision for the corridor.

Steve Noble (DOWL HKM) said the horizontal alignment Aaron presented reflects an important decision. He said it may be tweaked a bit, but it is largely not going to change.

Shane McCoy (USACE) asked if the team investigated options of cutting back into the park further to reduce the potential for greater fills and impacts to aquatic resources. The USACE

would prefer cuts in uplands. The team responded that they would be striving for a balance of impacts to resources--belugas, sheep, aquatic areas and uplands, scenic by-ways and other designations. The current plan shows the rock cuts inside the existing rights of way. The clear zone is not accommodated today. Part of the decision to date responds to need for rock fall mitigation and an attempt to create a place for rocks to fall that doesn't become a safety issue.

The TAG represents the competing interests so we will do the best we can to find a balance through the process.

Jean Ayers (ADNR) indicated that Chugach State Park (CSP) was acquired using the Land and Water Conservation Fund (LWCF) and that every bit of land taken in the road project has to be replaced. The LWCF requirements have to come into the equation along with a consideration of what is practical. The team is also trying to address Chugach State Park concerns about corridor aesthetics.

It was also noted that ADF&G (Jesse Coltrane) submitted a letter to DNR regarding concerns about material site 3 and 4 with respect to sheep habitat, and recommended avoiding exploration activities during lambing (May 15 – June 15) and the fall rutting period (November 1 – December 15). Part of the project rationale will be ADF&G's feedback to the project team with respect to the importance of sheep habitat.

Dave Battle (ADF&G) said that uplands species are ADF&G's prime consideration, and specifically, potential impacts to Dahl sheep or the unique opportunities for wildlife viewing in this area. Windy Corner is one of the only places you can see Dahl sheep at the roadway, and ADF&G feels it will be important to preserve this for the public.

Shane McCoy (USACE) said the rationale would need to be clear in the permit application alternatives analysis. He emphasized that while he can factor in the definition of "practicable" we would have to demonstrate why a more upland alternative with less fill in jurisdictional waters can't be done. He understands the CSP Section 6(f) mitigation requirements, but that doesn't necessarily make a more upland alternative impracticable by the Section 404 regulations.

Mike Yerkes (DOT&PF) noted that when DOT&PF is drilling, they would be using a beached barge because Turnagain Arm is not always navigable. The drilling contract in place and the window for drilling will end this month. To accomplish the drilling contract and provide design information, the DOT&PF Geotechnical folks need to know the extremes of the footprint. A window of only about 4 hours is available for drilling with in the tidal areas.

Shane McCoy (USACE) asked if another sheep habitat spot had been pointed out south of Windy Corner. Dave Battle (ADF&G) and Bill Evans indicated that the habitat essentially goes from Falls Creek to McHugh Creek. Shane also asked how much would be excavated at that location. The team responded that it was 80-100 feet. Benching options, driven by CSP, are considered for aesthetic and sheep habitat mitigation.

Removing material is perceived as loss of sheep habitat. However, this may provide better habitat because the animals are further away from the road.

Dave Battle (ADF&G) said ADF&G is on board with the need to improve public safety. He expects that there will be some sheep habitat losses. He asked: will you still be able to view the sheep? Will it still be a unique wildlife viewing experience? He does not anticipate any options that will eliminate all the sheep on the mountain. He is interested in trying to preserve the best spots and the characteristics that make this a National Scenic Byway.

Tom Schmid (DOT&PF) said the project should be able to enhance the experience. Moving the road and parking areas away from the mountain should enable users to see the sheep better.

Mark Boydston (DOT&PF) asked if there are specific sheep routes getting to the highway. Dave Battle (ADF&G) said that multiple routes probably exist and ADF&G would be interested in providing such corridors.

Shane McCoy (USACE) Asked if the team could consider cutting the rock points in the corridor. Steve Noble (DOWL HKM) said that in one area yes, it would be possible to cut the point. However, the other corner is being avoided because of the quality of the material and the need to chase it further into the park as it degrades from excavation/mining.

Bill Evans provided an overview of possible amenities to accommodate existing activities – sheep and beluga viewing, hiking, etc. He explained how they could work and the pros and cons of each. He pointed out that the sheep occupy the area from the Falls Creek at mid project to McHugh Creek. They often come down to the road in this area. He noted where beluga whales could be viewed and where opportunities for new sports, such as wind surfing could occur. He also pointed out the Turnagain Arm extending from Windy Corner to Rainbow Valley that puts hikers into sheep habitat. He said he saw a lamb and ewe coming to the feed licks a couple of weeks ago. To provide a trail to the sheep habitat would result in chasing the sheep off. In addition, ADNR always looked at a separated multipurpose pathway from Potter to Girdwood.

Bill pointed out that if we are going to have a safe pedestrian crossing, the ARRC prefers to have a separation above or below the ARRC.

The concepts could include kiosks, viewing scopes, pathways through the area to tie to existing pathways such as the Indian to Girdwood path. Existing water features could be enhanced and pedestrian tubes could daylight at the coast above the high tide level.

One last option could be applied to the southbound lane on the waterside between the railroad and Seward Highway--a scenic overlook parking lot. Bill pointed out that the connection would go down a ramp and connect to the parking on the other side.

Barb Hotchkin (ARRC) asked how the concepts affect the sheep viewing for ARRC passengers riding on the train. Bill Evans said the team could design overpasses without increasing the profile and the road and parking lot are at the same level as the ARRC.

Tom Schmid (DOT&PF) said the team could consider dropping the parking lot to a different level that could also facilitate viewing for everyone in the corridor.

Rys Miranda (ADNR) said he felt the U-turn component is a big issue, which is addressed in Options 1 and 3. He also stated that he felt the design should consider simplicity and that Option 2 might be confusing for out-of-town folks. Visitors could be somewhat confused or end up in the wrong parking lot. In addition, there is a mile of pathway between the two parking areas. Rys said he liked Option 3, but he is not committed to any one concept.

Bill Evans said that the TAG members and team should start refining what is really needed for recreation access. For example, do we encourage a trailhead or do we segregate the trail users from the sheep areas? When thinking about viewing for sheep and belugas the more opportunities to get folks off the road the better. Railroad trespass would be reduced if we can maximize the underpass options.

Barb Hotchkin (ARRC) asked what people would do once they get through the pedestrian tube to the embankment/water.

Bill Evans responded that we could consider creating jetties to establish a sandbar. The team may have to consider how a jetty/sandbar would change the hydrology in the area. Conversely, if we do have an access point to the shore and the sand bars are gone, what happens? This could be a concern.

Tom Schmid (DOT&PF) said the Turnagain Arm option design will be challenged by the height of the tide. Questions would have to be answered such as: Can we put a structure under the road? Where would the water be? We don't want to be trapping fish. Do we create an option that provides facilities for pedestrians on the coast? People will migrate to the water and take advantage of the point. How can trespassers be kept off the ARRC tracks? The team will have to do the analysis/design. It may be that we don't do any of it. We will consider the Search and Rescue and Anchorage Fire Department requests for the access and evaluate the issues.

Mark Boydston (DOT&PF) asked what the sand bar would be for? Bill Evans responded that a sand bar would provide recreational access to the water.

Tom Schmid (DOT&PF) said the benefit would allow Search and Rescue to get small, trailered craft to the shore, it would create a sand bar behind it. Using a jetty to create more sand bar could be considered but the team would need to do our due diligence because its impacts to waters of the US.

At the point that already exists, Mother Nature is already providing the sand bar, so go under tracks in pedestrian tunnel at that location.

Steve Noble (DOWL HKM) stated that a goal of the project would be to provide access that provides more predictability in where pedestrians would cross for the ARRC who encounters trespass at many locations all the time.

Mark Boydston (DOT&PF) asked about putting up fences?

Barb Hotchkin (ARRC) is concerned that once pedestrians/visitors get out near the water they will just climb the ARRC embankment and trespass on the railbed to view the scenery.

Tom Schmid (DOT&PF) suggested that the team would create something that is reasonable and useable.

Bill Evans indicated that parking is limited. If we create an attraction where people will dwell for a longer period of time, additional parking may be needed.

Mark Boydston (DOT&PF) Asked how far from the yellow parking lot to the point? Aaron indicated it was 300 - 400 feet, well within reach for most people.

Aaron Christie (DOWL HKM) then previewed an animated visualization (flyover) showing existing conditions and then showing one of the options discussed. The animation ran fast and Aaron stopped it several times to point out different features. He said the team would use this tool at meetings to help the public understand the existing conditions and the proposed action.

Anne Brooks (Brooks & Associates) asked if the benching would assist with the rock fall issue. Mike Yerkes said that it actually might make rock fall worse because the benches can help launch the rocks off the mountain. That is why the clear zone is wide in the benched area.

7. Project Schedule

Steve Noble reviewed a PowerPoint slide to illustrate the upcoming schedule of TAG meetings. The next TAG meeting, scheduled for October/November, would discuss the proposed design options and proposed materials sites. The subsequent meetings would address the results of the geotechnical survey and remaining issues leading up to submission of permit applications to agencies in Spring/Summer of 2014.

DOT&PF Right-of-Way is assuming a 2-year process for LWCF land transaction.

8. Comments/Questions/Open Discussion

Tom Schmid (DOT&PF) asked ADNR if the process resulted in an equal return of right of way for the use of parkland -- net zero -- would the process be shorter? Jean Ayers (ADNR) confirmed that they would be required to follow the same process so two years should be assumed. Tom Schmid (DOT&PF) asked Jean if they've made any move toward identifying desirable lands, or parcels for the Section 6(f) exchange? Jean says wish lists are being created now.

In closing Aaron Christie (DOWL HKM) indicated that the next TAG meeting would likely be in October. By late September the team would have significant material to discuss with the TAG.

Mike Yerkes (DOT&PF) said the DOT&PF Materials section fieldwork hinges on the design alternatives. The in water work is ok. But they would like more specificity for the acceleration and deceleration lanes. They could have results in two months if they can drill the latter part of this month. This schedule is aggressive for materials. If by the December meeting they don't have what we need to drill yet, they would have to push the window to allow Materials to do their work. If we decide a structure (bridge) more materials work would be needed since the Bridge Design section handles bridge foundation geotechnical investigations. The local material section would be the liaison for the work.

Mike Yerkes -- bridge is leading the final design because there is a lagging critical path item. Geotechnical results in December time frame should be shown on the schedule.

Tom Schmid (DOT&PF) said it would be very helpful to have the options available to the TAG members. Aaron Christie (DOWL HKM) said the PowerPoint presentation and graphics would be made available in electronic form to TAG members.



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**ALASKA DEPARTMENT OF FISH AND GAME AND
ALASKA DEPARTMENT OF NATURAL RESOURCES**

AUGUST 27, 2013 at 2:00 p.m.

MEETING NOTES

ATTENDEES:

ADNR Parks

*Tom Harrison
Rys Miranda
Lucy Baranko
David Griffin*

DOT&PF

*Tom Schmid
Quinten Arndt
Mark Boydston*

ADF&G

*Dave Battle
Will Frost
Lindsey Stutzman
Jessy Coltrane*

DOWL HKM Team

*Steve Noble
Aaron Christie
Kristen Hansen
Bill Evans
Anne Brooks (Brooks & Associates)*

1. Welcome and Introductions

Steve Noble (DOWL HKM) welcomed all to the meeting with the Alaska Department of Natural Resources (ADNR) and the Alaska Department of Fish and Game (ADF&G) to discuss the Alaska Department of Transportation and Public Facilities (DOT&PF) Seward Highway Milepost 105-107 project.

Kristen Hansen (DOWL HKM) stated that the goal of the meeting was to allow ADNR and ADF&G to elaborate on their perspectives regarding the various parking and access options, from recreational, aesthetics wildlife habitat standpoint. The input will allow further refinement of the pros and cons of each concept. As a result of these discussions, DOT&PF will make decisions allowing the project design process to move forward.

2. Brief Overview of 3 Design Options for Parking / Access / Pedestrians

Aaron Christie (DOWL HKM) provided a quick overview of the three design options presented to the project Technical Advisory Group (TAG) at the last meeting.

Bill Evans provided an overview of possible parking area amenities. He spoke to the opportunities for better sheep viewing away from the slope achieved by dropping in the grade of the parking lot and its location relative to the railroad tracks. He noted the project provided opportunities for sheep viewing and trailheads. The Alaska Railroad desires no at-grade crossing of their tracks and stated a preference that any crossing be constructed above or below the railroad. He also noted that the team received requests for access to water (Turnagain Arm) for safety, emergency response and access to recreation. Some options show this access going

underneath the highway and tracks. Bill pointed out possible viewpoints for southbound traffic that could include a terraced sitting area that would be elevated off the railroad tracks, and separated to provide Turnagain Arm viewing. Bill pointed out consideration should be given to the footprint of future connecting trails.

Several questions were asked and responded to.

- Does the water flow year around? Water off the mountain flows year around, slows at different times of the year. There is a sandy beach there now.*
- The commenter stated he wasn't present for discussion of the materials sites and wanted to know the status? Yes, some investigative work is planned*
- ADFG asked about the material site on the north side (#4). Tom Schmid (DOT&PF) indicated that sensitivity to this site changed the DOT&PF and the design was modified to stay within the DOT&PF's existing right of way. The dashed yellow line shows the location of the proposed bench cut. Later on in this meeting, the DOT&PF would like input from ADNR and ADFG regarding bench cuts versus vertical cuts.*
- Tom Harrison (ADNR): What happens to the low space on the landward side? Will it be like Potter Marsh? Would it retain water or dry out? Tom Schmid (DOT&PF) responded that the team was not sure but felt that infiltration from tidal and mountain runoff will likely percolate through the fill.*
- Bill Evans said the low space is likely to be a ditch, which led to the comment that it is likely to become musky or aromatic for the parking lot. He noted that the roadway elevation would be 30-32 feet.*
- Tom Harrison (ADNR) suggested the team consider what the final product is going to look like in the long term.*
- Will Frost (ADNR) asked if we want to put culverts in to encourage the tidal action?*
- David Griffin (ADNR Parks) asked if we would fill the area between the parking lot and the road? Lucy Baranko (ADNR Parks) stated that it would likely all consist of fill. David noted that a ditch is ripe for collecting trash and debris. He reminded all that the Seward Highway is a Scenic Byway and in any design we need to do our best to make sure it remains scenic. He suggested we avoid a litter trap or man made rock or ditch because this would not serve the interests from the Chugach State Park perspective.*
- The team doesn't think the tide will infiltrate into the area because of the elevation differences.*

Tom Schmid (DOT&PF) provided an overview of the material sites being investigated. He noted where the DOT&PF would like to complete some geotechnical borings and indicated the DOT&PF's desire to get the work completed in the Indian and Rainbow area until the operation would need to be shut down by weather. He stated that by removing Gorilla Rock they reduced the fill requirements substantially.

Tom Schmid (DOT&PF) explained that while the project is technically from Milepost 105 to 107, the DOT&PF is doing their due diligence by looking at substandard curves immediately north and south of the project limits. If the project can develop a more permanent solution they will evaluate other elements and see if they fit within the project budget. Currently some curves are too sharp for the posted speed.

Steve Noble (DOWL HKM) pointed out that work on the curve to south would have no impact to the railroad. The work would bring the horizontal alignment up to current standards. On the north, near Rainbow the curve changes would impact the Alaska Railroad Corporation (ARRC) a little further down.

Parking

Tom Harrison (ADNR) noted some concern over the location of the main parking lot. People don't want to walk that far. He also said a more linear parking area might work best. Bill Evans noted that the parking lot was placed between two active erosion gullies.

Lucy Baranko (ADNR Parks) said she felt the parking location does not speak to the program of the turnout -- sheep habitat, trailhead access. She wanted to know the distance needed for the northbound acceleration lane and if we could discuss extending the program from the yellow box, to provide parking opportunities off the road.

Aaron Christie (DOWL HKM) said they were trying to avoid having the acceleration lane right up next to the main highway. He further noted that the minimum length depends on the grade and speed of the road. He also noted that the minimum requirements change if you aren't on a straight stretch.

Lucy Baranko (ADNR Parks) expressed other concerns that included:

- Exiting north bound has no sense of arrival*
- Traffic calming would be needed because the traffic shoots through the parking lot to the acceleration lane.*
- Roads passing right through a parking area.*
- Pedestrian walkway going across the acceleration and deceleration lanes.*
- She likes the ability of people to be able to access north bound and south bound and turn around.*
- She likes the interpretive/amenities.*

Jessy Coltrane (ADFG) discourages any satellite parking lot noting that people creating their own parking area is what is going on now. In the future, we don't want to encourage the behavior we are already seeing in the corridor.

David Griffin (ADNR Parks) felt that dropping the parking lot elevation would mean that no one would be able to see the sheep. To see the sheep they would have to get out of their cars. Tom Harrison (ADNR) asked if there was any way to bring the parking lot around the rock.

Aaron Christie (DOWL HKM) stated that the team could make some changes if they don't compromise safety.

Jessy Coltrane (ADFG) said that in Glacier National Park they are seeing sheep are coming down to parking lots to get to antifreeze. She favors separating the parking area from where we see the sheep at grade and a parking lot on both sides with an underground pedestrian crossing. Tom Harrison (ADNR) felt there might be ways to design it to keep the separation.

Signs were mentioned as a way to manage parking on roadway should or acceleration and deceleration lanes. Lucy Baranko (ADNR) and Tom Harrison (ADNR) stated that the signs do not manage people but rather, create more visual eyesores.

Bill Evans stated that by placing the parking lot at ARRC level (about 15-feet lower than it is today), we could keep the people from accessing the sheep area.

Will the sheep come to that level as they do now? Bill stated he had seen the sheep congregate from the upper slopes where there is mineral exposure. You see them in the area between the drainage and working up the slopes.

Tom Schmid (DOT&PF) said the north end parking area gives more freedom to access the water and the design could inhibit crossing tracks. If we want to address water rescue to Turnagain Arm we could add a ramp where the nook is (south of B on the map).

ADNR favors the north parking area/pullout and suggests adding it to option three. Discourage crossing the highway at grade -- encourage drivers to use the main parking area.

Access & Pedestrians

The team asked the agencies whether they wanted habitat in the area?

Jessy Coltrane (ADFG) stated that part of the problem with Windy Corner is that it is great sheep habitat and that is likely a contributing factor to the traffic collisions. She asked if we would want to discourage more of the pull over quick on the side of the road manoeuvres. She suggested that we probably don't want to encourage more habitat with this improvement because of existing problems. She suggested that the impoundments could be attractive but not be habitat.

Steve Noble (DOWL HKM) said that we are bound to have some low areas and the team had talked about them being tidal or fresh water impoundments. He noted that the impoundments would be different from Potter Marsh because there would be no continuous inflow. The team has not completed a hydrology study.

ADNR initially felt that Option 1 would probably serve the most. The crossing at grade is an issue.

Lucy Baranko (ADNR Parks)- if the design does not accommodate access for both northbound and southbound traffic, anyone missing the turnout may just pull over on the highway shoulder.

Jessy Coltrane (ADFG) – referring to the meeting graphics, Jessy indicated that sheep habitat is located on the hill/ridge just north of Windy Corner on the right hand side as you head north.

Lucy Baranko (ADNR Parks) asked how much narrower the acceleration lane could be? Will Frost (ADFG) asked what shoulder width is required for acceleration and deceleration lanes? Bill Evans suggested that people would park on a shoulder with a 4:1 slope.

Tom Harrison (ADNR) suggests that we consider minimizing the fill requirements because of the location of the gravel mine sources in the Chugach State Park.

Lucy Baranko (ADNR Parks) wants to know how the application of a culvert versus bridge would address the aesthetics. She suggested the team consider an application like Bird Point. One of her biggest concerns is that if highway users can't make U-turns to access the Windy Corner pullout they would go to Falls Creek to make the U-turns there.

Tom Schmid (DOT&PF) noted that difficulty turning adds to motorist frustration.

Tom Harrison (ADNR) suggested planning for parking lot capacity of 40 to 60 vehicles. He felt that the tour buses would know where to access habitat viewing.

David Griffin (ADNR Parks) likes not having the at-grade crossing. He likes Option 3 with Turnagain Arm side parking area.

Tom Schmid (DOT&PF) -- pick the elements you like from the different options and we'll see if we can create an alternative with a combination of the components.

3. Benching versus Vertical Cuts

Tom Harrison (ADNR): asked about the overall fill requirement. Steve (DOWL HKM) indicated – about two million cubic yards

Jessy Coltrane (ADFG) when she envisions a bench cut, she does not see supporting habitat, she visualizes stepping of the hard rock. Additionally:

- *If you cut the habitat away, it is gone.*
- *It will lose the natural character*
- *Sheep would return if we create habitat.*
- *Consider reclamation in the bench cuts.*
- *Take the hydrology of the area into consideration.*

Tom Schmid (DOT&PF) said he visualized one or two benches as wide as we want the benches to be.

Bill Evans said he envisions habitat being created. On a previous Seward Highway project, Jeff Brown, DOT&PF's Project Engineer observed that as soon as they blasted the rock, the sheep would return for the minerals.

Tom Harrison (ADNR) said vertical cuts vs. benching should be a site-specific consideration . In some areas it may be best to bench.

Lucy Baranko (ADNR) suggested the team design habitat benches.

Tom Schmid (DOT&PF) noted that DOT&PF's preference is a vertical slope, because benching launches the rocks further. One of the impacts of benching is a widening of the clear zone on the side of the road. He indicated we would have to provide guardrail for safety if we do a vertical cut.

4. Maintenance of Trail Access Points in Project Area.

Is the trailhead used? How is it perceived? Is it good or bad?

Bill Evans asked if we could consider a better trailhead location around the corner because people are going right through the sheep habitat at the current location.

Tom Harrison (ADNR) stated the trail is historic because it was built in the 80's, and goes to the old trail. Matt Goodhue built that trail to the Old Johnson trail on top.

Jessy Coltrane (ADFG) indicated they want to provide access to sheep, but want to discourage poaching. They have recent incidences with poachers cutting off heads, shooting sheep because they are accessible, leaving them lay. They also have problems with photographers putting out salt licks. The negligent feeding of wildlife is changing because of the illegal salt licks. As available access increases, however, the problems magnify.

Tom Harrison (ADNR): we manage the park for public viewing of wildlife -- Great opportunity to take advantage of this and do something nice. We all know that is where people stop. If it is not going to work because of people's behavior it won't look good. Problems will lead to questions about maintenance/management.

Jessy Coltrane (ADFG) said she would want to provide the majority an ethical viewing opportunity. Building the area up as a viewing area should reduce illegal activities. Divert the trail bound users to a better area, but not in and amongst where the sheep are.

5. Recreational Access to the Waterfront

Tom Schmid (DOT&PF) noted increasing use of Turnagain Arm for kite boarding and wind surfing. He could not say what access would look like, but would like to explore whether we can provide water access. The team is looking at elevations, tides, clearance, etc.

Tom Harrison (ADNR):

- Does not object to water access; but has concerns about increasing water access. There may be better places to provide this access.*
- Jet skis -- weigh 600 to 700 pounds -- need trailer and four-wheeler.*
- A long-term solution is desired.*

Will Frost (ADFG) asked if the team had completed any coastal modeling to determine need for jetties to hold the sand bars in place. He noted that water access would encourage more people to use more parking lot space. Safety has to be considered -- safety of people, railroad crossing issues and desire to discourage people to play in the mudflats.

Tom Schmid (DOT&PF) noted he is talking about an access ramp with coastal engineers and that no modeling has been done to date. We are just looking at it conceptually at this point.

6. ADFG perspectives -- Habitat

Jessy Coltrane (ADFG) offered the following comments on habitat.

- *Shift the existing Turnagain Arm trail - to avoid the center of the habitat.*
- *ADFG and ADNR are not opposed to moving the trailhead.*
- *Majority of tourists will stop and use the paved pathway. Reduce the numbers.*
- *Sheep viewing is year-round in this area.*
- *Retain distance from sheep.*
- *ADFG had multiple reports of poaching in the area. Anything that will discourage this activity would be good.*
- *Promote habitat – not if it creates the urge to stop on the side of the road to view habitat/wildlife.*

7. ADNR perspectives – Habitat

Tom Harrison (ADNR) said he saw the project providing a great opportunity to improve the area that is a confluence of lots of things. If the state can use and take advantage of the situation it would be important rather than creating more of an issue.

ADNR preferences

- *Prefers Options 1 and 3, because both northbound and southbound traffic can access the parking. Option 3 is desirable because of the grade separation.*
- *Will reconvene staff and provide additional input.*
- *Move parking lot to north on other side of rock outcropping.*
 - *Closer to the rock.*
 - *Review sight distance issues.*
 - *Check to see if acceleration lane can be shortened and minimize shoulder width, to discourage people from parking there.*
- *Avoid pedestrian at-grade crossings.*
- *Avoid trash collection sites.*
- *Consider natural landscape treatment to block view from acceleration and deceleration lanes..*
- *Design to avoid pedestrian vehicle conflicts.*
- *Develop design to prevent stopping on acceleration and deceleration lanes.*
- *No objection to water access.*
- *Include interpretive displays.*
- *Maintain viewscape.*
- *The ability to turn around at the parking lot is good.*
- *The pedestrian bike trail is good.*

8. ADFG perspectives – Recreation / Aesthetics

The ADFG perspectives are included in the paragraphs above.

Jessy Coltrane (ADFG) added that the ultimate reason for doing this is for safety -- we need to make sure we are fixing the problem.

Next Steps – The team is working towards completing a Local Review plan set by the end of September, which includes a Draft Design Study Report. More detail will be available at the next TAG meeting. The team will have more detail and solicit further comment, and discussion so the plans can be revised and refined.



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**AGENCY TECHNICAL ADVISORY GROUP
MEETING #3**

NOVEMBER 1, 2013 at 10:00 a.m.

MEETING NOTES

ATTENDEES:

NMFS

Brian Lance

ADNR Parks

Jean Ayers

Lucy Baranko

Dave Griffin

Tom Harrison

ARRC

Barb Hotchkin

Brian Lindamood

ADF&G

Dave Battle

Dave Saalfeld

Jessy Coltrane

Will Frost

MOA Planning

Nicole Jones-Vogel

DOT&PF

Tom Schmid

DOWL HKM Team

Steve Noble, Aaron Christie, Kristen Hansen, Bill Evans, Irene Malto, and Camden Yehle (Brooks & Associates)

1. Welcome

Kristen Hansen (DOWL HKM) introduced the meeting by saying that the purpose of this agency Technical Advisory Group (TAG) meeting was to talk about the latest design details resulting from previous TAG meetings.

2. Re-Cap of August Meeting with ADNR and ADF&G

At the meeting with DOT&PF, ADNR, and ADF&G the pros and cons of the previous three concept drawings were discussed in more detail from each of their perspectives. Specific discussions revolved around issues related to wildlife habitat, recreational use, and aesthetics. The alignment being shown today is a combination of the previous access options 1 and 3 and is the product of all previous meetings and comments.

3. Re-Cap of Horizontal Alignment

Aaron Christie (DOWL HKM) talked through the horizontal alignment of the road, parking, and viewing amenities. He said the intention of this alignment is to "thread the needle," keeping the improvements in the existing right of way (ROW) as much as possible, keep cuts to within the ROW, and minimize the fill within Turnagain Arm. The shown alignment uses the right of way to modify curves to meet design criteria, allows for a drainage swale, a rock fall zone, and allows space for a pathway. More details about specific aspects of the alignment and amenities are discussed in the next section.

4. Overview and Discussion of Proposed Parking, Access, and Pedestrian Facilities

Bill Evans described the possible amenities shown on the drawings. A pullout area with 60 parking spaces and acceleration and deceleration lanes is shown. The highway is divided with a depressed median to make the highway safer. Aaron Christie (DOWL HKM) explained how the team is considering extending the project to the north and south to modify those two curves so that they meet design criteria. By including the southern end (east end) in the design, it allows the design to address the bin walls that appear to be failing in the area. It also allows more room for an improved Falls Creek trailhead.

Bill Evans described the two roundabouts shown to allow people to turn and navigate into the parking lot. Aaron Christie (DOWL HKM) said that the deceleration lane would allow people to queue while waiting to make the turn into the parking lot. One concern that is being looked at is how to make the deceleration lane not look like an entrance for northbound traffic. One option is to make it more perpendicular with the highway. Bill Evans said there has been a question if we can move the southern roundabout more to the south so that more parking could be added in the future. We will also look at reversing the traffic flow through the parking lot to see what advantages and disadvantages that would have.

Aaron Christie (DOWL HKM) said that adding trails north of the parking area is not part of the design, but leaving room for them is included. Because of this, modifications are being considered that would make the future pathway continuous, and avoid having to cross a lane of traffic.

Aaron Christie and Steve Noble (DOWL HKM) reinforced that the main thing driving the alignment is minimizing the amount of fill and maximizing the amount of existing right of way. In other words, the cut does not extend beyond the right of way line, but goes up to it, so that the road can be as far away from Turnagain Arm as possible to minimize the amount of fill in jurisdictional Waters of the U.S. This alignment pulls the road and the railroad much closer to the landside than previous alternatives.

Aaron Christie (DOWL HKM) said the clear zone on the landside typically dictates how much space is cleared. However, in this case we have a rock fall zone, space for a pedestrian pathway, and drainage ditch, which requires approximately 50 feet of width from the edge of the travel lane to the toe of slope.

Dave Griffin (ADNR) asked for the team to explain the water access and the turn out. Bill Evans answered, there is an existing turnout for sheep viewing. There has been a big demand from emergency personnel to add a water access in that location. These drawings show a pullout area and a tunnel underneath north and southbound traffic. The water access ramp shown is for emergency use only. The team is aware there are potential trespassing issues with the railroad and they are trying to address them. One of the challenges with the pedestrian tunnel is the tide. The gate for the water ramp would be locked, but for emergency use it could be unlocked and crews could back a four-wheeler with a wave runner down the ramp. It is a good location because there is always deep water there.

Tom Schmid (DOT&PF) said DO&PF is also trying to foresee future needs along the highway and avoid having to come back ten years from now to make more sliver fills. DOT&PF is trying to minimize impacts on both sides, but have enough space to do what is needed in the future.

Aaron Christie (DOWL HKM) said that previous investigations indicate that the rock is competent and would not fall apart when cut into at Windy Corner. The area on the south end of the project has much less stable rock, so the design avoids making cuts in that location.

Tom Schmid (DOT&PF) said the substandard curves at the north and south ends of the project area were not in the original proposal, but moving the alignment in has resulted in reducing costs enough that these areas can be considered. It has yet to be determined if these will actually be upgraded to 65 mph curves, but it is being considered. There could be a passing lane in the future; DOT&PF is still looking at that.

Dave Griffin (ADNR) asked about the active slide area. Is it rock fall or avalanche generated? Bill Evans said it is rock fall/debris flow that is driven by freeze thaw action. There is an avalanche shoot in another place, but the design is pushing the road out away from it. Tom Schmid (DOT&PF) said it is better to move the road away from unstable areas even though there are engineering ways to hold up insecure rock.

Jessy Coltrane (ADF&G) asked if the 60 spaces at the main parking lot include spaces for RVs. Bill Evans responded that it includes 13 spaces for oversized vehicles.

The proposed southbound turnout is a scenic overlook now, however we are looking at a lower viewing area so the parking level guardrail is not in view. This vertical element would help deter people from trespassing on the railroad tracks. Other barrier elements are being considered such as rocks and berms to discourage people from going onto the tracks. We are also trying to avoid people parking on the side of the highway to see the sheep. The idea of the scenic viewing areas and the parking area is to make it a destination for wildlife viewing.

Dave Griffin (ADNR) asked if there is a place for tour buses to pull over to the side of the road. Bill Evans said there is not on the roadside, but there are places for them to parallel park in the viewing area. The turning areas in the parking lots are big enough for oversized vehicles.

Jessy Coltrane (ADF&G) said that she likes how this design tries to keep people away from the wildlife, but wanted to know how the project is going to keep people from going up to the sheep when they come down right onto the road. Bill Evans said that with the difference in elevation, there would be a 15-ft vertical wall to discourage people from doing that. The parking area will also tie into the existing trail.

Jessy Coltrane (ADF&G) mentioned that there had been previous discussions about possibly realigning that trail. Bill Evans said that would be a Parks decision about how they would want to do that. There might be a future need to move the trailhead because of the proximity to the sheep.

Dave Griffin (ADNR) asked if the cross section reflects the height differences that are being talked about. Bill Evans said that the circles on the cross section show the heights.

Jessy Coltrane (ADF&G) said there could be a problem with antifreeze on the pavement in the parking area, which has become an attractant for sheep in other places. They didn't think it would be a problem in Glacier National Park and it is. Tom Schmid (DOT&PF) asked if the parking lot surfaces in Glacier Park were asphalt. Jessy said yes. Bill Evans said that he is going to have to give the antifreeze problem some consideration. Is there that much antifreeze? Jessy said that there is, especially if there are many vehicles.

Jessy Coltrane (ADF&G) said that keeping the sheep and the people apart could be done by keeping people where they are supposed to be, but also by creating features to keep sheep further back. Tom Schmid (DOT&PF) asked if she would like to see a fence. Jessy said not necessarily, but something to deter the sheep from coming into the parking lot. Bill Evans added that a fence is generally undesirable because of maintenance; trash collection and people will likely just walk around it anyway.

Bill Evans mentioned that they were thinking about leaving the tidal area in the design where the sheep could come down to the water's edge. Jessy Coltrane (ADF&G) said that she didn't think that is a good idea because it would bring more sheep to the road through the parking lot. So far there has only been one vehicular collision with a sheep. Tom Schmid (DOT&PF) asked how many have been poached? Jessy thought there had been six.

Dave Griffin (ADNR) asked how big the culvert is for Falls Creek. Aaron Christie said that he needed to check. The whole culvert might need to be replaced. Jessy Coltrane (ADF&G) asked if there are fish in the creek. Bill Evans said no, because it runs straight up the mountain.

Dave Griffin (ADNR) asked if there is a place to turn around and go back the other way on the highway? Bill Evans said that motorists could turn around in the parking lot.

Tom Harrison (ADNR) noted some concern about the northern parking area, indicating that people will be able to pull in there, but won't be able to turn around and head back towards Anchorage. Bill noted, however, that people would be able to pull into the main parking area to turn around. Tom was also concerned that the southbound turnout has a long section of fill for the acceleration lane and asked if it could be shorter. ADNR's goal is to keep rock from being taken out of Chugach State Park, which is why he is interested in minimizing the overall footprint for this project. Aaron Christie said that the acceleration lane isn't separated; it is one surface. It is a bit more fill but not that much. Steve Noble noted that the design vehicle determines the acceleration and deceleration lane length, but DOWL HKM could take another look at the length, and also potentially narrow the space in between the lanes a bit.

Tom Harrison (ADNR) said it would be nice to connect the two parking areas, but is not necessary at this time. Also, it is not in their plan to provide recreational access to the water in this location. Again, his goal is to minimize the amount of material needed for this project, in order to minimize impacts to the Park from material sites. He's not sure this additional parking area is worth the added expense to DOT&PF and impact to the Park. He also wouldn't necessarily advocate for a connection to Falls Creek at this time. It's probably a good idea to leave enough space for a future trail, but the Park is not advocating for a trail connection there at this time.

Dave Griffin (ADNR) asked why the project would build emergency access that only fits a four-wheeler. Tom Schmid (DOT&PF) said that bridging for the railroad and providing enough clearance is challenging. It would be very hard to accommodate truck access. Based on discussions with the Fire Department, current emergency response equipment includes a four-wheeler with a wave runner, so this should work for them.

Brian Lindamood (ARRC) said that every place that DOT&PF has built parking, ARRC has a trespassing problem. The ARRC will likely view this emergency access as an attractive nuisance that needs to be mitigated. Bill Evans said that building the pedestrian tube should give people a way to get to the water without trespassing.

