

FirstName	LastName	Comment	AddedOn	Comment Location	Response (if required)
Sean	Baski	Project ends here	6/11/2014	MP 22.5	
Mary	Thompson	<p>We do not want passing lanes along our place. (Mile 20 north of Knife Shop.)</p> <p>If passing lanes are inevitable, and we hope they are not, they should be placed north of the dot I indicated on the map, closer to Mile 20.8 or 20.9 rather than Mile 20.5. The farther away the better.</p> <p>Thank you, Mary Thompson</p>	9/15/2014	MP 22.5	<p>Ms. Thompson, while passing lanes were originally considered for this rehabilitation project, their ultimate length was determined to be too short so the project will not include passing lanes. In place of passing lanes DOT&amp;PF has designed three long slow vehicle turnouts (SVTs) and five smaller SVTs. A northbound and a southbound SVT will be located between MP 20.5 and MP 20.8, north of Victor Creek, and another southbound SVT will be between MP 21 and 21.2, in the MP 21 "Horsepasture" avalanche area. One shorter northbound SVT is located at MP 22.5, 0.5 mile south of Ptarmigan Creek. Four shorter southbound SVTs are located at MP 18, at the south end of Kenai Lake; MP 19, 1 mile south of Victor Creek; MP 21.8, 0.5 mile north of Rocky Creek; and MP 22.8, just south of Ptarmigan Creek.</p>
Rachel	Schubert	<p>I agree with Mary. If a passing lane is inevitable it should be placed as far north of the residential area of mile 20 as possible. Vehicle speeds will increase in excess of the speed limit when passing and then carryover into the mile 20 corridor. This will 'create' instead of eliminate safety hazards as people enter and exit the roadway from their personal property.</p>	10/17/2014	MP 20.8	<p>Ms. Schubert, while passing lanes were originally considered for this rehabilitation project, their ultimate length was determined to be too short so the project will not include passing lanes. In place of passing lanes DOT&amp;PF has designed three long slow vehicle turnouts (SVTs) and five smaller SVTs. A northbound and a southbound SVT will be located between MP 20.5 and MP 20.8, north of Victor Creek, and another southbound SVT will be between MP 21 and 21.2, in the MP 21 "Horsepasture" avalanche area. One shorter northbound SVT is located at MP 22.5, 0.5 mile south of Ptarmigan Creek. Four shorter southbound SVTs are located at MP 18, at the south end of Kenai Lake; MP 19, 1 mile south of Victor Creek; MP 21.8, 0.5 mile north of Rocky Creek; and MP 22.8, just south of Ptarmigan Creek.</p>
judith	lockwood	<p>I am so sorry I had to miss your meeting. I live on Primrose Spur Road at mp 17.5. My husband and I feel that we need an acceleration lane going south toward Seward from this road as it is hard to see vehicles coming from the north. Moving the boulders on the south side of the entrance to Primrose Spur Road could allow this area to be reconfigured into an entrance point going south on the Seward Highway. We also need the bridge and guardrail changed so that drivers in compact cars can see up the road to the north, especially when headed that direction. The guard rail could be moved back a bit which would greatly help. I don't know that reconditioning this bridge will make much change in the lack of traffic sight lines.</p> <p>Thank you for your consideration. I will look forward to your commentary.</p>	10/21/2014	MP 17	<p>Ms. Lockwood, thank you for your comment on the Seward Highway MP 17-22.5 Rehabilitation Project. Following this project's construction (slated for approx. 2018-2020), the rehabilitated highway will be wider than its existing 28 feet; the new road will feature 12-foot lanes and 6.5-foot shoulders creating a 37-foot width. The wider roadway and shoulder will improve the sight distance from your intersection. Per your request to move the boulders that are south of Primrose, the boulder's ultimate fate may depend on whether they are required to be relocated as a part of construction and if they are within the state's Right-of-Way. As you mention, part of this project involves the rehabilitation of the Snow River Bridge. While I understand your concern, the location of the guard rail on a bridge is related to design requirements. The guardrail will be replaced, however, as part of the process - and we can consider your comment when selecting materials.</p>

