

# Alaska Department of Transportation and Public Facilities Project Nomination Master Sheet Form

December 13, 2002 Submittal

**Please tell us about your project and include as much information as you can. Send the completed form to your area planner. Contact information for your area planner is shown on the map of area planners.**

<b>Name of Project</b>	Seward Highway MP 96 – MP 104: Bird Point to Indian Scenic/Interpretive Pathway
<b>Contact Person</b>	Daryl Haggstrom
<b>Sponsor</b>	Alaska State Parks
<b>Phone, FAX, and e-mail</b>	269-8732, 269-8917, and darylh@dnr.state.ak.us
<b>Address</b>	550 West 7th Avenue, Suite 1340, Anchorage, AK 99501

**What is your project? Please describe it. For instance, if it's a road or trail how long and wide will it be? If it's a bridge, what will it span? Provide as much detail as possible.**

The proposed transportation enhancement pathway project will be constructed in Chugach State Park along the Seward Highway from Bird Point to Indian Valley Road. As part of a 2003 DOT&PF project to upgrade the Seward Highway across Bird Flats, DOT&PF will construct a separated pathway from MP 96 to MP 99.5 to connect existing pathways at Bird Point and Bird. Our project nomination would:

- Construct an overflow trailhead parking area at Bird Point (MP 96.4)
- Construct a trailhead for the Bird Flats Pathway (MP 96.7)
- Construct interpretation stops at 9 existing pathway pullouts (MP 96-99.5)
- Rehabilitate 2.5 miles of existing pathway (MP 100.5-103)
- Construct 1 mile of new pathway with highway undercrossing (MP 103-104)

**Are parts of the project already constructed? Will another agency do some of the work? If so, please explain.**

DOT&PF is currently rebuilding the Seward Highway from Bird Point to Potter Section House (MP 96-115) in phases as part of a highway safety program, to include passing lanes and separated pathway. DOT&PF will begin construction on the Bird Flats portion of the highway (MP 96-99.5) during the summer of 2003. That 2003 project will construct 3.5 miles of separated pathway across Bird Flats and a trailhead parking lot at Bird Creek (MP 101.2). DOT&PF's construction of a trailhead parking lot at Bird Creek will upgrade a portion of the existing Bird to Indian Pathway. Alaska State Parks' nomination would complete the Bird Flats Pathway with the construction of a trailhead parking lot and nine interpretation stops. It would also construct additional trailhead overflow parking at Bird Point Scenic Overlook, and upgrade the remainder of the existing Bird to Indian Pathway not rebuilt as part of the current DOT&PF project.

**Why do you want this project? Is there a safety concern? Does what you have now need replacement, rehabilitation or reconstruction? Please explain.**

This project will complete the DOT&PF Bird Flats Pathway (Bird Point to Bird) project and solve the pathway access safety concerns in the Bird/Indian community and at Bird Point.

The existing parking facility at Bird Point Scenic Overlook is on the opposite side of the Seward Highway from the DOT&PF's soon-to-be-constructed Bird Flats Pathway. The existing parking facility now provides parking for the scenic overlook at Bird Point and pathway users for the Girdwood to Bird Point Pathway. When the Girdwood to Bird Point Pathway was constructed, it was decided to use the Bird Point Scenic Overlook parking lot as a combined scenic overlook/trailhead facility. The idea was to see if the two uses could be handled by one parking facility. The viewing and pathway uses has proved to be very popular and the existing parking is not adequate, resulting in pathway users parking on the shoulders of Seward Highway and the narrow access road to Bird Point Scenic Overlook; a safety concern. With the upcoming 2003 DOT&PF construction of the Bird Flats Pathway, additional pathway users will try to access the pathway from Bird Point, resulting in increased parking on highway shoulders; a safety concern. There is an existing pedestrian undercrossing on the Seward Highway connecting the Girdwood to Bird Point Pathway and the existing Bird Point Scenic Overlook parking facility. It is located about 1/10 mile south towards Girdwood. The highway entrance to the existing Bird Point Scenic Overlook parking facility is located about ¼ mile north towards Bird. This layout encourages pathway users traveling to and from Bird to cross the Seward Highway rather than travel the longer route to use the pedestrian undercrossing; a safety concern. It is a significant safety problem when pathway users park on and cross a high speed highway such as the Seward Highway. The nomination's proposed trailhead parking lot on the pathway side of the highway and the widening of the road shoulders for parking along the Bird Point Scenic Overlook access road would eliminate these significant safety concerns.

The existing Bird to Indian Pathway was constructed in the 1980s. A portion of this pathway will be reconstructed to current pathway standards as part of the current DOT&PF highway project. Our project will upgrade the remainder of the existing pathway to current pathway standards. The existing pathway terminates at Indian Creek trailhead (MP 103). This trailhead is located on the Turnagain Arm side of the highway. All pathway users from the Bird/Indian community originate on the mountain side of the highway. It is a significant safety problem when pathway users have to travel along the shoulder and then cross a high speed highway such as the Seward Highway to access the separated pathway within the community. The nomination's proposed undercrossing at Indian Creek and the new section of pathway on the mountain side from Indian Creek to Indian Valley Road will allow the community to access the pathway without traveling on or crossing the Seward Highway.

**Who will use this project and how will it help them? Are there health, quality of life and/or economic benefits? Please explain.**

This project will complete the separated pathway along the Seward Highway through the Indian/Birc community, providing safe pedestrian access to the entire community. The local residents and visitors to the Indian/Bird community and travelers along the Seward Highway will use the proposed pathway facilities. It will be used by residents, visitors and travelers for scenic and wildlife viewing and interpretation. The interpretation will provide users with information on the natural and historical features of the area and information to ensure a safer experience for all who partake of the recreational and scenic opportunities of the site.

**Who will maintain the project after it is built?**

Alaska State Parks will manage and maintain the facilities constructed as part of this project. DOT&PF and Alaska State Parks is currently working on a Memorandum of Agreement for the management and maintenance of all facilities to be constructed from Girdwood to Potter as part of the highway safety passing lane project and related transportation enhancement projects.