Tom Schmid (DOT&PF) requested feedback on the current alignment and amenities from ARRC. Brian Lindamood (ARRC) said that he is encouraged by what he sees so far. For a technical comment, the drawings show a 24-foot wide embankment and in order to build tracks these days 35 feet is necessary because the new track is built to the side with trucks. The ARRC realistically needs 42 feet of embankment to build two tracks. Barb Hotchkin (ARRC) also said the new track would be built to the inside, rather than to the outside. Brian Lindamood (ARRC) said that they are glad to see the water access. We are concerned with trespassing, but we have tourists too and need to maintain the views for them so we don't want to build walls or fences either. Bill Evans said that rock barriers like at McHugh Creek could be considered.

Tom Schmid (DOT&PF) said that maintenance is a significant issue. If bathrooms, dumpsters, and extra lanes are added it will be necessary to discuss and determine maintenance responsibilities between ADNR and DOT&PF. Seasonal closures may need to be considered. It would be a shame to not have the facilities maintained properly. Possibly do closures like at McHugh Creek. Signage is another concern to be addressed.

Bill Evans asked ADNR about what would make this a good viewing area for sheep and if a restroom, kiosk, or trash cans are necessary. Dave Griffin (ADNR) said this should be discussed when we talk about maintenance because the entire Memorandum of Agreement (MOA) between ADNR and DOT&PF for Turnagain Arm needs to be updated. The next discussion as the design progresses will be about the exact number of parking spaces, ADA accessibility, what will the access be like, etc.

5. Overview Benching vs. Vertical Cuts

Kristen Hansen (DOWL HKM) reopened the discussion about benching versus vertical, noting that in past meetings, it was discussed that the preference may vary on a case-by-case basis.

Jessy Coltrane (ADF&G) said that there was previous talk about benching at the corner that will be removed. Now that she understands how the benching would look, she believes benching could be a benefit for sheep. Steve Noble (DOWL HKM) explained that a half to one vertical (0.5:1) cut with no benching is being looked at in order to keep the cuts inside of DOT&PF right of way. In addition, DOT&PF suggests 0.5:1 because it matches the natural rock face better, and benches can result in falling rocks launching out into traffic. Tom Schmid (DOT&PF) encouraged comments from ADNR and ADF&G on this subject to help DOT&PF make decisions on this.

Jessy Coltrane (ADF&G) said the vertical cuts will reduce sheep habitat, so benching would be better, particularly where the project is cutting into that corner that provides prime sheep habitat. Tom Harrison (ADNR) said it is a trade off with cost to do the benching because it would cut into the park. Steve Noble (DOWL HKM) said the project team assumed that benching would be a benefit for sheep. The team could consider benching in some places and vertical cuts in others. We have to include data from the geotechnical investigations to decide in a future discussion.

6. Overview Update on Material Site Investigation

Tom Harrison (ADNR) asked what the timeline is for the geotechnical investigation. Tom Schmid (DOT&PF) said the track rig would go out in December to do the geotechnical. In February they would finish the operations with the helicopter to get ahead of the spring nesting periods, etc. Using the track rig in the winter should reduce the environmental impacts of drilling.

Dave Battle (ADF&G) asked if Windy Corner is being considered as a material site. Aaron Christie (DOWL HKM) said no, but the material from making the cuts will be used for fill and has been calculated in. It is not cutting into the Park.

Jessy Coltrane (ADF&G) asked if the big material site at Windy Corner was still planned. Aaron Christie (DOWL HKM) said no; however, the material investigation will be this winter to see if the sites have appropriate rock for fill. Tom Schmid (DOT&PF) noted that the most likely sites DOT&PF will pursue are # 1 and #6 on Figure 7 of the graphics distributed for this meeting. Tom Harrison (ADNR) said that once DOT&PF is into the more detailed stage of designing the material sites, ADNR will want to weigh in on the design details.

Dave Griffin (ADNR) said it might be a good idea to find a “Plan B” for material sites that are outside the Park because there is a lawsuit in the Alaska Supreme Court about disposal of legislatively designated state lands; it is pulling into question what ADNR can permit. Tom Schmid (DOT&PF) said the cost of materials outside of the Park is very high because the haul distance is greater.

Dave Griffin (ADNR) said he likes the idea of quarrying rock out of view.

Tom Schmid (DOT&PF) said that we would need to start the process of the land exchange as soon as possible to accelerate the Section 6(f) process.

Jean Ayers (ADNR) said she just got a list of places that the Park is interested in acquiring and will send it to the team.

7. Other Discussion Items

Dave Griffin (ADNR) asked when the updated MOA would be started on between DOT, DNR and ARRC. Tom Schmid (DOT&PF) said that it's on his list; he just needs to get it moving again.

Tom Harrison (ADNR) asked when the next public meeting would be. Steve Noble (DOWL HKM) said mid-January.

Dave Griffin (ADNR) asked if any elected officials have been involved so far. Aaron Christie (DOWL HKM) answered that they have not been directly involved, however, were on contact lists to receive notice of public meetings, web site updates, etc.

Steve Noble (DOWL HKM) closed the meeting by letting people know that the next TAG meeting will be after the public meeting in late January or February.



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**Alaska Railroad Corporation/DOWL HKM Meeting NOTES
DECEMBER 16, 2013 at 3:30 p.m.**

PROJECT OVERVIEW AND GOALS

Reconstruct Seward Highway from MP 105-107 to address long-standing safety concerns by realigning the road and railway to meet current design standards and constructing recreational/parking areas. The DOWL HKM team will assist in preparing this project on an accelerated schedule for 2016 construction.

Major Discussion Items

- Local Review
 - Revisions to design that can further increase safety of the project
 - Elements that may inadvertently decrease safety
 - Revisions that may result in significant project cost increases
 - Revisions that may result in significant project footprint increases
- ARRC Requests/Concerns
 - Embankment for future construction of second rail (3 options)
 1. 42-foot embankment provided as part of project design
 2. 12-foot bench above elevation of slope protection on south face of embankment, ARRC to build rest of embankment at later date
 3. Bench on inside of curve adequate for ARRC to build entire embankment at later date

Brian Lindamood (ARRC) said the current rail construction method is mechanized with quarter-mile stretches of rail strings. The embankment needs to be wide enough to accommodate not only the track, but also provide enough space to build the track. Currently there is 24 feet planned, but 34 feet is required at a minimum. It is best to have the second set of tracks on the inside.

Aaron Christie (DOWL HKM) said the design shows a 40-foot minimum from the center of the track to the edge of the pavement, except where the rail is tying into existing track.

Brian said that the 42 feet would be required in the future to build the second track. Brian said the drainage swale zone cannot be included in this 42 feet because water will have nowhere to drain when the track is added in the future. He also expressed the need to have the clear zone outside of the 42 feet.

Tom Schmid (DOT&PF) said that he believed the goal of both ARRC and DOT&PF was to make sure that the project was planned for the future and would minimize work to be redone.

Brian said that whenever track needs to be moved 12 feet or more, it is more feasible to build a new track and destroy the old one. Track within 12 feet is usually moved using a loader and chain to drag the track to where it needs to go. He said that in a few areas along the project corridor, there is nowhere to drag from. In these places, the only way to drag the track is to build a pad. He said it would be easier to build a second embankment for a second track and then tear the first one down. Brian said if there is any way to bring the track in 10 feet rather than out 10 feet, it would make moving the track much easier.

Tom said that Brian needs to make sure that there is adequate separation to accommodate a second track. The current design does not have enough space adjacent to the proposed southbound pullout at the Windy Corner curve.

Aaron agreed and said it will be important to make sure there is enough room for both drainage and a second track.

- Development of the Falls Creek Trail head and preventing trespass onto ARRC property.

Brian said that there is not currently anything in this area discouraging people from crossing the tracks adjacent to the parking area. He suggested a fence and/or signage.

Tom said that is one of the few spots that does not have much of an attraction, but it would be something to keep in mind.

- Potential requirement by ARRC for DOT&PF to provide additional indemnity from the public use of ARRC's right-of-way where facilities are developed on the railroad right-of-way.

Brian said that this refers to a legal question having to do with the parking area. He said he has a blanket permit for moving roads around, but this permit does not mention parking lots. He said it will need to be run through respective legal departments.

Aaron asked what the railroad's position was on the parking lot, given that the lot did not provide much parking (a dozen spots) and required a deceleration and acceleration lane.

Brian said that a lot of people at ARRC do not like the parking lot. He believes closing the lot and installing signage directing users to the new parking lot on the other side of the road would solve several problems.

Tom said that there was a commitment to putting parking on opposite sides of the road. He thinks it is best to leave the parking area in the plans. It can be blocked off at a later date. Tom said that a parking lot on the southbound side did go through early documents and permitting. He thinks it is best to let users get used to the new pattern and change things later if need be.

Brian said if it went away, it would solve the clearance problem. They have issues with people throwing things on the tracks sometimes.

- DOT&PF to negotiate with DNR for same rights on any lands exchanged to accommodate proposed ARRC relocation

Brian said that ARRC's position is that they need to receive land exchanges that were promised in previous projects before going ahead with any land exchanges involved with this project. He said he has Federal Transit Authority (FTA) money running the entire length of the project. If the track runs outside the ROW, it creates an issue of spending federal money outside of the ROW.

Steve Noble (DOWL HKM) said the letter that Brian wrote said that this project won't get the go ahead until the issue with the submerged land gets resolved from a previous project. Steve asked Tom where the other project stands.

Tom said that DOT&PF was going to map the ROW for all three parties, but beyond that, he does not know that there is any effort.

Brian said ARRC, DOT&PF, and DNR need to find some way to make this work. He said ARRC's statutes (42.44.60) said that once a route was determined, DNR would give ARRC the property, but instead DNR gave as little as they could and then said that constitutionally they could not give ARRC submerged lands. Brian said that the legislative language says the opposite. Statute 42.43.60 says nearly the same thing, but the language is more direct. If ARRC needs to use this statute to force DNR to give up the land, they can do so. It requires the commissioner's signature and usually takes about 45-90 days to get the title signed over. Somebody at the commissioner's office is going to have to make the decision to make it happen.

Steve said it does not make sense that this project should be held up because of a previous project. He said he does not want this project delayed and it is his responsibility to make sure that does not happen. He asked what the submerged lands rights mean for the ARRC.

Brian said that according to the Federal Relocation Act, the ARRC needs to be made whole. The State won't give up submerged land. Due to storms, ARRC frequently has to do maintenance in these areas of submerged land. When they maintain ownership of

these areas, they can make repairs without consulting DNR. When they lack ownership, ARRC has to apply for an 850 easement from DNR. If any changes are made to an 850 easement that were not included in the original permit application, the suggested change has to go out for public comment.

Steve said that what this means is that if there are rock issues where the riprap is thinning, ARRC can only make repairs if they own rights to the submerged lands. They have a standing permit with the U.S. Army Corps of Engineers (USACE).

Brian said yes, that if ARRC changes anything, DNR can open up the process to public comment and delay action for several years.

Steve said it was not clear to him why this would happen if ARRC owns the surface rights.

Brian said that ARRC does not own surface rights. He said that if you look at the regulations, it is inconsistent, but there is no way to get around it. He said it is a constitutional issue and until the legislature changes it, there is nothing ARRC can do about it.

Steve asked if Brian would be willing to share the paperwork on the 850 easement on the Bird to Girdwood section.

Brian said that they don't have an 850 easement on Bird to Girdwood. They have the original paperwork. He said that he has the patent from the Federal Government, but the railroad is not located where it was in the original transfer.

Steve said that DOT&PF relocated the railroad since then.

Brian said yes, with the promise to fix the paperwork later, but it has not been fixed yet. He said ARRC did not know any better at the time and DOT&PF had bigger priorities. Now ARRC is in a situation where they may not be in compliance federally. Brian said if there was an incident with the ice climbers, ARRC would not be able to police a ROW that they do not own. They have an agreement with the ice climbers that is going well currently, but if something goes awry, ARRC does not have much leverage.

Steve said he will do what he can to get the language on the 850 easement from DNR.

Steve asked what rights ARRC has below high water. He asked if ARRC was able to fill below high water.

Brian said not without a USACE permit.

Steve said ARRC has to get a USACE permit anyway.

Brian said yes, but ARRC does not have to go through DNR, which can be time-consuming. Brian said he does not know how to fix this. Someone needs to get on the commissioner level to have them figure out how to transfer the rights.

Tom asked if ARRC was working the issue politically.

Brian said they started to push the issue on the Northern Rail expansion and gave up.

Tom said that project can still apply for an 850 easement, it just becomes more cumbersome.

Brian said that there is enough going on in the corridor to work with DNR and DOT&PF to come to a resolution. He said from a design standpoint, ARRC and DOT&PF will have to continually work with DNR if they apply for an 850 easement. He said they would live with the 850 easement on a temporary basis but only with the promise that this would be fixed.

Tom said that ARRC may also have to accept that this project will need an 850 easement. He said all agencies are subject to more regulations than they ever have been.

Brian said that right now if there is a problem, ARRC goes and fixes it. That won't be the case anymore. The ARRC planning window is 3-6 months. The 850 easement can require two years for changes to be made.

- Resolution of Section 106 issues (Determination of Eligibility)

Brian said ARRC is working on a model agreement with SHPO on the ARRC Palmer branch, which was determined to be historic. He said if ARRC can reach an agreement with SHPO, this same procedure will be followed to determine historic areas within the project.

Steve asked Brian to share the summary of the road map of the Palmer branch.

Brian said it is a programmatic agreement similar to what the Trans-Alaska Pipeline has with SHPO. It will either be a multi-listing or historic district deal where ARRC in the Palmer branch will go through one end of the railroad to the other to determine if there are historic areas. The hope is that they won't have to go through SHPO every time they want to do something. This will serve as an example for this stretch of railroad near Windy Corner.

Brian said that if the Palmer branch completes its inventory, this will start the process with the Windy Corner corridor. He believes that Portage Glacier to Potter Marsh will be declared a historic district.

Tom said that he does not believe this will affect design in any way.

Brian agreed and said that it is simply a big issue that needs to be kept in mind. He said ARRC is trying to save leg work where possible.



PROGRESS MEETING
December 9, 2013

PRINT NAME	ADDRESS	EMAIL	PHONE
Steve Noble	DOWL HKM, 4041 B Street, Anchorage, AK 99503	snoble@dowlhkm.com	562-2000
Tom Schmid	DOT&PF, PO Box 196900, Anchorage, AK 99519	tom.schmid@alaska.gov	269-0543
Brian Lindamood	ARRC, 327 Ship Creek Ave, Anchorage, AK 99501	lindamoodb@akrr.com	265-2494
Aaron Christie	DOWL HKM, 4041 B Street, Anchorage, AK 99503	achristie@dowlhkm.com	562-2000
Lesley Lepley	DOWL HKM, 4041 B Street, Anchorage, AK 99503	llepley@dowlhkm.com	562-2000



SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631

AGENCY TECHNICAL ADVISORY GROUP
MEETING #4

APRIL 9, 2014 at 10:30 a.m.

MEETING NOTES

ATTENDEES:

ADF&G

*Dave Battle
Will Frost*

ADNR Division of Parks & Outdoor

Recreation (DPOR)

*Jean Ayers (Land and Water Conservation
Fund)
Emily Lochart
David Griffin
Lucy Baranko
Rys Miranda*

ARRC

Brian Lindamood

ADNR Chugach State Park

Tom Harrison (Chugach State Park)

DOT&PF

*Tom Schmid
Quinten Arndt
Mark Boydston*

MOA Planning

Nicole Jones-Vogel

NMFS

Barbara Mahoney

DOWL HKM Team

*Aaron Christie, Kristen Hansen, Irene Malto,
Patrick Whitesell, Tamara McGuire (LGL),
Bill Evans, and Anne Brooks (Brooks &
Associates)*

1. Welcome/Introductions

Kristen Hansen (DOWL HKM) introduced the meeting by saying that the purpose of this agency Technical Advisory Group (TAG) meeting was to talk about the latest design details resulting from previous TAG meetings, ongoing design and environmental work.

2. Design/Environmental Process – Upcoming Milestones

Kristen (DOWL HKM) reminded the agencies that FHWA had determined the appropriate level of environmental documentation for this project to be a Re-Evaluation of the 2004 Categorical Exclusion (CE) document. The CE re-evaluation is planned to be completed this winter, contingent upon the other environmental analysis requirements being completed (i.e. the Section 4(f) Evaluation; Section 6(f) conversion process; and biological assessment / Section 7 consultation with NMFS). Kristen reviewed some of the upcoming design and environmental milestones that the project team is working towards.

*Next **Public Meeting**, April 24, 2014, from 6 to 8 p.m. Anne Brooks (Brooks & Associates) confirmed the date and time and indicated that postcards were mailed to stakeholders.*

***Plans-in-Hand** Design drawings are to be submitted to the Alaska Department of Transportation and Public Facilities (DOT&PF) by mid-summer 2014.*

***Biological Assessment.** The Beluga whale evaluation is expected to get under way this summer and fall. Tamara is working with the team to get the information she needs to begin.*

***Section 6(f) Process** involves several steps. The first, appraisals for conversion and replacement properties, will begin this summer. The Environmental Assessment (EA) for the conversion will get under way when Alaska Department of Natural Resources (ADNR) and DOT&PF reach agreement on the Right of Way (ROW).*

***Draft 4(f) Evaluation / CE Re-Evaluation** should be complete this fall.*

***Permitting.** The U.S. Army Corps of Engineers (USACE) permit application for fill in Turnagain Arm will be submitted this fall. The permit process will extend through fall and winter. The team hopes to have the USACE permit in place by April 2015.*

David Griffin (ADNR) asked if the team continues to expect construction to last two years. Aaron Christie (DOWL HKM) confirmed that the construction is scheduled to take two years.

***Final Plans, Specifications and Estimates** are to be completed by spring 2016.*

***Construction.** Construction is expected to begin in 2016 and extend through 2017.*

3. Design Updates

***a. Review current alignment/project limits.** Aaron Christie (DOWL HKM) passed out a set of graphics to attendees to aid them in understanding the design update to follow. Aaron explained how the project limits changed. He noted that at one time the project was considering correcting two curves to the south. These curves have been removed from the current scope because the crash history does not warrant an improvement. The removal also had a positive effect on the budget. Using the graphics to illustrate the changes, Aaron pointed to the tangent on the north end to explain how it was changed and extended north. He further noted where the divided highway going south was extended to line up with an existing tangent.*

***b. Review revised southbound lane and shortened acceleration lane.** Tom Schmid (DOT&PF) stated he wanted to provide the group with information on passing lanes and why a full 4-lane section is not being addressed at this time. He explained that in the approved Categorical Exclusion (CE) for the project there was a passing lane from Indian north and one from Rainbow to our project area. DOT&PF wanted to make sure that the Seward Highway MP 105-107 design did not prohibit either the passing lanes or a future four-lane scenario in the project limits. Tom stated he and upper management are sensitive to scope creep. He felt the analysis was important to bring to the attention of upper management and seek their guidance on whether*

to add the passing lanes to this project. DOT&PF asked the DOWL HKM team to look at these items.

Since the passing lanes are included in the original Seward Highway CE, why not incorporate them into our project? Aaron Christie (DOWL HKM) stated that the Seward Highway MP 105-107 project is meant to improve safety and adding passing lanes is not consistent with the goal of improving safety. In addition, the team evaluated the location of the passing lanes and distances required to achieve them related to the Seward Highway MP 105-107 project. Aaron showed that the 7,500-foot space necessary for a typical 5,200-foot passing lane is available on the north. On the south, a similar evaluation was completed, where a northbound passing lane began at the start location identified in the CE. He noted that the analysis shows a distance just short of a mile long, which would provide a minimum-length passing lane. The analysis concluded passing lanes are possible on either end and will not overlap with the Seward Highway MP 105-107 project.

Tom Schmid (DOT&PF) said the evaluation enabled the DOT&PF to make a conscious decision to not include passing lanes in the scope.

Tom Schmid (DOT&PF) added that improving the curves near Falls Creek trailhead was considered; however this would require sliver fills. Sliver fills are narrow build outs that are difficult to construct, costly, and provide very little benefit. The DOT&PF is refocusing and narrowing the limits back to the original vision. Falls Creek will be looked at with the Seward Highway Route Development Plan (RDP) that is just getting under way.

The Seward Highway RDP will take about two years to complete, and will focus on the segment from Girdwood to Anchorage. The RDP long-term vision will address many issues, including passing lanes, curve improvements, public land access opportunities, etc.

Aaron Christie (DOWL HIM) explained that passing lanes improve the level of service for the traveling public but do not improve capacity. After installing the passing lanes, a two-lane road remains.

Aaron Christie (DOWL HKM) noted that the other question that the DOT&PF wanted an answer to is whether the project could accommodate a four-lane cross section in the future. DOWL HKM's analysis showed that the new passing lanes would be added to the inside and the railroad would be relocated at the northern and southern limits of the project to accommodate a four-lane cross section.

Tom Harrison (CSP) asked if the proposed fill for the current cross section would accommodate the future four-lane width. Aaron Christie (DOWL HKM) indicated that this is the case, however additional relocations would be necessary only on the ends of the current project.

David Griffin (ADNR) noted the four-lane cross section showed jersey barrier separating the lanes. Aaron Christie (DOWL HKM) confirmed that jersey barrier is currently shown separating the lanes and jersey barrier use would be evaluated in the future.

c. Review pedestrian tunnels/routes. Aaron Christie (DOWL HKM) noted that the north parking area and turnout had been moved south to provide more separation between the parking area and the Alaska Railroad (ARRC) tracks. The current design provides about 50 feet at the pinch point. The team shortened the acceleration lane to eliminate some additional fill and safety considerations. The team did not want the acceleration lane and deceleration lanes to overlap and create weaving. The change eliminated the overlap.

David Griffin (ADNR) asked what the current materials estimates were. Aaron Christie (DOWL HKM) said the excavation estimate is about 520,000 cubic yards within the project limits; overall fill is estimated to require 1.25 million cubic yards, so about half of the material needed would come from within the project limits, and the other half from a separate material source.

Lucy Baranko (ADNR) asked for the length of the pedestrian tunnels. Aaron Christie (DOWL HKM) replied that the one under the divided highway is approximately 150 feet long; and the one under the railroad is 80 feet long. Emily Lochart (ADNR) stated that a tunnel 150 feet in length will be dark in the winter. However, it was noted that the parking lots would most likely be closed and gated during the winter, so it may not matter.

d. Emergency access. Aaron Christie (DOWL HKM) indicated that the emergency access area was selected in coordination with the Anchorage Fire Department. The access would accommodate a medium-size van to enable emergency responders to launch a Jet Ski or boat. He further noted that the pedestrian tunnels would accommodate the van, trailer, etc. Removable bollards would restrict access to all vehicles except emergency responders. The access road and boat launch would have a gravel surface.

Barb Mahoney (NMFS) wanted clarification that the motorized launch into Turnagain Arm is planned for search and rescue only.

Tom Schmid (DOT&PF) confirmed that the motorized access would be for search and rescue only. He said this area was selected because it has always provided access to water. Other access points to Turnagain Arm, such as at Bird Flats, are often dry. This represents an ideal location for search and rescue. The addition to the project will make search and rescue access from Girdwood and Anchorage possible.

e. Other changes to the design - rock cuts. When the TAG last met, the question of vertical or bench cuts was discussed and unresolved. There were various opinions from the agencies regarding whether bench cuts would create beneficial sheep habitat, and whether that could create additional problems by adding another viewing opportunity and exacerbating unsafe behavior of tourists and others pulling off to view the sheep. Based on recommendations from DOT&PF's geotechnical engineers, the project will only include vertical cuts. This decision was based primarily on safety considerations, as rocks tend to tumble and launch off the benches into the roadway, creating a safety hazard. .

Dave Battle (ADFG) asked what length of the project corridor would end up being vertical cut, and how tall the vertical walls would be. Aaron Christie (DOWL HKM) responded about 600-700 feet of the corridor would be vertical cut according to current plans, and the cut would likely be about 140-150 feet at its highest point.

4. Update on Material Site Investigation

DOT&PF is in the process of completing the materials investigation. The drilling crews just completed Material site 6 near MP 104 (near Indian) and are finishing Material Site 2 near MP 108. The crews are completing the work with a mobile drill rig and helicopter. The crew will drill some test holes at Windy Point. The investigation fieldwork should be wrapped up within a week. Analysis of the data will follow in the office. Communications with the community went well. Once the results come back, DOT&PF will determine which material site is most suitable for this project.

5. Discussion Topics

a. Connection to Turnagain Arm Trail (Johnson Trail). Bill Evans (Landscape Architect) provided an overview of the conceptual design for a connection to Turnagain Arm Trail. Pointing to graphics, he showed where sheep typically concentrate and noted that the trail is primarily a scenic overlook, sheep viewing and recreation area. Using the graphics as a guide he showed access is through a series of acceleration and deceleration lanes and a roundabout.

He further described the area accommodations to include six oversize vehicle spaces, handicapped parking, and an additional 27 parking spaces for the area closest to the trailhead. The parking area to the south would have an additional 7 spaces for oversize vehicles and 27 standard vehicle spaces. . He pointed out planned interpretive kiosk areas with spotting scopes, restrooms, an elevated walkway and additional spotting scopes. His design is planning to expose the rock as much as possible and attempt to minimize railings for anything over a 30-inch drop. He stated that future additions could include bicycle racks and restroom locations.

Bill Evans noted that the concept shows a complete build out. The DOT&PF and ADNR will need to coordinate with each other to determine the extent of the build out, and establish maintenance and operations agreements.

Bill Evans explained that the small drainage is proposed to be re-routed closer to the pedestrian amenities to provide a nice aesthetic (visual and acoustics of rushing water) for recreationalists. A culvert is shown on the plan to allow the small drainage feature to pass underneath the highway. However, after additional thought, due to the small amount of water anticipated, we intend to redesign so that the water percolates into the subgrade. This will avoid issues with water coming in from Turnagain Arm upstream of the culvert at high tide.

Tom Harrison (CSP) asked what the parking lot grade was relative to the highway. Bill Evans responded that the low point (ARRC track) is about 30 feet. The parking lot grade is relatively close to the elevation of the track and the proposed highway is anticipated to be a few feet above the parking lot. The idea was to tuck the area into the landscape and shield users from wind.

Tamara McGuire (LGL) asked whether the design was trying to maintain the two big rocks and their use to the extent possible. Bill Evans responded that that is the intent. He is trying to work with the existing features. He added that the elevations would take the pedestrian above the

motor homes on the highway. He was also trying to slope into wind so the snow blows clear of the area in winter.

Bill Evans explained that the existing Turnagain Arm Trail is about 2-3 feet wide, surfaced with native soil, and has grades of 10-15%. Some of the trail requires climbing over boulders. The project will not make the trail connection ADA accessible, but provide a trail similar to what is there today, as it will have to traverse a 20-foot cut.

Tom Harrison (CSP) concurred, stating that the rougher trail would also discourage lots of folks from entering sheep habitat areas.

Bill Evans also said the overall site plan concept tries to minimize curvature to aid maintenance and operations. He pointed out where the design accommodates the future multipurpose pathway, extending both north and south from the area.

David Griffin/Lucy Baranko (ADNR) asked why the trail was not extended on the mountain side of the roundabout. Bill Evans responded that most of the tourists will park on the water side of the lot so it made sense to extend the trail along the roundabout on the south side.

b. Mitigation to address ARRC trespass. *Bill Evans (DOWL HKM) explained the details of accommodating pedestrians in a safe manner that discourages trespass on the ARRC. This feature also reflects a desire to eliminate railings by reducing heights of benching.*

Barbara Mahoney (NMFS) wanted an explanation of the circulation and access. Bill Evans explained how the traffic flow would work.

Barbara Mahoney (NMFS) wanted to know how the design of water access would prohibit use by folks other than search and rescue. Bill Evans indicated the design is intended to provide emergency responder motorized access to Turnagain Arm. The motorized access is not available for the general public. The area would be signed for this use and bollards would prohibit use by others. Barbara said that this should be addressed in the biological assessment.

Tom Schmid (DOT&PF) asked Brian Lindamood (ARRC) if the project was moving in the right direction as it relates to the Alaska Railroad and trespass. Brian confirmed that it was.

Tunnels would need lighting per David Griffin (ADNR) who asked if the team had looked at options to generate light onsite, such as solar. Aaron Christie (DOWL HKM) stated that the team has not looked at alternative energy. Tom Schmid (DOT&PF) said we would have to look at this. The goal for both DOT&PF and ADNR is to minimize the electrical bill. DOT&PF and ADNR budget constraints are well known.

Anne Brooks (Brooks & Associates) asked David Griffin (ADNR) if ADNR had locations where solar was in use. David responded none he was aware of. Tom Harrison (CSP) said that CSP might prefer not lighting the tunnels. CSP's experience is that where existing tunnels are lit, the lighting is broken. He thought that we might consider summer use only for the tunnels. Another commenter suggested that maybe the team could consider light emitting diodes (LED), solar panels or light tubes.

6. Open Discussion/Questions/Permitting Issues

Tom Schmid (DOT&PF) said he thinks the public would be happy if we can bring this to fruition.

David Griffin (ADNR) asked what is it going to take to run this facility. He feels that restrooms will be needed. Tom Schmid (DOT&PF) responded that we need the agreement between ADNR and DOT&PF.

Bill Evans said that when the sheep are at Windy Corner, the people will be there. Hikers will stop at Rainbow. People will be attracted to sunsets. We are talking about a desirable destination that will attract use.

One commenter suggested that we consider seasonal use and pointed out that Beluga Point is extremely well used.

Think of all the things that make this the best facility possible.

Tom Harrison (CSP) asked what the team is looking for from the agencies. Kristen Hansen (DOWL HKM) responded that we would like feedback and input on the materials presented today.

Tom Schmid (DOT&PF) suggested that perhaps the approach to finalizing the Memorandum of Understanding for operation and maintenance between DOT&PF and ADNR could include staff sitting down to go through an agreement point by point and hammer out differences. DOT&PF and ADNR need to determine where responsibilities are. Tom Schmid (DOT&PF) stated he is still trying to keep his management aware of the value of the amenities and how this enhances the safety of the highway.

David Griffin (ADNR) wants to look at an operations plan. Tom Harrison (CSP) said ADNR would look at the operations and maintenance agreement. ADNR has a piecemeal plan along the corridor and wants to determine the bigger picture for the whole corridor. Tom Schmid (DOT&PF) stated he would like to hammer out the corridor-long document with the Seward Highway Route Development Plan. Tom Harrison (CSP) said it might be necessary to review the existing agreements along the corridor and the statutory responsibilities. There are some gray areas that need to be defined.

One commenter asked how the site plan elements could be funded. Suggestions were to draw in legislators and others to get some support for the improvements and the funding to maintain them.

Next meeting topics:

- **Results of material site investigation**
- **Update on design**
- **Summary of public input from April 2014 meeting**
- **Input from DNR re: proposed parking lot amenities**
- **Operations Plan / MOU between DOT&PF and ADNR**

- *Update on Section 6(f) process / proposed compensation plan*

Next meeting date: To be determined (June/July 2014)



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Highway Design

Region: Central

Prepared/Facilitated by: _Brooks & Associates_____

Meeting Location: Girdwood Community Center **Date:** 04/24/2014 **Time:** 6-8 pm

Project No. (Federal/State): 56631/NH-0A3-1(34)

Project Name: Seward Highway: MP 105-107 Windy Corner

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Advertising: *Anchorage Daily News*, 4/16/14 (attached); *Peninsula Clarion* 4/13/14 (attached); *Turnagain Times* 4/17/14 (attached); public service announcement requests sent to radio stations KWHL-FM, KBBO-FM, KEUL-FM, KNBA-FM, and to GCI Cable TV; constant contact email 4/10/14 and 4/23/14; ADOT&PF online notice and online calendar 4/10/14; website home page notice 4/9/14. Other: Postcard mailer sent to 1470 individuals, elected officials, regulatory and government agencies (postcard attached, mailing list on file); email notice sent by the Anchorage Federation of Community Councils 4/20/14; *Anchorage Daily News* online calendar 4/10/14; Facebook update 4/10/2014; Facebook advertisement campaign 4/15/14 to 4/24/14.

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 29 people signed in (attach copy of sign-in sheet)

Number of Minority present: __1____ Number of Women present: 8_____

Was an interpreter required? No

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

- If applicable, were Title VI issues addressed in the meeting? How?

- If applicable, were Title VI issues resolved? If not, please explain.

- Other Comments:

***Total number of citizens on CAG:** _____

***CAG Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34) Date: **Thursday, April 24, 2014**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DAVID EVANS	6010 AUSTRIA DR ANCHORAGE AK 99516	3498373	M	W
Rick Maron	P.O. box 110888 Anch 99511 rmaron@alaska.com	349-3064	M	W
Diana Livingston	PO Box 580 Girdwood 99587	7832128	F	W
Lynne Aron	aron@arsalaska.net	783 0771	F	W
Richard Parry	Box 105 Girdwood AK 99587	441-1613	M	W
Anne Brooks	on file		F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Thursday, April 24, 2014**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Kristen Hansen	4040 B St. Anchorage, AK 99503	562-2000	F	W
Bill EVANS	3036 KINGFISHER DR Anch AK 99502	223-2396	M	W
John	Girdwood AK		M	A
ALAN DUNKLE	PO Box 348 Girdwood	783-2662	M	
Michael Montague	P.O. Box 371 Girdwood, AK 99587	783 2086	M	W
George Stewart	4431 EDINBURGH DR Anchorage 99502	522- 1062	M	W
Konrad Mittelstadt	170 Old Johns Rd Indian, AK 99540	—	M	
ARON JUNGENSELE	ADOT, PF		M	W
Tom Carpenter	Granite PO Box 1017 Girdwood		M	W
David Griffin	david.griffin@alaska.gov	264-8696	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

2 of 4

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Thursday, April 24, 2014**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DAVE + CAMILLA SEIFERT	P.O. BOX 116 GIRDWOOD 99587	783- 2870	M+F	W
JODY LIDDICOAT	Box 749, Girdwood	830- 5607	F	W
William Chadwick	Box 915, Girdwood	783 2811	M	W
CeCe Mendonca	Box 3 Gird	0300	F	W
Mike Opeltke	P.O. Box 198 Girdwood	783 2464	M	W
Sue Liebner	P.O. Box 565 Girdwood	783- 0950	F	W
Larry Petersen	PO Box 565, Girdwood	783- 0950	M	W
Tom Meacham	9500 Prospect Dr. Anchorage 99507	346- 1077	W	W
HANK HOSFORD	P.O. B. 1511 GIRDWOOD	317- 9909	.	
Steve Noble	4041 B St. Anch. AK 99503 99503	7 562-2000	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

3 of 4

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. 56631/NH-0A3-1(34)

Date: **Thursday, April 24, 2014**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Kevin Opalka	kopalka@gmail.com			
Dan Kikind	dkikind@gci.net			

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

268714
0000995142
\$ 567.20

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Joleesa Stepetin
being first duly sworn on oath deposes and
says that he is a representative of the
Anchorage Daily News, a daily newspaper.
That said newspaper has been approved
by the Third Judicial Court, Anchorage,
Alaska, and it now and has been published
in the English language continually as a
daily newspaper in Anchorage, Alaska,
and it is now and during all said time was
printed in an office maintained at the
aforesaid place of publication of said
newspaper. That the annexed is a copy of
an advertisement as it was published in
regular issues (and not in supplemental
form) of said newspaper on

April 16, 2014

and that such newspaper was regularly
distributed to its subscribers during all of
said period. That the full amount of the fee
charged for the foregoing publication is not
in excess of the rate charged private
individuals.

Signed Joleesa Stepetin

Subscribed and sworn to before me
this 16th day of April, 2014

Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

05/18/15

SEWARD HIGHWAY
MP 105-107
**Windy Corner**

Open House
Thursday, April 24, 2014
6 to 8 p.m., Presentation at 6:15 p.m.
Girdwood Community Center
250 Egloff Drive, Girdwood

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a second public meeting on the Seward Highway MP 105-107 (Windy Corner) project. At this meeting, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March. If you are unable to attend the meeting, the team will post the meeting materials on the project web site on or before April 22, 2014.