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John	Grimes	I would like to take this opportunity to comment as a 35 year resident. My point of contention that I would like to address are the rumble strips. I hope that serious consideration is given to eliminating these strips in an area from approximately mile 19 to mile 20.5 to allow for the peacefulness that most of the area residents have lived here for. The current strips at mile 17, that were placed on the center line last summer can be heard at my house, at mile 20 every time a car passes, to have these strips in a closer proximity to my residence will only amplify the annoyance with the areas topography. The removal of these strips for our particular area should be at least considered, seeing that there are currently no rumble strips along Potters marsh outside of Anchorage to minimize environmental impact despite it's higher traffic volume and cell phone coverage, a number one distraction to drivers. The removal of these rumble strips is a quality of life issue.	10/24/2014	MP 20	Mr. Grimes, rumble strips, while noisy, save lives. Rumble strips will be installed along the shoulders, which is common along the Seward Highway. Milled-in rumble strips have been in use in Alaska for many years to reduce vehicle run-off-the-road crashes. They are widely used across the country and have shown to reduce crashes. We will follow the DOT&PF Central Region's standard details for installation, which include gaps for cyclists, breaks at roadways and driveways, and breaks over bridges.
		I read that the shoulders will be widened and will serve as a shared pedestrian/cyclist pathway, and I fully support this as the *minimum* to help provide for safe non-motorized use. Any extra engineering or design elements you can add to accommodate but also protect pedestrians and cyclists would help in this winding area, which has limited visibility and steep drop offs. Is there any way to put a guard rail between the path and the road? At least post signs that says "share the road" or otherwise call attention for drivers to be aware for non-motorized users; paint "bicycle lane" pictures on the shoulder/path as well.	11/12/2014	MP 19.8	The shoulders will be widened to 6.5 feet. The roadway shoulders will function as a shared-use thoroughfare for bicyclists and pedestrians. A separated pathway will not be constructed with this project; there is little room between the railroad, lake, and mountainsides for a pathway to fit next to the road without cutting significantly more deeply into the base of the mountains. DOT&PF practice has been to only include pavement markings and signage for bicycle facilities within incorporated local government (city or municipal) boundaries in accordance with local planning documents. Such signage and pavement markings are not included on rural highways elsewhere in the state, and to maintain consistency we are not including them with this project. This design complies with state and federal standards for the inclusion of on-street bicycle facilities.

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Gary	Glasgow	May I suggest adding a middle turning lane at mile marker 19.78 that goes into Renfro's Lakeside Retreat (Northbound) as we will not only have business traffic but the additional traffic coming in/out of our driveway from the residencies along Victor Creek with the new design. In addition to that another business will start in the summer of 2015 adding more traffic. With this proposal, I would suggest moving the Victor Creek Trailhead/parking lot directly across from Renfro's Lakeside Retreat using the middle turning lane (Southbound). There is a property there that would need to be purchased, but should suffice for what is needed. A wooden walkway bridge could go from there across the creek to meet the existing trailhead. This change would add safety for vehicles and pedestrians vs the current plan. I would bet my neighbors and guests would agree with this as coming in and out of the driveway currently is a safety risk at best. Please consider this admenment to the current plan.	11/25/2014	MP 19.8	Mr. Glasgow, currently, the trailhead to Victor Creek can accommodate only a few vehicles and is located within the State's right-of-way. In order to replace the Victor Creek Bridge, the current Victor Creek Trailhead must be relocated. A detour and temporary bridge will be constructed upstream of the existing bridge to install the new bridge. Efforts will be made by the State to minimize impacts to the trail, and to keep the trail open for recreational users during construction. DOT&PF will construct a new Victor Creek Trailhead facility working with United States Forest Service. The new parking facility and trailhead will be relocated 150 feet north of the bridge, with 12 designated parking spots and additional RV and bus parking. Turning lanes are installed when the number of turning movements warrants their inclusion, or if there is a documented safety issue at a specific location. Unless these criteria have been met, we cannot justify installing a turning lane.