**Who owns the land where the project will be built? Will ADOT&PF have to purchase right-of-way?**

The proposed project facilities will be constructed on DOT&PF right of way and within Chugach State Park (DNR land). DOT&PF will not have to purchase any additional right-of-way.

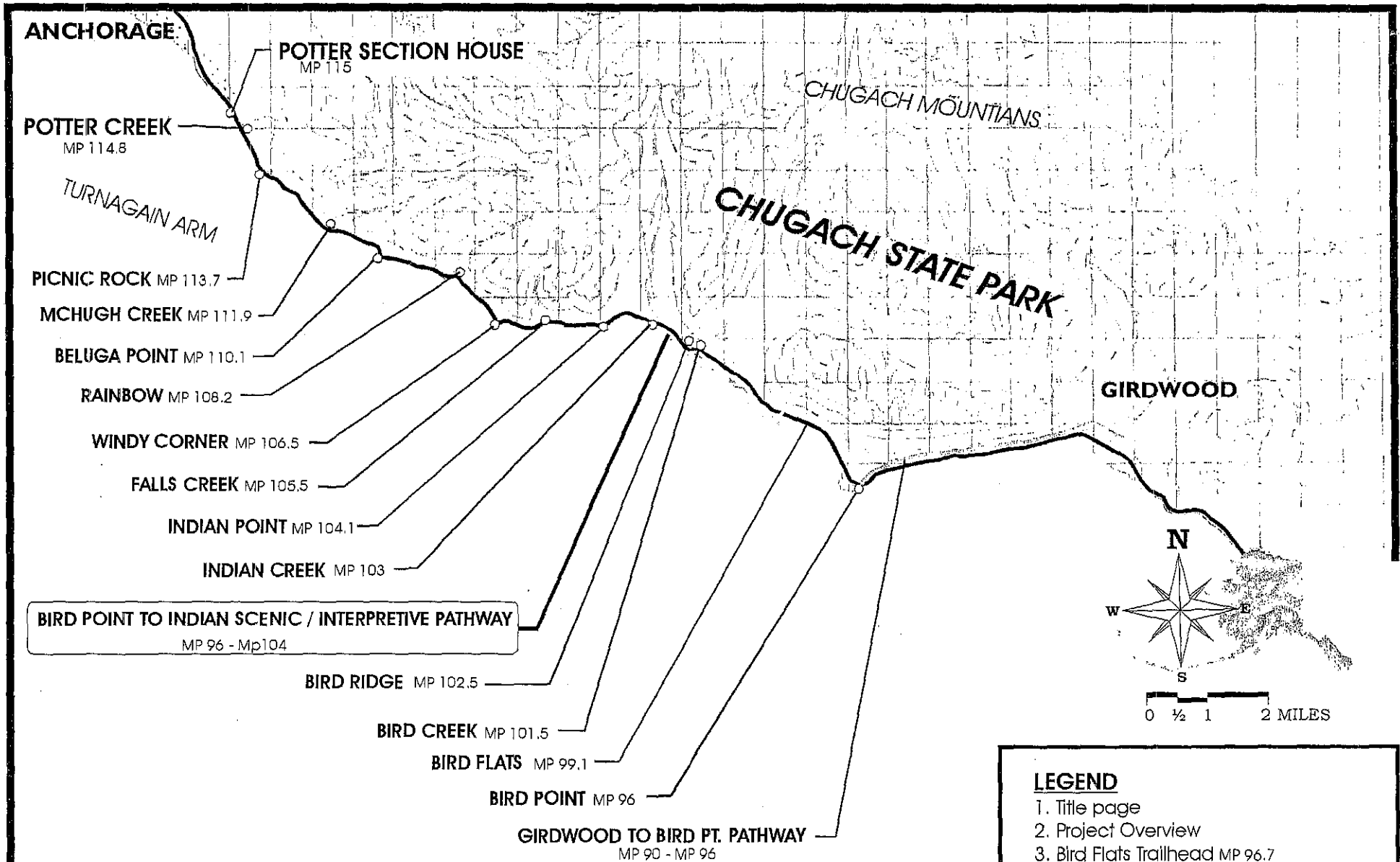
**Do you have a resolution of support from a local elected body or traditional council? If so, please attach.**

Project information packets for resolutions of support will be submitted to the local community and user groups. These resolutions of support will be forwarded to you as they are received.

**How will you help? Do you have land for right-of-way or in-kind services to donate? Will you contribute money to the project? If known, what is the total dollar or percentage of total project cost to be contributed?**