For more information contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowhkm.com



The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvtrts/titlevi.shtml.

www.dowhkm.com/projects/windycorner



PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Becky Thomas being first duly
sworn, on oath deposes and says:

That I am and was at all times here
in this affidavit mentions, Supervisor of
Legals of the Peninsula Clarion, a news-
paper of general circulation and published
at Kenai, Alaska, that the
Open House

a printed copy of which is hereto annexed was
published in said paper one each and
every day for one successive and
consecutive day in the issues on the
following dates:
April 13, 2014

Becky Thomas

SUBSCRIBED AND SWORN to me before
this 16th day of April, 2014

Jane Russell

NOTARY PUBLIC in favor for the
State of Alaska.

My Commission expires 27-Aug-16

SEWARD HIGHWAY

MP 105-107



Open House

Thursday, April 24, 2014

6 to 8 p.m., Presentation at 6:15 p.m.


Girdwood Community Center
250 Egloff Drive, Girdwood

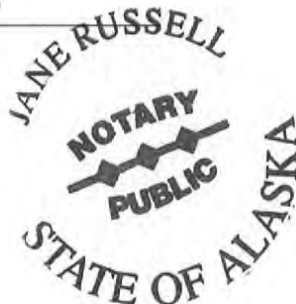
The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a second public meeting on the Seward Highway MP 105-107 (Windy Corner) project. At this meeting, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March. If you are unable to attend the meeting, the team will post the meeting materials on the project web site on or before April 22, 2014.

For more information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowhkm.com

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cv/rts/titlevi.shtml.

 www.dowhkm.com/projects/windycorner



Brooks and Associates
1704 Rogers Park Court
Anchorage, AK 99508

Affidavit of Publication

State of Alaska
Third Judicial District

Ken Smith, being first duly sworn on oath deposes and says that he/she is a representative of the Turnagain times, a semi-monthly newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a semi-monthly newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on April 17, 2014, and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed,

X



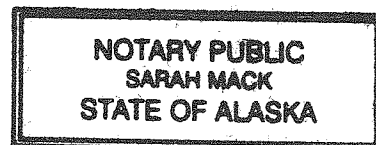
Subscribed and sworn to before me this 22nd day of April 20 14

X



Notary public in and for the State of Alaska. Third Judicial District, Anchorage, Alaska

My commission expires: 02/14/16



Public Meeting Notice: Seward Highway Milepost 105 to 107, Windy Corner

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a second public meeting on the proposed Seward Highway MP 105-107 (Windy Corner) project.

At this meeting, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March.

If you are unable to attend the meeting, the team will post the meeting materials on the project web site on or before April 22, 2014.

For more information contact:

Anne Brooks, Public Involvement Coordinator

Toll free: 1-866-535-1877

Email: windycorner@dowlhkm.com

<http://www.dowlhkm.com/projects/windycorner/index.html>

It is the policy of the DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

Attachments, History, Details

Attachments

None

Revision History

Created 4/10/2014 1:01:59 PM by mlbyrd
Modified 4/10/2014 2:34:45 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	#56631
Publish Date:	4/10/2014
Archive Date:	5/15/2014
Events/Deadlines:	Public meeting on the proposed Seward Highway MP 1 4/24/2014 6:00pm –



Camden Yehle <camden.brooksalaska@gmail.com>

Windy Corner Open House Invitation - Thursday April 24th, 2014

Anne Brooks <comments.brooksalaska@gmail.com>

Tue, Apr 8, 2014 at 6:04 PM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



Seward Highway, MP 105-107, Windy Corner

State Project No. 56631/Federal Project No. NH-0A3-1(34)

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a second public meeting on the Seward Highway MP 105-107 (Windy Corner) project.

Public Open House

When: Thursday, April 24th, 2014**Where: Girdwood Community Center,
250 Egloff Dr, Girdwood****Time: Stop by any time between 6 and 8 PM****Presentation at 6:15 PM**

At this meeting, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March.

If you are unable to attend the meeting, the team will post the meeting materials on the project web site on or before April 22, 2014.

Visit the project website www.windycorner.info to learn more about the project and schedule.

For additional information contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll free: 1-866-535-1877

Email: windycorner@dowlhkm.com

Like us on Facebook 

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

Forward email

This email was sent to anne.brooksalaska@gmail.com by comments.brooksalaska@gmail.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Brooks and Associates | 1704 Rogers Park Court | Anchorage | AK | 99508

THIS IS A TEST EMAIL ONLY.

This email was sent by the author for the sole purpose of testing a draft message. If you believe you have received the message in error, please contact the author by replying to this message. Constant Contact takes reports of abuse very seriously. If you wish to report abuse, please forward this message to abuse@constantcontact.com.



For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooksalaska@gmail.com

PUBLIC SERVICE ANNOUNCEMENT
SEWARD HIGHWAY MP 105-107 WINDY CORNER OPEN HOUSE
GIRDWOOD, ALASKA

30 SECOND SPOT

(Girdwood, Alaska) – The Alaska Department of Transportation and Public Facilities invites you to an open house for the Seward Highway milepost 105-107 Windy Corner project on Thursday, April 24th, between 6 and 8 p.m. with a presentation at 6:15 p.m. The meeting will be held at the Girdwood Community Center. At the open house, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March. For more information call Anne Brooks toll free at 866-535-1877.

###

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”

Facebook Posts:

To be posted 4/10/2014 on the Windy Corner Facebook page:

The project team has been working with agencies and doing geotechnical investigations and it is time to get YOUR feedback on the current design. There will be an open house on Thursday, April 24 at the Girdwood Community Center. Stop by any time between 6 and 8 pm, but there will be a presentation at 6:15 pm. Click here for more info about the project
<http://www.dowlhkm.com/projects/windycorner/index.html>

Use the postcard as a photo

To be posted 4/24/14:

Don't miss the open house tonight at the Girdwood Community Center. Stop by any time between 6 and 8 pm; there will be a presentation at 6:15 pm. Click here for more info about the project
<http://www.dowlhkm.com/projects/windycorner/index.html>

SEWARD HIGHWAY

MP 105-107



www.windycorner.info

Open House

Thursday, April 24, 2014

6 to 8 p.m., Presentation at 6:15 p.m.

Girdwood Community Center
250 Egloff Drive, Girdwood

*You're
Invited!*

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a second public meeting on the Seward Highway MP 105-107 (Windy Corner) project.

At this meeting, the project team will share the preliminary design for the project and seek your input. The team continues work on environmental documentation and crews began geotechnical investigations in the corridor in March.

If you are unable to attend the meeting, the team will post the meeting materials on the project web site on or before April 22, 2014.

For more information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowhkm.com

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

PRESORTED STD
U.S. POSTAGE
PAID
PERMIT NO. 537
ANCHORAGE, AK

SEWARD HIGHWAY

MP 105-107



House Public Meeting
Thursday, April 24, 2014

Postcard mailer sent to all
boxholders in 99587 and 99540
plus 136 addresses in project
mailing list.



Seward Highway: MP 105-107 Windy Corner

Project No. 56631/NH-0A3-1(34)

MEETING NOTES

SUBJECT: Seward Highway: MP 105-107 Windy Corner
PROJECT NO.: DOT&PF: 56631/NH-0A3-1(34)
GROUP: Public
DATE: Thursday, April 24, 2014
TIME: 6 pm to 8 pm, presentation at 6:15 pm
LOCATION: Girdwood Community Room
MEETING OUTREACH: See Table 1. Meeting Outreach
MEETING ATTENDANCE: 29 people signed in
MEETING MATERIALS: Aerial photo with proposed project overlay, comment sheets, fact sheets, crash statistics posters, cut and fill posters, overall Seward Highway improvement schedule poster, presentation
STAFF PRESENT: *DOT&PF:* Tom Schmid, Quinten Arndt
DOWL HKM: Steve Noble, Aaron Christie, Rachel Steer, Kristen Hanson, Bill Evans
Brooks & Associates: Anne Brooks

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format, location of materials, and availability of project staff to answer their questions. An overview of the current status of the project was given in presentation format. Questions were taken before, during and after the presentation.

The following feedback was submitted on comment sheets. Any emphasis was the commenters own.

Prompt: Does the current design meet your expectations for this important safety project?

- I would encourage the project group to reconsider the bike path inclusion.
- Passing lanes key. Year-round parking/year-round access to trail.
- The Seward Highway along the Turnagain Arm is lacking enough passing lanes. It is a huge safety issue. People passing when they shouldn't and cars not pulling out of the way when they drive too slow cause accidents.
- Nice design to this project = I understand the multiuse "busy" area but a passing lane should be added North of this project! 20 miles of no passing lane is dangerous! I drive this road daily and see people pass in dangerous areas taking chances with their life and mine! Please consider a passing lane closer to Potter Marsh so people may pass safely.

- Thanks so much to the Project Team for your presentation to us in Girdwood on April 24th. I appreciate the opportunity to comment. I commend you for your progress since your presentation last year. Your plan is achieving the primary objective of a safer highway. Incorporating the input from last as to provide recreational access to both the mountain and water sides along with the emergency rescue access is much appreciated.

We all recognize this project will come at a high impact in terms of the high cost, area for the roadway; cutouts to the mountain for fill source rock, and encroachment out into the waterway and to the marine system.

To reduce the extent of these impacts a proposal to the plan is:

- 1) Utilize the existing 2 lane roadway for the northbound roadway. It can provide a thru lane with turn/acceleration lanes for the North bound traffic.
- 2) Keep the railroad where it is now.
- 3) Route the southbound traffic over the railroad to the water side and straighten it to achieve the desired curve radiuses.

All the benefits of access to both sides and parking achieved by the current plan can be provided. Although the existing curve radius will still exist for the Northbound lane it will be as safe or safer than the existing plan with the extra lane and separation from oncoming traffic. And even though it will require crossings on each end over railway for the Southbound roadway this plan could be achieved with much reduced rock fill mining and excavation resulting in 1) reduced impact to the mountainside, 2) reduced impact out into the water, 3) reduced impact to the marine system, and 4) lower overall cost (\$\$\$\$).

The following comments were submitted within two weeks of the public meeting. Team responses are shown in *italics*.

These comments combine my personal observations as well as being representative of priorities expressed by the Girdwood 2020 Seward/Highway Safety Task Force.

1. Safety is the topmost priority.
2. Within the project, roadway and trail alignments requiring any direct crossing of active traffic lanes defeats the purpose of the project. I thought I saw at least one place where turning vehicular traffic crosses oncoming traffic.
3. Keep access to restrooms open in the winter, as is being done in the Bird Creek parking area.
4. Prohibit access to tidal flats to avoid people being stuck in the mud or stranded by tidal inflows. This access should only be available to emergency vehicles.
5. Provide safe access to Turnagain Arm waters for sport use only in areas where users do not have to cross on the mud flats.

Thank you for this opportunity to comment.

I just learned of the Windy Corner realignment project and meetings in Girdwood. Why is there not a meeting in Anchorage?

To whom it may concern:

I am completely opposed to this project.

Here's why.

1. Improved vehicle safety systems, such as (Google "vehicle safety technology"):

- Adaptive cruise control,
- Departure lane warning,
- Blind-spot and collision warning
- Rollover prevention

will, reduce traffic accidents along the entire highway to an extent that will dwarf any effect that physical changes in the roadway over only 2 miles is going to do. Note that only 12% of "Major Injury Crashes" and 11% of fatalities from Girdwood to Potter Marsh occurred in the 2-mile project zone; see Figure 1 from last year's AK DOT presentation. I would also note that the accidents/fatalities at mile 105-17 are not particularly worse than the surrounding 2-mile sections.

Put these undeniable technology improvements that are probably going to fix most of the problem together with the fact that the project fixes 2 miles that is responsible for only 12% of the problem at a cost of about \$70 million, and the project makes absolutely no sense. You can save a lot more lives with \$70 million directed somewhere else.

2. I see from a source on the web (DOWL HKM) that the proposed construction project intends to use material from the sites shown in Figure 2 below. Figure 3 shows what one of these sites looks like (Bird Creek parking area) after the materials have been removed. In my opinion it is as about as ugly as you can get. The highway is currently a National Forest Scenic Byway, an Alaska Scenic Byway and All-American Road.

I don't want Turnagain Arm scarred in this way for no good reason.

Thank you for the opportunity to comment on this proposal.

I was unable to attend the Open House last night in Girdwood and I am interested in the Windy corner upgrade project. I tried the website www.dowlhkm.com/projects/windycorner and it will not give me access to the page.

Could you please send me the correct link to the project or fix the link. Thanks. *Sorry about that!*

Please try this shortened link: www.windycorner.info. Let me know if you have any problems.

The Seward Highway Safety Task Force is having our annual meeting in Girdwood the day before the Windy Corner meeting.

If you haven't already received an e-mail - the meeting starts at 10 AM on the 23rd in the Community Center. Hope to see you there. *Thanks for the heads up Hank. I'll be there.*

We've decided to postpone the Highway Safety meeting scheduled for the 23rd. I'll look for at your meeting on the 24th. *Thanks for letting me know. We hope to see committee members at the meeting Thursday and get your thoughts on the current design of the Seward Highway between milepost 105 and 107.*

The one addition that I have is to encourage the use of the mile 104 as a borrow site (it's in the plan) to enhance the sightline safety of that corner as a result of this project. And to take advantage of that work to improve the dangerous condition at Mile 104 at the same time.

I just learned of the Windy Corner realignment project and meetings in Girdwood. Why is there not a meeting in Anchorage?

Preserve the current wildlife habitat as it is, add parking on the west side, along with spotting scopes and 45 mph speed limit section through this area.

Comment Sheet Survey. The comment sheet asked commenters to rank amenities. The comment sheet prompt stated: “The design identifies amenities for viewing wildlife, access to trails, parking and interpretive kiosks, etc. Alaska Department of Transportation and Public Facilities (DOT&PF) and Alaska Department of Natural Resources (ADNR) may not obtain sufficient funds to operate and maintain all these features. Please rank these features in order of importance to you.” The following is a compilation of the responses.

Feature	Most Important 1	Somewhat Important 2	Neutral 3	Less Important 4	Least Important 5
Bicycle Racks		✓	✓✓✓	✓✓	
Emergency/Search and Rescue Water Access	✓✓	✓	✓✓	✓	
Interpretive Displays		✓✓	✓✓✓	✓	✓
Kiosks		✓✓	✓✓	✓	
Non-motorized Public Access to Turnagain Arm	✓✓✓ Prohibit except for sport use	✓	✓		
Parking	✓✓✓✓	✓✓			
Parking for oversize vehicles	✓✓	✓✓	✓	✓	
Restrooms	✓✓✓	✓	✓	✓	
Separated multi-use pathway	✓	✓✓✓✓		✓	
Spotting Scopes		✓✓✓	✓	✓	✓
Trailhead access to Turnagain Arm Trail	✓✓	✓✓✓		✓	
Trash Cans	✓✓	✓✓✓	✓		
Other (add your own):	✓(Passing lanes)				

Table 1. Meeting Outreach

Date	Outreach method	Description
4/09/14	Meeting notification on project website	Meeting notice on home page http://www.dowlhkm.com/projects/windycorner/index.html
4/16/14	Display advertising in <i>Anchorage Daily News</i>	Inviting the public to the open house
4/13/14	Display advertising in <i>Peninsula Clarion</i>	Inviting the public to the open house
4/17/14	Display advertising in <i>Turnagain Times</i>	Inviting the public to the open house
4/16/14	Public service announcement request sent to: KBBO-FM, KNBA-FM, KWHL-FM, KEUL-FM, GCI Cable	Sent with request to broadcast announcement inviting public to meeting
4/14/14	Postcard	Approximately 1,470 postcard invitations mailed to local businesses, residents, and agencies
4/10/14	State of Alaska Online Notice	Inviting the public to the open house
4/10/14	DOT&PF online calendar	Meeting listed on the DOT&PF online public meeting calendar http://dot.alaska.gov/creg/calendar.shtml
4/10/14 and 4/23/14	Constant Contact email and reminder	Provide email invitation to the meeting to project stakeholders
4/10/14	Facebook Update	Post about the meeting on the project Facebook page https://www.facebook.com/pages/Seward-Highway-MP-105-107-Windy-Corner-Project/450234331728338
4/15/14	Facebook ad campaign	Sponsored Facebook posts to invite people to the meeting and drive up likes for the project Facebook page
4/20/14	Federation of Community Councils notification	The Federation of Community Councils sent a meeting notification to their subscriber list

Related documents on file:

Sign-in Sheets
 Handouts (Comment Sheet, Fact Sheet)
 Comment Sheets received at meeting
 Postcard Mailer
 Public Service Announcements and Advertising
 Presentation

SEWARD HIGHWAY

MP 105-107



January 2015 Update

The Seward Highway Milepost (MP) 105 to 107 Windy Corner project team crafted this newsletter to keep you informed about a project in your area. This project is one of many developed by the Alaska Department of Transportation and Public Facilities (DOT&PF) to address traffic safety concerns on the Seward Highway.



The project includes separated northbound and southbound traffic in an area experiencing high crash rates, new roadside recreational facilities and wildlife viewing areas, acceleration and deceleration lanes for traffic turning into roadside facilities, a pedestrian tunnel under the highway, and emergency access to Turnagain Arm beneath the railroad. To provide space for the improvements, the railroad tracks will be realigned.

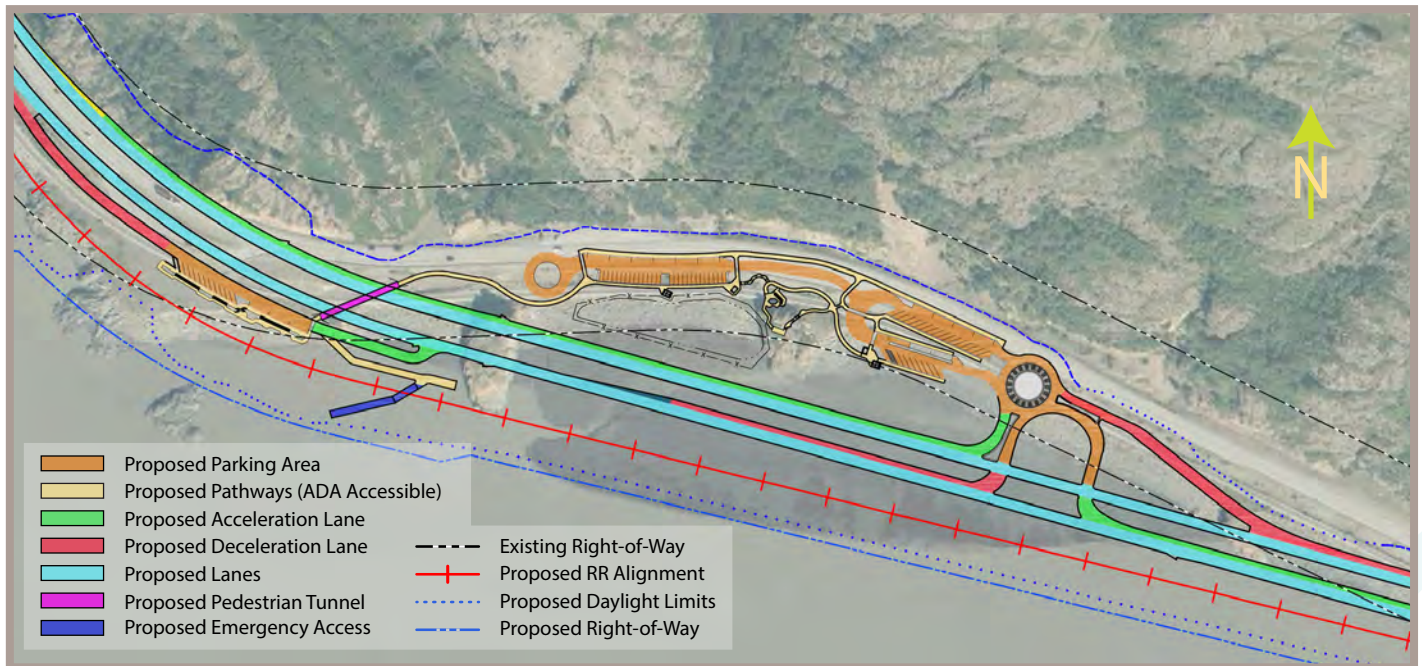
Improvements to this section of the Seward Highway are necessary for the following reasons:

- The highway segment from Anchorage to Girdwood is a designated Safety Corridor due to the elevated rate of high severity (e.g., fatal/major injury) crashes,
- Traffic operations between MP 105 and 107 are frequently disrupted by motorists slowing and parking along the highway shoulder to access recreational areas in Chugach State Park and to view wildlife, and
- Curves do not meet current standards and contribute to the corridor's elevated crash rate.



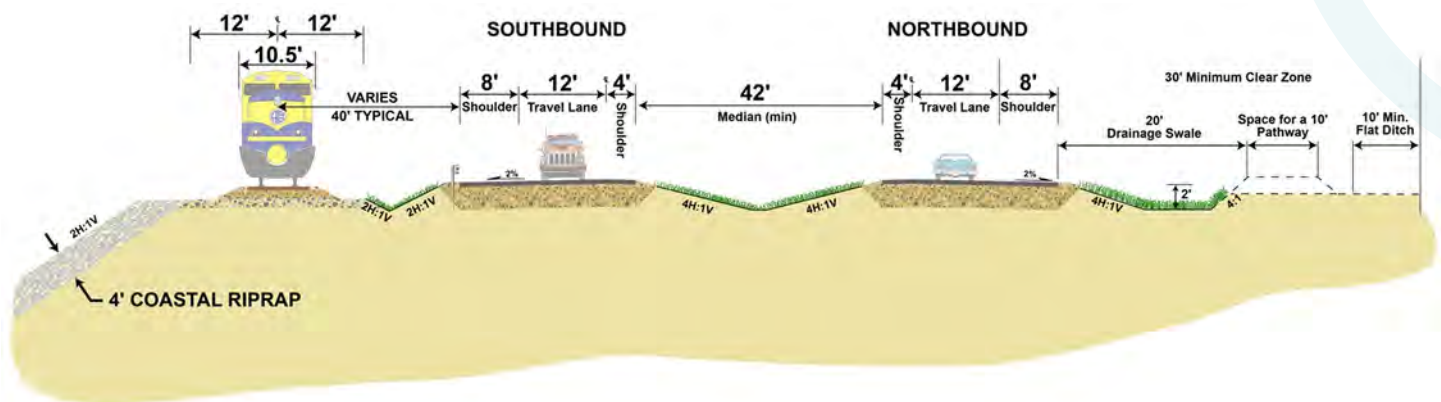
WWW.WINDYCORNER.INFO

Overview



What are the design concepts?

The project team continues the complex job of incorporating public and agency feedback into the project design—all while balancing overall project costs and environmental impacts. The design concepts are shown in the graphic below.



What are the challenges?

Challenges associated with the proposed project include:

- Limited space between the mountainous terrain and the inlet requires significant fill material to realign the road and railroad, and careful phasing to maintain traffic during construction,
- Changes to the visual experience for motorized and non-motorized users,
- Minimizing and mitigating impacts to marine mammal/fish and sheep habitat, and
- Right-of-way acquisition and access impacts to Chugach State Park.

Who is involved?

The proposed project is being completed using a combination of state and federal funds. Project development is in accordance with Federal Highway Administration (FHWA) guidelines. The team is developing the design with input from the public as well as local, state and federal agencies, including the Alaska Railroad Corporation, Alaska Departments of Natural Resources and Fish and Game, Chugach State Park, National Marine Fisheries Services, US Army Corps of Engineers, Anchorage Fire Department, and others.

Public Involvement

Two public meetings have been held, as well as four Technical Advisory Group meetings. The project team has also met with the Girdwood Board of Supervisors, Turnagain Arm Community Council, and Girdwood 2020. Comments will continue to be accepted throughout the design development. Some of the key issues expressed by project stakeholders are bulleted below. As issues arise the team endeavors to quickly respond.

- **Bike/Pedestrian Facilities:** Space for a future separated pathway is included in the current design.
- **Maintenance:** Maintenance for amenities such as trashcans and bathrooms will be undertaken by Chugach State Park to the extent allowed by available funding.
- **Material Site Selection:** Commenters expressed concern that material extraction sites for the approximately 1.8 million cubic yards of material needed could damage the natural beauty of the corridor. In collaboration with Chugach State Park, the team is exploring material site locations at MP 109 and MP 104.5, and methods to mitigate visual impacts.
- **Parking:** The design includes parking for northbound and southbound traffic to address one of the safety concerns at Windy Corner.
- **Railroad Trespass:** The design includes a tunnel below the railroad tracks and other features to reduce Alaska Railroad trespass. The tunnel also provides safe access to the inlet for emergency response personnel and recreational users.

Schedule

Design Study	Winter 2013 - Fall 2014
Preliminary Engineering and Environmental Documentation	Winter 2013 - Winter 2015
Design	Spring 2014 - Fall 2015
Right of Way Acquisition	Summer 2014 - Spring 2016
Construction*	2016 - 2017

* Depends upon availability of funding

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

PRESORTED STD
U.S. POSTAGE
PAID
PERMIT NO. 537
ANCHORAGE, AK

SEWARD HIGHWAY

MP 105-107



January 2015 Update

Visit the project booth at the Anchorage Transportation Fair to talk with project team members.

Anchorage Transportation Fair



February 4, 2015, 4 pm to 8 pm
Alaska Airlines Center
3550 Providence Drive, Anchorage

Continued Public Involvement

The project team will continue design development and begin permit applications and right-of-way acquisition over the next 18 months. The next public meeting is scheduled for summer 2015. Watch for opportunities to comment on permits and land exchanges on the project website.

Contact Us

Anne Brooks, Public Involvement Coordinator
Toll free: 1-866-535-1877
Email: windycorner@dowlhkm.com



Find us on
Facebook

Seward Highway MP 105-107: Windy Corner Project

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. To read the full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvirts/titlevi.shtml.

WWW.WINDYCORNER.INFO



Seward Highway: MP 105-107 Windy Corner

Project No. 56631/NH-0A3-1(34)

MEETING NOTES

SUBJECT:	Anchorage Transportation Fair
PROJECT NO.:	DOT&PF: 56631/NH-0A3-1(34)
GROUP:	Public
DATE:	Wednesday, February 4, 2015
TIME:	4 to 8 p.m.
LOCATION:	Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	368 people signed in
MEETING MATERIALS:	Fact sheet, comment sheet, aerial photos of project area and concepts
STAFF PRESENT:	<i>DOT&PF:</i> Tom Schmid <i>DOWL:</i> Steve Noble, Aaron Christie <i>Brooks & Associates:</i> Anne Brooks

MEETING INFORMATION:

Attendees were greeted at the door and asked to sign in. They were then provided with a diagram showing the layout of the event. Over 50 tables presented Anchorage area transportation projects. Community members were encouraged to ask questions of the project teams and to provide written comments. Written and verbal comments are transcribed below. All specific questions submitted have or will receive an individual response, which are summarized in *italics* where applicable.

The following comments were received for the Seward Highway Windy Corner project.

- A commenter wanted us to use the materials site at MP 104.5 because it would improve sight distance. Two friends of the commenter were killed at this location in separate crashes.
- Another commenter expressed support for the design as presented.

The following email comments were submitted.

- Hello, I am really sorry I missed your presentation at the Anchorage Transportation Fair. There are a couple of items I would like to address: * What statistics do you have to validate that mile 105 to 107 is rated as high severity (fatal/major injury) crash segment

of the Seward Highway? * by the time you complete your highway improvement there will be no wildlife to view! Thank You.

Response: Thanks for commenting on the Seward Highway MP 105-107 project. We have posted the project January 2015 update and the comment sheet from the Transportation Fair on the project website and have attached both to this email. Meeting notes recording what we heard at the fair will be posted to the site within the next week or so. Our responses to your questions and comments follow.

What statistics do you have to validate that mile 105 to 107 is rated as high severity (fatal/major injury) crash segment of the Seward Highway? The Seward Highway is a designated highway safety corridor. All statistics are available on the DOT&PF website at the following link:

http://dot.alaska.gov/comm/safety_corridors.shtml. During our analysis of the corridor we identified Windy Corner as an area of high major Injury and fatal injury crashes. We shared this with the public at our March 4, 2013 public meeting in the attached graphic.

We believe that our improvement will move traffic away from the sheep habitat areas. If you look closely at the proposed improvements, no changes will be made to the face of the rock in the Windy Corner area where the sheep are most likely to be spotted.

We have added your email to our notice list for the project. Watch for project updates and notice of future meetings. Anne Brooks, P.E., Public Involvement Specialist

- (I sent this email to windycorner@dowl.com but that email address is not accepting any emails right now.)

Anne Brooks,

Quoting the page on the DOWL website for the Windy Corner project, (<http://www.dowlhkm.com/projects/windycorner/index.html>) "The objective of the proposed project is to address traffic safety concerns in the vicinity of Windy Corner by realigning the highway and the railroad to meet current design standards"

I would like to know what the traffic safety concerns are for windy corner, referenced above, that justify this project. I am also interested in knowing in which way(s) the current condition of the road in the vicinity of windy corner does not meet current design standards. Thank you, Indian valley resident who drives past windy corner 10+ times weekly.

Response: Thanks for your interest in the Seward Highway MP 105-107/Windy Corner project. You want to know what the traffic safety concerns are for Windy Corner that justify the project. *The Seward Highway between Girdwood and Anchorage was designated as a Traffic Safety Corridor by the State of Alaska because it experiences a elevated rate of high severity (fatal and major injury)*

Seward Highway: MP 105-107 Windy Corner – February 4, 2015 Anchorage Transportation Fair Notes

crashes. Contributing factors made Windy Corner stand out because it is a popular area for sheep viewing along the highway, which disrupts traffic operations when motorists slow and park along the highway to view sheep and other wildlife. The activity creates high differential in speeds, and uncontrolled movement of traffic entering and exiting the highway.

The project area, MP 105-107, only represents 7% of the total Safety Corridor length, however, it accounts for 11% of the major injury and 11% of the fatal crashes in the corridor. The majority of the crashes are head on crashes. The DOT&PF initiated the project to develop a long-term engineering solution to the problem. The solution is to widen the highway to create a divided facility with a depressed median to reduce crossover collisions.

You also wanted to know what current features do not meet design standards. The curve radii in the area is substandard.

Please call or email if you have additional questions. Anne Brooks, P.E., Public Involvement Specialist

The following feedback was submitted on comment sheets received from members of the Anchorage Fire Department.

Prompt: Does the current design meet your expectations for this important safety project?

- Yes. There needs to be access for water rescue into Turnagain Arm.
- Yes. I had no expectations.
- Responding as a member of AFD [Anchorage Fire Department] Dive/Inlet Surface Rescue has been a real eye opener. Access to the southern end of Turnagain Arm is limited at best and at worst non-existent. I applaud the infrastructure improvements to the roadway at Windy Corner. The necessity of providing increased level of infrastructure, to safely handle an increased number of people safer, is essential. Increased numbers of people mean increased calls for aid from public police/fire/rescue/ems services. Please keep these response agencies' needs in mind with regards to plans. Access should entail a genuine access to Turnagain Arm that will allow for timely response.
- Yes. As a first responder with AFD and the water rescue team – I am encouraged to see several key features to this design. The divided highway with traffic flow lanes and dedicated parking are long over due safety features. The emergency access will also benefit our water rescue team immensely. Thank you.
- Yes. As a first responder on the inlet response team for 20 years we have had no legitimate access to Turnagain Arm. This will speed up our response and make it considerably safer.
- Yes. I work with AFD Station 4. Having an emergency boat ramp at that location is a great idea to save time on response. This is extremely important with the increase in water usage (recreational) in Turnagain Arm.

Seward Highway: MP 105-107 Windy Corner – February 4, 2015 Anchorage Transportation Fair Notes

- Yes. As an emergency responder the emergency access to launch watercraft and light boats is very important to me. The 14 foot by 8 foot high (minimum) tunnel under the railroad tracks will greatly expedite our response for the growing number of kite surfers. Widening and dividing the highway will also reduce the number of accidents.
- As an emergency responder with the AFD dive team it is important to me that an emergency access to the water goes through. Currently we have no point of access and many times have needed one. This will greatly reduce our response time. As cold water recreational activities are greatly increasing in the arm the importance we have access to the water grows every year.
- Yes. As a responder on the AFD dive team, the emergency access to the water on the Turnagain Arm will be a lifesaver. We currently have no such access between Anchorage and Girdwood, so having a way to launch here will be a huge time saver on responses where time can mean everything to victims in the water. Thanks!
- Yes. Presently recreational users are forced to illegally cross the railroad tracks. The Turnagain Arm is being used by recreational users more frequently. The fire department has no access to the Arm for their heavy rescue vessels in time of emergency response.
- Yes. Much needed emergency access for safety of continually increasing number of water sport recreators.
- Yes. Access for water rescue is needed for both high and low tides in Turnagain Arm.

Comment Sheet Survey. The comment sheet asked commenters to rank amenities. The comment sheet prompt stated: “The design may include amenities for viewing wildlife, access to trails, parking, etc. Alaska Department of Transportation and Public Facilities (DOT&PF) and Alaska Department of Natural Resources (ADNR) may not obtain sufficient funds to operate and maintain all these features. Please rank these features in order of importance to you.” The following is a compilation of the responses.

Feature	Most Important 1	Somewhat Important 2	Neutral 3	Less Important 4	Least Important 5
Emergency/Search and Rescue Water Access	✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓✓	✓			
Non-motorized Public Access to Turnagain Arm	✓✓	✓✓✓✓✓ ✓✓✓	✓✓✓	✓	✓✓
Parking	✓✓	✓✓✓✓✓ ✓✓✓	✓✓✓ ✓		✓
Parking for oversize vehicles	✓✓	✓✓✓✓✓ ✓	✓✓✓	✓✓✓✓	✓
Restrooms	✓✓	✓✓✓✓✓ ✓✓✓	✓✓✓	✓	✓✓
Trailhead access to Turnagain Arm Trail	✓	✓✓✓✓✓ ✓✓✓	✓	✓✓	✓✓✓✓
Other (add your own):					

Table 1. Meeting Outreach

Date	Outreach method	Description
01/06/2015	Project website	Meeting notice posted on the project website
01/06/2015	DOT&PF Online Calendar	Inviting the public to the event
01/07/2015 01/29/2015	Constant Contact email and reminder	Provide email invitation to project stakeholders
01/08/2015 01/15/2015 01/21/2015	What's Up Listserve	Announcement inviting the public to the event
01/13/2015	Community calendar	A request was sent to the <i>Alaska Dispatch News</i> to post the event on the online calendar
01/13/2015	Notice request sent to all community councils	Notice of event to be sent to community council memberships
01/15/2015	Transit Times newsletter with event notice, sent to 350 subscribers	Inviting the public to the event
01/15/2015	Alaska Mobility Coalition E Newsletter	Included an event notice
01/16/2015	State of Alaska Online Notice	Inviting the public to the event
01/21/2015	GovDelivery	Inviting the public to the event
01/21/2015	Facebook and Twitter update on DOT&PF's page	Inviting the public to the event
01/21/2015	Press release	Included information about the event
01/23/2015	<i>Alaska Dispatch News</i> display ad	Inviting the public to the event
01/22/2015 01/29/2015	<i>Anchorage Press</i> display ad	Inviting the public to the event
01/22/2015	<i>Chugiak-Eagle River Star</i> display ad	Inviting the public to the event
01/23/2015	Facebook ad	Inviting the public to the event
01/26/2015	<i>Alaska Dispatch News</i> online ad	Inviting the public to the event
01/29/2015	Notice sent to all registered Alaska Disadvantaged Business Enterprise (DBE)	Inviting the public to the event
02/02/2015	<i>Alaska Dispatch News</i> article	Article described the event and provided event details. Also included in list of Meetings and Seminars in the Anchorage area
02/04/2015	<i>Alaska Dispatch News</i> published event info in Events Calendar	Notice of event
02/05/2015	<i>Alaska Dispatch News</i> published event photo	Follow up coverage of event

Related documents on file:

- Sign-in Sheets
- Fact Sheet
- Comment Sheet
- Aerial Photos with Concepts
- Mailing List
- Display Advertising



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**DNR COORDINATION MEETING
March 18, 2015 at 1:30 p.m.**

Meeting Objectives:

Update DNR on status of appraisal process, review the steps in the process, and obtain concurrence on the path forward.

1. Welcome and introductions

Steve Noble (DOWL) gave an overview of the project and described recent changes to the objective.