K	C	wooden elevated, or lower tunnel walk ways don't work. People are lazy and will take the fastest shortest route. Look at how little the tunnel in Seward is used. People crossing a highway on a corner is suicide. keep parking on the side of the trailhead.	8/20/2015	MP 19.8	Parking for the trailhead will be located on the same side of the road as the trail, so no crossing will be necessary.
K	C	I concur, rumble strips are horrible, and don't work, if you were sleepy and hit a rumble strip you are still going to run into the other lane, or jerk the wheel and cause an accident. In the winter, when the strips can't be seen they cause extra stress when driving because you constantly hit them when trying to guess where the "lines" are. I think they just put more wear on my tires, add a risk to bicyclists, and pontential for tire punctures since they can hold sharp objects in them.	8/20/2015	MP 20	According to the research cited in the Alaska Highway Safety Improvement Program Handbook, shoulder rumble strips statistically reduce the incidence of run off the road crashes by 20 percent on two-lane rural highways.
K	C	What about a pull out, pull in lane? Allowing those stopping at Irving or pulling out from to do so safely and out of the way of traffic?	8/20/2015	MP 20.8	A pullout is available on the other side of the highway for RVs and other larger vehicles.

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Sherry	Furlong	Goatsbeard was beautiful through this area before cutting the trees in 2013. It would be nice if damage to this plant is minimized.	11/6/2015	MP 20.6	Ms Furlong, since the purpose of this project is to improve safety along this stretch of roadway, clearing is included as a necessary safety measure to improve visibility along the roadway (especially in areas with curves), to provide ample space for DOT&PF road maintenance crews to clear snow, to reduce roadway shadows that can lead to icing, to accommodate utilities, and to provide a clear zone or hazard-free area adjacent to the roadway for errant vehicles. All these things improve roadway safety. DOT&PF may clear trees up to the limits of the proposed/ acquired right-of-way line.
Rebecca	HINSBERGER	I too am concerned about tree removal. We have already endured disastrous tree removal on the sterling highway between Ninilchik north to Soldotna, as well as the extreme cutting of sidehill embankments and straight aways between Sterling and the Kenai Mountains last summer. The cutting went far beyond creating safe sighting distance and looks terrible. Tourists who come yearly to my B and B comment on this. Cutting should at least be selective, leaving desirable healthy trees hear and there for a softening of the harsh clear cut appearance. Also, animals will feel safer to cross the highway, Bears and wolves are trapped on one side of the highway when extreme wide right of ways are clear cut. DOT also creates insurmountable brush control problems for itself in the newly cleared areas. I understand that herbicides are going to be sprayed all over these areas now, another unwanted environmental hazard, as it threatens nesting birds in the grasses, pollutes food for critters,and runs off	4/18/2018 2:12	MP 20.7	Ms. Hinsberger, while we understand that tree removal can impact the landscape in these areas, there are many reasons to clear trees along the roadway: to improve visibility along the roadway (especially in areas with curves), to provide ample space for DOT&PF road maintenance crews to clear snow, to reduce roadway shadows that can lead to icing, to accommodate utilities, and to provide a clear zone or hazard-free area adjacent to the roadway for errant vehicles. All these things improve roadway safety. DOT&PF may clear trees up to the limits of the proposed/ acquired right-of-way line. As for herbicides, the departments Integrated Vegetation Management Plan states: "For herbicides used to control noxious and invasive species and other unwanted vegetation, the ADOT &PF follows a process that helps ensure herbicides are used appropriately and only when necessary in combination with other effective control measures. The ultimate goal in any roadside treatment is to replace unwanted vegetation with appropriate native plants. In many cases herbicides are an effective tool for initial control of a problem. When combined with other control measures, herbicide use can be minimized or eliminated over time."