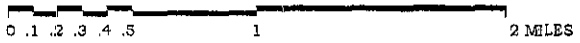
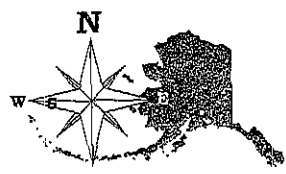
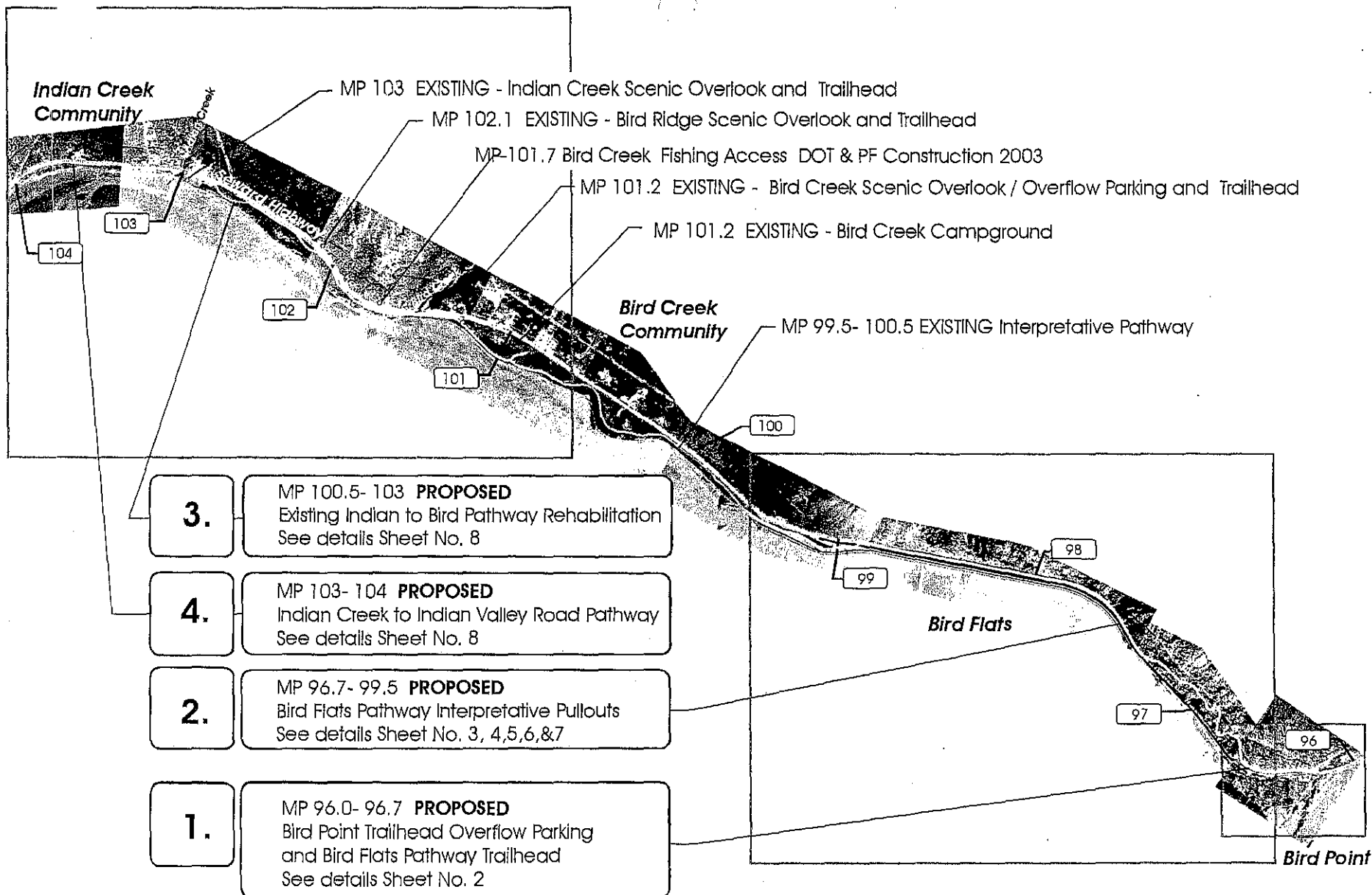
Upon completion, Alaska State Parks will maintain and operate the facilities constructed as part of this proposed project.





# SEWARD HIGHWAY MP 96 - 104 BIRD POINT TO INDIAN SCENIC / INTERPRETIVE PATHWAY

LEGEND	
1.	Title page
2.	Project Overview
3.	Bird Flats Trailhead MP 96.7 Bird Point Overflow Parking MP 96.0
4.	Bird Flats Pathway Overview
5.	Bird Flats Pathway MP 96.7 - 97.4
6.	Bird Flats Pathway MP 97.5 - 98.0
7.	Bird Flats Pathway MP 98.0 - 98.8
8.	Bird Flats Pathway MP 98.8 - 99.5
9.	Bird to Indian Pathway MP 100.5- 104.0



# Project Overview

97

**BIRD FLATS PATHWAY TRAILHEAD:**

- 1- GRADE OUT GRASSY AREA REMOVE ALL LARGE ROCKS, SEED & FERTILIZÉ.
- 2- PLACE BARRIER ROCKS SET BACK 30' FROM HIGHWAY
- 3- GATE AREA W/ DOUBLE GATE
- 4- DEVELOP PEDESTRIAN PATHWAY TO EXISTING PATHWAY
- 5- INSTALL TRAILHEAD KIOSK

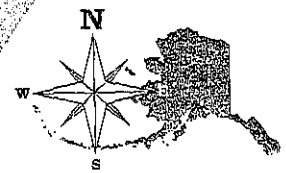
96

**BIRD PT TRAILHEAD OVERFLOW PARKING:**

ADD COMPACTED D-1 GRAVEL SHOULDER TO EXISTING ROAD FOR OVERFLOW PARALLEL PARKING



ADD "NO PARKING" SIGN ALONG ENTRANCE ROAD (INCOMING LANE ONLY)



0 500 1000 2000 FEET

# Bird Flats Trailhead

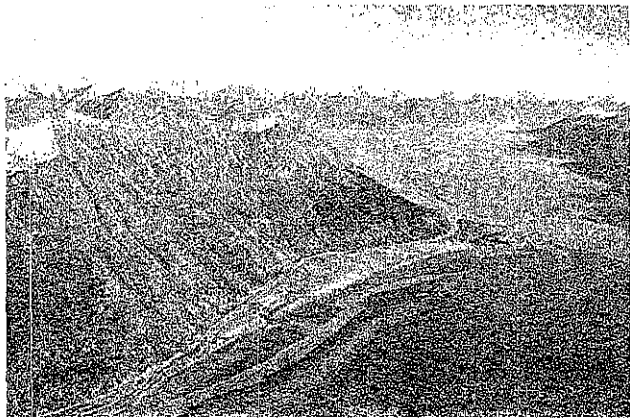
# Bird Point Trailhead Overflow Parking

1.