Dave Griffin (DNR) requested that southbound (SB) traffic be able to use the median for left turns to the northbound (NB) parking lot in the future.

There was a discussion on the unpaved portions of the parking lots shown on the graphic. Dave questioned the use of gravel lots and said that if maintenance was an issue, Department of Natural Resources (DNR) would likely maintain the lots.

Steve explained that the restroom facilities were removed as part of the recent changes to the objective.

Dave requested a double restroom at the NB parking lot and said DNR would take over maintenance.

2. Project overview and design update

- Changes to the parking areas and access
- Longer auxiliary lanes that double as passing lanes
- Easier ability to maintain facilities and control access during off-season
- Noise analysis complete
- Continuing to pursue the documentation as a CE
- Overall footprint/size of parcel acquisition is not changing

3. Progress on LWCF Conversion process and review Yellow Book Appraisals

Bob Wright (DOWL) presented what has been done to-date.

Bob said the Acquisition Parcel contains a couple areas that are Land and Water Conservation Fund (LWCF) properties that will need to be converted. He said the value of the Acquisition Parcel will likely stay the same or go down once those areas are converted. He said the appraisal and the figures will be updated when this new information becomes available.

Materials Site 1 (19.6 acres) - \$53,000 Materials Site 6 (15.8 acres) - \$105,000 Acquisition Parcel - \$35,700	Replacement Parcel - \$231,300
Total Conversion = \$194,700	Replacement Parcel = \$231,00
Replacement Parcel – Total Conversion = \$36,300 surplus	

Bob said it appears there's enough value from the Replacement Parcel to cover the costs of the project parcels.

Al Burton (DOT&PF) said Statewide DOT&PF is reviewing the appraisals as required by LWCF and the appraisal reviewer needs more information on why this process is required.

There was a discussion on accessing material sites. Dave said a special use permit would be required.

Steve presented upcoming tasks and completion dates as noted in the table below.

Task Name	Anticipated Completion	Status
LWCF Section 6f(3) Concurrence		
Preliminary Compensation Plan Concurrence Request	9/2/2014	Complete
Preliminary Concurrence from DNR	9/30/2014	Complete
Project Parcels Yellow-Book Appraisal	1/30/2015	Complete
Review of Appraisals	2/16/2015	Complete
Submittal of Finalized Appraisal to DOT&PF	3/31/2015	Nearly complete
DOT and DNR discussion re: cost of conversion process/ decision about which replacement parcels to pursue	Apr 2015	
DOT decision to proceed with ROW acquisition of replacement parcels		No longer needed
Replacement Property Appraisals / Acquisitions		No longer needed
Environmental Assessment on the Replacement Properties and DNR / DOT Reviews		No longer needed
Submit Final Conversion Application	May 2015	
SLO, CSP and NPS Concurrence & Right of Entry	Aug 2015	
Management Authority and Title Transfer	Fall 2015	

Regarding the Environmental Assessment noted in the table:

Steve said that an Environmental Assessment (EA) is still required as part of the project and he would update the schedule accordingly.

Jean Ayers (DNR) said an EA would be required even though there are no land acquisitions. She said this EA can be brief and may include the same material as the Categorical Exclusion (CE).

Regarding Management Authority and Title Transfer noted in the table:

Tom asked if the completion date of Fall 2015 is reasonable.

Jean said yes and requested that DOT&PF submit title documents to her in May: she needs 30 days to review them and then National Parks Service (NPS) will need 60 calendar days to review them. Their [NPS] approval will be in the form of an amendment.

Al said DOT&PF would like to see a document from NPS for the replacement property before the easement document.

Bob said this will be a two-step process: first, the LWCF sites need to be converted and the protections moved from the LWCF properties to the trail sites and the acquisition, then titles need to be transferred for the entire project for the new easement and relinquished easement. There will be a title restriction placed on the Relinquished Parcel that creates a LWCF protection on the Replacement Parcel, so there's a possibility to convert without title transfers.

Al said a new ROW map and easement documents would be required.

Dave said he's not sure what the mechanism is to issue a public use easement for this area, but he will look into it.

Jean said Cindy Shoniger (DNR) or Monica Alvarez (DNR) in Lands would be able to determine how to make this happen.

4. Next Steps:

- Concurrence that the relinquishment parcel satisfies the requirements for conversion. Potential for banking or use on other projects?

Steve asked if the excess of \$36,300 could be kept. Jean said yes and to make sure that NPS notes an excess value and names the potential conversion that it will be used for (such as an upcoming project). She said that excess funds must be used within a 5-year period.

- Complete the Maintenance Agreement

Dave said the end of April would be a reasonable date to submit a draft of the maintenance agreement to DOT&PF.

Dave said maintenance for the parking lots would include trash, restrooms, and potholing. He said he will have to discuss these items with the Director.

- Complete appraisal review and NEPA process on all affected parcels

Steve said the appraisal review would likely be complete in April and NEPA would be complete in May.

- Submit application with general location map, current 6(f) map with conversion call-out box, new 6(f)(3) boundary map – May 2015.

Bob and his group will produce the application.

- Coordinate with SLO in submittal to NPS – May 2015.
- Remove/convert title on acquired parcels and transfer title on replacement property to DNR with title restrictions – Summer 2015.
- Design completion – Fall 2015/Winter 2016
- Bidding and start construction – Spring 2016

ACTION ITEMS			
COMPANY	WHO	WHAT	WHEN
DOWL	LNL	Send Dave and Jean 11 x 17 graphic	3/18/15
DOWL	BW	Send Jean the PDF of the appraisals	ASAP
DOWL	SKN	Update schedule to show EA	
DNR	DG	Research requirements for public use easement	

1:30 p.m.

[illegible]



SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631

AGENCY TECHNICAL ADVISORY GROUP
MEETING #5
June 4, 2015 / 2:00 p.m.

MEETING NOTES

ATTENDEES:

ADF&G

Dave Battle

ADNR Division of Parks & Outdoor Recreation (DPOR)

*Jean Ayers (Land and Water
Conservation Fund)
David Griffin
Lucy Baranko
Ryan Thomas*

ARRC

Brian Lindamood

ADNR Chugach State Park

Tom Harrison (Chugach State Park)

DOT&PF

Tom Schmid

NMFS

Barbara Mahoney

DOWL HKM Team

*Steve Noble, Aaron Christie, Kristen
Hansen, Patrick Whitesell, Bill Evans,
and Anne Brooks (Brooks & Associates)*

1. Welcome/Introductions

Kristen Hansen (DOWL) welcomed attendees indicating that the meeting was the fifth and final agency technical advisory group (TAG) meeting for the project. She further indicated that it has been over a year since the group last met.

Kristen stated the purpose of the meeting:

- 1) Review the latest design reflecting changes requested by DOT&PF in milestone design reviews;*
- 2) Review the status of environmental analyses, agency consultations, and NEPA documentation;*
- 3) Discuss any permitting issues; and*
- 4) Review the schedule and upcoming milestones.*

Steve Noble (DOWL) said the team wanted to bring everyone up to speed on the project. He stated that the team has been working towards a 2016 construction start and explained that the design phase work is well underway. In the last year, the team continued work on the environmental document, geotechnical investigations, and the Biological Assessment.

The Land and Water Conservation Fund (LWCF) appraisal process is complete and the team is working to follow the LWCF process carefully. The LWCF appraisals have been forwarded to the National Park Service. Design drawings have been submitted and the team has begun working through DOT&PF's review. A large part of the purpose for this TAG meeting is to review the revised footprint of the proposed improvements with agencies to ensure the project can be permitted.

2. Design Update

Aaron Christie (DOWL) summarized the design process. He stated that the Plans-in-Hand (PIH) (75% design) drawings were submitted to the DOT&PF in early November. Comments received from DOT&PF led to changes we will review at this meeting. The next step is to revise the PIH submittal. A summary of the changes is attached to the agenda and summarized below.

Roadway Design Changes:

- Passing lanes added northbound and southbound where the PIH design allowed room (approximately 4,600 feet). The passing lanes effectively create a 4-lane roadway section with no increase in footprint.*
- Removed acceleration and deceleration lanes. The changes reduced fill requirements. . The revised design resembles the configuration in Turnagain Pass, which provides consistency in the corridor. Maintenance preferred this change to reduce overall maintenance costs.*
- Removed roundabout, but left room for it in the future.*
- Northbound parking lot entrance and exit consolidated to one location.*
- Added northbound right-turn and southbound left-turn pockets, allowing for dedicated turning movement into proposed parking area. Tom Harrison stated that the turn lanes are important to CSP.*
- Removed southbound deceleration lane and added right-turn pocket.*

Tom Harrison (CSP) asked if the start point and end point remained the same?

Response: Yes, the start and end points remain the same.

Tom Harrison (CSP): Was the design brought before the Planning & Zoning Commission (P&Z)? Response: The team explained that three reviews are required for the Municipality of Anchorage Context Sensitive Design process. The first P&Z review, based on submittal of a Concept Report, consisted of an informational item for the commission. This review was completed October 13, 2014. Two reviews remain—one with P&Z at completion of the Draft Design Study Report and one when the design is approximately 95% complete with the Urban Design Commission (UDC).

Tom Harrison (CSP)/Dave Griffin (ADNR) noted that it is good that the southbound left turn lane is added back into the project.

Tom Schmid (DOT&PF) explained that the changes responded to DOT&PF maintenance concerns and provided consistency in the Seward Highway corridor. DOT&PF

Maintenance was interested in maintaining less pavement and increasing efficiency. Maintenance of the acceleration/deceleration lanes is challenging with the methods/equipment available. The revised design allows ADNR to gate the parking area in winter. In addition, the design easily accommodates any necessary daily and seasonal parking lot closures.

The northbound parking area retained the same number of parking spots but converted the surface for some parking from paved to unpaved. The number of restrooms was reduced from 2 (four seats) to 1 (2 seats), however space remains to add a second set of restrooms in the future. Signs and other amenities (informational kiosks) are the same when compared to the previous submittal. The exit to the area is consolidated.

Why no acceleration lane? To maintain consistency with similar facilities along the Seward Highway.

Lucy Baranko (ADNR): The gravel parking lot shows room for 6 RVs. How would they maneuver in the parking lot? What size RV? Aaron stated that the design team evaluated the design using a tractor-trailer turning templates. He did not have the exact length available. Other options for turning could include a hammerhead at end--the area is not fully designed.

Lucy Baranko (ADNR) Suggested that the design accommodate RV maneuvering or remove the RV parking spots. The team could consider signing "no RVs beyond this point." If any large vehicles go beyond there, the hammerhead won't work.

Dave Griffin (ADNR) suggested the team could enlarge the bend to add some large vehicle parking on the outside edges in the turn. Others suggested the turn would get really large and effectively build a wall of RVs and would not be attractive for other users.

Aaron continued to explain the northbound parking area changes indicating that the interpretive program would stay intact. The layout looks different from the previous project because the design was tweaked to match survey contours.

Aaron stated that the biggest change is for pedestrians. All pedestrian pathways moved to one side of the parking area providing a more straight forward routing to compliment the informal (unpaved) parking area.

Southbound traffic will merge with existing traffic, which is nearly identical to traffic patterns at the Turnagain Pass parking area.

Tom Harrison (CSP): Does this give DOT&PF any pain from a traffic perspective?

Tom Schmid (DOT&PF) stated that the State traffic engineer is ok with change. It may not be perfect, but DOT&PF is comfortable with the layout.

Dave Griffin: It seems at Turnagain Pass a pullout area is available [for a two step merge] and the cushion is desirable.

CSP expressed concerned about one restroom for 66 parking spaces. The team clarified that the single restroom would contain two seats.

Tom Harrison (CSP) stated he would provide official comments to the project team.

Aaron Christie (DOWL) summarized the changes to the southbound parking area: 14 parking spaces remain, 1 accessible, 11 standard and 2 RV spots. The new layout shows a reduction in one RV spot and an increase in 1 standard space. Signs and amenities remained essentially the same; one of the interpretive signs became a Kenai Mountains - Turnagain Arm National Heritage Area sign in response to the organization's request. The overall pullout and parking area is now at the same grade as the Seward Highway, which is consistent with other Seward Highway pullouts. The challenge facing engineers for this parking area was determining the pedestrian tunnel elevation to maintain necessary cover over the tunnel for the railroad loads while avoiding inundation during Turnagain Arm high tides. The design combines emergency access with an Americans with Disability Act (ADA) accessible pathway.

Tom Harrison (CSP): Have you run this by emergency rescue services? Yes, emergency services providers are excited about the concept. We will re-engage emergency responders in the final design steps. Responders are housed at Fire Station 4. A bollard or gate is planned to restrict public vehicle access. We anticipate use by others.

Is ARRC ok with this? Brian Lindamood (ARRC) said the pedestrian tube is fine, however, ARRC had earlier stated a desire to use a bridge structure instead of a tube which would allow more room.

Tom Schmid (DOT&PF) stated that one challenge was working with the tides. DOT&PF does not want the floor of the structure (tube or bridge) to be underwater at high tide because silt accumulation. The siltation is something that the DOT&PF is avoiding. The elevation at the bottom of the tunnel is 18-feet and an 8-foot clearance is provided in the tunnel. ARRC requested that the tunnel be extended to accommodate a second track in the area.

Dave Griffin (ADNR): Will the public be advised to go beyond the area? While it is not desirable to go there, people will want to go to the water's edge. DOT&PF is not going to promote public access with signs. People will go to the water regardless. The access is steep and not designed for accessibility. That will deter some people.

Tom Harrison (CSP) stated he didn't object to the southbound parking area, however it is not a high priority for Chugach State Park.

Barbara Mahoney (NMFS): Will signage be provided at the access gate? Response: Yes, signage will indicate the access is for emergency response only. The emergency response vehicles can drive on the proposed pathway. It is steeper with sufficient width to accommodate a pickup truck. The blue area shown in the graphic is the area where travel will be limited by height.

Barbara Mahoney (NMFS): Where is the water going? Response: The culvert is designed to be above high tide—at an elevation limited by the railroad grade and the tides. The new slope will be armored all the way to the bottom. Aaron shared a sketch showing the railroad height and the culvert in cross section view. If the emergency response remains from the southbound parking area, it may be possible to reduce the size of the tunnel. This is something that Aaron Christie (DOWL) will be addressing. Steve Noble (DOWL) stated that we couldn't change the tide or the railroad elevation, both of which must be considered when placing the pedestrian tunnel. If something more efficient cannot reduce the depth of cover, the height of the tunnel cannot change.

Barbara indicated she was concerned about the kite surfers because whale harassment has been reported. The whales move up Turnagain Arm with high tide. Tom Schmid (DOT&PF) stated it was very difficult for kite surfers to even see the whales in the silty water.

The group discussed the possibility of eliminating the connection between the southbound parking area and the water; changing the width and the surface of that pathway so it only accommodates pedestrian traffic; and making the emergency access from the northbound parking area through the tunnel. Barbara Mahoney (NMFS) felt the facility might be overdeveloped for pedestrians to accommodate the emergency response.

The overall timing was discussed as well with Bill Evans suggesting that future opportunities for the improvements may not become available. The ideas and discussion arose because of cost concerns.

The southbound parking area, ramp and emergency response access to the water is driven in part because the emergency response is from MOA Fire Station 4 in midtown. A response from the other (northbound) parking area would increase response times. People want to be on the waterside of the road, these people are now crossing the tracks. Our project is trying to balance the interests.

CSP felt the priority is the other piece [northbound parking area], not the southbound parking area. A pullout may still be needed, but it does not have to be such a wide structure.

Tom Harrison (CSP): From the park's perspective, when you put a big road there, people are going to focus on it. The walkway was originally 8-foot in width, however, when you put a vehicle on the pathway, the pathway needed to be wider. Parking access/area is the same as before. The differences are that you've eliminated the turnaround and a large portion of the lot is now graveled. Pedestrian pathway is the primary use. Emergency access is secondary.

Bill Evans: Pedestrian seating, etc., could break up the pathway.

Material Sites

Aaron reviewed the locations of Material Site #1 and Material Site #6 (the remaining material sites being considered).

Tom Harrison (CSP) was curious about the difference in fill requirement from the earlier concept to the current concept. Aaron said the fill requirements were within 10%. Tom Harrison would like to see the numbers.

David Griffin (DNR) asked if the team was looking for confirmation from the agencies that all were comfortable with the current concepts so the team could move forward with the design. Aaron and Tom confirmed that that was the case.

Aaron reviewed a concept for development of Material Site #1. The team sought to determine how much of the material site can be developed with an unexposed face. The concept shows the access beginning in the area already disturbed with the cut and excavation area behind the visible face. The area would yield approximately 2.3 million cubic yards of material.. The graphics provide a sense of scope, some contingency was added to the proposed excavation quantity. The site would accommodate the project. Tom Schmid (DOT&PF) explained that DOT&PF wants to focus on one material site. Preliminary investigation provided information on material quality.

Tom Harrison (CSP) stated there are social trails in the area.

Aaron continued showing a concept for development of Material Site #6. He said this site is difficult to mine without having the cut exposed.

DOT&PF is leaning toward designating Material Site #1 as the site for the project and telling the contractor this is where the material would be obtained. If the contractor has other ideas, he would bring that to the table and permit on his own.

Barbara Mahoney (NMFS) thought the other one might be a good one to use because of the other work planned in the area.

3. Environmental Process Overview and Schedule.

Kristen Hansen and Pat Whitesell provided an update on the environmental process.

- Biological Assessment for the Cook Inlet Beluga Whale
 - *Pat Whitesell reported that the baseline noise analysis and modeling is complete and it included analysis of blasting. The intent is to use all the available mitigation and avoidance techniques such as construction windows, observers, etc. to minimize impacts to belugas. The Draft BA was submitted to NMFS the week of May 25th. The draft BA concluded that with proposed mitigation measures,*

the project may affect, but is not likely to adversely affect belugas or their critical habitat.

- Section 106 Consultation
 - o *Railroad Determination of Eligibility completed and found to be eligible for listing on the National Register of Historic Places.*
 - o *SHPO concurrence w/ Finding of no Adverse Effects received February 2015*
 - o *Cultural/archeological investigation of material sites completed Spring 2015*
 - o *Separate Finding of No Effects Letter for material sites to be submitted late Summer 2015*
- Section 6(f) Land and Water Conservation Fund (LWCF) Process
 - o *Conversion and relinquishment property appraisals have been completed and submitted to DNR and NPS. Jean Ayers (DNR) noted that NPS has reviewed the appraisals, and determined that they meet yellow book requirements.*
 - o *The EA and final conversion application is anticipated to be submitted to DNR late summer or early fall, contingent upon final agreement between DOT&PF and DNR regarding the relinquishment parcel being sufficient to offset the conversion.*
- Programmatic 4(f) Evaluations will be completed later this summer. Two programmatics will be used for this project:
 - o *Minor Involvement with Parks and Recreation Areas*
 - o *Minor Involvement with Historic Sites*
- CE Re-Evaluation
 - o *DOWL is currently updating the CE document to reflect the current design and plans to submit to FHWA later this summer. FHWA may rule, after seeing the CE that an EA is necessary. Nothing will be known until the CE is submitted to FHWA.*
- Permitting - Fall / Winter 2015-16
 - o *Permits that DOT&PF will be applying for include:*
 - o *USACE Section 404*
 - *Mitigation for approximately 38 acres of fill within Turnagain Arm is anticipated to be accomplished through use of either the Great Land Trust in-lieu-fee program, or one of two mitigation banks that are close to being certified by the USACE.*
 - o *DNR Special Use Permit for development of material sites*
 - o *ADEC Section 401 Water Quality Certification*
 - o *ADEC APDES General Construction Permit*
 - o *MOA Noise Permit*

4. Project Design Schedule

- *Revised Plans-in-hand Design Submittal* *Summer 2015*

- *Next Public Meeting* *Fall 2015*
- *Final Plans, Specifications & Estimates* *Spring 2016*
- *Construction* *2016 – 2018*

5. Open Discussion / Questions / Permitting Issues

Tom Harrison (CSP) and Tom Schmid (DOT&PF) discussed the decision process and budget concerns for both Chugach State Park and DOT&PF.

Tom Harrison (CSP) asked if the tunnel would have to be lighted and if it did, would the DOT&PF pay for the electricity. Tom Schmid (DOT&PF) confirmed that DOT&PF would pay for the electricity since it was in the ROW.

The discussion continued to address the DOT&PF/DNR maintenance agreement, its contents and provisions. Tom Harrison (CSP) contends that it would address the entire corridor. Tom Schmid (DOT&PF) feels it needs only address this project, however the Windy Corner agreement may be a template that could be extended to cover the entire corridor. DOT&PF could entertain an agreement that addressed the whole corridor if those locations can be identified. The process to achieve consensus can become complicated and more difficult to get all parties to agree to it. The agreement should be consistent along the Seward Highway.

The perception that capital for construction is easy to come by was discussed, as was the difficulty of funding operations and maintenance for both Departments of Transportation and Natural Resources.

What date can we agree to work toward for receiving comments on the current concept design? Friday, June 19, 2015. CSP wants to prepare an official response, and not use a negotiate-as-we-go approach.

DOT&PF and CSP Attorneys General (AG) are developing findings regarding corridor land/right-of-way ownership. Tom Schmid (DOT&PF) has a draft from DOT&PF AG. CSP's AG is also working for the department on land issues statewide.

Tom Schmid said the same AG helped draft language for the legislative regarding land exchanges between DOT&PF and DNR. A bill did not get introduced this year. Tom said the DOT&PF's AG had lots of experience but he was not sure he is looking beyond the Seward Highway corridor. Tom Schmid's goal is to get clarity for the corridor, which would be good for DOT&PF, DNR and ARRC. It still may be necessary to fix the problem legislatively.

ADNR indicated that they would be unable to respond to the LWCF comments until the response from the AG is available because the results of the appraisal is based on the DOT&PF interpretation of ownership.

Dave Griffin (ADNR) noted that DOT&PF has ability to have a transportation corridor in the park. The boundaries are set by statute and all land is State of Alaska land. ADNR and DOT&PF management areas should be defined. If it is part of the park, DOT&PF cannot relinquish and no one at the meeting can make the final decision. All have to comply with state law. ADNR has same issue in other parts of the state—big issues, raising flags long before the Seward Highway 105-107 project. Staff needs to follow the law. The law spells out the ownership/management in black and white, and if it does not, staff will get the legislature to sort it out. ADNR stated they had just completed legislative action to define right-of-way for the Alaska Liquified Natural Gas (ALNG) and the Alaska Stand Alone Pipeline (ASAP) projects. ADNR learned the hard way that they must provide public notice for any land disposals. From ADNR, little issues may have statewide ramifications.

Tom Schmid asked if the ARRC had any comments. Brian Lindamood restated the ARRC's preference for a bridge instead of a tunnel. He also said the ARRC is ok with the approach being taken. The only thing still requiring some review is the DOT&PF analysis for the slope protection armor.



**SEWARD HIGHWAY
MP 105-107: WINDY CORNER
PROJECT NO. 56631**

**DNR PERMITTING COORDINATION Notes
October 15, 2015 at 1:00 p.m.**

PROJECT OVERVIEW AND GOALS

Reconstruct Seward Highway from MP 105-107 to address long-standing safety concerns by realigning the road and railway to meet current design standards and constructing recreational/parking areas. The DOWL team will assist in preparing this project on an accelerated schedule for 2016-2018 construction.

Major Discussion Items

Steve Noble (DOWL) said this meeting is intended to be a brainstorming/strategic discussion regarding interagency coordination and permitting of material sites for the Windy Corner project. He gave an overview of the project and said the project team is working toward construction in 2016.

Steve said the project team conducted six TAG meetings with DNR as well as meetings with the other agencies involved. Agreements have been tentatively met with ARRC and other agencies but no agreement has been reached with DNR.

Tom Schmid (DOT&PF) said one option would be to request an executive order from the Governor's Office. He said a bill was introduced to the legislature two years ago late in session without sufficient time to pass. Tom gave an overview of the different options available to the project team. The application process for a Special Use Permit (SUP) is simple, but is too simple for this project's purpose. He said permitting the material site properly, rather than stretching the scope of the SUP, will reduce the chance of litigation.

Tom said the project team is considering the idea of acquiring additional lands for CSP/DNR to reduce the likelihood of a legal challenge. There may be additional 4f concerns or impacts to mitigate as well that a land swap could satisfy. He will make the case to DOT&PF management to acquire additional lands as a way to compensate DNR/CSP for the project's activities in the park. This could set a precedent at DOT&PF.

Steve gave an overview of the materials included in the meeting packet:

- *Draft SUP Matrix*
- *Draft MOA Matrix*
- *Material Site 1- Unexposed Cut Concept Design*
- *Material Site 1- Rendering, October 2015*
- *Material Site 1- Unexposed Cut, View from Roadway*
- *Material Site 1- Rendering, November 2014*

Steve said DNR does not want another material site similar to the Bird Creek Parking Lot, which is reflected in the material site rendering change from 2014 to 2015. The unexposed cut concept design is for 2.3 million cubic yards of excavation, roughly 30% more material than will be needed as some material will come from the existing road corridor. The project will likely only require 1.5 million cubic yards of material. Steve said the exact contours of the material site will need to be determined as the project team coordinates with DNR (what will the excavation shape look like if less material is needed, harvesting priority, etc.).

Tom said that for now, the project team should only move forward with this material site and not the backup material site. Specifications for what the material site will look like after construction will be part of the standard reclamation plan. There is no indication that DNR wants a new trailhead or recreational features in the material site.

Sean Lynch (DOT&PF) gave a synopsis of his handout “Regulatory Approvals for Development of MP 109 Material Site.” He said DOT&PF needs to satisfy three regulatory approvals before opening a material site. There is no DNR Division of Parks (Parks) decision included in this approval, but it is important that Parks are in alignment as they will likely be the primary advisor to the DNR commissioner.

Sean said the DNR Division of Mining, Land, and Water (ML&W) is included but not Parks because ML&W is the DNR agency with the authority to transfer land. He said any ML&W land transfer is appealable.

Tom said concurrence from Parks will come sooner as part of the 4(f) environmental process. There may need to be an informal discussion with DNR regarding our approach before sending the formal letter for concurrence. This will happen fairly soon.

- **Agencies involved with this project:**

- DOT&PF Commissioner, Regional Director, Project Manager with Transportation AAG’s office
- DNR Commissioner, Dept. Commissioner, Director of Parks/Recreation with DNR AAG’s office
- Department of Parks and Outdoor Recreation; Dave Griffin-Jean Ayers (LWCF Conversions)
- Chugach State Park; Tom Harrison
- ARRC

- **Material Site #1 Review:**

- Site plan used for LWCF conversion (19.4 acres)
- Drilled by DOT&PF for material quality/quantity
- Appraised for LWCF conversion-process in motion
- Initial design for excavation of entire area exposing face of mountain
- Visual buffer to shield excavation area
- Current estimate of quantities for project
- Cross section diagram showing excavation/buffer
- Conceptual illustration of what site will look like after excavation

Bob Wright (DOWL) gave an overview of the Material Site #1 permitting process and SUP. He said the project needs to permit the use of material from the park to be used in the park. The SUP is the only tool CSP has to authorize commercial activity within the park. DNR cannot seem to find any record of how the Bird to Gird project and material site were permitted. We assume the DOT&PF/DNR MOA document is how the work was approved.

Bob described the SUP and its process. He said it does not fit the project’s purpose but another method has not been identified yet. Bob gave an overview of the attached Draft SUP Matrix to illustrate the complexity of progressing the project through the SUP. He explained the statutory reasons the Parks Director could reject the SUP and that the SUP would have a public comment period. The Parks Director could then approve the SUP with conditions (example conditions are listed on the DRAFT matrix; there are other potential conditions as well due to the Parks Director’s broad authority). If the Parks Director does approve the SUP there may be a third party appeal process, which is likely if the scope of the SUP is insufficient for the project’s needs.

Steve said the main concern with the Draft SUP Matrix process is a fairly strong chance the Parks Director would resist the SUP process for this use. He could deny it or draw conditions that could be difficult to overturn or comply with. This would result in significant project delay. What can we do to anticipate these conditions? We may discuss these conditions with DOT&PF leadership.

Tom asked if the new infrastructure the project is constructing in the park considered mitigation.

Kristen Hansen (DOWL) said infrastructure could be considered mitigation under 4f.

Tom said he is concerned the Parks Director wants the project to use the SUP for the material site permit so he can raise objections to the SUP application and win in the public opinion. Tom gave an overview of the PR issues to consider.

Steve said the issues the Parks Director could object to in the SUP process that would halt the project include the “non-adverse effect to the park” and “public value” conditions for SUP approval.

Tom said DOT&PF had considered purchasing the material site property outright. CSP objected selling the property for further extraction. The project team may want to reconsider purchasing the material site property outright.

Al Burton (DOT&PF) said DOT&PF has evaluated buying material sites in the past to allow future projects to access material, but instead decided to pursue permitting the sites. He said buying the property may be the best option now. He said there will be a lot of activity in the material site that is foreign to a park. Acquiring it as ROW is another conceivable option.

Sean Lynch (DOT&PF) said the 2000 Alaska Legislature passed legislation to lay out the property interest of what the DOT&PF is to receive. He said the DNR would have a reversionary interest in that material site but the exclusive management would be DOT&PF's. This is the only vehicle the DOT&PF was given by the Legislature. The project team could reference this law.

Sean said DOT&PF has the authority to hold land for highway purposes including material sites.

Al said there are existing material sites in CSP that were granted to DOT&PF before CSP was established in 1970. A material site trade could be considered.

Tom said there are a few DOT&PF owned material sites; one is located near Bird Point. This is another potential tool.

Sean said the project team should be able to show they are choosing the alternative with the least overall harm. The project team can compare types of harms that occur within the project's 4(f) property. The selection of the preferred material site could be compared to other material sites within CSP.

Tom asked if the updated proposed cut of the material site reduces the impact to the park because the project is no longer planning to cut through the entire corner.

Al said the full material site cut would need to be shown as an alternative to compare the impacts. The project team would show that they have been refining alternatives under 4(f) prior to having a completed 4(f). Alternatives with greater impacts are being avoided.

John Bennett (R&M Consultants) asked when the project needs to be advertised to allow for construction in 2016.

Tom said advertising can occur in 2016 for construction in late 2016 but these permitting issues are our biggest risk of delay.

John said eminent domain is designed for situations where an efficient mechanism to acquire land is lacking. Projects have used a “friendly condemnation” and the court issues the deed. He said DOT&PF's authority is clear and broad that DOT&PF can condemn materials from any agency. The 2014 enabling legislation mandated that the agencies work well together through this process. John suggested that the project team should move forward with the permit and concurrently move forward with the eminent domain process. Eminent domain can be accomplished smoothly if both parties agree it is not adverse.

Tom and Steve said they are concerned about the public perception of using eminent domain. Steve said there would be objection in the news but parties would not have standing to object to eminent domain in court.

Sean said regardless of the specific method, to be successful, the project will need alignment of the commissioners and the governor's office. He said the most easily defensible option is the taking of park land as authorized by the legislature. The legislative intent can be paraphrased as "redraw CSP boundaries as required, but don't take more land than is needed for highway purposes." He said the additional \$40 million required to import material from outside the project area is an executive branch level decision.

Tom said that federal funds are being used. If FHWA does not approve of the method, they can mandate other actions, even with alignment of the Governor and state agencies.

- **Property interests needed for Material Site #1:**

- CSP cannot sell material, therefore doesn't have a permitting system designed for extraction of material such as this.
- Previous Bird to Gird project allowed substantial excavation from the Bird Creek site, however no one at DPOR can find any documentation as to how it was permitted.
- CSP only has a Special Use Permit as a method of permitting this excavation, which is a permit that normally allows activities such as parades/weddings etc.
- Discussion on what type of property interest DOT&PF/Contractor will need to perform excavation, e.g. right to enter, construct access, excavate, blast, load, haul and rehabilitate site.

- **DPOR/CSP Special Use Permit (SUP) Discussion:**

- Designate the site as 'R/W' (removes area from the CSP-gives ownership to DOT&PF)
- Create Project Specific Memorandum of Agreement (see draft matrix) with material extraction as part of the negotiated project impacts and mitigation measures (additional property added to CSP?).
- Request the use of eminent domain between 2 State Agencies (very rare, has happened when absolutely necessary).
- Other?

Bob said a project-specific MOA has worked well in the past for similar situations. An MOA was used for the entire Seward Highway corridor from Potter Marsh to Girdwood for various other projects. Bob gave an overview of the DRAFT MOA Matrix. He said the project team has the advantage of knowing a lot about the specific needs of each agency and the project before the MOA is crafted, it can be more specific. The MOA may negate the need for the SUP entirely and result in a friendly eminent domain or land transfer. He said there are also issues with ARRC that would benefit from an MOA as well.

Steve said the MOA is a continuation of the agency coordination already conducted by the project. He said it is a way to allow agencies to state their positions before any ultimatums are issued.

Al said he would like to eliminate the idea that any material is being sold. This is state material that is being used for state purposes in a different way.

Steve said there is a subjective value judgement of the material's value in different conditions.

Tom asked how an MOA would affect the project's environmental process.

Kristen said the 6(f) process is taken care of through the LWCF process. The 4(f) would be covered under a nationwide programmatic decision that was previously agreed to by FHWA. She said this is because less than 1% of the park is being affected. She said DNR/CSP would need to concur with the programmatic decision.

Al asked if the DNR commissioner's signature on an MOA would qualify as 4(f) concurrence.

Kristen said 4(f) concurrence would be written into the MOA. Formally FHWA makes the 4(f) determination and asks DNR /CSP to concur with the determination and the mitigation. She said the project team could include any lands/offset in the mitigation of 4(f).

Kristen said the project has different impact boundaries for 4(f) (65.4 acres) and 6(f) (39.5 acres).

Tom said it is likely the lower level DNR/CSP employees that would object to the MOA.

Sean said the legislature only gave agencies one option to take land through land interest.

Bob said DOT&PF could only take the mineral interest and have temporary interest. The project would specify it would be given back to DNR.

Sean said if DOT&PF acquires land and then returns it to DNR, ML&W would keep the property and charge for future material extraction. ML&W would not have a reason to give the land back to CSP.

Bob said the LWCF process will still stand on its own and is a completed process.

Sean asked if FHWA has given any comment on the 4(f) question.

Kristen said the original environmental document, categorical exclusion, was assumed to be under the programmatic determination but was not completed. She said the project had to begin a reevaluation of the categorical exclusion but will not take it too far until FHWA has concurred.

Kristen and Tom gave an explanation of the project's environmental documents history and interactions with FHWA. She said FHWA has not made a final class of action determination.

Al asked if the environmental process is key when determining which MOA avenue to pursue.

Kristen said the DNR will need to concur regardless.

Sean said if DOT&PF starts doing mitigation with Parks by buying trailheads, etc. the project team can reference that for 4(f) mitigation and make Parks and FHWA satisfied early in the process. This may prove that there are no other reasonable and prudent alternatives.

Steve asked if the MOA could potentially affect the FHWA decision.

Kristen said it could if it included the required items.

Tom asked if the MOA is the proper way to proceed at this point. (There was no objection raised.)

Al said the legislature set up the land exchange mechanism as the only real option to accomplish these projects needs. The SUP is not a reasonable alternative. He said the MOA could be presented as a middle ground between the legislative mechanism and the SUP.

Steve said the DNR has been in favor of an MOA in the past TAG meetings.

Kristen asked what the public process for the MOA look like.

Sean said approval of the MOA would constitute a "finding" by the commissioner under the Alaska Lands Act. The Alaska Lands Act requires a public process for any finding.

Sean said the preliminary step is to determine how to present what we are considering to DOT&PF and DNR commissioners. He said it would be helpful to have a top down commissioner directive within each agency prior to hammering out details of the MOA.

Tom said he will approach DOT management first.

Bob said commissioners often use MOA's as default ways of working together.

.

Steve said the project team should move forward with the 4(f) assuming we will get agreement from the DNR in the MOA.

Kristen said the next step is agency meetings. She asked if mitigation will be addressed.

Tom agreed that agency meeting and mitigation discussions are the next step, but does not want to disclose this plan to other agencies yet. He gave an explanation of land swaps being considered to mitigate effects on CSP.

