

<b>id</b>	<b>Project</b>	<b>Comment</b>	<b>Category</b>
2303	Seward Hwy	I am writing to you to ask you to recommend CONCEPT 3 (Tidelands) in your design to improve the Seward Highway in front of the communities of Indian and Bird.	Alignments
2305	Seward Hwy	My hope for the highway is to move it into the inlet. Far enough out so that it creates a marsh that would be attractive for the bike path and the campground. I would not like to see it moved into the inlet only to hug the coastline.	Alignments
2367	Seward Hwy	I would place this new section of highway only slightly offshore but as direct a route as is practical while still accommodating the salmon, hooligan and Beluga migrations without any interference. This location would also give designers the flexibility to adjust the route for whatever practical design problems arise.	Alignments
2369	Seward Hwy	I feel the rebuild option that most completely removes the highway from the communities of Indian and Bird is the best for the communities involved.	Alignments
2372	Seward Hwy	I think the best road route would be a total bypass out into Turnagin Arm. The current highway could become the local access road. This would greatly enhance the lives of everyone living in our community.	Alignments
2375	Seward Hwy	Bridge over Arm to point possession would help get south moving away from local areas. Tidal power can be harnessed and provide Southcentral with cheap power.	Alignments
2374	Seward Hwy	Moving highway to the railroad track and bed and moving RR out would be a solution.	Alignments
2379	Seward Hwy	A frontage type road may be appropriate along the north side of the highway through this segment to reduce the number of accesses directly along the highway.	Alignments
2378	Seward Hwy	The alignment should be kept either at its current location, or against the coastline. Placement of the road section further out in the inlet would ruin the aesthetics of the area.	Alignments
2381	Seward Hwy	In favor of a divided highway for the Bird to Indian section.	Alignments
2384	Seward Hwy	Move highway out into the Arm. This would be the most expensive. It would also allow much more noise up the valleys. It would also ruin the view of the Arm from many of the homes up on the hills.	Alignments
2383	Seward Hwy	If the highway is moved to coastal line- still need turnoffs and passing lanes, keep highway high enough so the railroad does not cut off view of the Arm, keep present section from Rainbow to 99 a 2-lane highway for access and egress.	Alignments
2382	Seward Hwy	If the highway is left in its present position and improved, it needs be wider with passing lanes on the straightaways, well-posted speed limits --55mph, turnoffs for businesses, parks and roads.	Alignments
2385	Seward Hwy	I prefer either of the bypass routes depicted at the meeting over the up-graded urban section along the existing alignment.	Alignments

2394	Seward Hwy	I suggest that the road be re-routed around Bird and Indian communities out onto the mud flats.	Alignments
2396	Seward Hwy	I feel strongly that the road should not be relocated onto the intertidal areas as other parts of the Seward Highway have been.	Alignments
2202	Seward Hwy	Prefer to see the highway moved off its current route for safety reasons even if it has an impact on local businesses.	Alignments
2946	Seward Hwy	I prefer the Seward Highway MP 99-105 be made to go around the Bird and Indian.	Alignments
2981	Seward Hwy	It seems that using the existing rail bed for the inboard edge of a new four lane would be a prudent plan. To save money and to keep the foot print small, the four lane could be divided down the middle with concrete barriers through the communities of Indian and Bird. The rail bed would be moved into the inlet the minimum distance, like it is now along our existing highway. The existing highway would serve as the frontage road to Indian and Bird businesses and residents. The only access to the two communities would be on the opposite ends of each community, similar to your latest plan. It may be OK to just access each community from one point only, centrally located. A bike lane could be added along side the frontage road (formerly the existing highway) for the safety of our pedestrians. We'll need a couple of tunnels to get under the highway to connect up to other bike trails.	Alignments