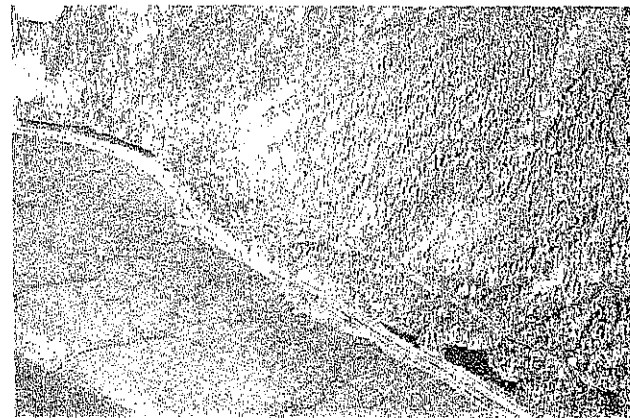
Seward Highway MP 96.0 - 96.7

Sheet 3 of 9

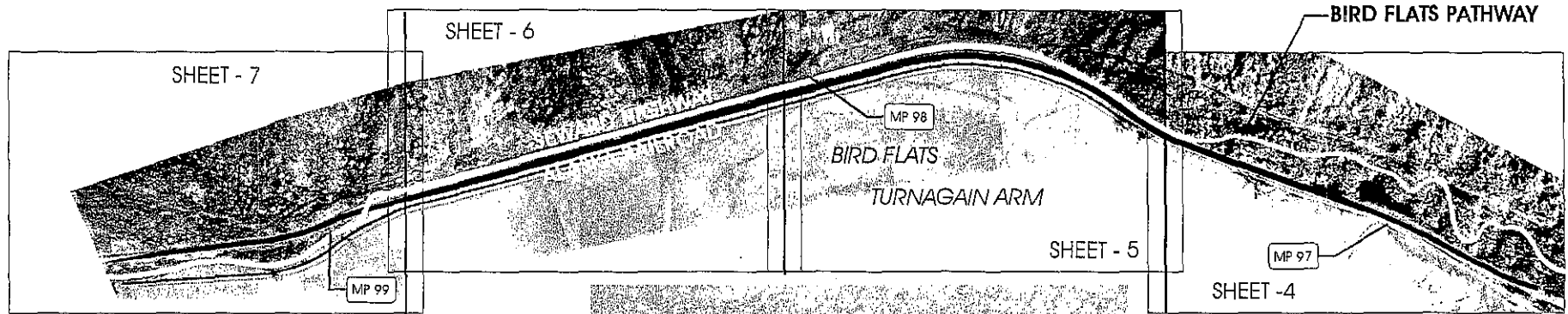
Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