Al said he is concerned if mitigation is shown first, the DNR will want additional mitigation later in the process.

Kristen said the project team can make a case for what is sufficient mitigation.

Steve asked whether it is better to include the CSP mitigation with the 4f or as part of the MOA. Additional 4f mitigation would set a precedent, but mitigations as part of the MOA would not have that effect, as every project will not require an MOA.

- **Next Steps and Schedule Review**

Steve and Bob indicated it will take four to six months to complete the MOA.

Tom said he will need an outline of this plan to present to DOT&PF management in order to get their cursory approval.

Steve said public meetings are tentatively scheduled for early December. He asked if this plan would push the public meetings back.

Sean asked what would be included in the scope of the MOA. He said it could include terms and properties of the land exchange and mitigation/minimization to show no adverse effect on CSP. He said the MOA could also be an agreement to agree when needed.

Bob said if the MOA is the final solution, it would contain many of the issues the project team has been discussing. He said the intent of the MOA is to reach construction.

Tom said this MOA will be much more specific than the 2001 agreement.

John said he thinks the MOA will likely be an agreement to agree because the land exchanges will not be finalized by the time the MOA is prepared. He said the top-down agency benefits will help bring the project to construction.

Tom said his next step is to explain this plan to DOT&PF management.

Al asked what ARRC's wants will be from the MOA.

Tom said ARRC wants to be made whole after construction.

Steve said ARRC will need to get comfortable that an easement is sufficient land rights.



DNR Permitting Coordination Meeting

October 15, 2015

[illegible]



Seward Highway: MP 105-107 Windy Corner

Project No. Z566310000/0A3134

MEETING NOTES

SUBJECT:	Anchorage Transportation Fair
PROJECT NO.:	Project No. Z566310000/0A3134
GROUP:	Public
DATE:	Thursday, February 4, 2016
TIME:	4 to 8 p.m.
LOCATION:	Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	383 people signed in
MEETING MATERIALS:	Fact sheet, comment sheet, aerial photos of project area and concepts
STAFF PRESENT:	<i>DOT&PF</i> : Tom Schmid <i>DOWL</i> : Steve Noble, Charles Guinchard, Nicholas Fama, Renee Murphy

MEETING INFORMATION:

Attendees were greeted at the door and asked to sign in. They were provided with a program showing the layout of the event and a passport highlighting major projects. Over 80 Anchorage area transportation projects were represented. Community members were encouraged to ask questions of the project teams and to provide written comments.

The team recorded the following verbal comments.

- There is a popular rock climbing spot on Windy Point that is shown in the rock cut section of the project. Two separate groups approached the booth and commented that the location has significance to the rock climbing community. The team circled the location in red sharpie on the big project roll plot. It appears that the rock climbing area will be altered through the project.
- Two individuals were concerned that there would be large rock cuts similar to Bird Point which would be unattractive.
- One individual felt there should be right turn pockets into the parking areas and a left turn acceleration lane out of the landside parking area.
- Almost all visitors to the booth agreed that something needed to be done at the sheep viewing location to allow vehicles to get off the highway instead of stopping on the shoulder of the road.

The following written comment was received for the Seward Highway Windy Corner project.

- Phase the new road 1st before closing the existing as much as possible.

Attendees submitted the following general comments about the Transportation Fair.

- Very good presentation, very knowledgeable. Thanks!
- The fair was awesome! I wish I knew about it earlier. The food was awesome as well. Hope to see this expand!
- Please incorporate BMP's into all new and ongoing projects to prevent the introduction and spread of non-native invasive species through our transportation corridors. Together, we can make a difference for Alaska. Thanks!
- This fair is an excellent use of state money. Thanks.
- Thank you for again providing a convenient way for the public to learn of the many transportation related issues and projects in South Central Alaska. As usual, I learned about projects that I hadn't been aware of and now have current contacts. Items about which I want to continue to receive updated information. Thank you, too, for having the fire department there to demonstrate child safety equipment. For the last year I had a question about a booster seat that I didn't take the time to stop at a station to get an answer. The fire personnel at your event were able to quickly answer my question and demonstrate the use of the particular booster seat about which I had a concern. Thank you to Quantum Spatial for providing the handy bags. It made it much easier to carry the information sheets that I gathered during the event. I'm looking forward to this event next year.

Table 1. Meeting Outreach

Date	Outreach method	Description
12/04/2015	Blog post	Information posted on the event blog, 1,100 page views in the last month
01/04/2016	Meeting notice to Brooks & Associates (BA) projects websites	Meeting notice posted on the public involvement page
01/06/2016	DOT&PF Online Calendar	Inviting the public to the event
01/13/2016 02/01/2016	Email notice and reminder to BA project lists	Provide email invitation to project stakeholders, 1,383 sent, 31-36% open rate
01/13/2016	Community calendars	A request was sent to the <i>Alaska Dispatch News</i> , <i>Anchorage Press</i> , and KTUU to post the event on online calendars
01/14/2016	Event flier and a request to forward sent to all Anchorage area elected officials	Inviting the public to the event

Date	Outreach method	Description
01/20/2016 02/02/2016	Notice sent to all community councils	Notice of event sent to community council memberships
01/21/2016 02/04/2016	Facebook and Twitter update on DOT&PF's page	Inviting the public to the event
01/22/2016 01/29/2016 02/03/2016	What's Up Listserve	Announcement inviting the public to the event
01/22/2016 01/29/2016	Municipality of Anchorage Bulletin	Inviting the public to the event
01/22/2016	Municipality of Anchorage website notice	Inviting the public to the event
01/23/2016	Facebook boosted post about event	Reach of 13,658, 125 photo clicks, 206 post likes, 53 new DOT&PF page likes, 35 shares, and 12 comments
01/25/2016	Public service announcement	Request to air the event announcement sent to Anchorage area radio and television stations
01/26/2016	<i>Alaska Dispatch News</i> display ad	Inviting the public to the event
01/28/2016 02/01/2016 02/04/2016	Facebook notice on People Mover page	Inviting the public to the event
02/01/2016	Press release	Released by DOT&PF
02/02/2016	GovDelivery	Inviting the public to the event, sent to 3,432 email addresses, 1,678 total opens
02/02/2016	Flyers on People Mover buses	Event flyer posted on People Mover bus bulkheads
02/03/2016	Channel 11 news piece about the Fish Creek Trail project that mention the Anchorage Transportation Fair	Earned media event notice

Related documents on file:

- Sign-in Sheets
- Fact Sheet
- Comment Sheet
- Aerial Photos with Concepts
- Mailing List
- Display Advertising



**ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



TITLE VI REPORT

Section: Highway Design

Region: Central

Prepared/Facilitated by: _Brooks & Associates_____

Meeting Location, Date, Time:

Crowne Plaza Hotel, 109 West International Airport Road, Anchorage, 4/19/2016, 3-7 pm

Challenge Alaska Chalet, 426 Crystal Mountain Road, Girdwood, 4/20/2016, 6-8 p.m.

Project No. (Federal/State): 0A31034/Z566310000

Project Name: Seward Highway: MP 105-107 Windy Corner

Purpose (check all that apply):

☒ **X** Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement:

Date	Outreach method	Description
03/25/2016	Meeting notification on project website	Meeting notice on home page http://www.dowlhkm.com/projects/windycorner/index.html
03/31/2016	Mailer	Approximately 1,470 invitations mailed to local businesses, residents, and agencies
03/31/2016	Online community calendar	Request sent to post the event on the <i>Alaska Dispatch News</i> online calendar
04/05/2016	Display advertising in <i>Alaska Dispatch News</i>	Inviting the public to the open house
04/05/2016 04/18/2016	Email notice and reminder	Provide email invitation to the meeting to project stakeholders and Anchorage Transportation Fair list
04/05/2016	Facebook ad campaign	Sponsored Facebook posts to invite people to the meeting and increase likes for the project Facebook page, grew page likes by 44 to 372 total page likes, drove several new comments on the page
04/05/2016	Facebook event	Inviting the public to the open house, 4 people RSVP'd, 14 expressed interest in the event
04/07/2016	Display advertising in <i>Turnagain Times</i>	Inviting the public to the open house
04/08/2016 04/17/2016	Federation of Community Councils notification	The Federation of Community Councils sent a meeting notification to their subscriber list

Date	Outreach method	Description
04/11/2016	Public service announcement request sent to: KBBO-FM, KNBA-FM, KWHL-FM, KEUL-FM, GCI Cable	Sent with request to broadcast announcement inviting public to meeting
04/12/2016	Display advertising in <i>Peninsula Clarion</i>	Inviting the public to the open house
04/12/2016 04/19/2016 04/20/2016	Facebook update	Post about the meeting on the project Facebook page https://www.facebook.com/pages/Seward-Highway-MP-105-107-Windy-Corner-Project/450234331728338
04/13/2016	Display advertising in <i>Glacier City Gazette</i>	Inviting the public to the open house
04/14/2016	Print community calendar	Calendar event in the <i>Alaska Dispatch News</i>
04/15/2016	State of Alaska Online Notice	Inviting the public to the open house
04/15/2016	DOT&PF online calendar	Meeting listed on the DOT&PF online public meeting calendar http://dot.alaska.gov/creg/calendar.shtml
04/18/2016	Announcement at GBOS meeting	Inviting GBOS members to the open house
04/18/2016	Announcement at Alaska Trails and Chugach Trails Committee meeting	Inviting attendees to the open house
04/21/2016	Article in <i>Turnagain Times</i>	Article in <i>Turnagain Times</i> provided questions and answers about the project.

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 67 people signed in (attach copy of sign-in sheet)

Number of Minority present: 2 Number of Women present: 18

Was an interpreter required? No

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

- If applicable, were Title VI issues addressed in the meeting? How?

- If applicable, were Title VI issues resolved? If not, please explain.

- Other Comments:

***Total number of citizens on CAG:** _____

***CAG Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian	
M	F	M	F	M	F	M	F	M	F	M	F
				Pacific Islander		Other					
				M	F	M	F				

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
John Miller	John Miller miller-john@adk12.org	742-1226	M	W
Tom Meacham	tmeacham@pci.net	907-346-1077	M	W
John Weddleton	john@weddleton.com	317-0222	M	W
Tim Steele	P. Tim Steele@gmail.com	748-1264	M	
Suzann Speckman	Suzann.Speckman@hdrinc.com	644-2151		
Eric Vilce	eric.vilce@ch2m.com	830-7065	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Tim Brooks	1704 ROGERS DR CT	274-1479	m	w
Jim Amundsen	12327 Gregg Lane, Anchorage, AK 99515	267-0566	m	O
Joanie Nardini	jnardini@qci.net	770-0720	F	W
Sergio Acuna	sacuna@local341.com	341-0303	M	H.
James Strze	james.strze@alaska.gov	269-0507	m	w
Bob Selzer		529-0225	M	w
Ross Maxbauer	Ross Maxbauer@Gmail.com		M	✓
Mark Miner	akminerss@yahoo.com		M	w
Blake Adolfae	adolfaeb@akrr.com	265-2662	m	w
Karen Ruud	2torst@gmail.com	277-8998	F	✓

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

2 of 7

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Anne Brooks	anne.brooks.alaska@gmail.net	272-1877	F	W
Aaron Christie	achristie@dowl.com	562-2000	M	W
PAT WHITESELL	pwhitesell@dowl.com	562 2060	M	W
Rosa Meehan	rosameehan@rocketmail.com		F	W
ERIC MIYASHIRO	eric.miyashiro@alaska.gov	269-0610	M	
Ryan Thomas	on file	269 8692	M	
Mark Spano	markspano55@gmail.com		M	
Miles & Nina Nardini			M	W
Nina Nardini			F	W
Pixie Siebe	pixie@alaska.net	344-3329	F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

3 of 7

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Pat Hansen	pat.hansen.ak@gmail.com	349-8373		
Marybeth Holleman	marybeth.holleman@gmail.com			
Chris Williams	cbwilliams1556@gmail.com		A	
Nancy Darigo	nancy.darigo@acdm.com	261-9726	F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

4 of 7

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Pete Mjos	ztorsk@gmail.com		M	
Quinten Arndt	Quinten.Arndt@alaska.gov		M	
Lang Van Dommelen	Langvd@gmail.com		M	W
Cory Hinds	chinds@chzm.com		M	W
ROXANNE RISSE				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Camden Yehle	camden.brooks.alaska@gmail.com	907-346 -0506	F	W
NICK FAMA	NFAMA@DOWL.COM	907-562 2000	M	W
David Post	david.post@alaska.gov	269 0512	M	W
Burrell Nickerson	Burrell.nickerson@alaska.gov	269-0757	M	W
Susan Olson	8601 Sultana Drive	277-9968	F	W
DAVID EVANS	6010 AUSTRIA DR 99516	3496373	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

6 of 7

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Seward Highway: MP 105-107 Windy Corner**, Project No. Z566310000/0A31034

Date: **April 19-20, 2016**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Douglas Hartman	douglas.hartman@alaska.gov	907 2505-990	W	W
Bill Dunn		564-7940	M	W
Patly Gleason	4211 Bridle Cir 99517 patly.gleason@yahoo.com	248-0442	F	W
Daniel Gleason	4211 Bridle Cir 99517 dan.gleason@hotmail.com	980-1938	M	W
Steve Kersler	Kersler on file	868-3272	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

7 of 7

revised: March 2005

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN-IN SHEET



PROJECT NAME: Seward Highway: MP 105-107 Windy Corner, Project No. Z566310000/OA31034

DATE: April 20, 2016

NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	EMAIL/MAILING ADDRESS	PHONE	*GENDER (M/F)	*RACE OPTIONAL
Susie Campbell	Girdwood			
Donna Jefferson	on file	907 3018207	F	W
Roger Cowles	indianvalley mine @gmail.com	907 653 1120	M	Unspecified
Mik, Opalka	Opalka@alaska.net	787 2444	M	
Diane McRoberts Powers	hotmail/ castleintheclouds@com	230- 2439	F	/
Betsy Connell	betsydaveconnell@gmail.com	907-783- 2083	F	W
Sharon Samuels	sharonsamuels02@gmail.com	382- 0414		

1 of 3

Effective January 2016

20160420-scanned sign in

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN-IN SHEET



PROJECT NAME: Seward Highway: MP 105-107 Windy Corner, Project No. Z566310000/OA31034

DATE: April 20, 2016

NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	EMAIL/MAILING ADDRESS	PHONE	*GENDER (M/F)	*RACE OPTIONAL
Camden Yehle	camden.brooks@alaska.gov	907-346-0506		
DON STEVENS		907 441 0961	W	
Marlene Cizmich	snowday@gci.net		F	
Dan Kiland	dkiland@gci.net	907-783-9394	M	
Aaron Christie	achristie@dow.com	562-2000	M	
HANK Hosford	hhosford@gci.net	317-9909	M	
Edna Beuhler	Beuhlere@yahoo.com	817 455 7217	F	Slow

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN-IN SHEET



PROJECT NAME: Seward Highway: MP 105-107 Windy Corner, Project No. Z566310000/0A31034

DATE: April 20, 2016

NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	EMAIL/MAILING ADDRESS	PHONE	*GENDER (M/F)	*RACE OPTIONAL
Anne Brooks	on file	272-1877	F	
Jeff Samuels	jeffdsamuels@yahoo.com	382-0099	M	
MARC ESSLINGER	marcslinger2@yahoo.com		M	
Kevin Opalka	kopalka@gmail.com			
Dorothy Childers	on file		F	
Shirley R. Dutsch	skdutsch@gmail.com		F	
Quinten Arndt	Quinten.Arndt@	269-0577	M	

268714
#1383363
\$650.00

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisa Robinson
being first duly sworn on oath
deposes and says that she is
a representative of the
Alaska Dispatch News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on
APRIL 5, 2016

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed Lisa Robinson

Subscribed and sworn to before

me this 10 day of May


20 16
Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2/23/2019

SEWARD HIGHWAY
MP 105-107


Windy Corner

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

1
Public Open House
ANCHORAGE
Tuesday, April 19, 2016
Stop by anytime between 3 and 6 p.m., at 109 West International Airport Road, Crowne Plaza Hotel, Ballroom. Take bus routes 9, 60, or 75. Call 907-343-2550 for AnchorRIDES.


2
Public Open House
GIRDWOOD
Wednesday, April 20, 2016
Stop by anytime between 6 and 8 p.m., at Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Road. Parking available at the building and at Sitzmark.

3 **Online Open House**
Begins April 5, 2016, Ends May 6, 2016
Self-guided open house at: www.windycorner.info

For more information contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvtrts/titlevi.shtml.



Notary Public
BRITNEY L. THOMPSON
State of Alaska
My Commission Expires Feb 23, 2019

Brooks and Associates
1704 Roger Park Court,
Anchorage, AK 99508

Affidavit of Publication

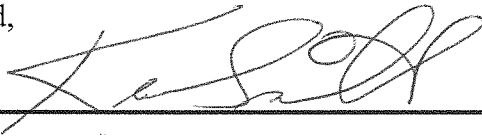
United States of America
State of Alaska
Anchorage Division

Ken Smith, being first duly sworn on oath deposes and says that he/she is a representative of the Turnagain times, a semi-monthly newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a semi-monthly newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on April 7, 2016, and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed,

X



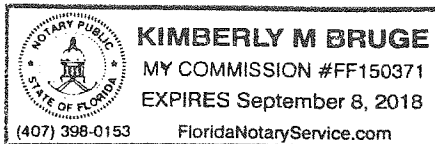
Subscribed and sworn to before me this 28th day of April 20 16


X



Notary public in and for the State of Florida, County of Collier.

My commission expires:





COAST PIZZERIA
GIRDWOOD, ALASKA

In the TESORO MALL
Open 7 days a week
Sunday through Thursday 11am-10pm
Friday and Saturday 11am-11pm
Deliveries after 3pm everyday!

907.783.0122
907.783.0126

**RELY ON ANCHORAGE'S EXPERT
FOR OUR HOME FINANCING.**

**Jeffrey 'Jeff'
Stanford**

NMLS Unique Identifier #205117
Assistant Vice President
Sr. Mortgage Loan Originator

(907) 261-3444 direct
j.stanford@alaskausamortgage.com
Apply online 24/7
jeffstanford.net

**AlaskaUSA
Mortgage Company**

License #AK157293

In 2010, Girdwood 2020 advocated for the installation of area-wide rumble strips to reduce head-on collisions and off the road crashes.

DOT and Public Facility also focused on head-on collisions in 2014, finding two-to-one collisions occurring on weekends primarily due to the northbound driver. To help alleviate these collisions, the DOT and Public Facility have built more passing

way improvements at least over the next five years will insure some level of safety maintenance; however, lack of enforcement may fight against the positive effects of infrastructure improvement."

Girdwood 2020's goals for the future are modest compared to previous years, in light of the downward economic environment. Livingston said their five-year goals for the highway


One point of concern, said Livingston, is the reduction in highway patrols by the troopers after the Girdwood Post closes at the end of June.

"The number of troopers dedicated to Seward Highway between Anchorage and Soldotna has been reduced drastically, so in some cases there will be one trooper covering the entire area," she said. "This is an unacceptable level of enforcement presence in such a highly-traveled roadway."

In the long-term, Girdwood 2020 prime objective is to eliminate accidents on the highway, and to have a four-lane divided highway from Anchorage to Girdwood, Whittier, Seward, and through the Kenai Peninsula to Homer.

Livingston's recommendations for the future of the Seward Highway: "We need to be superior examples of good roadway use. For example, observe safe driving regulations along with not driving while impaired, and be unremitting in letting our elected and appointed decision makers know what we expect in the way of highway safety enhancements."

SEWARD HIGHWAY
MP 105-107



Windy Corner

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

1 Public Open House - ANCHORAGE
Tuesday, April 19, 2016
Stop by anytime between 3 and 6 p.m., at 109 West International Airport Road, Crowne Plaza Hotel, Ballroom. Take bus routes 9, 60, or 75. Call 907-343-2550 for AnchorRIDES.


2 Public Open House - GIRDWOOD
Wednesday, April 20, 2016
Stop by anytime between 6 and 8 p.m., at Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Road. Parking available at the building and at Sitzmark.

3 Online Open House
Begins April 5, 2016, Ends May 6, 2016
Self-guided open house at: www.windycorner.info

For more information contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvfrts/titlevi.shtml.



PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Morris Publishing Group/Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Seward Highway Windy Corner Project 3929.07

a printed copy of which is hereto annexed was published in said paper one each and every day for one successive and consecutive day in the issues on the following dates:
April 12, 2016

X Denise Reece

SUBSCRIBED AND SWORN to me before this 12th day of April, 2016

Julie Wheeler

NOTARY PUBLIC in favor for the

State of Alaska.

My Commission expires 7-9-17

SEWARD HIGHWAY

MP 105-107



The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

1

Public Open House ANCHORAGE Tuesday, April 19, 2016

Stop by anytime between 3 and 6 p.m., at 109 West International Airport Road, Crowne Plaza Hotel, Ballroom. Take bus routes 9, 60, or 75. Call 907-343-2550 for AnchorRIDES.

2

Public Open House GIRDWOOD Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m., at Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Road. Parking available at the building and at Sitzmark.



3 Online Open House

Begins April 5, 2016, Ends May 6, 2016
Self-guided open house at: www.windycorner.info

For more information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvrlrts/titlevi.shtml.



Windy Corner Open House Invitation - April 19-20, 2016

Anne Brooks <windycorner@dowl.com>

Tue, Apr 5, 2016 at 8:04 AM

Reply-To: windycorner@dowl.com

To: camden.brooksalaska@gmail.com



The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

Three open house opportunities are scheduled as follows:

Public Open House - Anchorage

Tuesday, April 19, 2016

Stop by anytime between 3 and 6 p.m.

Crowne Plaza Hotel, Ballroom, 109 West International Airport Rd, Anchorage

Bus Routes: Take bus routes 9, 60, or 75. Call [907-343-2550](tel:907-343-2550) for AnchorRIDES.

Directions: Located at the corner of C St and International Airport Rd. The driveway is off of A St. Parking available at the hotel.

Public Open House - Girdwood

Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m.

Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Rd, Girdwood

Directions: Take Alyeska Hwy to Arlberg Ave. Turn left on Arlberg, right on Brighton Rd/ Crystal Mountain Rd. The Chalet will be on the right. Parking available at the building and at Sitzmark.

Online Open House

Begins April 5, 2016
Ends May 6, 2016
Self-guided open house at: www.windycorner.info

For more information or to comment, contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll free: [1-866-535-1877](tel:1-866-535-1877)
Email: windycorner@dowl.com

See what's happening on our social site

Like us on Facebook 

Brooks & Associates, 1704 Rogers Park Court, Anchorage, AK 99508

SafeUnsubscribe™ camden.brooksalaska@gmail.com

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by windycorner@dowl.com in collaboration with



[Try it free today](#)

OPEN HOUSES - Seward Highway "Windy Corner" Road Project

Community Councils Center <info@communitycouncils.org>

Fri, Apr 8, 2016 at 2:19 PM

Reply-To: info@communitycouncils.org

To: camdenbrooksalaska@gmail.com



"Windy Corner" Project

OPEN HOUSES

Anchorage: Tuesday April 19th
Girdwood: Wednesday April 20th
Online: Begins Now

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner.

Key aspects of the proposed improvements

include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

Three open house opportunities are scheduled as follows:

Public Open House - Anchorage

Tuesday, April 19, 2016

Stop by anytime between 3 and 6 p.m.

Crowne Plaza Hotel, Ballroom, 109 West International Airport Rd, Anchorage

Bus Routes: Take bus routes 9, 60, or 75. Call [907-343-2550](tel:907-343-2550) for AnchorRIDES.

Directions: Located at the corner of C St and International Airport Rd. The driveway is off of A St. Parking available at the hotel.

Public Open House - Girdwood

Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m.

Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Rd, Girdwood

Directions: Take Alyeska Hwy to Arlberg Ave. Turn left on Arlberg, right on Brighton Rd/ Crystal Mountain Rd. The Chalet will be on the right. Parking available at the building and at Sitzmark.

Online Open House

Begins April 5, 2016

Ends May 6, 2016

Self-guided open house at: www.windycorner.info

For more information, contact:

Anne Brooks, Public Involvement Coordinator

Toll free: [1-866-535-1877](tel:1-866-535-1877)

Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

This communication is being sent by the Federation of Community Councils, Inc. for the State of Alaska. The contents of the communication are the responsibility of the State of Alaska, not the Federation of Community Councils, Inc.

Community Councils Center
info@communitycouncils.org
www.communitycouncils.org
277-1977

Federation of Community Councils, 1057 West Fireweed Lane,
Suite 100, Anchorage, AK 99503

Public Open House on Seward Highway MP 105-107 (Windy Corner)

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

Three open house opportunities are scheduled as follows:

Public Open House - Anchorage

Tuesday, April 19, 2016

Stop by anytime between 3 and 7 p.m. (Time Extended One Hour)

Crowne Plaza Hotel, Ballroom, 109 West International Airport Rd, Anchorage

Bus Routes: Take bus routes 9, 60, or 75. Call 907-343-2550 for AnchorRIDES.

Directions: Located at the corner of C St and International Airport Rd. The driveway is off of A St. Parking available at the hotel.

Public Open House - Girdwood

Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m.

Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Rd, Girdwood

Directions: Take Alyeska Hwy to Arlberg Ave. Turn left on Arlberg, right on Brighton Rd/ Crystal Mountain Rd.

The Chalet will be on the right. Parking available at the building and at Sitzmark.

Online Open House

Begins April 5, 2016

Ends May 6, 2016

Self-guided open house at: <http://www.windycorner.info/>

For more information, contact:

Anne Brooks, Public Involvement Coordinator

Toll free: 1-866-535-1877

Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

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 Anne Brooks, 1-907-272-1877 or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

The Alaska Department of Transportation and Public Facilities oversees 249 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to "Keep Alaska Moving through service and infrastructure."

Attachments, History, Details

Attachments

None

Revision History

Created 4/15/2016 11:18:03 AM by mlbyrd

Details

Department:

Transportation and Public
Facilities

Category:

Public Notices

Sub-Category:

Location(s):

Central Region

Project/Regulation #:

Publish Date: 4/15/2016
Archive Date: 5/10/2016

Events/Deadlines: Online Public Open House on
Seward Highway MP 105-
4/5/2016 12:00am -
4/6/2016 12:00am
[View on Map](#)

Public Open House on
Seward Highway MP 105-107
(Wi
4/19/2016 3:00pm - 7:00pm
[View on Map](#)

Public Open House on
Seward Highway MP 105-107
(Wi
4/20/2016 6:00pm - 8:00pm
[View on Map](#)

OPEN HOUSES - Seward Highway "Windy Corner" Road Project

Community Councils Center <info@communitycouncils.org>

Sun, Apr 17, 2016 at 1:10 PM

Reply-To: info@communitycouncils.org

To: camdenbrooksalaska@gmail.com



"Windy Corner" Project

OPEN HOUSES

Anchorage: Tuesday April 19th

Girdwood: Wednesday April 20th

Online: Until May 6th

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner.

Key aspects of the proposed improvements

include road and railroad realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing.

Three open house opportunities are scheduled as follows:

Public Open House - Anchorage

Tuesday, April 19, 2016

Stop by anytime between 3 and 7 p.m.

Crowne Plaza Hotel, Ballroom, 109 West International Airport Rd, Anchorage

Bus Routes: Take bus routes 9, 60, or 75. Call [907-343-2550](tel:907-343-2550) for AnchorRIDES.

Directions: Located at the corner of C St and International Airport Rd. The driveway is off of A St. Parking available at the hotel.

Public Open House - Girdwood

Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m.

Challenge Alaska Chalet, Great Room, 426 Crystal Mountain Rd, Girdwood

Directions: Take Alyeska Hwy to Arlberg Ave. Turn left on Arlberg, right on Brighton Rd/ Crystal Mountain Rd. The Chalet will be on the right. Parking available at the building and at Sitzmark.

Online Open House

Begins April 5, 2016

Ends May 6, 2016

Self-guided open house at: www.windycorner.info

For more information, contact:

Anne Brooks, Public Involvement Coordinator

Toll free: [1-866-535-1877](tel:1-866-535-1877)

Email: windycorner@dowl.com

Visit website: www.windycorner.info

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

This communication is being sent by the Federation of Community Councils, Inc. for the State of Alaska. The contents of the communication are the responsibility of the State of Alaska, not the Federation of Community Councils, Inc.

Community Councils Center
info@communitycouncils.org
www.communitycouncils.org
277-1977

Federation of Community Councils, 1057 West Fireweed Lane,
Suite 100, Anchorage, AK 99503



For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooksalaska@gmail.com

PUBLIC SERVICE ANNOUNCEMENT

SEWARD HIGHWAY MP 105-107 WINDY CORNER OPEN HOUSE

ANCHORAGE AND GIRDWOOD, ALASKA

30 SECOND SPOT

(Anchorage and Girdwood, Alaska) – The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. There are three ways to review the current design and provide comments. There will a public open house in Anchorage on April 19th at the Crowne Plaza Hotel between 3 and 7 p.m. The next day, April 20th, there will be a public open house in Girdwood at the Challenge Alaska Chalet between 6 and 8 p.m. You can also review the design online by participating in the online open house available at www.windycorner.info. For more information, call Anne Brooks toll free at 866-535-1877.

###

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



April 2016 Update

There are **three ways** to review the current design and provide comments on the Draft Design Study Report.

FLIP OVER FOR DETAILS

PRESORTED STD
U.S. POSTAGE
PAID
PERMIT NO. 537
ANCHORAGE, AK

Mailer sent to all box holders in 99587 ad 99540 zip code areas plus addresses in project mailing list (approximately 131)

Attend an Open House *3 Opportunities!*

1 Public Open House - ANCHORAGE
Tuesday, April 19, 2016

Stop by anytime between 3 and 6 p.m.
109 West International Airport Road
Crowne Plaza Hotel, Ballroom
Bus Routes: Take bus routes 9, 60, or 75.
Call 907-343-2550 for AnchorRIDES.

Directions: Located at the corner of C Street and International Airport Road. The driveway is off of A Street. Parking available at the hotel.

2 Public Open House - GIRDWOOD
Wednesday, April 20, 2016

Stop by anytime between 6 and 8 p.m.
426 Crystal Mountain Road
Challenge Alaska Chalet, Great Room

Directions: Take Alyeska Hwy to Arlberg Ave. Turn left on Arlberg, right on Brighton Rd/ Crystal Mountain Rd. The Chalet will be on the right. Parking available at the building and at Sitzmark.

3 Online Open House
Begins April 5, 2016, Ends May 6, 2016

Self-guided Open House at: www.windycorner.info

For more information contact:

Anne Brooks, Public Involvement Coordinator
Toll free: 1-866-535-1877
Email: windycorner@dowl.com



Find us on
Facebook Windy Corner Project

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvirts/titlevi.shtml.

WWW.WINDYCORNER.INFO



April 2016 Update

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to review proposed safety improvements to Seward Highway between Mileposts (MP) 105 and 107, known as Windy Corner. Key aspects of the proposed improvements include road and railroad

realignment, wider shoulders and additional travel lanes to enhance passing and highway access, and new pedestrian and parking areas to enhance recreation and scenic/wildlife viewing. See back page for details.

Project Status and Schedule

The project team recently completed 75% design documents and work continues on the environmental documentation and permitting efforts. Coordination is on-going with the Alaska Railroad Corporation, Alaska Departments of Natural Resources and Fish

and Game, Chugach State Park, National Parks Service, National Marine Fisheries Service, and U.S. Army Corps of Engineers to secure the necessary permits and rights-of-way. Pending the availability of funding, construction is anticipated to begin in 2017.

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

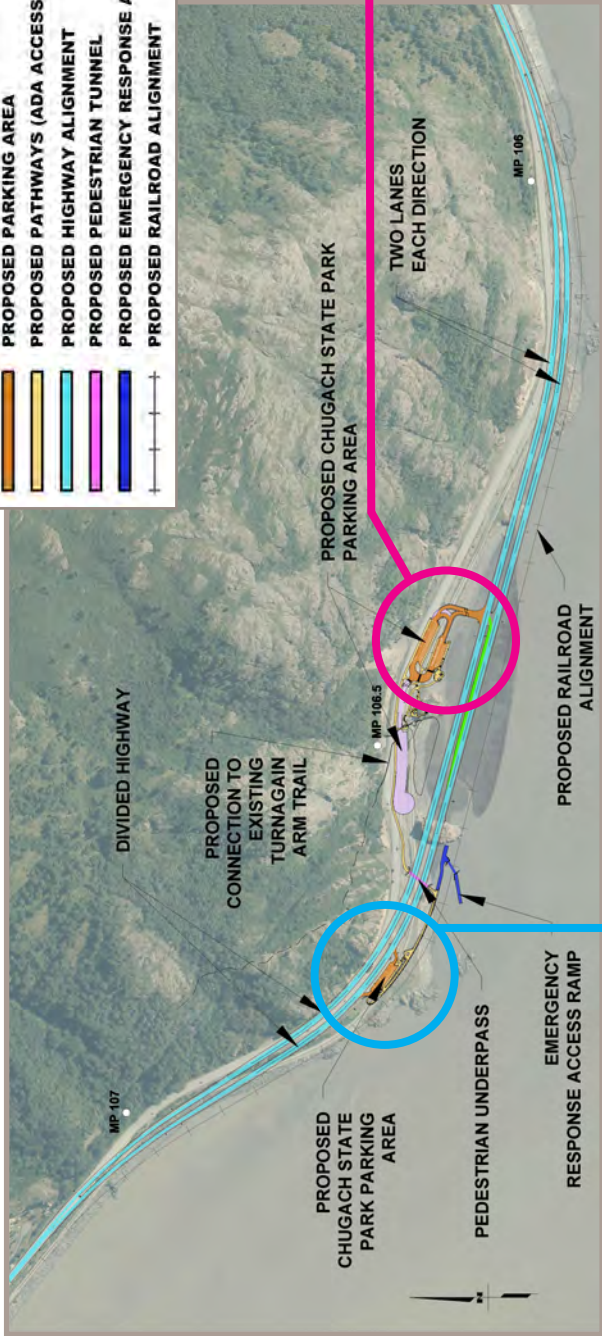
Funding

The proposed project is being completed using a combination of state, federal, and state bond funding and is being developed in accordance with Federal Highway Administration (FHWA) guidelines.