3004	Seward Hwy	Regarding the frontage road concept, particularly in Indian, why would you not tie into the existing road bed and install a barrier as opposed to an entire new road bed and location that would potentially impact existing structures?	Alignments
3023	Seward Hwy	Work with the existing road by adding additional lanes for turning in the problem areas.	Alignments
2606	Seward Hwy	We would like the current alignment about the same to preserve the natural beauty of the "cove" tidal flats in Indian.	Alignments
2984	Seward Hwy	A number of residential homes along the frontage road will not be pleasant places to live with a frontage road so close.	Neighborhood Impact
2983	Seward Hwy	We need to have a safer way for our visiting tourists to come and go from the highway, but we cannot afford to lose any of our already small parking area. If the highway isn't moved out board towards the inlet there is no room for a turning lane into our small parking lot.	Neighborhood Impact
2982	Seward Hwy	Other impacts from the inboard frontage road plan: From the view point of local businesses, it will hurt to lose the space for parking. Separation from the highways edge for most is optimal right now. Having the road 70 to 80 feet closer will ruin some.	Neighborhood Impact
2999	Seward Hwy	Consider moving highway alignment to the west slightly to reduce impacts to private residences and businesses by encroachment into their parking lots and yards.	Neighborhood Impact

3345	Seward Hwy	By dropping the inlet road spur you narrowed the choices that will impact those owners of homes and businesses along the stretch of highway affected by a frontage road and or center lane.	Neighborhood Impact
2306	Seward Hwy	I would like to suggest that the highway be dug further into the ground so that a natural sound barrier would be created by the sloping hills, essentially an earth berm.	Noise
2308	Seward Hwy	The noise level of the highway has always bothered me quite a bit. We remodelled our house and added triple pain windows and accoustic board and the noise still penetrates.	Noise
2389	Seward Hwy	Minimize the use of rumble strips especially around local communities as an abatement method for noise levels.	Noise
2209	Seward Hwy	What's the deadline for commenting on this project? Is this scoping phase pre-EIS. Are you following NEPA for the MP 99-105 phase of the project?	Other
2201	Seward Hwy	Sometime in 2006, the Municipality will probably receive title from the State of Alaska to approximately 105 acres lying north of the Seward Highway and east of a rustic road appearing on some maps as "Indian Creek Way" in Indian. Please be aware that it is the eventual intent of the Municipality to develop this area, or sell it for development, along with the adjoining platted parcels now owned by MOA. At this time, cluster housing is under tentative consideration for the large parcel, featuring large amounts of open space. The eight platted lots will be replatted into larger lots, for sale in the next year or so. Public process and planning in earnest for the large parcel would not take place before 2007, however, pursuant to a resolution of the community council reinforced by the Anchorage Assembly. We have no projections as to the psooible number of homes that may be developed after that time. Please call with any questions that may not be answered by the above information.	Other
2050	Seward Hwy	The project cost to relocate the Highway is way too high for its benefits. Federal Monies still cost all of us.	Other
2049	Seward Hwy	It would continue to cost the State more and more to maintain two separate roadways annually.	Other
2048	Seward Hwy	If the Highway were realigned the current Highway would get secondary service in plowing, sanding and repairs.	Other
2047	Seward Hwy	All land owners purchased their land knowing the Highway was there. To now say it should be moved at the price of business owners is just wrong.	Other

2219	Seward Hwy	1. Highway as is causes line of cars to travel together. has what is called a "yo-yo" effect - when lead car comes to a curve then slows down - then comes to straight away (passing lane) the whole group will accelerate - making passing impossible or very difficult. 2. The illusion of lane size/to rightside shoulder size. 3. Education of different user groups needs and abilities - left turns to business and resident access. 4. Use of shoulders for "Alaska Pass" left turns. 5. The flip side of a straight road encourages higher "fudging of the speed limit." 6. I'm not for center dividers. 7. Bridge Turnagain Arm to west side mountain on Kenai Peninsula. Good access to town of Hope.	Other