View west of Bird Point and Turnagain Arm

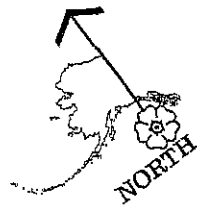


View of Bird Flats and ponds along Seward Highway

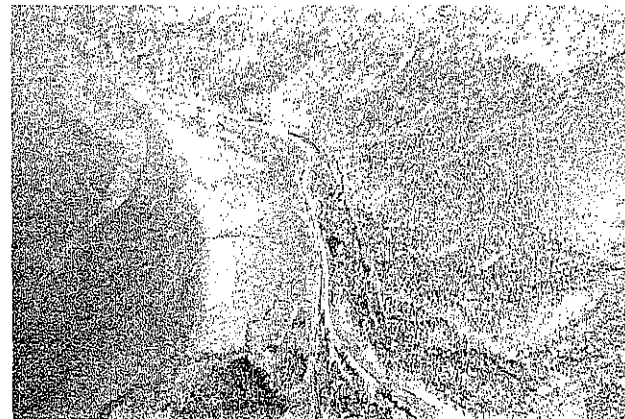


← TO ANCHORAGE

→ TO SEWARD



0 500 1000 METERS



View east from Bird Point of Bird Flats and Avalanche Alley

**2.**

## Bird Flats Pathway Overview

Seward Highway MP 96.7 - MP 99.5

Sheet 4 of 9

Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



TYPICAL INTERPRETIVE PULLOUTS  
W/ INTERPRETIVE SIGN & LARGE ROCK

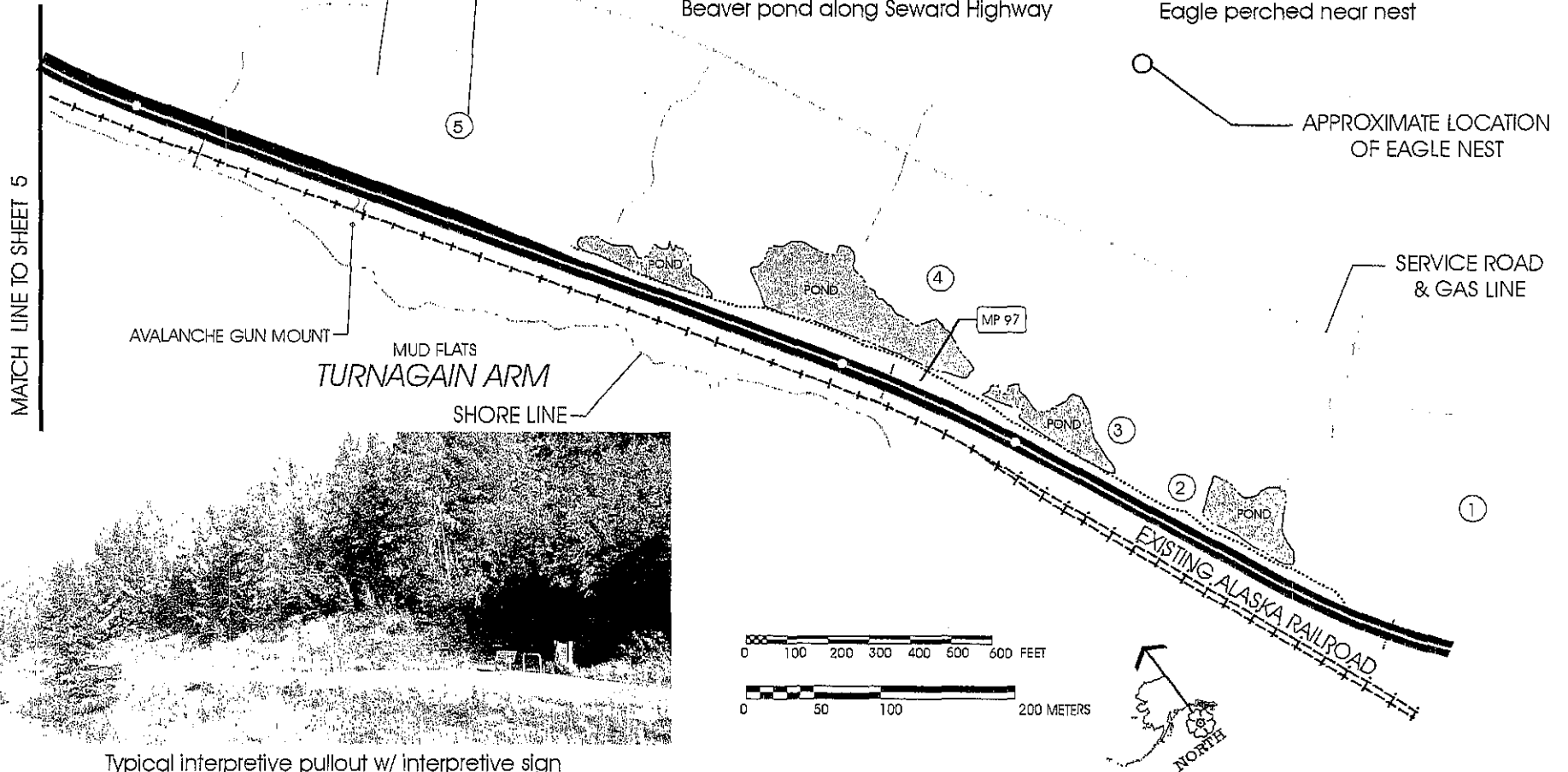
BIRD FLATS PATHWAY



Beaver pond along Seward Highway



Eagle perched near nest



APPROXIMATE LOCATION  
OF EAGLE NEST

SERVICE ROAD  
& GAS LINE

AVALANCHE GUN MOUNT

MUD FLATS  
TURNAGAIN ARM

SHORE LINE

MP 97

EXISTING ALASKA RAILROAD

0 100 200 300 400 500 600 FEET

0 50 100 200 METERS



Typical interpretive pullout w/ interpretive sign

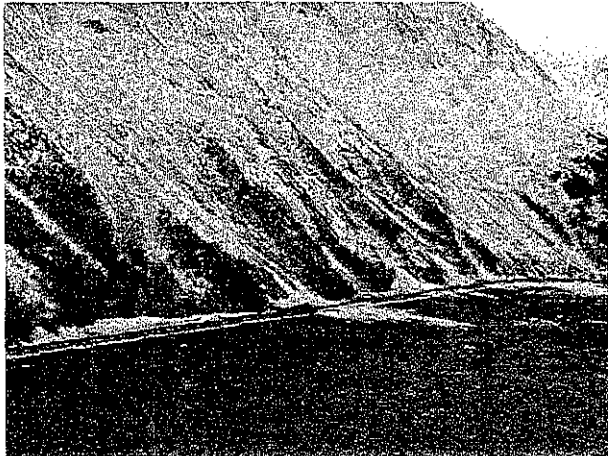
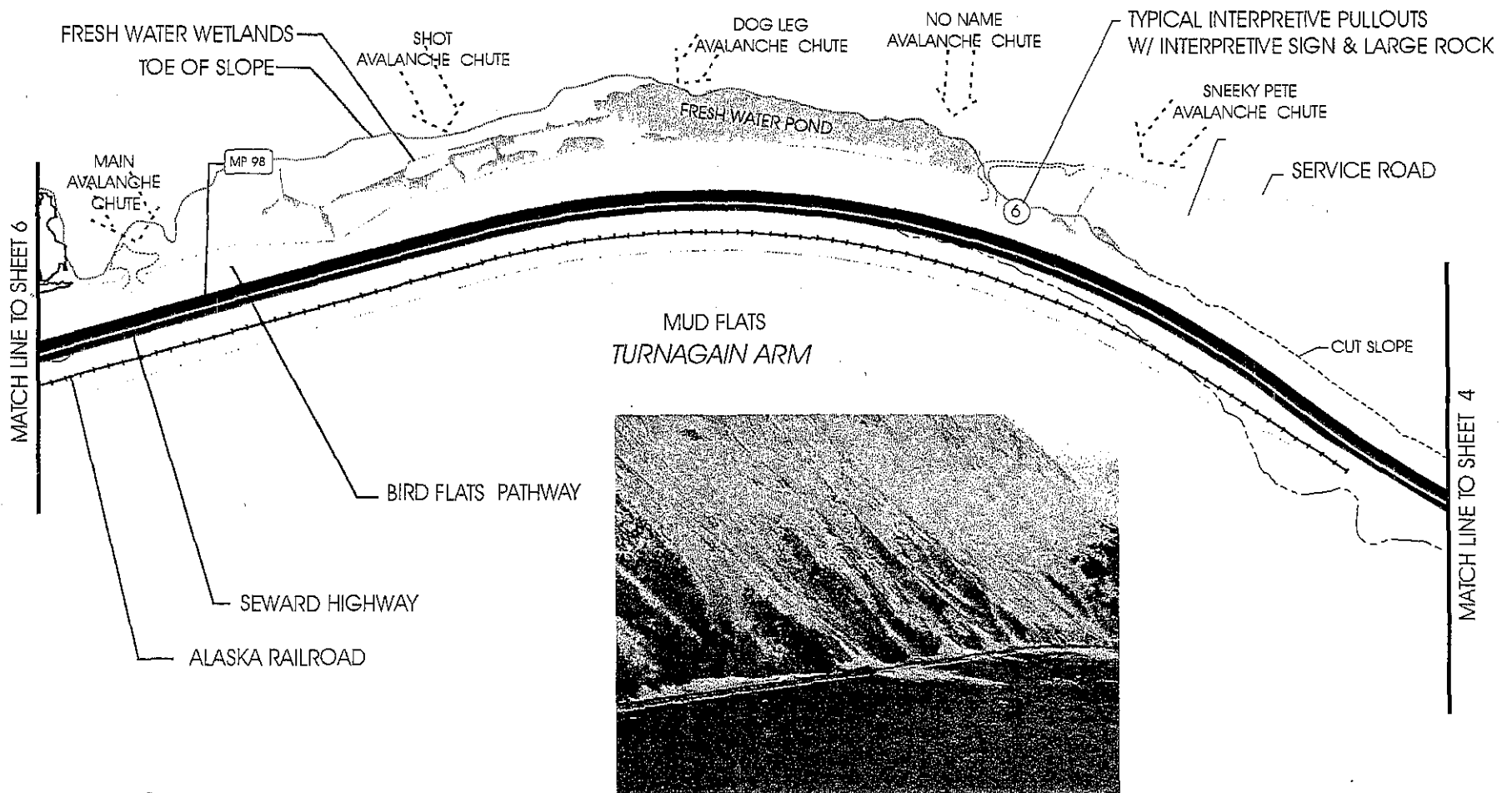
2.