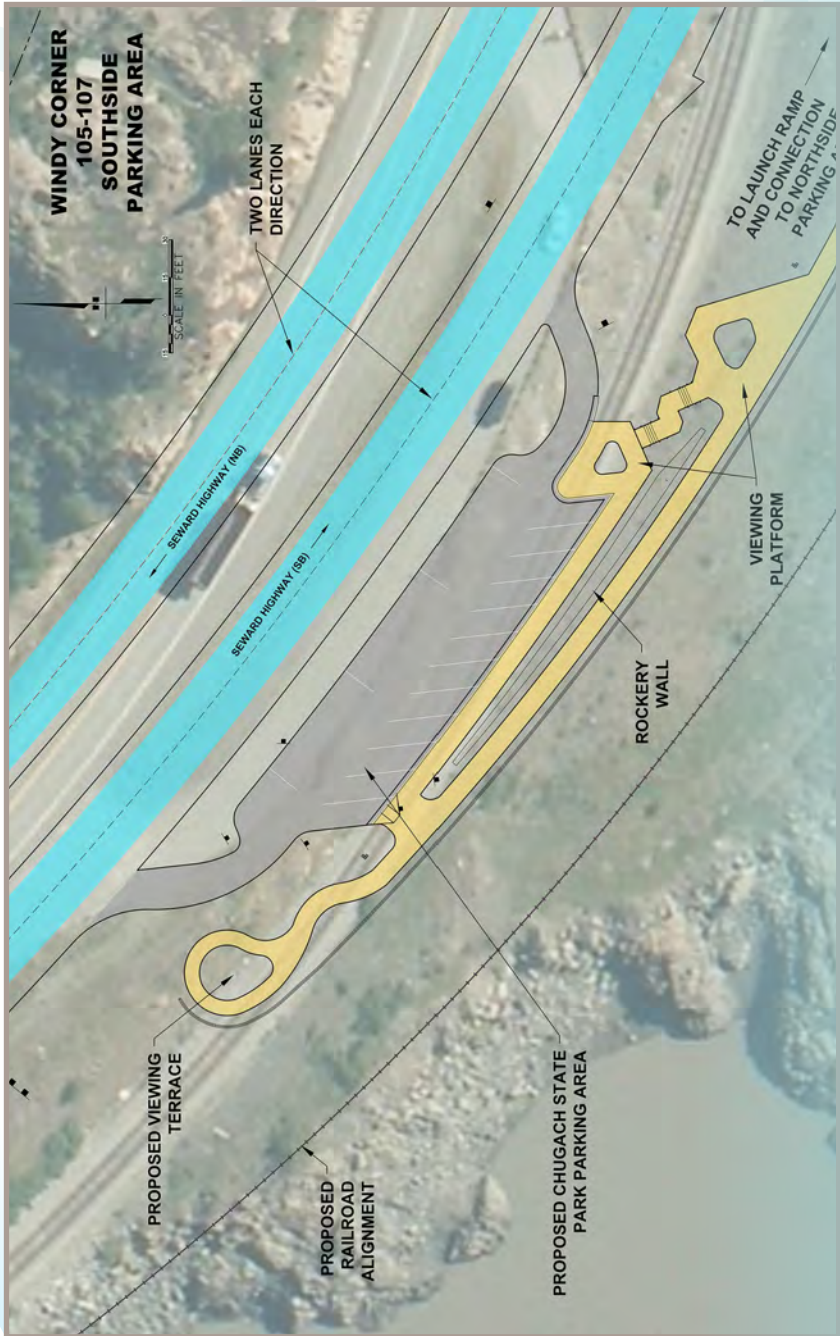
WWW.WINDYCORNER.INFO

Project Overview

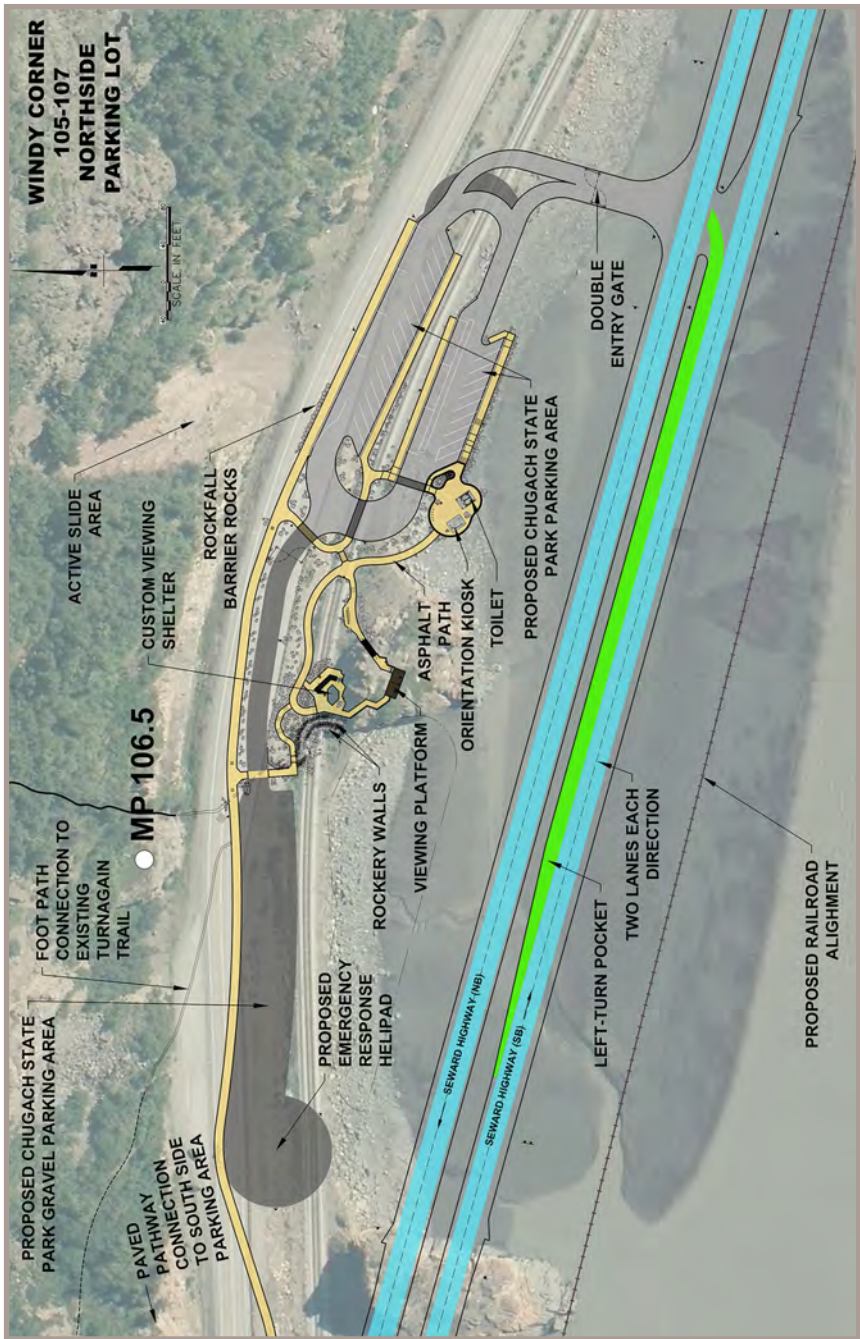
- PROPOSED LEFT-TURN LANE
- PROPOSED GRAVEL PARKING AREA
- PROPOSED PARKING AREA
- PROPOSED PATHWAYS (ADA ACCESSIBLE)
- PROPOSED HIGHWAY ALIGNMENT
- PROPOSED PEDESTRIAN TUNNEL
- PROPOSED EMERGENCY RESPONSE ACCESS
- PROPOSED RAILROAD ALIGNMENT



Southbound Parking Details



Northbound Parking Details



Material Sites

Two material sites within Chugach State Park (CSP) have been identified as potential sources of gravel/rock to provide the approximately 1.8 million cubic yards of material that is estimated for the project. Material Site #1 (MP 109) is currently the preferred site and may

provide sufficient material without the need for additional excavation at Material Site #2 (MP 104). Coordination with DNR is in progress to obtain the necessary permits for the material source(s).



MEETING NOTES

SUBJECT:	Seward Highway: MP 105-107 Windy Corner
PROJECT NO.:	Z566310000/0A31034
GROUP:	Public
DATE:	Anchorage, Tuesday, April 19, 2016 Girdwood, Wednesday, April 20, 2016 Online at www.windycorner.info from April 5 – May 13, 2016
LOCATIONS:	Anchorage: Crowne Plaza Hotel, 109 West International Airport Road, 3 to 7 p.m. Girdwood: Challenge Alaska Chalet, 426 Crystal Mountain Road, 6 to 8 p.m.
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	46 people signed in at the Anchorage meeting 21 people signed in at the Girdwood meeting 32 people submitted comments at the online open house
MEETING MATERIALS:	Aerial photo with proposed project overlay, comment sheets, fact sheets, sign-in sheet, informational boards
STAFF PRESENT:	<i>DOT&PF</i> : Tom Schmid, Quinten Arndt <i>DOWL</i> : Steve Noble, Aaron Christie, Pat Whitesell, Nick Fama, Bob Wright <i>Brooks & Associates</i> : Anne Brooks, Camden Yehle

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format, location of materials, and availability of project staff to answer their questions. The format of the events was open house style, allowing people to attend as fit their schedules. The team answered many informal questions throughout and encouraged people to provide written feedback. Concurrent with the open houses in Anchorage and Girdwood, an online open house was held at the project website <http://www.windycorner.info/>.

Many people supported the project primarily for the increased safety on the highway, wildlife viewing opportunities, water access, and passing lanes. Many opposed the project sighting concerns about fiscal responsibility, speeding, impacts to wildlife, impacts to the Goat's Head Soup rock climbing area, material site aesthetics, and impacts of material extraction to residents of Rainbow Valley. Other major topics discussed included the age of the crash data used to show

project need, why concrete dividers were not a safer option, why bike facilities were not included in the project, and there were requests for a full Environmental Assessment instead of a Categorical Exclusion. The comments summarized here are transcribed in the remainder of these notes. Any emphasis is the commenter's own.

On the written comment sheets, attendees provided feedback to the question “**How do you use the project area?**” The responses are represented here as a word cloud. The relative size of each word represents the relative frequency of that word in the responses.

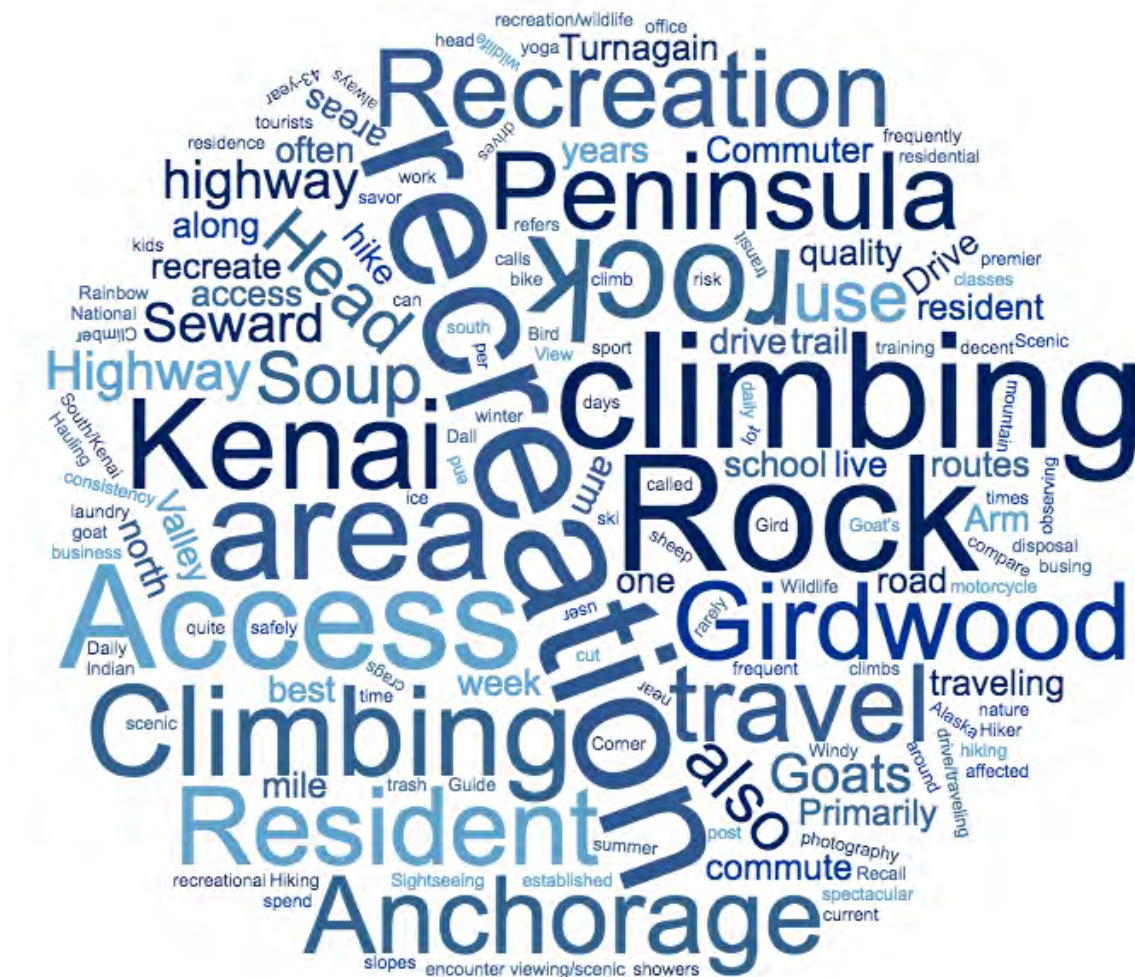


Figure 1: How do you use the project area?

In response to the question, **“Does the current design address your concerns and needs?”** commenters provided many responses sorted below by primary issue.

Support for Project

- Yes. Big project. A lot of good parts. Good luck.

- Yes. [3]
- Yes, very well, particularly with the passing lanes.
- This is a beautiful well thought out plan, except for the Northbound Parking details. There needs to a slow down or gradual right turn into the parking area. What I see, is a sharp right hand turn that is going to require a vehicle or motor home to almost stop in order to turn in to the parking area. As well as pulling out of the parking area there is no acceleration lane or area. These are the same issues that we have at the Bird Creek camp ground and all of the pull outs on the new stretch from Beluga Point to Girdwood. Which has caused many accidents and fatalities. It would not take much at this point to add a better thought out turn into and out of the Northbound parking area.
- The design of the road, pedestrian improvements address my concerns. A separated roadway is especially welcome as is the separation of pedestrian from road traffic. I had a head-on in 2010 at 206.5 and am thankful to see the planned changes.
- I support highway safety improvements. However, please make the work aesthetic, in particular the material site. Turnagain Arm holds immense natural beauty; lets uphold this beauty while also making the highway a safer place. I spend time on both of the proposed material sites. Of note: the mile 104 site contains an often-traveled trail which accesses the old Turnagain Arm Trail, the slopes of Indian House Mountain and continues to Falls Creek. The mile 109 site does not contain a regularly traveled trail. It is also less visible from the town of hope. I strongly prefer the use of mile 109 site for fill.
- It appears to do so, am especially glad the dangerous situations created by people stopping to view wildlife will be mitigated. This will be more beneficial to the animals, too.
- Yes, thank you for not blasting away the Dall sheep or their PRIME habitat in that area.
- Yes. It's an awesome design. It addresses every area of concern for most every user group. Great job!
- Mostly.

Opposition to Project

- No. [5]
- No the current design will remove the rock climbing area at Goat's Head. Please spare! Unfortunately, part of your design eliminates the climbing at Windy Corner.
- No. Extra passing lanes won't help – people still speed and wind up behind a different RV instead of the me they just passed. This is an eyesore, and will make traffic worse for a long construction without benefits thereafter. Making Alaska roads just like the lower 48 will help keep the tourist away though once we get everything fixed up to look just like it does "down south." Leave it alone, or if you have to spend money, just widen the existing pull offs.

- NO! The current design involves destroying one of the best climbing areas along the Turnagain arm.
- This project as is will blow apart one of the best climbing areas on the Seward highway. A lot of time and effort have gone into making that area a fun and safe environment. People have been climbing there for more than 20 years. Please consider altering your plans.
- I am viewing your plans on my phone. Not ideal. I just want to make sure that bicycles will have continues SAFE access to ride from Anchorage TO Girdwood.
- We have concerns that the current design would destroy established climbing routes at MP106.8, known to climbers at Goats Head Soup. Currently on the section plans, station 1015+50, a proposed sliver cut would remove two established routes on the outer portion of the cliff. We would appreciate all attempts be made to avoid destroying existing rock climbs in the area.
- No - it removes the climbing area - one of the best ones along the Seward highway and one of few that are actually off the road.
- No. Our concerns are primarily with development of the proposed material site, its location and size. We are concerned about scenic values along the highway, which was included in the State Scenic Byway system in 1993 and became part of the National Scenic Byway program in 2000. The existing Bird Creek material site is a highly visible scar that significantly impacts scenic value. While the proposed design for the Windy Corner project would provide a narrow screen in front of the material site, the back wall of the site will remain visible at some distance from the site. The existing analysis of alternative material sources is focused entirely on monetary costs and does not address impacts on park values.

The proposed material site is a new element in the project plan that will significantly affect Chugach State Park. Thus, your previous assessment of the project's impacts under Section 4(f), which requires avoiding transportation projects in publicly owned parks unless there are no feasible or prudent alternatives, is outdated. Please note that we do not object to the Windy Corner project per se, but primarily the proposed material site in the park. Similarly, the newly proposed material site will require a new assessment under Section 6(f), which requires National Park Service approval to substitute lands that were developed with funding from the Land and Water Conservation Fund Act if those lands are converted to a non-recreational use.

The final evaluations for the project and specifically for the material site need to include a balanced evaluation of impacts to park values in addition to project costs. The higher cost of an alternative does not necessarily mean the alternative is not feasible and prudent. Furthermore, the alternatives should include the option for mixed sources with the goal of minimizing the amount of material required from the park. If the Federal Highway Administration finds no feasible or prudent alternatives to the proposed material site, a final design for site reclamation will be needed that includes measures to minimize the scar and its long-term visibility and ensures the safety of public users of the material site.

We do not have concerns about the road design. We also appreciate the proposed turnout and parking area to enhance viewing opportunities in a safe setting. We note, however, that the proposed turnout and parking area are not completely intended as park assets, but were also designed to reduce the public hazard of motorists slowing and pulling onto the highway shoulders to view wildlife.

Construction

- Noise to residences of Rainbow for the 2 to 3 years of material acquisition and construction. Told that no traffic stopping will occur for rock transport trucks. It seems stops are usually likely.

Data

- No, I'm dismayed by the dearth of up-to-date data. For example, crash data ended at 2007! That's nine years old! No one could tell me the size of the proposed material site compared to the one that currently exists at Bird Creek.
- Graph/data on crashes is outdated, stops at 2007. Only two deaths at Windy corner in last 12 years.

Design

- To modify the curve is reasonable for safety. In order to limit unsafe driving, center lane solid separators must be considered with appropriate turning, with electronic signs. To add the expanded Chugach State Park parking and viewing on the southside only is reasonable. What is not acceptable is to carve out/blast the northbound Chugach State Park to create an extensive pull out, parking, and viewing area. Currently, given our fiscal calamity, Alaska must not add these many millions/many tens of millions to our crisis. For safety, 55 mph max plus strong enforcement. Create several smaller slow traffic pull outs on the northbound side without massive excavations and defacing, degrading Chugach State Park. As has been noted, appropriate rock and gravel can be transported via rail by the Alaska Railroad. Why must the lane separation extend so far - to before milepost 107 and to milepost 106. Shorten the four lane schema to further limit the massive fill requirements.
- Having a safe place to park and walk is imperative (yes).
- Issue with turnout to parking lot at mile 106.5. Turning left into the parking lot (from west to east) or left to go back east out of the parking lot will be dangerous! Look to put in grade separation and merge lanes for turnout into the parking lot.
- I believe it has been addressed to "divide the highway" with concrete barricades to avoid head-on collisions. I think that is a good idea. I like the proposed project.
- This is a beautiful well thought out plan, except for the northbound parking details. There needs to be a slow down or gradual right turn into the parking area. What I see, is a sharp right hand turn that is going to require a vehicle or motor home to almost stop in order to turn in to the parking area. As well as pulling out of the parking area there is no acceleration lane

or area. These are the same issues that we have at the Bird Creek camp ground and all of the pull outs on the new stretch from Beluga point to Girdwood. Which has caused many accidents and fatalities. It would not take much at this point to add a better thought out turn into and out of the northbound parking area.

- It may or may not. I understand that reparations must be made and I rely on those. I hope that the design will accommodate all usage of the land, particularly those for recreation.
- The design could be better, but what you have planned is unacceptable. The McHugh Creek trail head is extremely popular and the proposed design doesn't take into account the traffic coming from Anchorage trying to make a left turn into the parking lot. Your design didn't even include a left turn pocket to try to minimize the danger and make a safe exit into McHugh. Without a designated turn pocket, there could be high speed rear-end accidents as well as head ons if this issue isn't addressed.
- The highway improvements look great. The materials sites do not.

Environmental

- The scale/scope of this project merits a full EIS [Environmental Impact Statement] and it specifically should include how construction impacts could impact/affect Dall sheep. Mineral salt licks need to be preserved. Gravel excavation out of the park is not something I support. However, if it is inevitable, the idea to leave a significant treed buffer between mine area and railroad/highway to provide visual relief, should be mandatory – even if it cost more. Not sure why one section of larger parking area is paved and another is gravel. Please use vegetation, natural boulders, etc. to "soften" the parking areas. Use preformed rock walls instead of poured concrete as much as possible. Don't elevate railroad higher than highway, as was done farther south – visual should be retained from highway. Please do not scar the rockface with blasting rods as was done at Bird Creek area. So unsightly! Like the pedestrian tunnel for safer pedestrian access. Seward Highway along Turnagain Arm is so scenic. It's critical to minimize construction impacts to maximum extent possible – even if it costs more there's high-value to protect this view shed/natural environment.
- The scale of the current design seems to me excessively expansive, intrusive, far larger than needed to enhance public safety. I have traveled Turnagain Arm thousands of times and ever get tired of the place. It is a gem of South Central Alaska. Making the road bigger and faster will not improve the unique opportunities to see Beluga Whales swim along the highway, bore tides, rare flora, and mud flat reflections of mountains to the South. Why tear apart the place we all love so much, especially now in a time when we have no money and so many other priorities?
- I often hike at Windy Corner for the unique flora of the region. There are at least four plants found very near the highway officially designated rare by the UAA Alaska Natural Heritage Program, Yellowstone Draba, (*Draba incerta*), Rattlesnake Fern (*Botrychium virginianum*), Licorice Fern (*Polypodium sibiricum*), and Creeping Juniper (*Juniperus horizontalis*).

Material Site

- The rock quarry at 109 should be set up right against the road as in the Bird Creek quarry. The overall plan looks good!
- Commenter told the project team that, as a Rainbow area resident, the material site at MP 109 was concerning. She said she is afraid it would have the best material.
- Mitigate blasting to avoid the same look that happened at Bird Creek parking lot (it is ugliest area along the revamped road). Avoid timing to disturb Dall sheep and their salt lick areas. I did like the mitigation plan for the mine at MP 109. Leaving the 85-foot false front would be a good plan.
- No. Nowhere do I see concerns about the unacceptable noise and dust level that will affect the lives of Rainbow Valley residents from the proposed gravel extraction from 20 acres of Parkland near mile 109. Your maps fail to show where people live. Your discussion omits mention of the disruption of the lives of people who have chosen to live in a quiet inholding. DOT planners are ignoring individual rights as well as State Park values. Blasting away 20 acres of the State Park is not okay even if the State Park ""gives permission."

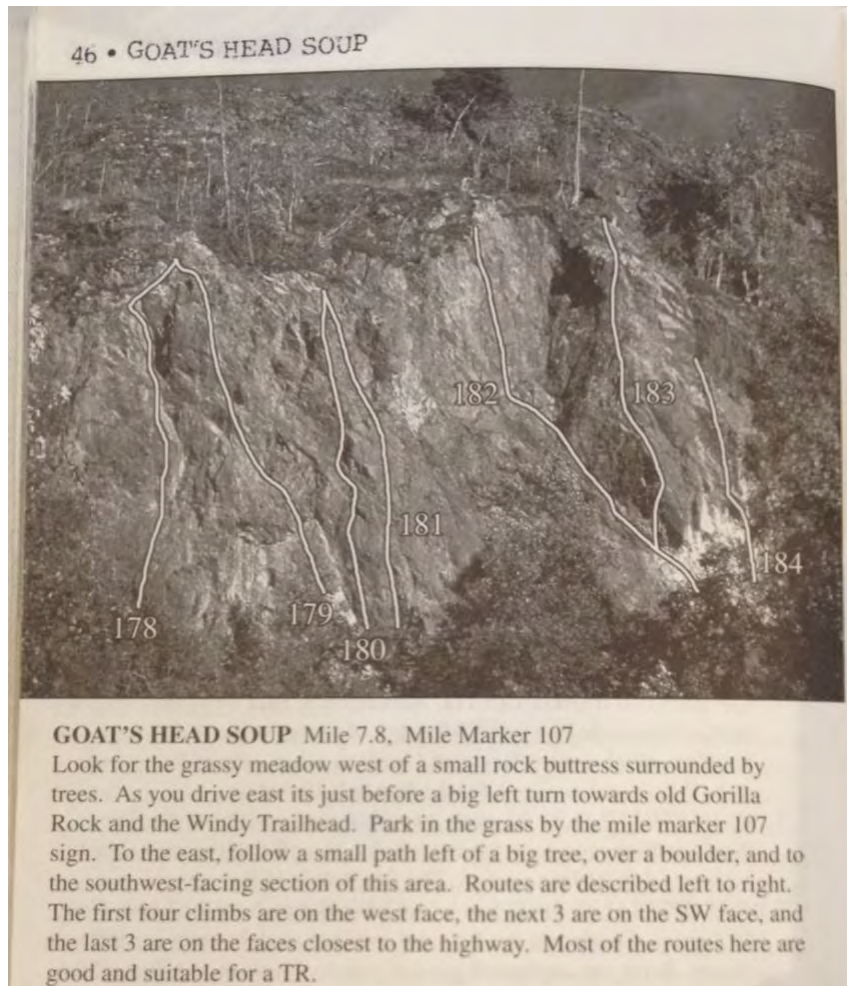
Are there studies of what the invasion of Turnagain Arm will do to tides, fish, Beluga Whales? Such studies are essential before any project is begun.

- I don't believe the project is necessary to start with, and I am VERY concerned about the rock quarry this project will produce (visual aspects). I have to pick my battles here, so if you go ahead with this project PLEASE mitigate the effects of aggregate acquisition on the scenery. I have heard the quarry may be set back from the road. That may help, but what about landscaping that hole there? (To hide any angular/obvious shape of the hole. May need blasting? Smooth it out?) Please don't make another Bird Point parking lot.

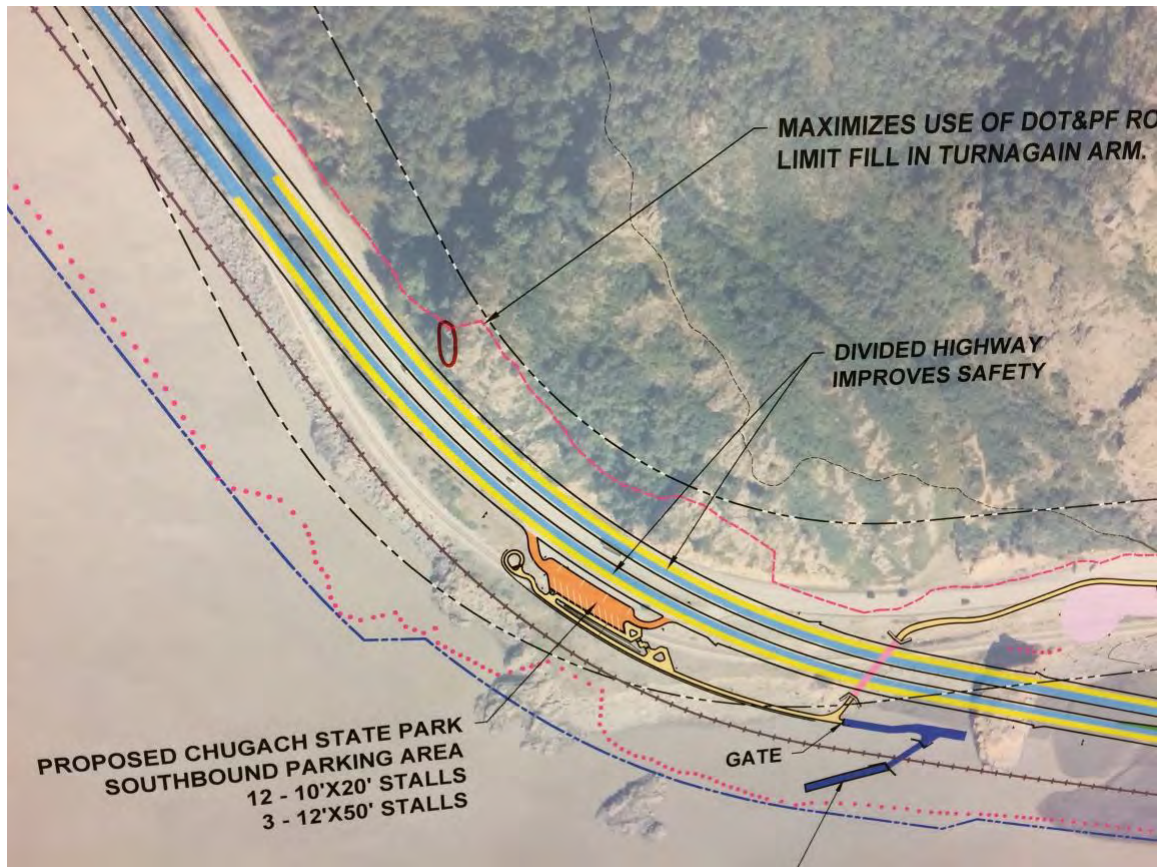
Rock Climbing

- Windy Corner offers some great climbing, the climbs get nice late sun exposure making it a great place to hit right after work on a nice summer night. It'll be a shame for that to go away.
- Other considerations: Windy Corner offers some of the safest climbing along the highway because of how it's tucked back a little and has the trees for a sound barrier. This makes it much easier to hear each other (thus safer) when giving commands while climbing. Most of the highway climbing doesn't offer this luxury.
- Hoping it is possible to reduce the amount of destruction to the existing environment both terrestrial and marine. Typically the rock out crossing of the mountain side is the first thing to go in these highway expansions. Probably making the construction process easier. In this specific location that would have more effect on the climbing community here in Anchorage than on other location.
- Please spare the local rock climbing cliffs on the apex of the corner, they are used and loved by many, many folks.

- I want to voice concerns over the redesign of the windy gap section of the Seward Highway. This area is a phenomenal place to rock climb and view wildlife and I would be crushed to see it lost. I hope that efforts will consider the value of this area as a recreation area as you proceed with design efforts.
- Consider sparing rock climbing routes at Goats Head.
- I'm concerned that the rock climbing area near mile marker 107 known as "goats head soup" will be destroyed with the expansion. Also concerned about cost in these fiscally tight times. Could the area be made safer by concrete divider between the north and south bound lanes?
- The Anchorage climbing community hopes that existing rock climbing routes along the highway will not be affected by any future construction, other than that it would be nice to see some development done to the Seward to help make it a safer drive.
- I am concerned about the destruction of a climbing area called "Goat's head soup"
- Yes, in terms of trail access at Windy corner. The rock formation at MP 106.5 is of high concern to the rock climbing community and proposed road cuts in this area are concerning. The area offers variety of high-quality rock climbs that should be preserved.
- I have serious concerns about the blast lines on the northern end of the project. Goats Head is a historically important rock climbing area in south-central Alaska and has some of the safest, best quality, and most popular climbs in the Anchorage area. This project would more than likely destroy this area. Any mitigation to this destruction of this area should be taken into account. Additionally, I have concerns about the fill use and the quarry areas. The Bird Ridge parking lot is an eye store and represents a poor precedent for Seward Highway projects. I would hate to see more inappropriate quarries dotting this scenic Highway.
- Request you minimize cut at the north end of the cut at Windy Corner. If the cut were adjusted 10 feet or so, a difficult sliver cut would be avoided and our existing rock routes would be saved. See cut at station 1015+50. If the cut is needed at this area, please try to preserve as many routes as possible. See The Scar, Southcentral Alaska Rock Climbing, pages 46 and 47 for the routes that are in the proposed cut. Looks like routes 178 to 182 could be preserved. [See image below.]



- We are long-time rock climbers and use a small area within the Windy Corner project site for recreation. The area is called “Goats Head Soup” by local climbers and is located at about MP106.8. It is slated for blasting during the Windy Corner project to widen the highway setback. At the February 2016 Transportation Fair, we talked to the engineer present and drew the spot on the wall map. This is a photo of that map - the red oval marks the location of the Goats Head Soup cliff:



- Presumably the pink dashed line marks the eastern edge of the highway setback. This line would only need to be moved a couple hundred feet to the southeast to preserve this popular climbing area.
- Goats Head Soup also has some geological features of interest that are worth preserving for scientific or educational purposes:

Curved features can be seen in dark rock at the base of the central portion of the cliff that appear to be pillow lavas or cross-bedding. Because the rock formations are steeply dipping in this area, these features may not be traceable to other outcrops along Turnagain Arm.

In summary, the Goats Head Soup location is important to preserve for both recreation and scientific reasons. Enhancing recreation is one of DOT&PF's stated objectives of the Windy Corner project, as well as a key goal of Chugach State Park. A slight modification of the highway setback at this location would support this goal. We believe it is possible to achieve the safety aspects of the project without ruining this popular recreation spot.

- No, the "Goats Head" climbing area is at risk of getting demolished.

The “**Other comments?**” provided on the comment sheet included:

- Wonder how the repositioning of the railroad out into Turnagain Arm will affect tidal currents and patterns for salmon and belugas as belugas cruise close to shore.
- I feel very strongly that Chugach State Park should not be used as a material fill site. I understand the costs go up significantly to bring it by train, however, I feel this is unequivocally the better choice. Finally, no one could answer my questions about potential impact to beluga whales, an endangered species. I received different info from representatives at the open house regarding cost of bringing fill in. One person said \$20 million more. One person said \$43 million more! \$20 million more is a lot but in 20 – 30 – 15 years it's a small price to absorb to maintain the scenic quality of the highway and park.
- Finding material in a way that doesn't retract from the amazing view sheds is the challenge. I am in support of the project. Safety is my main concern. This project appears to do this very well.
- I hope the state gets enough money to help with the project because as of right now we are broke!! I know that federal monies are involved but because of this I hope the state can come up with the funding to even improve this proposed project (for safety).
- I'd like to know more about the material site(s) and how they would look after removing the rock.
- Worked in Alaska for several summers and traveled this route weekly, the whole highway needs to be widened from Anchorage to Seward/Sterling, but this is a great start. Still visit as a tourist every summer.
- Adding a comment link on the main [website] page would be helpful.
- I am excited for this work to start and be completed.
- I feel very strongly that the borrow site at MP104 is the preferred location for Highway safety. I have had two friends and former employees die a MP104 due to oncoming vehicles in their lanes. Opening up the site line at this corner could substantially improve the safety of this corner.
- The most effective improvement would be separated lanes of traffic to extend through this corner. Removal of the material would make that more possible.
- Please have designated BIKE lanes in this project. SAFE bike lanes.
- I am writing on behalf of the Access Fund. The Access Fund is a national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) non-profit and accredited land trust representing millions of climbers nationwide in all forms of climbing—rock climbing, ice climbing, mountaineering, and bouldering—the Access Fund is the largest US climbing advocacy organization with over 13,000 members and 100 local affiliates. The Access Fund provides climbing

management expertise, stewardship, project specific funding, and educational outreach. For more information about the Access Fund, visit www.accessfund.org.

Many of our Alaskan members have contacted the Access Fund about this proposed project voicing their concerns about losing this climbing area. The area is called “Goats Head Soup” by local climbers and is located at about MP106.8. It is slated for blasting during the Windy Corner project to widen the highway setback.

Goats Head Soup is an important recreational area to the climbing community for the following reasons:

- The routes are well established and easy to find. They are featured in the following guidebooks: Thin White Line: A Climber’s Guide to the Seward Highway by Denkwalter and Whitelaw (1990), The SCAR: Southcentral Alaska Rock Climbing by Kristian Sieling (1998), and Alaska Rock Climbing Guide by Kelsey Gray (2009).
- It is a particularly popular area for Anchorage climbers, using the existing pull-out on the east side of the highway for parking.
- The location is shielded from the prevailing southeast wind, and catches a lot of sun on a clear day. It is a fun place to climb in spring, summer, and fall.
- It is quick to access, that is, a short walk from the car, as compared to other areas that might require a long hike and get less use.
- The routes are what climbers refer to as “moderate,” that is, a challenge for those with experience, but still accessible to advanced beginners.
- The routes are relatively high quality for Turnagain Arm. While most of the rock along Seward Highway is called “Chugach Crud” by climbers due to poor rock quality, Goat’s Head Soup is an exception, being a natural cliff requiring a variety of interesting moves with low potential for pull-outs or rock fall.

In closing, the Goats Head Soup location is important to preserve for recreational reasons. Enhancing recreation is one of AKDOT&PF’s stated objectives of the Windy Corner project, as well as a key goal of Chugach State Park. A slight modification of the highway setback at this location as well as efforts made to adjust the proposed sliver cut at station 1015+50 would support this goal. We believe it is possible to achieve the safety aspects of the project without destroying or altering this popular recreation and climbing spot.

Thank you for your efforts and consideration. Please feel free to contact me directly with any further questions.