2307	Seward Hwy	The State should go ahead and build a four lane highway. Eventually it will be needed and there is no sense in building it twice.	Planning & Design Issue
2310	Seward Hwy	I am not in support of just widening the current road. The highway is eventually going to need four lanes with a turn lane, which would be a huge mass of asphalt within our lovely community.	Planning & Design Issue
2370	Seward Hwy	As you develop a plan for upgrading the Highway, we urge you to consider the Park and its users in all of your design alternatives.	Planning & Design Issue
2373	Seward Hwy	I think that some type of gate or stop sign at the beginning of this section (as approached going both ways) along with strictly enforced no passing and speed limit, would be a good idea.	Planning & Design Issue
2377	Seward Hwy	I think a 4 lane highway (2 each direction) would better suit the future traffic volume.	Planning & Design Issue
2386	Seward Hwy	What ever route is selected one must always keep in mind, the Seward Highway is the only route to the entire Kenai Peninsula, it is the life line to a lot of people when upgrades are considered it is hoped that they will be done for the long term.	Planning & Design Issue
2391	Seward Hwy	Plan the highway for future use so we don't have to waste money on re-doing what we should have done right in the first place.	Planning & Design Issue
2390	Seward Hwy	Design the railroad and highway grades so the AKRR trains do not continue to blind oncoming traffic with their extremely high intensity headlight.	Planning & Design Issue
2395	Seward Hwy	I would like to see a 4 lane highway (but 2 is safer than 3).	Planning & Design Issue
2399	Seward Hwy	It should leave entirely intact the mature stand of trees which constitute the Bird Creek campground, and minimize the taking of all other trees.	Planning & Design Issue
2398	Seward Hwy	Travel directions must be separated by, at a minimum, jersey barrier, and at a maximum, an attractive, wooded highway medium. Two lanes each way, of course. Speed limit 55 or lower.	Planning & Design Issue
2397	Seward Hwy	I also want the curvilinear aspect of the road to be maintained, so that the "natural speed limit" of the road remains low.	Planning & Design Issue
2401	Seward Hwy	Divide the highway with those concrete segments they make for such application.	Planning & Design Issue
2403	Seward Hwy	Concrete barriers on the blind turns.	Planning & Design Issue

2407	Seward Hwy	Design the road for the peak capacity 25 years from now! 4-lane divided highway along inlet.	Planning & Design Issue
2406	Seward Hwy	Design the road for the peak capacity 25 years from now! 4-lane divided highway along inlet.	Planning & Design Issue
2405	Seward Hwy	Design the road for the peak capacity 25 years from now! 4-lane divided highway along inlet.	Planning & Design Issue
2411	Seward Hwy	Whatever you do - please do not settle for 3 lane road. 2 or 4 ok with me.	Planning & Design Issue
2410	Seward Hwy	Plan for rail commuter stops at Indian & Bird.	Planning & Design Issue
2409	Seward Hwy	Divded road: use concrete barrier.	Planning & Design Issue
2412	Seward Hwy	Plan for railroad stops for local residents or tourists. This would reduce local commuter traffic to Anchorage by allowing local people to ride the train.	Planning & Design Issue
2053	Seward Hwy	If a positive 4 lane plan is developed for Potter Marsh to MP 106, 7 miles without passing lanes would not be the issue that it is today.	Planning & Design Issue
2945	Seward Hwy	At the rate this state and country spends money, DOT could affect seasonal road overuse on Seward and Sterling highways by building bridge to northend of Kenai Peninsula ( a bridge to somewhere)	Planning & Design Issue
2943	Seward Hwy	Suggest that we work with our existing road by adding a third lane for turn offs in problem areas of this section.	Planning & Design Issue
2942	Seward Hwy	Suggest that we work with our existing road by adding a third lane for turn offs in problem areas of this section.	Planning & Design Issue
2947	Seward Hwy	I think the Seward Highway South Bound should go on the other side of the railroad tracks from Rabbit Creek to Indian.	Planning & Design Issue