## Bird Flats Pathway

Seward Highway MP 96.7 - MP 97.4

Sheet 5 of 9

Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



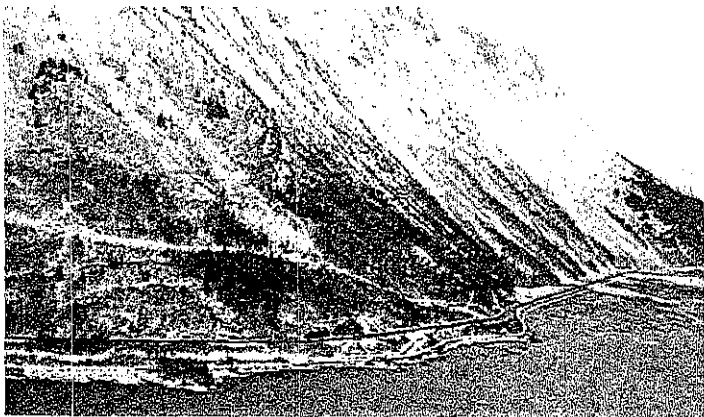
View of Bird Flats avalanche chutes

**2.**

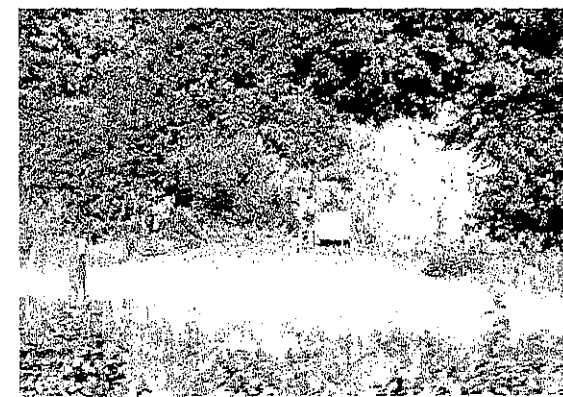
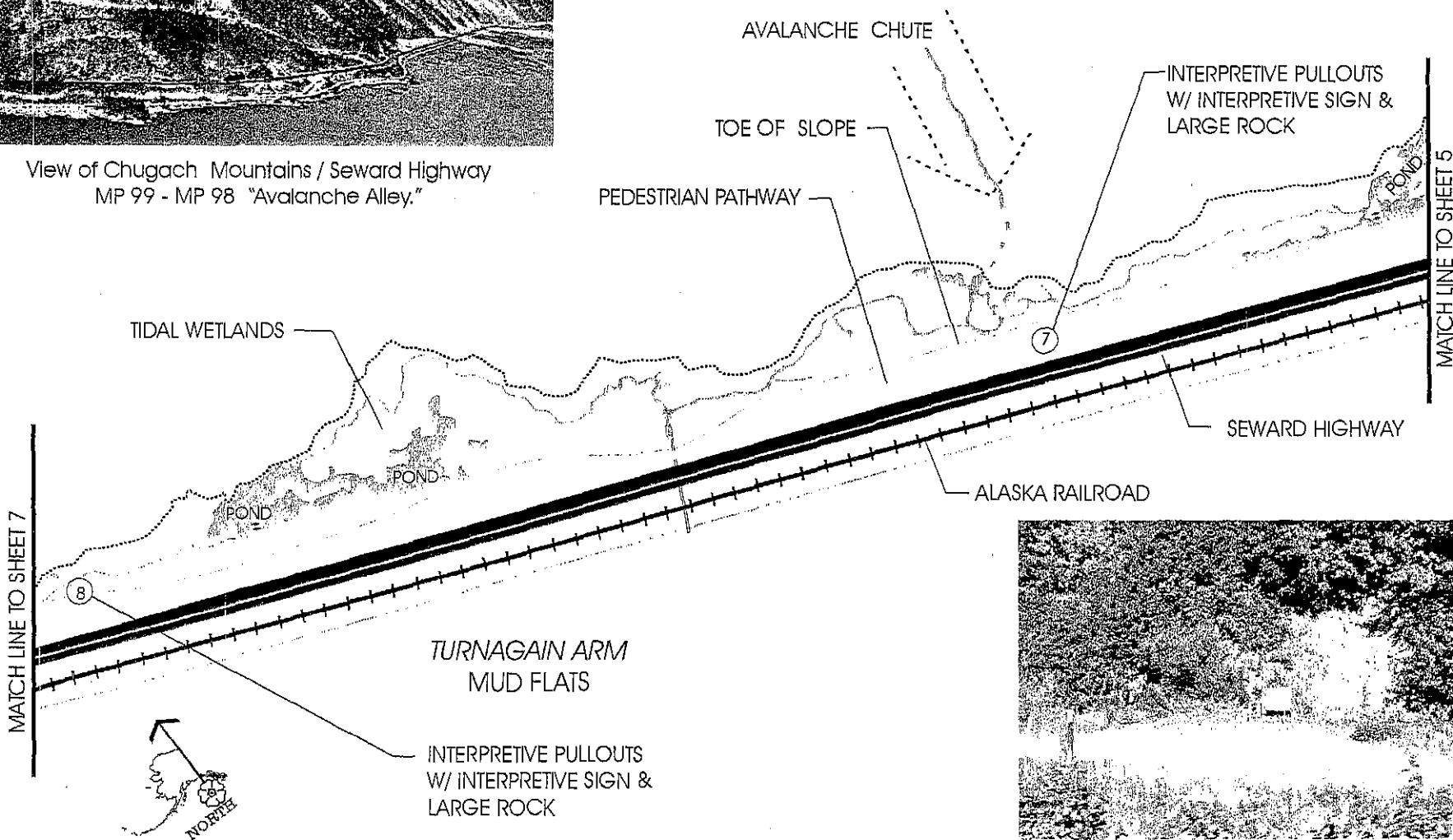
**Bird Flats Pathway**  
**Seward Highway MP 97.4 - MP 98.0**

Sheet 6 of 9

Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



View of Chugach Mountains / Seward Highway  
MP 99 - MP 98 "Avalanche Alley."