Sincerely, Access Fund [contact name redacted]

- The "Goats Head" climbing area is perhaps the most popular and iconic crag in AK. It's one of the few places on the hwy sheltered from the typical SE winds. It would be a HUGE loss to the climbing community if it is destroyed by the DOT. The climbing community has invested a lot of time, money, and love developing the routes in this area the past few decades.

- Safety is a real concern but scale this project way way down. A couple of modest turnouts and a slight straightening of the road by shaving off a bit off Windy Corner seems reasonable. More state troopers on the road would cost way less than this gigantic project.
- Having toilet facilities on the highway in another maintained place will be a huge asset. Taking construction material from dangerous curves in the highway will benefit all highway users. Strongly urge moving forward with this project as soon as funding permits.
- The project negatively impacts safety because it will increase the speed of drivers by providing for two lanes in each direction. As a practical matter you will create a high speed passing zone with the current design. Furthermore, despite underpasses for pedestrians, people will still run across the highway to view the Dall sheep. The project negatively impacts the beauty of the highway because it requires massive mining of rock, to be crushed and used for fill. The project will probably negatively impact the wildlife viewing, thus defeating the alleged purpose of the project itself, which as I understand it is to facilitate wildlife viewing. Wildlife viewing will probably be negatively impacted for two reasons: first, there will be a lengthy period of time when there will be the dynamiting of rock at the material sites adjacent to the prime wildlife viewing habitat; and second, the project will alter some of the landscape itself which is prime habitat for the Dall Sheep. My view is that the entire project should be scrapped, and instead strict traffic controls implemented at Windy Point. Those controls should focus on reducing the danger of motor vehicle accidents. Some limited parking improvements might be beneficial, but not nearly on the scale suggested by the current plans.
- I strongly oppose this project. I would not object to the two sharp curves being made a little less sharp - but I strongly oppose this project's magnitude. In these times of climate change and pressing budgets, \$80 million is way too much. Considering the need to reduce emissions due to climate change, State matching monies designated for this project should be used towards commuter rail along Turnagain Arm.

As a 44 year resident of Rainbow Valley (Mile 108.5) I have been commuting on the Seward Highway for over 40 years. I bought my property in 1972 after a trip to the Alaska Railroad offices, where they assured me and I assured another prospective buyer (former Fairbanks Symphony Conductor Gordon Wright) that commuter rail was realistic and possible: indeed, Rainbow is on old maps as a Railroad stop.

In my experience, what makes the biggest safety difference is the presence or absence of State Troopers/Anchorage police. When no law enforcement is present, that's when we get crazy, unsafe driving. I am extremely worried about the decreased public safety presence after McHugh Creek beginning July 1st. To me this is an emergency. State matching money for the Windy Corner project should be diverted to pay for this police protection.

I would like to see an analysis of the numbers of fatal accidents per mile on the improved stretches between Potter Marsh and Girdwood, as well as for the Windy Corner area. In my experience, when the road is widened and improved such as between Bird Point and Girdwood, people just drive faster and there are more fatal accidents.

Finally, even if this project receives a go ahead, please do not blast at Mile 109 or Mile 104. The Seward Highway is a Scenic Highway, and blasting for a quarry on any Scenic Highway should be against the law. Thank you.

- Thank you for keeping the public WELL informed about your plan.
- Please spare the goats head soup rock climbing area if possible. It is one of the few high quality rock climbing areas on the Seward Highway. Thanks.
- Blasting the hills along the Turnagain Arm to acquire fill for this project is totally unacceptable. This section of highway is designated as a Scenic Road! Demolition of the mountain will leave ANOTHER huge, ugly scar along the road! This is Chugach State Park land, not general state land. It is a park and should be protected from this very thing, it is not a rock quarry! It is a park! The wildlife and the beauty of this area needs to be protected. It is a park.
- Please document a range of alternatives (with costs of both materials and transport) for using materials from other sites. If Chugach State Park denies the materials permit, what is the alternative plan? The use of CSP rock should not be the deciding factor in this project, so I recommend extensive research into alternatives. There is public value in leaving Chugach State Park lands as they are. The park is not designated as a quarry. The scar from the new quarry (at mile 109) will be very visible from the Hope (where I can view Rainbow Valley from my property) and the Six Mile areas. It will be visible along the Gull Rock trail, the Turnagain Arm trail, while hiking South Suicide Peak, from the Hope Point trail, and from much of the Hope Highway. It will also be highly visible while driving from mile 110 towards mile 109 on the Seward Highway by thousands of locals and tourists. This is a scenic highway. It is admirable to improve the highway safety, but it should be done without ruining the scenic values of the park, especially when the project, as designed, could be completed without obtaining materials from within the park. According to planning documents CSP will take ownership of the quarry area. This seems like a liability to the park, where it once had an asset. If materials must be taken from this site please reduce the volume taken from the mp 109 material site. Perhaps a smaller quarry could be done here and a some more material could be brought in from a more remote site. Reduce the height of the cliff on the back side of the materials sight. According to your documents one side of the quarry would have a 70 foot cliff, and the other would have a 230 foot cliff. The front buffer is inadequate to hide the scar on the back. In other words, minimize the impact to the park lands. A smaller quarry here may be acceptable. While the proposed material site at mp 109 might seem like a small part of the park, each section of highway is eroding the scenic qualities enjoyed by so many people. There is blast rock along Bird-Gird, the horrific quarry that desecrated Bird Ridge, the proposed materials sites at mp 104 and mp 109 will change the views near Falls Creek and Rainbow Valley. Please consider the cumulative impacts to the park of all the road improvements between Potter Marsh and Girdwood. Chugach State Park is not a designated quarry for road improvements, it is a park. Some material use from the park may be acceptable, but not huge, visible scars like the one proposed at mp 109.

- Has shifting the North side parking lot/improvements further north to use the already filled/improved existing highway and rail track bed for construction costs savings? What are the plans for the old highway? (Trail/walking) - could be much narrower and the area re-improved for the walkways/parking. Maybe consider additional parking- I suspect this will be a very popular stop.

From the North Parking Lot - when turning back onto the highway headed south- the center looks like it needs to be longer/wider to the south to improve access onto highway traffic. Has a merging lane been considered here- When making this entrance onto the highway headed south, you will be merging/yielding to the fast/passing lane on the highway.

Looking forward to enjoying this project.... Good job!!!

- Chugach State Park should not be used as a gravel pit. This is a clear violation of the Land & Water Conservation Act and requires Department of the Interior review for replacement lands. Why not consider options that do not require such extensive fill material such as viaducts, pilings, elevated structures, etc.?
- The previous Categorical Exclusion did not include the new material site within the evaluation. As the material site is integral to the project, it should be included in any analysis and a clear explanation provided as to how the impacts to park values meet the exclusionary requirements.

The final analysis should also include a cumulative effects analysis of all material sites along this corridor. There are several old material sites, including the highly visible site at Bird Creek. The sum total of all sites affects the scenic impact of the highway and consequently the values for which the highway was designated for inclusion as a National Scenic Byway.

The following **verbal comments** were recorded in Girdwood as no written comments were submitted.

- A stakeholder who travels the corridor for work 4-5 times a week on different days and at varying times observed poor behavior of other drivers in the area. Lots of speeding and aggressive driving. He also noted that he began to modify his speed and anticipate potential “wildlife viewers” as he approached MP 105. He has seen people abruptly pull to the shoulder in the area to view the sheep.
- Commenter was concerned about the road safety. While not entirely in favor of the improvements, felt that something needed to be done to create a safer corridor. Wanted information on crash data for the project area and Seward Highway Safety Corridor. The team shared the 2013 Safety Corridor Audit with the stakeholder.
- A Rainbow resident was disappointed to hear that the material site at MP 109 had the better material. She wasn’t happy about the prospect of blasting near her residence and was interested in knowing the duration of potential blasting and mining of the site.

- A former State Trooper who lived in the area indicated that only three troopers are currently slated to patrol between Anchorage, Seward, and Cooper Landing. He pointed out to another attendee that when major events are happening, such as the Mount Marathon race, few troopers, if any will be patrolling the highway. He said that drivers are increasingly aggressive, are aware of the lack of enforcement, and drive any way they want.

The following comments were **received by email**.

Hello ... my name is [redacted]. I should already be on your mailing list for this project. I drive this stretch of highway 20-30 times each year and have stopped numerous times in many locations for sheep viewing. I also hike on the trails along Turnagain Arm.

I attended the recent open house you sponsored in Anchorage. I was unable to provide comments at the open house. So here they are...

1) Categorical Exclusion (CE). I am quite amazed that this project could be accomplished with a CE, given the impact to and elimination of wetlands, potential effects on threatened or endangered species, safety for humans, potential effects to sheep and their habitat, effects related to material sites (including scenery), cumulative effects relating to this and other projects along Turnagain Arm, fairly substantial change in the Right of Ways (including removing ROW from the State Park and moving the Alaska Railroad tracks) and particularly the overall intensity of development. I don't think use of the CE is consistent with the requirements of 23 CFR 771.117.

2) Sheep viewing. I am unclear whether this project will result in humans being able to view the wild sheep from the best area. I have not been on-the-ground with the materials available at the meeting, but if I remember correctly the best sheep viewing is further east (south) of the area that would be developed for sheep viewing. If that is the case, this project will not have the desired result of dealing with vehicle / pedestrian issues at the best sheep viewing locations. If this project were developed with an EA (or EIS), this issue would likely be addressed through a resource report and would be quite clear. A resource report would also better address potential displacement of the sheep resulting from this project.

3) Parallel paths. My understanding is that no exclusive use path/trail would be developed for bicycling, running or walking associated with this project, as further east along Turnagain Arm. I have mixed feelings about that. The Turnagain Arm Comprehensive Plan (2009) states: "The partially completed Seward Highway bike trail will eventually extend along the road from Potter Marsh to the south boundary of the Municipality at Ingram Creek. New state highway projects generally consider plans to extend new sections of this trail corridor." The document refers to the Areawide Trails Plan.

I recognize that this section is not connected to the other parallel paths/trails along the highway, such as from Bird to Gird. However each section of reconstructed road should anticipate that this path will eventually be built, connecting Kenai to the Mat-Su. Nothing should be done to impede such a trail and everything should be done to encourage such a trail, even though it may not be

economical at this point. Please also recognize that quite a few bicyclists ride this portion of road now, despite there not being a dedicated path.

4) Design of the roadway. The roadway is being designed with two lanes each direction. Two pull off areas would be included ... one on the southside and one on the northside of the highway. Under the current proposal, the only slow-down, turn lane would be for those vehicles traveling southbound and turning left into the northside pull off. I really don't think that this has been thought through as carefully as it should be, based on my discussion with the engineers at the open house (and other discussions at the Transportation Fair at UAA a couple of months ago).

The Seward Highway during the summertime, and especially associated with weekend travel, has a tremendous amount of traffic ... literally bumper to bumper ... often traveling at near the speed limit. Recognizing the high number of serious accidents, the State put in place the Road Safety Corridor. Drivers go berserk when they suddenly have the opportunity to pass other vehicles, no matter how fast they're traveling. With many miles in both directions to four-lane passing areas, drivers will be eager to pass. Given that this is such a short passing area, I would anticipate that drivers will accelerate to speeds WELL OVER the posted speed limit. And there will be multiple vehicles lined up and passing simultaneously. Those being passed and those passing will be of diverse size, including motorcycles, passenger vehicles, pickups, small and very large RVs, and commercial vehicles including huge buses and super-long double trailer trucks. This is important because it can be very difficult to see what is happening and appropriately reacting with a variety of vehicles entering and exiting on both sides of the highway, as well as drivers and passengers looking for sheep. In my opinion, if this traffic situation is not mitigated, the resulting situation could easily result in safety issues greater than the current situation.

Safety improvement is the overall objective of this project. But in the end safety may be compromised. As I think about this project, I have a few options for you to consider.

- a) deceleration (turn) and acceleration lanes for both pull out areas. This may be the most practical, since it allows for two lanes both directions for passing. More pavement is required.
- b) add an acceleration lane in the median for those turning left from the north pull out area. This would correspond with the deceleration lane for those going southbound and turning left into the north pull out. This helps mitigate the danger, but maybe marginally.
- c) eliminate the crossing from the southbound lane to the north pull out. Those traveling southbound would park on the south side pull out and walk to the north pullout.
- d) like (a), add deceleration (turn) and acceleration lanes for both pull out areas but eliminate the crossover.
- e) eliminate the two-lane passing areas entirely. The second lane would entirely be used for deceleration / acceleration lanes, including for the cross over. Perhaps this would be the safest? Flashing no passing signs would be needed at the beginning of each section of 4-lane highway.

If I remember correctly, the acceleration/deceleration lanes for you to consider are similar to those now in place at the Turnagain Pass rest areas. I hope these comments help in your final design.

Team response: Thank you for taking the time to join us at the public meeting this week. We appreciate your thoughtful comments and I will work with the design team to review and consider them. The DOT&PF's number one priority is to improve safety for the traveling public. As you are keenly aware, this area of the Seward highway is physically constrained and is of great importance to many user groups. The design team is striving to understand all who use it and how. Thank you for your time.

I have reviewed the project website and attended the Anchorage public meeting on May 19 [April 19] and offer the following comments:

SAFETY

This very expensive project is being justified on the basis that this is the most dangerous section of the Anchorage to Girdwood highway (according to the graphics presented at the open house). However the period cited (1977 through 2007) is not the most representative time frame for an analysis to prioritize safety improvements, given the more recent “safety corridor” speed limitations and signage. Examining the two accident graphics on the project website leads to a very different conclusion - that this section of highway is far from the most dangerous. Although the “project area” is cited as being milepost 105-107, the actual area being affected is really milepost 105.7-107. The graphic for 1996-2006 only shows two major accidents and one fatality in this area. The reason given for the fatality is “inattention” leading to impact with the guardrail. The proposed improvements would not stop this type of accident from occurring. (Reasons for two major accidents weren’t given.) The graphic for 2006-2009 shows no accidents in the actual project area. This period is the most representative for gauging safety because it is subsequent to the safety corridor designation with its speed reduction and signage. **Before moving forward with this project, the project team should update the accident history by including the most recent data available and then use the most representative time frame (subsequent to the safety corridor designation) for an analysis to prioritize safety improvements.** What I believe this will show is that there are areas of the highway that should be improved before the Windy Corner project occurs. My experience driving the highway for many years is that there are frequent and very dangerous situations that occur when vehicles heading south stop in the middle of a single lane to turn left into a trailhead parking area or a road intersecting the highway. I believe a careful analysis will show that adding a turning lane to some of these points along the highway could be done at far less cost than the Windy Corner project and would result in a greater reduction in accidents. There is very limited state funding available for the time being and I believe there could be a much bigger “bang for the buck” by first making improvements elsewhere along the road.

MATERIAL SITES

Judging from the people I've spoken with, the major public concern with this project is the prospect of leaving a gaping hole in the ground from borrow material removal along an otherwise spectacular stretch of road. I haven't spoken to anyone who does not consider the existing quarry near Bird Creek to be an eyesore. Yet the only supporting documentation on the project website to justify removing even more material from a nearby site in Chugach State Park is a two-page memo (*Appendix C - Cost Comparison of Borrow Material Sources*) describing the difference in costs of fill material from a very few sites (Palmer, Portage, on-site and within three miles of the site). The costs given in this memo vary hugely from those told to me by a project engineer at the public meeting. And there are no graphics or size comparisons with other sites such as the Bird quarry that gives the public a good idea of what the resultant hole in the ground will look like. **The project team should make a much more thorough analysis of material borrow sources and costs given the public concern. It should provide graphics and size comparisons so that the public can understand the magnitude of the resultant changes to the landscape.**

Thanks for the opportunity to comment.

Team response: Regarding safety, the purpose and need for the project, and the safety corridor designation; you are correct that the data was out of date. We have updated the information on the website to the most recent crash data we have available, 1977 to 2012. You may be also interested in the Safety Corridor Audit, which breaks down the data in other ways.

Please keep in mind that safety corridor designation is not meant to be a permanent fix. It requires substantial financial commitment from law enforcement and others to continue to successfully reduce crashes in the corridor. Once other measures are taken to improve highway safety the designation should be removed and the funding used to improve safety elsewhere. The temporary nature of the designation is what prompted DOT&PF to use a longer span of years to analyze the performance of the highway, instead of only after the designation was made. We are aware that this project will be only one of many that is needed to improve safety on the Seward Highway. DOT&PF is already completing some of these other projects, including Seward Highway MP 75-90 Rehabilitation and Bridge Replacement and the Seward Highway 100-105 Improvement project. Both of these projects will be adding safety features such as turn lanes and passing lanes.

Material sites are an important aspect of this project and we have heard many comments about them. Unfortunately, it is not possible to build the project and meet the safety improvement goals without a large quantity of fill material. We have determined that it is cost prohibitive to bring material in from further away from the project, however, the project will need to get a Special Use Permit (SUP) from the Department of Parks and Outdoor Recreation (DPOR) to use the material site at MP 109. DPOR plans to hold an additional public review as part of the permitting process. Furthermore, the design team intends to reduce the visual impact of the material site from the road by leaving a buffer of intact hillside between the road and the proposed quarry area. The team has created a rendering of the concept design to illustrate our intent.

There will be other opportunities to comment as the design and permitting progress.

I attended the Anchorage open house held April 19th and wish to make the following comments as I understand the project to date: IT NEEDS TO BE CUT BACK IN SIZE.<sup>[L]
[SEP]</sup>

a) One of your staff estimated that the fill would extend 600' into the inlet. Such a change in the shoreline would drastically change the flow of the tide, affecting both the fish and shoreline to say nothing about the changes to the Beluga Whale Critical Habitat. Do you have definitive information on such effects and have concluded that it will not harm the whales, erode the shoreline, impede the fish? Have you done studies that show how smaller projects could meet safety needs and reduce the adverse effects on the above resources or have you only information on the project as currently designed????<sup>[L]
[SEP]</sup>

b) It is too large for state parks to manage the maintenance once the project is completed and given to the Park. Chugach State Park already has an enormous backlog of maintenance; it gets insufficient funding to keep up with day to day maintenance much less pick up new responsibilities like plowing the parking lots in winter and cleaning any and all restrooms. Moreover, there are insufficient rangers to occasionally check on the facilities.<sup>[L]
[SEP]</sup>

c) The fill required, 1.8 million cubic feet, is simply too enormous to consider seriously. From the preferred borrow site would require an estimated 150,000 truckloads or 300,000 truck trips from the area to the site. Will these trips not profoundly increase the traffic accident rates this project is premised on. I understand the highway will not be allowed to be closed which means mixing those trips into both summer and winter traffic. The 2013 study shows that conveying the fill by train would require only 90 days unlike the 275 days required if conveyed by truck. Is it not much cheaper as well as safer to build a rail spur to convey the fill for 90 days rather than run 300,000 truck trips over 275 days?<sup>[L]
[SEP]</sup>

d) The amount of fill will require round the clock blasting for months and the huge pit left after extracting 1.8 million cubic feet will adversely affect the scenic drive down the Arm, and the park's scenic beauty. What happens to the moose, bear and Dall sheep in the area? I see no way that the devastation left after that amount of blasting can be hidden from the highway.<sup>[L]
[SEP]</sup>

e) What provisions will be made for the two property owners who live in sight of the highway, just off the Rainbow Road? They clearly will hear all the blasting and all the truck trips for what, a year, around the clock? I suggest you trying to buy them out outright or at least pay their costs for temporary, alternate accommodations for the amount of time they will need to relocate to avoid all the blasting and truck trip noise, compensate them for their relocation costs and pay for the troubles this project will cause them.<sup>[L]
[SEP]</sup>

In short, this project needs to be cut back substantially. And, of course, the obvious, cheaper way to make the highway safer at this place is to provide around-the-clock trooper coverage and build several small pull-out areas for traffic to stop at to view wildlife. Thank you for this opportunity to comment. I would appreciate being added to your email list for notices.

Team response: [Redacted] - thanks for attending our open house in Anchorage and submitting these detailed comments. We will take these comments into consideration at

we continue our work on the project. I do feel it necessary to correct one item in your email. The fill requirement is in cubic yards, not cubic feet. The difference is significant. I will add your email address to our project outreach list so you receive notice of future comment opportunities, website updates and meeting notices.

I object very strongly to this project for many reasons, which I list below. I did attend the Anchorage public information open house on this project.

First, the project will not improve, but will instead decrease safety because it will increase the speed of drivers by providing for two lanes in each direction. The current design simply creates a high speed passing zone, regardless of whatever "speed" is set for that area. As well, since the state troopers have, for budget reasons, had to close their Girdwood station, the ability to enforce highway speeds has been reduced. So, these additional and straighter lanes will certainly increase illegal speeding. Safety decreases for pedestrians as well. Despite pedestrian underpasses, people will still go across the highway to view the Dall sheep.

Second, the project also negatively impacts the beauty of the highway because it requires massive mining of rock, to be crushed and used for fill. This is a national Scenic Byway; this project as proposed would decrease the scenic qualities of this highway, much as the Bird Creek project has, and perhaps more so, given plans for rock quarries. It is entirely inconsistent with a Scenic Byway.

Third, the project will negatively impact the wildlife viewing, thus defeating one of the alleged purposes of the project. Wildlife viewing will obviously be degraded during construction--especially the lengthy period of time of rock dynamiting at material sites adjacent to wildlife viewing habitat. The project will remove some of the wildlife-viewing habitat itself--which is prime habitat for Dall Sheep. As well, smoothing the coastline and removing promontories and indentations will negatively affect beluga whales, therefore negatively affecting wildlife viewing. Furthermore, these whales are listed as endangered.

Fourth, this project will most certainly obliterate wildlife habitat and degrade Chugach State Park. This park is extremely important to the quality of life for tens of thousands of Alaskans and visitors. The proposed rock quarries (whether one or both would be used) would add to the loss of habitat, degradation of natural beauty, and recreational use of Alaska's most popular and heavily-used state park.

Fifth, existing recreational uses, such as rock climbing, will be lost with this project.

Sixth, this project is extremely expensive at a time when the state can ill afford such expenses. Cutting a few minutes off of a commute or transport simply isn't reason enough for all the damage and cost. This money would be better spent on more pressing state and national needs.

This entire project should be scrapped, and instead strict traffic controls implemented at Windy Point. Those controls should focus on reducing the danger of motor vehicle accidents. There are better and far less expensive ways of increasing safety, and this project simply isn't one of them. Sincerely,

Team response: Thank you for your comments.

Greetings, I'm commenting as a longtime resident of Anchorage, a regular visitor to Chugach State Park for more than three decades, a member of the group Friends of Chugach State Park (though I speak here for myself, not the group), and an advocate for the protection and maintenance of the park's wilderness and wildlife and other wild values. I have several concerns about the Windy Corner project, chief among them the negative impacts on parklands in the project area and the unknown or uncertain effects, possibly harmful, that it will have on the Dall sheep that inhabit the area, as well as opportunities to view those sheep. It's my understanding that the work to expand the highway, including and especially the blasting and removal/relocation of rock, will be done in areas that are important sheep habitat. I don't know how project managers can be certain that this won't have both short- and long-term harmful impacts on that sheep's use and dependence on that habitat. Certainly the sheep will be affected (driven away?) by the construction/destruction work as it's happening, as will those who wish to see the sheep. As others have noted, the highway redesign might actually harm wildlife viewing, rather than improve it.

Another concern: the increased speed of drivers along the straightened/expanded highway may very well increase the risks of accidents and injuries, rather than reduce them. Will this actually be a safer place to drive and/or watch the wild sheep? I'm not convinced.

I also am alarmed by the prospect of a rock quarry that, as I understand it, would be cut into parklands in the Rainbow area. Given the huge and appalling rock cut left near Bird Creek by previous DOT highway "improvements," it's hard to accept the agency's word that this will have less negative visual impacts, especially when the Rainbow cut is apparently going to be higher than the one at Bird Creek. How, exactly, is this massive cut going to be shielded from view? Some have also raised the question of whether such a rock quarry on Chugach State Park land is legal, under either state or federal law.

In short, from the perspective of the park's lands and wildlife—and arguably for sheep watchers as well—the DOT's proposed Windy Corner "improvements" will harm, rather than help, Chugach State Park, while also raising serious new highway safety questions, with faster traffic in an area where it should be slowed, given its known popularity as a wildlife-viewing area; a place where sometimes large numbers of people move around on foot without necessarily paying close attention to vehicle traffic. Count me among those who argue that the project as it's now envisioned should be halted and other approaches taken to address highway safety and wildlife-watching concerns in the Windy Corner area. Thanks for considering my comments and perspectives,

Team response: [Redacted] – Thank you for your detailed comments. We would like to offer a response to several of the points you raised. You were concerned about the Dall sheep that frequent the area and that construction noise might drive away the sheep.

DOT&PF experience in the corridor has shown that while the sheep may leave an area temporarily during construction, they return to the area once the construction is complete. We believe this will be the case as the area of sheep habitat adjacent to the Windy Corner project area will see little hillside change and the road will move away from their habitat. Also, DOT&PF met with the Alaska Department Fish and Game

(ADF&G) in a series of meetings from 2013 to 2015 concerning potential project construction impacts and the constructed project impacts to Dall sheep at Windy Corner. ADF&G has indicated specific blasting restrictions for distance and time period would be required during the Dall Sheep lambing season and for blasting outside the lambing season.

Sheep viewing will be limited during construction for safety reasons but the additional parking areas and pedestrian underpass should make viewing the sheep after construction is completed much safer for the sheep and park visitors. The design also includes a viewing shelter and a viewing platform intended to keep people a safe distance from sheep while providing a better view.

The speed limit of the highway will remain the same and the passing lanes will help separate slow sightseeing and turning traffic from faster through traffic. Speed differentials on the current one-lane section contribute to increased crash levels.

Material sites are an important aspect of this project and we have heard many comments about them. Unfortunately, it is not possible to build the project and meet the safety improvement goals without a large quantity of fill material. We have determined that it is cost prohibitive to bring material in from further away from the project, however, the project will need to get a Special Use Permit (SUP) from the Department of Parks and Outdoor Recreation (DPOR) to use the material site at MP 109. DPOR plans to hold an additional public review as part of the permitting process. Furthermore, the design team intends to reduce the visual impact of the material site from the road by leaving a buffer of intact hillside between the road and the proposed quarry area. The team has created a rendering of the concept design to illustrate our intent.

We share your concerns for people and wildlife and are working to make the project as beneficial to all who use the area as possible.

NO MONEY HONEY

Great online meeting!

I have lived along Turnagain Arm since 1990, driving this vital and beloved corridor everyday of the week in both directions, in all seasons. The Seward Highway is one of the most notable in the state, bestowed with the triple designation of being a National Scenic Byway, USDA Forest Service Byway and All American Road. With these designations we are mandated to preserve the special intrinsic qualities of the lands while making good decisions to improve safety, access and education along these roads. I have been following the Windy Corner project with interest and have the following comments at this time.

1. The Windy Corner project is prohibitively expensive at 80+ million, particularly with regards to our economic times and its touted safety mitigation value.

Review carefully Alaska Safety Corridors MVA/fatalities sites as project information was not so clear. The project segment does not appear to be “the most dangerous” of the corridor. Since

Traffic Safety Corridor Designation in 2006, there has been significant improvements in safety and highway efficiency. We can continue to employ actions that are working and in addition, add some more affordable improvements such as;

Turn lanes at McHugh Creek, Indian, Bird, and Portage, mainly Alaska Wildlife Conservation Center.

Keep the AST on this highway segment- they have made a difference. Unfortunately, this may be difficult with budget cuts.

Utilize video cams to enforce speed limits, headlights on law, and slow drivers who refuse to utilize pullout lanes. Drones?

Additional flashing speed and pedestrian signs.

Consider slower speed limits in more dangerous areas.

2. Material sites within the Chugach State Park will grossly detract from the intrinsic value of the highway corridor and the park. A major concern for many people is where the 1.8 + million cubic yards of material estimated for the project will come from. I was not clear or satisfied with any answers or depictions of these large mining sites, though I was told they were much larger than the Bird Creek quarry. Some type of virtual depiction would be more helpful. What I do know is that Material site #1, at 22 acres, at the edge of Rainbow Valley, has an astonishingly rich and productive ecosystem of sheltered, rolling bench lands embedded there, home of numerous bear and moose. Check it out. Material site #2, at 18.3 acres, near the edge of Indian Valley, abuts the Falls Creek-Indian section of Turnagain Trail and mentioned in project information as not passable. In actuality, it is well travelled to Falls Creek and also accesses Indian House Mtn via an old sheep trail, long shared by humans, which rivals Bird Ridge trail. Needless to say, there are many sheep in the rocky areas of this segment.

With all that said, I feel strongly that mining materials from the Chugach State Park on this particular corridor is complex with regards to wildlife habitat and the diverse recreational users that seek these special places. Material sites should come from the Portage area or perhaps continue excavating at the Bird Creek quarry to avoid a string of disruptions as we rework the highway.

3. The Windy Corner viewing platform and parking area at its current design is too large and may negatively affect the habits of the animals we love to see. Not to mention, the long period of construction may negatively affect their habits of being there.

4. Perhaps AKDOT should find/ fund creative projects involving railway travel to get folks off the highway.

In all honesty, I believe we should hold off on the Windy Point Project until more sustainable financial times. The days of Alaskans dismissing "federal funding" as something we don't pay for is erroneous thinking, like printing money we don't have. We all pay federal funding and must think critically and carefully when choosing to fund our necessities and our dreams.

Sincerely,

Team response: [Redacted] – Thank you for your detailed comments. We would like to offer a response to several of the points you raised.

Material sites are an important aspect of this project and we have heard many comments about them. Unfortunately, it is not possible to build the project and meet the safety improvement goals without a large quantity of fill material. We have determined that it is cost prohibitive to bring material in from further away from the project, however, the project will need to get a Special Use Permit (SUP) from the Department of Parks and Outdoor Recreation (DPOR) to use the material site at MP 109. DPOR plans to hold an additional public review as part of the permitting process. Furthermore, the design team intends to reduce the visual impact of the material site from the road by leaving a buffer of intact hillside between the road and the proposed quarry area. The team has created a rendering of the concept design to illustrate our intent.

DOT&PF experience in the corridor has shown that while the sheep may leave an area temporarily during construction, they return to the area once the construction is complete. We believe this will be the case as the area of sheep habitat adjacent to the Windy Corner project area will see little hillside change and the road will move away from their habitat. Also, DOT&PF met with the Alaska Department Fish and Game (ADF&G) in a series of meetings from 2013 to 2015 concerning potential project construction impacts and the constructed project impacts to Dall sheep at Windy Corner. ADF&G has indicated specific blasting restrictions for distance and time period would be required during the Dall Sheep lambing season and for blasting outside the lambing season.

Sheep viewing will be limited during construction for safety reasons but the additional parking areas and pedestrian underpass should make viewing the sheep after construction is completed much safer for the sheep and park visitors. The design also includes a viewing shelter and a viewing platform intended to keep people a safe distance from sheep while providing a better view.

There will be other opportunities to comment as the design and permitting progress.

Thanks Anne. Great that you extended comment period! There are soo many people who don't know.

The Rainbow Valley Homeowners Association submitted the following letter.

We are taking this opportunity to comment on the proposed development in the Windy Corner vicinity on the Seward Highway (Federal Project 0A3134; Alaska Project Z566310000).

As President of the Rainbow Valley Homeowners Association, Inc. (RVHA), I want to advise you of several concerns of our 18 households that access the Seward Highway at Mile 108.5. RVHA, Inc., is a private inholding in Chugach State Park.

Most importantly: we believe the scale of the Windy Corner project is far too grandiose and far too expensive.

We recommend you scale back this plan limited to the minimum needs of more gentle curves at Windy Corner, and a larger pullout at the sheep lick.

You should avoid extra lanes or realignments that encourage higher speeds on slick winter roads, or involve extensive fill, including realigning the railroad.

As daily commuters, what we really need are the immediate safety improvements you can make in the short term. For example, the high-intensity reflectors were a great help. Putting another string of them on the mountain-side could better define the roadway and turnouts. Better signage also helps. Keeping current Trooper patrols would be the best thing, but not your department.

Secondly: We are opposed to Material Site 1 as proposed in the current project flier.

- The shape and depth of the pit will invite camping and trash. This has been a growing problem along Turnagain Arm for some years. Who will manage it, and clean it up? State Parks is over-committed, State Transportation won't take responsibility, and we have no police coverage.
- Blasting will take place a few hundred feet from our neighbors, and less than 2200' from our members' homes. Is there the potential for structural damage to buildings? For our homeowners without homeowners insurance, will DOT&PF compensate them for any damages caused by blasting?
- We also believe more rock quarries along the Seward Highway are not in keeping with its status as a National Scenic Byway, and it will encroach on Chugach Park.

We strongly recommend that all future development along the Turnagain Arm National Scenic Byway portion instead use material brought in by rail which is immediately parallel to the road and has access to much more material along its corridor.

—We also suggest that continued blasting immediately along Turnagain Arm is potentially detrimental to the Cook Inlet beluga population.

?

Finally, I want to reiterate our request in our last letter to DOT&PF regarding this project (July 23, 2013) that DOT&PF contact RVHA directly and take our community and its interests seriously, regarding review of this and future Seward Highway projects planned between Potter and Indian.

Thank you for your consideration, Bob Childers, President, Rainbow Valley Homeowners Association

I support the proposed project at Windy Corner. This safety improvement is needed to upgrade this important infrastructure that will support commerce and tourism as our state economy diversifies. Don't waste the opportunity to take advantage of federal transportation dollars to benefit Alaska. Don't be swayed by those who claim the impacts are too high or it must be delayed. This project in its various forms has been proposed to the public for more than 25 years

and there has never been a compelling reason to stop the project for environmental or other reasons. Please build this project. Thank you.

Team response: Thanks [redacted].

The windy corner as designed should be adopted. My addition would be to open the view corridor at MP104 to reduce this major safety concern as part of Windy Corner. Diane Bahnson and Jason Small parishes at MP104 and using the work at MP107 to improve MP104 by removing fill material would be a win-win.

Team response: Thanks [redacted].

Dear Ms. Brooks and other DOT officials,

As a past President of Girdwood Rotary and longtime Girdwood resident, I am in favor of the Windy Corner improvements. There is too much traffic on that little highway as it is. We need a safe place for people to pull off.

I'm still angry with former Governor Murkowski for removing all of our carefully cobbled together DOT monies to be used to straighten the highway. He just dumped the money in the lost cause Knik Arm Bridge and that bridge was never a good idea. The Knik Arm bridge project is the one that should have been buried, and our highway should have been straightened long ago.

Thanks for attending to our Girdwood opinion as I am confident I speak for most of my Girdwood neighbors,

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

To Ann and any concerned parties, I am writing to express support for the upcoming Seward Highway improvements. The perceived inconveniences caused by road construction are outweighed by the needed safety improvements. If these improvements save a single life (and likely numerous lives) all inconveniences will have been worth it. This should be the most significant priority in assessing the viability of the planned improvements. Thank you for any consideration,

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

I would like to briefly state that I support the project proposal for Windy Corner on the New Seward Hwy. I like many Alaskans would like to see habitat protected for our sheep so they can safely graze and enjoy the view... as we do :) but at the same time I would like the highway improved to make the drive safer. I support having a wildlife viewing area established with safe access to the parking area. Thank you for improving the safety of our roads.

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

Thank you. I'm so happy there is a plan to make this dangerous part of the Seward Highway safer.

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

As the owners tour company that travels the Seward Highway almost every day in the summer and very often in the winter, we have witnessed and have been involved in too many dangerous driving incidents from Anchorage to the Portage Valley Road.

We strongly support the Windy Corner project.

Safety needs to be the number one priority over saving some rocks. People's lives and well-being are at stake. Thank you,

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

I am writing as an individual, no council discussion or action has occurred about this topic.

I believe that road design safety improvements with a pedestrian underpass and increased, separated parking are long overdue. This is a hazardous area of the Seward Highway, and also one with spectacular and interesting views.

