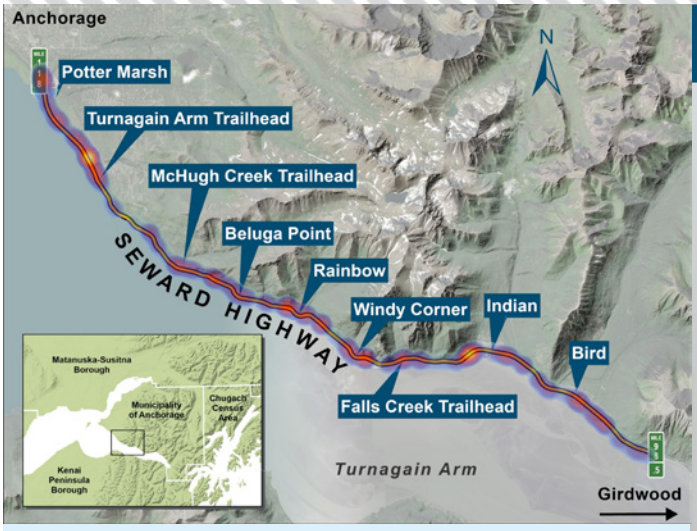
SAFER SEWARD HIGHWAY

PROJECT FACT SHEET

Version: January 2026



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

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

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

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

Project Needs

Reduce High Crash Rate and Severity

Proposed Improvements

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

Measureable Results

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

Improve Mobility and Reliability

Proposed Improvements

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

Measurable Result

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

Safely Accommodate Mixed Uses in the Corridor

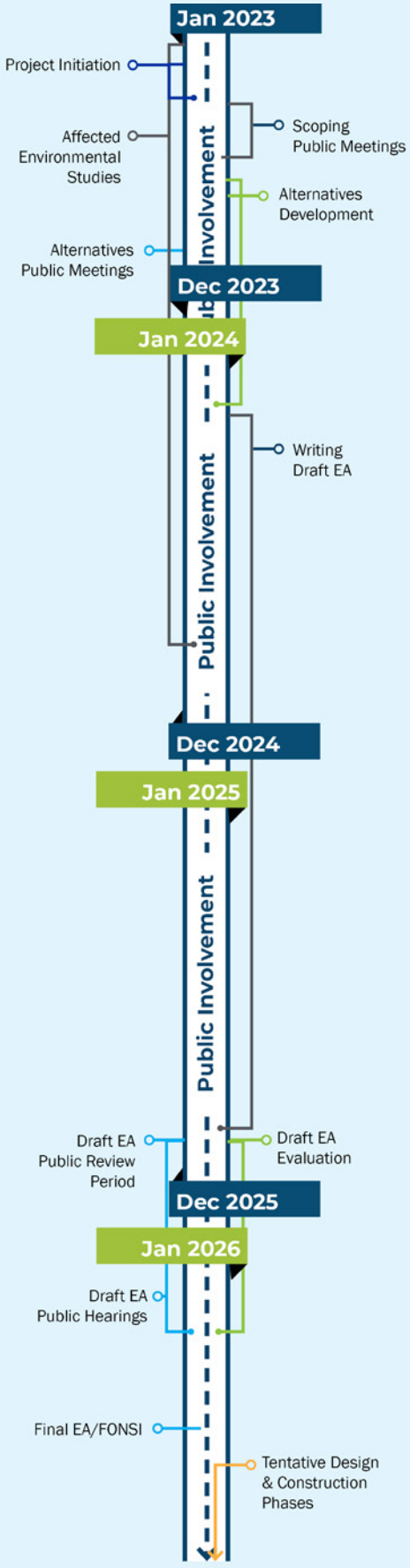
Proposed Improvements

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

Measurable Result

- Preservation of the highway's outstanding scenic designations while improvement safety for all users.

Project Schedule



Proposed Action

After months of public outreach, stakeholder engagement, environmental analysis, and engineering, the project team has developed a proposed action that is a 4-lane divided highway with multi-use separated pathway. This will mean:

- Improved safety with better line of sight, straightened curves, separation and space between lanes and shoulders, and ice and rockfall mitigation;
- Improved mobility with a new pathway that is Americans With Disabilities Act-compliant, and improved reliability with enough space to respond to emergency and still keep the road open;
- Improved and safer access to viewing and recreational areas.

Get Involved:

DOT&PF will work with stakeholders, relay accurate and timely information about the project, and consider stakeholders' comments and concerns. You can participate in the Safer Seward Highway Project in several ways:

Sign up for our email contact list – receive meeting notices, project announcements, and other up-to-date information in your email inbox.

Attend a public meeting – attend a meeting to learn more about the project and to have your voice heard.

Leave a comment for the project team – leave a comment using the online comment form on the project website or by downloading a PDF comment form and sending it via email to the project email.

Contacts:

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

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Visit the Project Website:
www.safersewardhighway.com

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