2954	Seward Hwy	Let's not do a quick fix just because it's cheap. I haven't talked to anyone who drives this highway, who doesn't think we need a four lane all the way from Girdwood to Anchorage.	Planning & Design Issue
2953	Seward Hwy	If a four lane highway upgrade from Potter to Indian section were built at the same time as the Indian to Bird section, couldn't we move all excess material down the tracks for the Indian and Bird bypasses? Maybe economy of scale will reduce the overall price.	Planning & Design Issue
2952	Seward Hwy	By using the existing rail-bed as the partial road base for a new four lane highway, the train could use side dump cars to expand the base for the highway and a new outboard rail bed. The railroad's side dump-cars were used effectively to build parts of the recent Seward Highway upgrade across the bird flats avalanche zone.	Planning & Design Issue
2972	Seward Hwy	Consider designing for the summer/weekend traffic flows - isn't that when we get some of the most critical accidents?	Planning & Design Issue

2971	Seward Hwy	Adequate pullouts should be provided that are curved enough to add acceleration and deceleration. Pull-offs that are 90 deg turns are difficult to maneuver with heavy traffic even when going speed limit.	Planning & Design Issue
2969	Seward Hwy	Add a deceleration lane for those accessing the camping area at Bird just off of the bridge as heading south.	Planning & Design Issue
2968	Seward Hwy	Upgrade the new parking area constructed for the fishing folk to include an acceleration lane in the northbound for those leaving the parking area - it was a design flaw to have excluded it.	Planning & Design Issue
2967	Seward Hwy	We should be designing for the future. Either upgrade to a frontage road with a 3 accesses in each Bird and Indian, or upgrade to a 4-lane road to allow for a slower lane for turning into business and an acceleration lane for those entering the highway.	Planning & Design Issue
2985	Seward Hwy	I would rather see us wait until we can raise enough money to build a four lane highway that will satisfy our needs for many years into the future, than to waste the money on this two lane plan. But If we cannot wait, why not just build a turning lane full length of Indian and Bird and forget the new proposed frontage road? This would even cost less and have fewer impacts on our local communities.	Planning & Design Issue
2998	Seward Hwy	Move access to southside of Indian frontage road to the south to reduce impact to private property.	Planning & Design Issue
2393	Seward Hwy	The time has come to make the road between Anchorage and Girdwood a modern four lane highway.	Purpose & Need
2400	Seward Hwy	Funds need to be allocated to improve the Seward Highway between Anchorage and Girdwood increasing the number of lanes and # of curves.	Purpose & Need
2051	Seward Hwy	We just spent millions on a very nice parking area at Bird Creek that will not be utilized to its designed capability.	Recreation
2997	Seward Hwy	Provide pedestrian access under the highway to connect with trail at Indian Creek or further North if trail is extended.	Recreation
2608	Seward Hwy	Would like improved pedestrian access to bike trail and ballpark for residence in Indian and Bird Creek.	Recreation
2302	Seward Hwy	Please, reconsider putting in turning lanes for Bird Creek and Indian now- before some of our community members come to harm.	Safety Issue
2304	Seward Hwy	I would also encourage a four-lane highway for safety and congestion reasons.	Safety Issue
2309	Seward Hwy	There is also the fear of having my daughter cross the highway to the bike path and the fear of being rear ended as we are making a left hand turn into our road. I would love to see the highway moved out into the inlet.	Safety Issue
2368	Seward Hwy	The offshore design would be the safest route because it being the more direct route.	Safety Issue

2366	Seward Hwy	A two-lane highway is impractical as we can now see. A three-lane highway is better than a two-lane but encourages drivers to race around slow traffic and beat the other drivers to the narrowing highway. This behavior has caused some very severe accidents in the past and the cause should be avoided. I would start with a four lane divided highway.	Safety Issue