Typical pathway pullout w/ interpretive sign

0 100 200 300 400 500 600 FEET

0 50 100 200 METERS

**2.**

## Bird Flats Pathway

Seward Highway MP 98.0 - MP 98.8

Sheet 7 of 9

Seward Highway MP 97 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



View west of Turnagain Arm and the natural shore line (bedrock outcrop) along the Alaska Railroad

TYPICAL INTERPRETIVE PULLOUTS  
W/ INTERPRETIVE SIGN & LARGE ROCK

EXISTING SEWARD HIGHWAY

ALASKA RAILROAD

BEDROCK

MUD FLATS

BIRD FLATS PATHWAY

BEDROCK

TURNAGAIN ARM  
MUD FLATS

BEDROCK

PEDESTRIAN UNDERPASS  
STA. 40+750

END NEW ALIGNMENT OF SEWARD HIGHWAY

MP 99

MATCH TO LINE TO SHEET 6



0 100 200 300 400 500 600 FEET

0 50 100 200 METERS

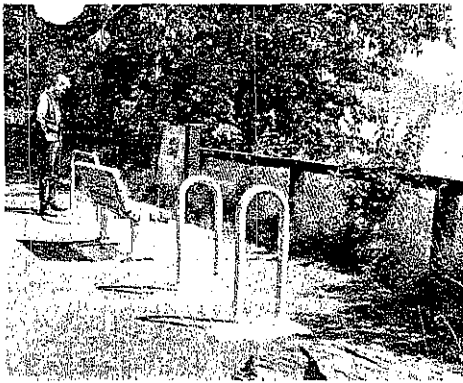
2.

## Bird Flats Pathway

Seward Highway MP 98.8 - MP 99.5

Sheet 8 of 9

Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway



14 Typical interpretive scenic overlook  
Interpretive display, bench, bike rack



Typical Interpretive scenic overlook

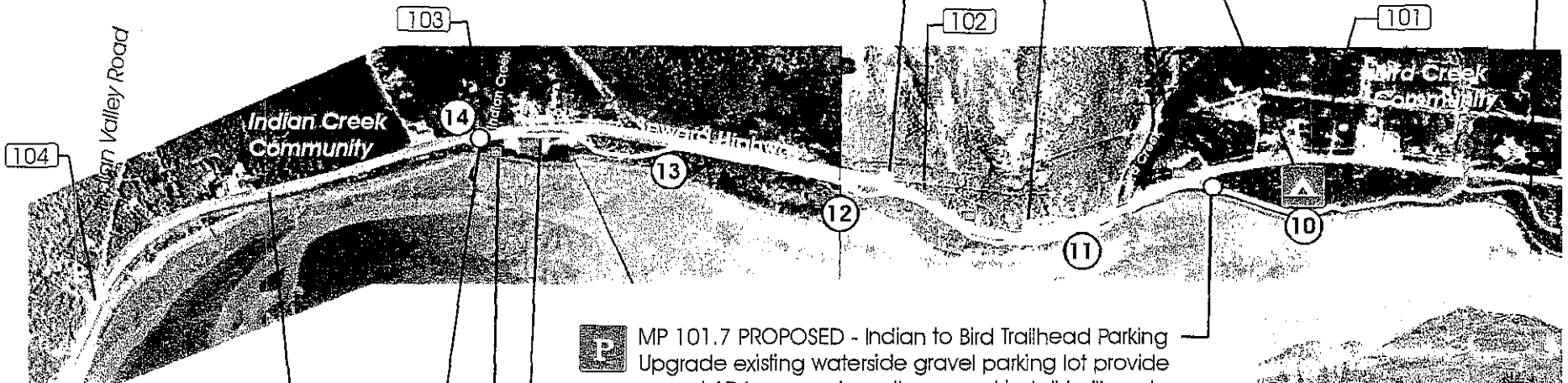
MP 102.1 EXISTING - Bird Ridge Scenic  
Overlook and Trailhead

MP 101.7 Bird Creek Fishing Access  
DOT & PF Construction 2003

MP 101.2 EXISTING - Bird Creek Scenic  
Overlook / Overflow Parking and Trailhead

MP 101.2 EXISTING - Bird Creek  
Campground

MP 99.5 - 100.5 EXISTING  
Interpretive Pathway



MP 101.7 PROPOSED - Indian to Bird Trailhead Parking  
Upgrade existing waterside gravel parking lot provide  
paved ADA access to pathway and install trailhead  
kiosk with 3- trailhead interpretive panels.



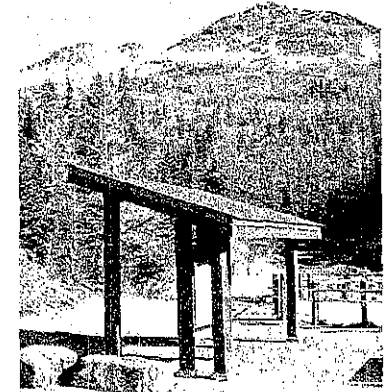
MP 100.5 - 103 PROPOSED UPGRADE EXISTING  
Indian to Bird Pathway, Add Interpretation

MP 103 EXISTING - Indian Creek Scenic Overlook and Trailhead

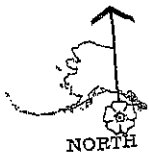
MP 103 PROPOSED - Construct Indian Creek Pedestrian Undercrossing



MP 103 - 104 PROPOSED - Construct new separated  
pathway from Indian Creek to Indian Valley Road



Typical trailhead kiosk



3.

