PROJECT OVERVIEW
The objective of the Windy Corner project is to implement safety upgrades and improve traffic operations on the Seward Highway by realigning and dividing the highway, realigning the railroad, and adding auxiliary lanes for accelerating, decelerating, and turning traffic. This road segment has a historically high crash rate and does not meet current design standards for this type of facility. The new alignment will create space for new roadside recreational facilities and wildlife viewing areas, including parking and walkways.

- Project development is in accordance with Federal Highway Administration (FHWA) guidelines; the project is funded with both state and federal dollars.
- On February 26, 2020 Alaska Department of Natural Resources (DNR) published a Proposed Commissioner’s Finding to authorize project activities within Chugach State Park.
- On March 4, 2020, DOT&PF announced the availability of the Environmental Assessment (EA), including a Programmatic Section 4(f) Evaluation. The public comment period for the EA and Programmatic Section 4(f) Evaluation closed on August 14.

ENVIRONMENTAL ASSESSMENT (EA)
The EA Preferred Alternative consists of improving the Seward Highway from MP 105 to MP 107:

- Preferred Alternative includes two 12-foot lanes in each direction separated by a median and paved shoulders.
- Alaska Railroad Corporation tracks will be realigned to make space for the highway improvements.
- Modifications require right-of-way (ROW) in the form of a land exchange including the use of 26.30 acres of intertidal mudflats within Chugach State Park.
- Impacts to the Park will be mitigated by relinquishing 14.7 acres of land within the existing ROW.
- DOT&PF proposes to extract approximately 2 million cubic yards of aggregate, riprap, and armor stone from material locations within Chugach State Park near MP 109 and 104 (if needed).
- New mountainside park facilities, including parking and walkways, will be constructed near MP 106.5.

PROJECT SCHEDULE

WINTER 2019 — FALL 2020
Agency/Public Review & Comment
Public comments were taken on the draft EA and Programmatic Section 4(f) Evaluation. The public comment period began on March 6, 2020 and ended at midnight Alaska Standard Time on August 14, 2020. An open forum public hearing, with in-person and online access, was held on July 30, 2020.

FALL 2020 — SPRING 2021
95% & Final Design
Environmental documents will be finalized, the design will be advanced, land exchanges will be secured for ROW, and a Conditional Use Permit will be sought from the Municipality of Anchorage.

SPRING 2021 — SUMMER 2021
Construction Documents & Award
DOT&PF will advertise and award for construction.

ADDITIONAL PROJECT BENEFITS:
In addition to improving safety concerns and traffic operations, the project will:

- Provide emergency access to Turnagain Arm, allowing direct access for first responders.
- Provide wildlife viewing areas away from high speed traffic and with separation from wildlife.
- Improve trail access to the Turnagain Arm Trail.
- Include auxiliary lanes for slow and turning traffic.
MP 106
CONNECT TO EXISTING ROADWAY/RAILROAD
4,500' OF NORTHBOUND AND SOUTHBOUND AUXILIARY LANES
EMERGENCY VEHICLE PULLOUT (~3 VEHICLES)
EMERGENCY RESPONSE ACCESS (SECURED ACCESS)

TURNAGAIN ARM TRAIL
PROPOSED PATHWAYS (ADA ACCESSIBLE)

EXISTING ROW
PROPOSED PATHWAYS
PROPOSED LEFT-TURN LANE
PROPOSED FILL LIMITS
PROPOSED CUT LIMITS
PROPOSED RAILROAD ALIGNMENT

0 250 500
FEET

PROPOSED GRAVEL PARKING AREA
PROPOSED PARKING AREA
PROPOSED THROUGH LANE
PROPOSED AUXILIARY LANE
EXISTING RIGHT-OF-WAY

EA PREFERRED ALTERNATIVE