2371	Seward Hwy	I think the road should be a 4 lane divided highway with a local access road. This would solve most of the safety problems we have now.	Safety Issue
2376	Seward Hwy	One lane each direction with a middle lane for turn on/off would be a dangerous design.	Safety Issue
2388	Seward Hwy	Increase the number of lanes to four lanes that are divided to help reduce head on collisions.	Safety Issue
2392	Seward Hwy	The traffic volume, particularly in the summer, has overwhelmed the existing road. The weather and road conditions in the winter make it hazardous as well.	Safety Issue
1998	Seward Hwy	The separation lines on the road and the edges are not visible because the paint wears off and because snow and ice obscure the lines. You just can not tell where you are on the road.	Safety Issue
2052	Seward Hwy	If we improve the current location it will be ready for use and safer for long before a relocated highway would.	Safety Issue
2970	Seward Hwy	Fix the curve that sits about MI. 103-104, going north from Indian - it is too tight for icy road conditions.	Safety Issue
3001	Seward Hwy	Concept B seems to improve the safety of the road provided there are sufficient turning lanes, acceleration and deceleration lanes and improved or enhanced signage.	Safety Issue
3000	Seward Hwy	The frontage road, concept B, is the better of the three alternatives. By reducing the number of driveways from 30 to 4, 24 potential conflicts have been eliminated.	Safety Issue
3002	Seward Hwy	It would be nice to provide passing lanes north of Indian Road and separate the traffic lanes with a divider/grade break. The road will be less safe as traffic increases.	Safety Issue
2607	Seward Hwy	Would like turn lanes for residential road, park accesses and businesses, ect. for safety sake.	Safety Issue
3346	Seward Hwy	The frontage idea was not even mentioned at the first couple of meetings held in Indian. By building a frontage road along side the existing road without public comment is irresponsible. My children will now have to cross TWO roads to access the ballfield and bike trails just south of us.	Safety Issue
2380	Seward Hwy	It may also be appropriate to recommend a reduced speed limit (50 mph) through this area if the accesses remain.	Speed Concerns
1999	Seward Hwy	People drive too fast. Speed needs to be monitored.	Speed Concerns

2054	Seward Hwy	The highest percentage of those who are promoting the relocate are looking for the Autobahn. The conditions in Alaska are too extreme for those speeds.	Speed Concerns
2944	Seward Hwy	Keep speed limits as they are as well as the double fines for violators. Lower speed limits, increased fines through safety corridors, the curvilinear nature of this road, and the constraints of our natural weather phenom combine to make the majority of drivers more cautious and patient.	Speed Concerns
2610	Seward Hwy	I think the straight stretches to Girdwood have allowed drivers to go too fast and contribute to the driving dangers. Curves in the road will naturally slow many down.	Speed Concerns
2609	Seward Hwy	The traffic could slow down to 45mph between Indian through Bird Creek.	Speed Concerns
2387	Seward Hwy	Design in multiple techniques to move traffic turning patterns off, above or below the main road.	Traffic Circulation
2402	Seward Hwy	Passing on this particular highway should be limited to areas where there are passing lanes, for traffic moving in the same direction.	Traffic Circulation
2980	Seward Hwy	I think the cost saving Indian and Bird frontage road plan, keeping the existing two lane road alignment is a short sighted plan. I heard you say that the traffic is spread out because of the long summer days, which keeps congestion manageable, but I can tell you as a person who has lived at the highways edge for nine years that this two lane highway is already quite overloaded. Traffic is especially slow during peak tourism months of June and July. If you average out the peak summer traffic with the sparse winter traffic, sure you get the impression that a two lane road is adequate, but we need to upgrade this highway to handle the peak traffic now and twenty years from now.	Traffic Circulation
2408	Seward Hwy	Beluga whales often gather in shore-side eddies on falling (&probably rising) tide. Do not put road out where sineous coast effect is lost.	Wildlife Concern
2413	Seward Hwy	Very concerned about belugas.	Wildlife Concern