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

I support the Windy Corner project. I have traveled and commuted through this area for a long time and the "Sheep" viewing tourists have created a serious road hazard that is leading to accidents and eventually fatalities. I believe this project will make a much safer area for highway travel. Sincerely,

Team response: Thank you for your comments. If you would like to read what other people are saying about the project, the April-May open house summary is posted on the website. The notes include all the input we received in Anchorage, Girdwood, and online.

Hi Anne, Could you please tell me how much of the DOT Windy Corner project funding will be coming from state funds, and how much from federal funds? Thanks,

Team response: [Redacted]- The funding for the project is identified in the Statewide Transportation Improvement Program (STIP). The STIP programs funding for

*transportation projects throughout the state. The full document can be found here:
<http://www.dot.alaska.gov/stwdplng/cip/stip/index.shtml>.*

I've attached the page showing the funding for the project which includes Milepost 105-107 from the current 2016-2019 STIP. The funding is planned with a mix of funds. I have included the fund descriptions from the STIP. Keep in mind that the STIP is amended periodically and funding sources can change.

We currently estimate the project cost around \$70 million. Assuming the bond, and line items for state match (OSF, SM) are all the state contributions, as currently funded, the state match is around 60 percent. Keep in mind that the estimate is refined as the detailed design is developed and the Department has great flexibility in how projects get funded. Depending on Statewide priorities, a greater share of federal funding may be used on this project. Most DOT&PF project are matched with around 9 percent of state funding.

Hi Anne, Could you please tell me the estimated total cost of this project and what percentage is being paid for by the State of Alaska. Thank you.

*Team response: [Redacted]: The funding for the project is identified in the Statewide Transportation Improvement Program (STIP). The STIP programs funding for transportation projects throughout the state. The full document can be found here:
<http://www.dot.alaska.gov/stwdplng/cip/stip/index.shtml>*

I've attached the page showing the funding for the project which includes Milepost 105-107 from the current 2016-2019 STIP. The funding is planned with a mix of funds. I have included the fund descriptions from the STIP. Keep in mind that the STIP is amended periodically and funding sources can change.

We currently estimate the project cost around \$70 million. Assuming the bond, and line items for state match (OSF, SM) are all the state contributions, as currently funded, the state match is around 60 percent. However, the Department has many funding options available and may ultimately choose some other funding combination. For an example, most transportation projects are funded with a 95/5 split of federal and state funds respectively.

Keep in mind that the estimate is refined as the detailed design is developed. Thanks for your interest in the project. Let us know if you have additional questions.

Hi Anne, Hope all is going well.

I've moved to Indian and drive this road frequently. Of course I'm always thinking what could help and what's working, especially every time I hear an accident. And I'm a big supporter of improving what makes sense along this safety corridor. I was looking through this data and didn't notice a graph/stats reflecting the # accidents by causes & location. Is that a part of information you have? Or shall I contact the State DOT safety folks?

I didn't make it to your public meeting, but did the online outreach and commented on line for the Windy Corner project. BTW nice work on the outreaches & information. Thanks

Team response: [Redacted] — Thank you for your comments and complements on the open house outreach. In your email you mentioned you were looking for crash data with causes and locations. You would need to contact Scott Thomas, DOT&PF Safety Office, (907-269-0639, scott.thomas@alaska.gov) for the information. Have you looked over the 2014 Safety Corridor Audit? It provides other information about number and severity of crashes over time.

To answer your questions about design features from the online comment sheet, the parking areas and underpass will be built where the highway and railroad are now, therefore would not require additional fill on their own account. Try comparing the right-of-way map with the improvements graphic. The section in orange labeled “ROW to be converted to Chugach State Park” is where the parking lot and other viewing amenities would go. The gravel parking area would be for overflow parking. Traffic counts and analysis showed that a merge lane is not warranted for the south-bound exit from the north parking lot. It is DOT&PF’s policy to not add extra lane miles unless the analysis shows it is necessary in order to keep maintenance costs down.

The Chugach State Park Citizens Advisory Board has been attempting to keep abreast of the Windy Corner project planning effort for several years. We remain as confused as ever because the project keeps morphing and we feel that the public has had little opportunity to review and comment on the project as it ticks off the design milestones.

We note that the Windy Corner project website says a third round of public meetings is tentatively scheduled for the first week of April 2016. We strongly encourage the project team to hold those meetings, in Anchorage and Girdwood at a minimum, as soon as possible. Also, it is important that the public and agencies see the plans as soon as possible, even before the meeting, so that you can collect informed comments.

We note, in particular, the shifting nature of the material sites, which are rumored to be different from the ones shown on the project website and potentially much larger. We anticipate there will be considerable public resistance to any more large material sites in Chugach State Park.

Team response: [Redacted]: – Thank you for your comments. Material sites are an important aspect of this project and we have heard many comments about them. Unfortunately, it is not possible to build the project and meet the safety improvement goals without a large quantity of fill material. We have determined that it is cost prohibitive to bring material in from further away from the project, however, the project will need to get a permit from the Department of Parks and Outdoor Recreation (DPOR) to use the material site at MP 109. DPOR plans to hold an additional public review as part of the permitting process. Furthermore, the design team intends to reduce the visual impact of the material site from the road by leaving a buffer of intact hillside between the road and the proposed quarry area. The team has created a rendering of the concept design to illustrate our intent.

There will be other opportunities to comment as the design and environmental permitting progress. The Federal Highway Administration is currently reviewing DOT&PF’s

application and will determine what the environmental class of action (Categorical Exclusion, etc.) will be for the project.

Hi, I appreciate you providing more recent crash data but you really should replace the old crash data you still have in the online open house with the newer data.

One can't help but to think that you are keeping the old data in the online open house because it shows Windy Corner as the most dangerous spot whereas the newer data does not.

The designation of the Seward Hwy MP87-117 as a Safety Corridor in 2006 reduced the fatal and major injury crashes by 36%. You really shouldn't be using data before the designation since that is no longer relevant. According to one of your graphics there were no accidents of fatalities between MP105-107 between 2006 - 2009. The most relevant data would be from 2006 to the present and you need to present that information.

Team response: [Redacted] - As for safety information, I'd refer you to the DOT&PF website for Safety Corridors. DOT staff analyze the crash data annually to audit the effectiveness of the safety corridor designations. Annual audits can be found at the following link: http://www.dot.alaska.gov/stwdplng/hwysafety/safety_corridors.shtm

I recognize that all the data you are requesting is not available in the annual audits. The audits provide an overview and analysis on a broad scale to show safety corridor performance and consideration of the E's — education, engineering and enforcement. The audits also include a summary of the many mitigation measures being deployed to reduce the crashes on the highway—including construction projects and design projects, like Windy Corner.

To get to the level of detail you are requesting, you will need to contact the Central Region Traffic & Safety Engineer, Scott Thomas. Scott can be reached at 907-269-0639 or via email at scott.thomas@alaska.gov. The data may not be available for the most recent years 2013-2015 because it takes some time to process.

Table 1. Meeting Outreach

Date	Outreach method	Description
03/25/2016	Meeting notification on project website	Meeting notice on home page http://www.dowlhkm.com/projects/windycorner/index.html
03/31/2016	Mailer	Approximately 1,470 invitations mailed to local businesses, residents, and agencies
03/31/2016	Online community calendar	Request sent to post the event on the <i>Alaska Dispatch News</i> online calendar
04/05/2016	Display advertising in <i>Alaska Dispatch News</i>	Inviting the public to the open house

Date	Outreach method	Description
04/05/2016 04/18/2016	Email notice and reminder	Provide email invitation to the meeting to project stakeholders and Anchorage Transportation Fair list
04/05/2016	Facebook ad campaign	Sponsored Facebook posts to invite people to the meeting and increase likes for the project Facebook page, grew page likes by 44 to 372 total page likes, drove several new comments on the page
04/05/2016	Facebook event	Inviting the public to the open house, 4 people RSVP'd, 14 expressed interest in the event
04/07/2016	Display advertising in <i>Turnagain Times</i>	Inviting the public to the open house
04/08/2016 04/17/2016	Federation of Community Councils notification	The Federation of Community Councils sent a meeting notification to their subscriber list
04/11/2016	Public service announcement request sent to: KBBO-FM, KNBA-FM, KWHL-FM, KEUL-FM, GCI Cable	Sent with request to broadcast announcement inviting public to meeting
04/12/2016	Display advertising in <i>Peninsula Clarion</i>	Inviting the public to the open house
04/12/2016 04/19/2016 04/20/2016	Facebook update	Post about the meeting on the project Facebook page https://www.facebook.com/pages/Seward-Highway-MP-105-107-Windy-Corner-Project/450234331728338
04/13/2016	Display advertising in <i>Glacier City Gazette</i>	Inviting the public to the open house
04/14/2016	Print community calendar	Calendar event in the <i>Alaska Dispatch News</i>
04/15/2016	State of Alaska Online Notice	Inviting the public to the open house
04/15/2016	DOT&PF online calendar	Meeting listed on the DOT&PF online public meeting calendar http://dot.alaska.gov/creg/calendar.shtml
04/18/2016	Announcement at GBOS meeting	Inviting GBOS members to the open house
04/18/2016	Announcement at Alaska Trails and Chugach Trails Committee meeting	Inviting attendees to the open house
04/21/2016	Article in <i>Turnagain Times</i>	Article in <i>Turnagain Times</i> provided questions and answers about the project.

Date	Outreach method	Description
04/21/2016	Girdwood Rotary Club meeting	Rotarian Hank Hosford distributed meeting handouts at the Rotary club meeting. He reported the information was well received.

Related documents on file:

Sign-in sheets

Handouts (comment sheet, fact sheet)

Informational boards

Comment sheets received at Anchorage, Girdwood and online meetings

Mailer

Public service announcements and advertising

Seward Highway: MP 105-107 Windy Corner

Project Number Z566310000/0A3134

EVENT NOTES

SUBJECT: Seward Highway: MP 105-107 Windy Corner
PROJECT NUMBER: Z566310000/0A3134
GROUP: Public
DATE: Thursday, September 22, 2016
TIME: 4 to 8 p.m.
LOCATION: Raven Hall, Alaska State Fairgrounds
2075 Glenn Highway, Palmer, Alaska
OUTREACH: See Table 1. Event Outreach
ATTENDANCE: 283 people signed in
MATERIALS: Fact sheet, comment sheet, outreach, sign-in sheets
STAFF PRESENT: N/A

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. Over 60 Mat-Su area transportation projects and programs were represented. Community members were encouraged to ask questions of the project teams and to provide written comments.

The Seward Highway: MP 105-107 Windy Corner project was represented at the Seward Highway Corridor booth that showed many regional projects.

Table 1. Event Outreach

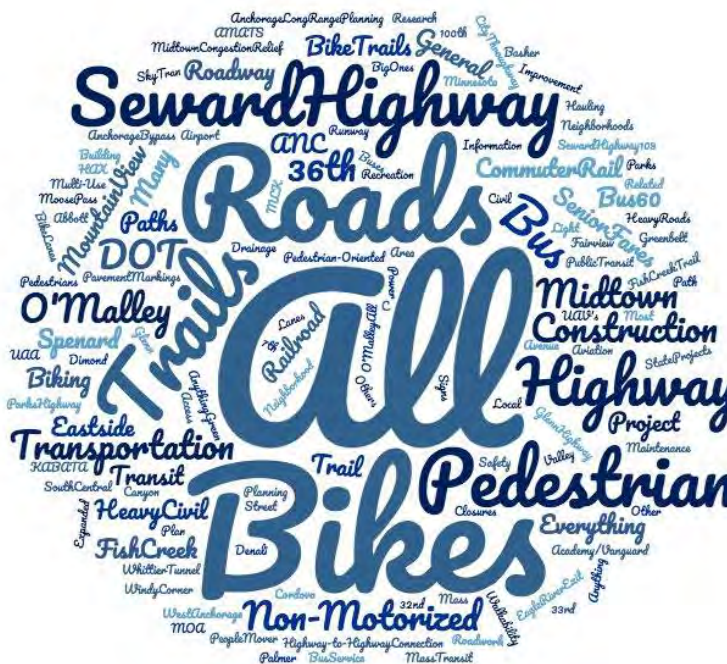
Date	Outreach Method	Description
06/01/2016	Blog post	Information posted on the event blog, 1,500 page views in the last month
08/15/2016	Meeting notice posted on projects websites (Glenn Highway MP 34-42, Parks Highway MP 44-52, Fairview Loop, Palmer-Wasilla Highway, Seward Meridian)	Meeting notice posted on the public involvement page
08/26/2016	Email "Save the Date" notice sent to Mat-Su project email lists	Inviting the public to the event (1586 sent, 599 opened, 32.5% clicks)
08/29/2016	Community calendars	A request was sent to the <i>Mat-Su Frontiersman</i> , <i>Anchorage Daily News</i> , and <i>Make a Scene</i> to post the event on online calendars

Date	Outreach Method	Description
09/01/2016	Email to Glenn Highway MP 34-42 project list providing project update and notice of 2016 Mat-Su Transportation Fair	Inviting the public to the event. 428 sent, 47.0% open rate
09/01/2016	DOT&PF Online Calendar	Inviting the public to the event
09/01/2016	Event postcards sent to project lists for the following projects: Parks Highway MP 44-52, Glenn Highway MP 34-42, Palmer-Wasilla Highway, Fairview Loop Reconstruction, and Seward Meridian Parkway Phase 2	Inviting the public to the event
09/01/2016 09/07/2016 09/15/2016	What's Up Listserve	Announcement inviting the public to the event
09/13/2016	Email to Parks Highway MP 44-52 project email list providing project update and Mat-Su Transportation Fair details	Inviting the public to the event
09/13/2016	Big Lake Community Council	Event announcement made at the Big Lake Community Council meeting
09/14/2016	Email to Mat-Su project lists announcing KSKA Hometown Alaska show concerning Mat-Su Transportation Fair	Inviting the public to listen to show and participate. 2154 sent, 33.2% open rate, 55 clicks
09/14/2016	KSKA (FM 91.1) Radio Program, Hometown Alaska show about transportation fairs	Raise awareness and invite public to event
09/15/2016	Facebook posts	Requests were sent to the City of Palmer, DOT&PF, City of Wasilla, City of Houston, and Mat-Su Community Transit to post about the event on Facebook
09/15/2016	GovDelivery message sent by DOT&PF	Inviting the public to the event, Sent to 733 recipients, 35% open rate
09/16/2016	Request to Alaska State Fair to provide notice of transportation fair on electronic messaging sign and online calendar	Inviting the public to the event
09/16/2016 to 09/18/2016	KAYO-FM, Country Legends 100.9 Radio Ads aired 72 times. Sponsored by Alaska Railroad Corporation.	Invitation to Mat-Su Transportation Fair

Date	Outreach Method	Description
09/16/2016	Notice of Mat-Su Transportation Fair posted on Mat-Su Borough website homepage	Inviting the public to the event
09/17/2016	Facebook ads sponsored by City of Wasilla	Inviting the public to the event. 3484 people reached
09/21/2016	Email to Mat-Su project lists including layout for transportation fair	Inviting the public to the event, letting them know what projects to be included. 1454 sent, 38.9% open rate, 141 clicks
09/19/2016 to 9/21/2016	KSKA (FM 91.1) Radio Advertising airing 14 times. Sponsored by City of Palmer.	Inviting the public to the event

SUBJECT:	Anchorage Transportation Fair
PROJECT NO.:	Project No. Z566310000/0A3134
GROUP:	Public
DATE:	Thursday, February 8, 2018
TIME:	3 to 7 p.m.
LOCATION:	Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage
MEETING OUTREACH:	See Table 1. Event Outreach
MEETING ATTENDANCE:	379 people signed in, many did not sign in
MEETING MATERIALS:	Fact sheet, comment sheet, aerial photos of project area and concepts
STAFF PRESENT:	<i>DOT&PF</i> : Tom Schmid <i>DOWL</i> : Aaron Christie, Pat Whitesell
EVENT INFORMATION:	

The word cloud to the right shows the frequency attendees indicated interest in a particular subject as hand written on the sign-in sheet. The larger-sized subjects were written in more often. The top five interests were “All,” “Bikes,” “Roads,” “Trails,” and “Seward Highway,” although there were many others.



During the event, the team recorded the verbal comments summarized below.

- Preservation of the climbing routes and access to Chugach State Park.
- Several attendees were interested in what the DOT&PF has planned for the Seward Highway along Turnagain Arm.
- Attendees were generally in favor of the proposed transportation safety improvements.
- Some attendees were steadfast against the proposed material site at MP 109 due to the aesthetic impacts and the precedent it might set for extracting material from the Chugach State Park for future Seward Highway projects.
- Brief discussion with Carl Hall from PND Engineers. The anticipated construction window for the Whittier Tunnel Surface & Drainage Improvements project may overlap with construction of Windy Corner.

Table 1. Event Outreach

Date	Outreach method	Description
12/04/2017 02/02/2018 02/09/2018	Blog posts	Information posted on the event blog, https://anchoragetranspofair.blogspot.com/ , over 1,800 page views in the last month
12/13/2017	Event notice to projects websites	Event notice posted on the public involvement page of project website
12/13/2017	Community calendars	Request sent to the <i>Anchorage Daily News</i> , <i>Anchorage Press</i> , and KTUU to post the event on online calendars
01/02/2018 02/05/2018	Email notice and reminder	Email invitation to project stakeholders and the Anchorage Transportation Fair email list, 2,538 sent, 36% open rate
01/09/2018	Request for all teams to invite stakeholders	Inviting the public to the event
01/09/2018	Event flyer	Flyer distributed to area elected officials, project teams, People Mover buses, and posted in Mountain View and Fairview
01/11/2018	DOT&PF public involvement online calendar	Posted to http://dot.alaska.gov/creg/calendar.shtml
01/11/2018	GovDelivery	Email invitation to GovDelivery subscribers, 1,305 sent, 35% open rate
01/13/2018 01/22/2018 01/29/2018 02/05/2018	What's Up Listserve	Announcement inviting the public to the event, 2,500 sent

Date	Outreach method	Description
01/16/2018	Invitation to University of Alaska Anchorage College of Engineering students	Invitation sent by University of Alaska Anchorage staff to College of Engineering students
01/17/2018 02/01/2018 02/07/2018	Federation of Community Councils notice	Notice of event sent to all Anchorage community council memberships
01/26/2018 02/02/2018	Email notice sent out by Anchorage Metropolitan Area Transportation Solutions	Announcement inviting the public to the event
01/26/2018	Municipality of Anchorage Bulletin	Inviting Municipal staff to the event
01/26/2018	Municipality of Anchorage website notice	Request to add event to scrolling gadget on Municipality of Anchorage home page, https://www.muni.org/pages/default.aspx
02/02/2018	Facebook boosted post	DOT&PF sponsored post targeting Anchorage area residents
02/03/2018 to 02/08/2018	Radio advertisement	Event advertised on KSKA sponsored by the Municipality of Anchorage
02/05/2018	<i>UAA Northern Light</i>	Article on Midtown Congestion Relief project and planned presence at Anchorage Transportation Fair
02/11/2018	<i>Anchorage Daily News</i>	Article on five transportation projects at Anchorage Transportation Fair

Related documents on file:

- Sign-in sheets
- Comment sheets
- Fact sheet
- Project graphics
- Outreach and advertising

Seward Highway: MP 105-107 Windy Corner

Project Number Z566310000/0A3134

EVENT NOTES

SUBJECT: Seward Highway: MP 105-107 Windy Corner
PROJECT NUMBER: Z566310000/0A3134
GROUP: Public
DATE: Thursday, September 13, 2018
TIME: 3 to 7 p.m.
LOCATION: Curtis D. Menard Memorial Sports Center, 1001 S Clapp Street, Wasilla, Alaska
OUTREACH: See Table 1. Event Outreach
ATTENDANCE: 485 people signed in
MATERIALS: Fact sheet, comment sheet, outreach, sign-in sheet
STAFF PRESENT: DOT&PF: Carol Roadifer

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. 100 Mat-Su area transportation projects and programs were represented. Community members were encouraged to ask questions of the project teams and to provide verbal and written comments.

The Seward Highway: MP 105-107 Windy Corner project was represented at the Highway Corridors booth that showed many regional projects.

Attendees submitted the following general written comments about the Transportation Fair.

- Excellent information – thanks again for providing opportunities for public input on area projects.
- Awesome Transportation Fair! I had a great time and so did my 9-year-old son. Thanks for organizing it.

Table 1. Event Outreach

Date	Outreach method	Description
06/06/2018	Blog post	Information posted on the event blog, 2,800 views in the last month
06/14/2018 08/28/2018 09/13/2018	Email notice	Inviting the public to the event (2,184 sent, 806 opened, 27.9% clicks)
08/10/2018	Project website	Meeting notice posted on the public involvement page

Date	Outreach method	Description
08/10/2018	Community calendars	Request sent to the <i>Mat-Su Frontiersman</i> to post the event on online calendars
08/14/2018	Forwarding request to project teams	Sent request to all teams to forward event info to their lists
08/14/2018	Forwarding request to legislators	Sent request to forward to constituents
08/17/2018 09/13/2018	Facebook posts	Posts on the DOT&PF Facebook page highlighting the event
08/20/2018	Forwarding request to boards, commissions, and community councils	Request to forward email to subscriber lists
08/20/2018	DOT&PF Online Calendar	Inviting the public to the event
08/24/2018	Postcard	15,000 postcards sent to area project mailing lists
08/28/2018 09/05/2018 09/12/2018	What's Up Listserve	Weekly email newsletter announcement inviting the public to the event
09/05/2018	State of Alaska Online Notice	Sent by DOT&PF inviting the public to the event
09/09/2018 to 09/12/2018	Radio advertisements	Invitation to the event sponsored by the Mat-Su Borough, Alaska Railroad, and the City of Wasilla played on KSKA and others
09/16/2018	Newspaper article	<i>Mat-Su Frontiersman</i> follow-up article about the event

Seward Highway: MP 105-107 Windy Corner

Project Number Z566310000/0A3134

EVENT NOTES

SUBJECT:	Seward Highway: MP 105-107 Windy Corner
PROJECT NUMBER:	Z566310000/0A3134
GROUP:	Public
DATE:	Saturday, October 13, 2018
TIME:	12 to 4 p.m.
LOCATION:	Homer Middle School, 500 Sterling Highway, Homer, Alaska
OUTREACH:	See Table 1. Event Outreach
ATTENDANCE:	87 people signed in
MATERIALS:	Fact sheet, comment sheet, outreach, sign-in sheet
STAFF PRESENT:	N/A

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. 47 Homer area and regional corridor transportation projects and programs were represented at 15 booths. Community members were encouraged to ask questions of the project teams and to provide verbal and written comments. The event showcased maintenance and operations equipment out front and snacks. Many people thanked us for holding the event and appreciated talking to the teams and agencies.

The Seward Highway: MP 105-107 Windy Corner project was represented by a fact sheet at the Homer-to-Anchorage Corridor booth that included fact sheets for many regional projects.

Attendees submitted the following general comments about the Transportation Fair.

- Thanks so much for having this fair. I had several questions and “wonderings” that people graciously and thoroughly answered.
- I have spoken to a few people that were not aware this event was taking place. I believe better advertising could help with turnout. Facebook and public service announcements could be very beneficial. *Note: See outreach table below.*
- An attendee asked for information on all the Homer area projects. *Team response: We met on Saturday in Homer at the transportation fair. You were interested in knowing about the projects planned in the Homer area. You can find this information on the DOT’s website at this link: <http://dot.alaska.gov/projects-status/>.*

If you enter filters, using the pull down menus, for Central Region and Homer or Kenai Peninsula Borough, you should get a complete list of projects. Clicking on the individual projects will bring up information about budget, scope, schedule and who the project manager is.

I am hoping this is what you were looking for. I found 17 projects when searching on “Homer.” Thanks for attending our event on Saturday. We hope it was informational.

Table 1. Event Outreach

Date	Outreach method	Description
07/31/2018	Blog	Launched Homer Transportation Fair blog https://homertranspofair.blogspot.com/
08/28/2018 10/10/2018	Email notice and reminder	Provided email invitation to the Homer Transportation Fair to area project stakeholders
09/17/2018	Postcard	5,500 postcard invitations mailed to all Homer box holders (residences, businesses) plus mailing list
09/20/2018	Community calendar	Sent request to add the Homer Transportation Fair to the online calendars of <i>Homer Tribune</i> and <i>Homer News</i>
09/24/2018	State of Alaska Online Notice and Online Calendar	Invited the public to the Homer Transportation Fair
09/27/2018	Display advertising in <i>Homer News</i>	Invited the public to the Homer Transportation Fair
10/04/2018	Social media	Boosted Facebook post on the DOT&PF page about the Homer Transportation Fair
10/04/2018 10/11/2018	Display advertising in <i>Homer Tribune</i>	Invited the public to the Homer Transportation Fair
10/08/2018	Homer Chamber of Commerce	Notice about the Homer Transportation Fair sent to membership

Seward Highway: MP 105-107 Windy Corner

Project Number Z566310000/0A3134

EVENT NOTES

SUBJECT:	Anchorage Transportation Fair
PROJECT NUMBER:	Z566310000/0A3134
GROUP:	Public
DATE:	Wednesday, February 6, 2019
TIME:	3 to 7 p.m.
LOCATION:	Alaska Airlines Center Auxiliary, University of Alaska Anchorage, 3550 Providence Drive, Anchorage
OUTREACH:	See Table 1. Event Outreach
ATTENDANCE:	441 people signed in
MATERIALS:	Fact sheet, comment sheet, aerial photos of project area and concepts
STAFF PRESENT:	DOT&PF: Carol Roadifer DOWL: Adam Morrill, Irene Malto

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. They were provided with a program showing the layout of the event. Over 100 Anchorage area and regional corridor transportation projects and programs were represented. Community members were encouraged to ask questions of the project teams and to provide comments.

During the event, the team recorded the written and verbal comments summarized below.

Overview

The most common question was when the project will start construction. The contractors mainly wanted to know if the project is funded and what has changed. The general public wanted to know where the project was located. The public was generally supportive of the road alignment and northbound parking facilities and saw a real need for them. There were a few individuals that did not like the proposed material source at milepost 109.

Summary of questions and comments

- General public:
 - Where is the Windy Corner project?
 - Supportive of the parking facilities for tourists and wildlife viewers—providing a safe place off the side of the road.
 - Liked the scenic viewing platform area. Commented they really like the set up at bird point.

- Where are the existing facilities? Road, train tracks, pullouts, trails, utilities under train tracks.
- Is a bike lane proposed?
- What trails are in the area? Will it connect to Bird to Gird?
- When is the project going to construction?
 - How long will construction last.
 - When should we avoid driving down that highway or expect delays?
- Will the fill be stable on the mudflats?
 - Will piles or sea walls be installed?
 - How big will the rocks be in the inlet?
 - How much rock is going into the inlet?
- Where will the material come from?
 - Will it be hauled by truck? Can it be hauled by rail?
 - Comment on high cost of material obtained from nearby sources (person felt it should be much less expensive).
- Will there be any cuts in the rock face at Windy Corner?
 - What about the rock-climbing routes?
 - The route farthest to the right can go away.
 - Glad DOT&PF has consulted with the rock-climbing community.
 - Mentioned Goat's Head Soup rock climbing area.
 - Mentioned rock-climbing area directly adjacent to railroad tracks (maybe Gorilla Rock?).
- Are there areas of rock fall near the project? Concern with recent events?
 - Will this project improve slopes or mitigate rock fall?
 - Can this project get material from rock fall areas along the highway?
 - Like that they will have better access to areas south of project mountain side?
- Why is there an emergency ramp?
 - People supportive of emergency ramp.
 - Can public use ramp.
- Comment regarding the water pipe (outside of project area) and that something should be done to close that off or route the water in a safe manner to allow people to fill up jugs.
- Contractors:
 - When is the project going to construction?

- What is the length of road that falls within the inlet?
- Where is the project at schedule wise?
- How likely will the project go to construction?
- Where is the funding coming from? Is this project funded? Is this one of the 90/10 or 80/20 projects?
- Where will the material come from?
- What has changed?
- Asked whether DOT would consider Construction Manager General Contractor (CMGC) type of contract.
- DOT&PF:
 - Where will the material come from?
 - What stage is the project at?
 - What type of environmental document?
 - Why is this project so expensive?
- Rabbit Creek Community Council:
 - Provided 11X17 inch figures.

Attendees submitted the following comments about the event.

- I will be letting my clients know about this event. I'm wondering if there will be free transportation to the fair on the bus routes listed on the flyer? Thanks! Team response: Unfortunately not. However I hear that Anchorage residents were mailed a free day pass in the mail that can be used for the event. Camden Yehle, Public Involvement Specialist, Brooks & Associates.
- Thanks for the email. Wishing there was secure 'bike parking' available. These keep getting bigger and bigger, which is great, but sadly it is difficult to get through it all by the 7 p.m. closing time. Team response: this is good feedback. We hope to work with Bike Anchorage next year and consider their 'valet bike parking' and we will provide feedback to the University. We have heard from others about the difficulty getting through all projects in the 4-hour time frame. Anne Brooks, Public Involvement Specialist, Brooks & Associates.
- You and your team put together a very informative, thorough and enjoyable presentation. The presenters blended well and were willing to discuss any questions we had. Thank you for organizing.

- This is a great venue for providing info on multiple projects. We learned about upgrades on O'Malley, rerouting of the highway by Cooper Landing, the Dowling Roundabout Upgrades, and the Campbell Tract Realignment. All of these will have a positive impact when completed! Thanks for pulling all the project folks together in one place – very informative!

Table 1. Event Outreach

Date	Outreach method	Description
11/06/2018 02/01/2019 02/04/2019	Blog posts	Information posted on the event blog, https://anchoragetranspofair.blogspot.com/ , 1,400 page views in the last month
11/29/2018 02/04/2019	Email notice and reminder	Email invitation to project stakeholders and the Anchorage Transportation Fair email list, 2,100 sent, 33% to 36% open rate
11/29/2018	Event notice to projects websites	Event notice posted on the public involvement page of project website
12/10/2018	Community calendars	Request sent to the <i>Anchorage Daily News</i> , <i>Anchorage Press</i> , and KTUU to post the event on online calendars
01/03/2019 01/11/2019 01/17/2019 01/23/2019 01/30/2019	What's Up Listserve	Announcement inviting the public to the event, 2,500 sent
01/09/2019	DOT&PF public involvement online calendar	Event info posted to http://dot.alaska.gov/creg/calendar.shtml
01/09/2019	Event flyer	Flyer distributed to area elected officials, project teams, People Mover buses, and posted in Mountain View and Fairview
01/18/2019	Invitation to University of Alaska Anchorage College of Engineering students	Invitation sent by University of Alaska Anchorage staff to College of Engineering students
01/18/2019	Request for all teams and groups to invite stakeholders	Inviting the public to the event
01/28/2019 01/29/2019 02/04/2019	Facebook boosted post	DOT&PF sponsored post targeting Anchorage area residents
01/28/2019 02/04/2019	Federation of Community Councils notice	Notice of event sent to all Anchorage community council memberships
01/28/2019 01/29/2019 01/30/2019 01/31/2019 02/01/2019	Twitter	DOT&PF sponsored tweet targeting Anchorage area residents

Date	Outreach method	Description
02/02/2019 02/03/2019 02/04/2019		
01/29/2019	State of Alaska Online Notice	Email invitation to Online Notice subscribers
02/01/2019 to 02/06/2019	Radio advertisement	Event advertised on KSKA sponsored by the Municipality of Anchorage and the Alaska Railroad
02/04/2019	GovDelivery	Email invitation to GovDelivery subscribers
02/04/2019	DOT&PF website	Event added to homepage scrolling banner
02/04/2019	Municipality of Anchorage Bulletin	Inviting Municipal staff to the event
02/04/2019	Municipality of Anchorage website notice	Request to add event to scrolling gadget on Municipality of Anchorage home page, https://www.muni.org/pages/default.aspx

Related documents on file:

- Sign-in sheets
- Comment sheets
- Fact sheet
- Project graphics
- Outreach and advertising

EVENT NOTES

SUBJECT:	Seward Highway: MP 105-107 Windy Corner
PROJECT NUMBER:	Z566310000/0A3134
GROUP:	Public
DATE:	Thursday, September 12, 2019
TIME:	3 to 7 p.m.
LOCATION:	Raven Hall, Alaska State Fairgrounds 2075 Glenn Highway, Palmer, Alaska
OUTREACH:	See Table 1. Event Outreach
ATTENDANCE:	425 people signed in
MATERIALS:	Fact sheet, comment sheet, outreach, sign-in sheet
STAFF PRESENT:	DOT&PF: Carol Roadifer

EVENT INFORMATION:

Attendees were greeted at the door and asked to sign in. Over 100 Mat-Su area transportation projects and programs were represented at 47 booths. Community members were encouraged to ask questions of the project teams and to provide verbal and written comments.

The Seward Highway: MP 105-107 Windy Corner project was represented at the Highway Corridors booth that showed regional projects along the Seward Highway, Glenn Highway, Sterling Highway and Parks Highway corridors. Project staff was available at the event but not at the highway corridors table.

When asked “what projects are you interested in?” on the event sign-in sheet, people submitted the responses shown in the word cloud below. Larger words indicate more people wrote down the project.



Regarding the Transportation Fair in general, attendees submitted the following comments about the event. Team responses were included when applicable and available.

- Once again you pick a time when everyone is out of town on a hunting trip to hold a Transportation "Fair"! *Team response: We appreciate this feedback. Apparently, we also booked this event over a presidential debate. Over the years, we have found it to be a challenge to accommodate everyone's schedules. I encourage you to check out the blog which contains links to project websites. We also added a comment feature so you can provide feedback or ask a specific project team questions. If you provide your contact information, we will be able to get back to you. I wish you a safe and successful hunt. Anne Brooks, Public Involvement Specialist, Brooks & Associates*
- I've tried several options and still I'm unable to open the 2019 Floor Plan and Projects list. Any suggestions? Thank you. *Team response: Just click on it and it should appear in larger form on your screen. Anne Brooks, Public Involvement Specialist, Brooks & Associates*
- I always go but I'll be out of town so not this year. Thanks for the updates. Pretty sure I am on the Fairview Loop Pathway project notification list.
- Thanks for the great setup! Was easy! Thanks for the coffee and veggies!
- Thanks for having this fair.
- Could we have an Alaska State Trooper set up in the next years?
- Please consolidate all DOT monies and fix and build roads as fast as you fixed bridges, roads etc. this winter after the earthquake. It would save lots of money. Don't make a 2-lane just to tear it up three times in six years if the eventual road is going to be 4-lane! Make walking trail where it doesn't have to be torn up every time the road is! We believe it is called a waste of money and job security for you.
- Great Fair.

Table 1. Event Outreach

Date	Outreach method	Description
6/4/19 9/5/19 9/13/19	Blog post	Information posted on the event blog, 1,100 views in the last month
7/25/19	Project website	Meeting notice posted on the public involvement page
7/25/19	Community calendars	Request sent to the <i>Mat-Su Frontiersman</i> to post the event on online calendars
8/9/19 9/6/19	Email notice	Save the date notice and layout notice inviting the public to the event (2,500 sent, 39 to 41% opened, 8 to 23% click rate)
8/22/19	Forwarding request to project teams	Sent request to all teams to forward event info to their lists
8/22/19	Forwarding request to legislators	Sent request to forward to constituents
8/22/19	DOT&PF Online Calendar	Inviting the public to the event
8/22/19 8/29/19 9/5/19	What's Up Listserve	Weekly email newsletter announcement inviting the public to the event
8/23/19	Postcard	18,500 postcards sent to area project mailing lists
9/3/19	State of Alaska Online Notice	Sent by DOT&PF inviting the public to the event
9/5/19	Forwarding request to boards, commissions, and community councils	Request to forward email to subscriber lists
9/5/19	GovDelivery Notice	Sent by DOT&PF inviting the public to the event
9/9/19 to 9/12/19	Radio advertisements	Invitation to the event sponsored by the Mat-Su Borough, Alaska Railroad, and the City of Wasilla played on KSKA and others
9/10/19	Facebook post	Post on the DOT&PF Facebook page highlighting the event
9/17/19	Newspaper article	<i>Mat-Su Frontiersman</i> follow-up article about the event

THIS PAGE INTENTIONALLY LEFT BLANK