4.

## Bird To Indian Pathway

Seward Highway MP 100.5 - MP 104.0

Sheet 9 of 9

Seward Highway MP 96 - MP 104; Bird Point to Indian Scenic/Interpretive Pathway

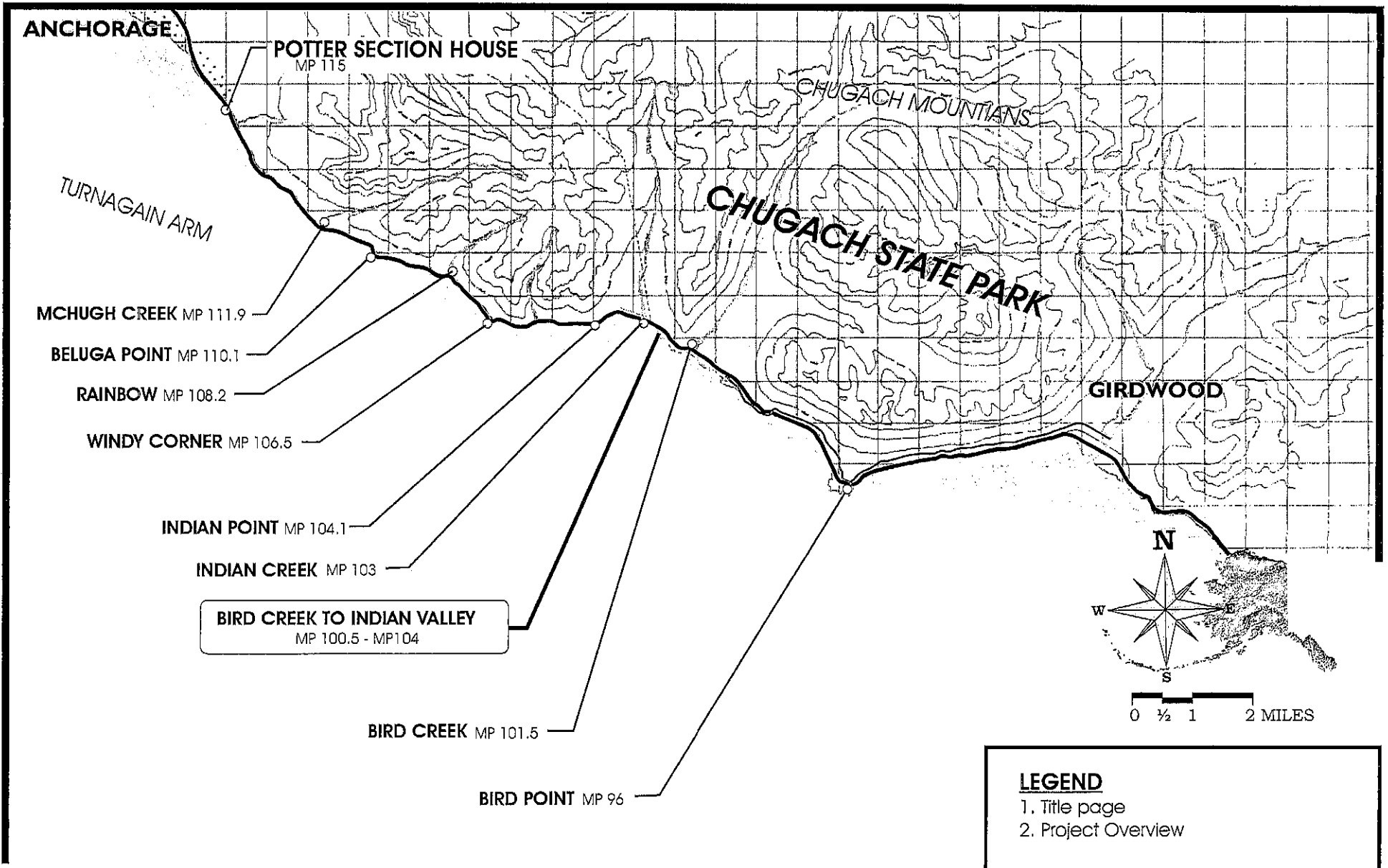
ITEM NO.	ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
			\$		\$
201(3B)	Clearing & Grubbing	L.S.	4,000.00	All Req'd	4,000.00
201(1)	Removal of Structures and Obstructions	L.S.	10,000.00	All Req'd	10,000.00
203(3)	Unclassified Excavation	L.S.	5,000.00	All Req'd	5,000.00
203(5A)	Borrow, Type A	C.Y.	12.00	1,000	12,000.00
203(10)	Controlled Blasting	L.S.	40,000.00	All Req'd	40,000.00
301(2)	Aggregate Base Course	C.Y.	35.00	400	14,000.00
401(9)	Asphalt Concrete, Type II, Class B	Ton	40.00	175	7,000.00
615(1)	Standard Sign	S.F.	65.00	10.00	650.00
618(2)	Seeding	LB	60.00	3.0	180.00
620(1)	Topsoil, Class B	S.Y.	3.00	200	600.00
640(1)	Mobilization and Demobilization	L.S.	20,000.00	All Req'd	20,000.00
641(1)	Erosion & Pollution Control Administration	L.S.	1,500.00	All Req'd	1,500.00
641(2)	Erosion & Pollution Control	C.S.	1,000.00	All Req'd	1,000.00
642(1)	Construction Survey	L.S.	8,000.00	All Req'd	8,000.00
642(3)	Three Person Survey Party	Hour	200.00	5	1,000.00
643(2)	Traffic Maintenance	L.S.	2,000.00	All Req'd	2,000.00
646(1)	CPM Scheduling	L.S.	1,500.00	All Req'd	1,500.00
650(9)	Double Entrance Gate	Each	5,000.00	1	5,000.00
650(21)	Barrier Rock	Each	125.00	30	3,750.00
650(30B)	Interpretive Kiosk, Type B	Each	10,000.00	1	10,000.00
650(40C)	Interpretive Sign, Type C	Each	1,500.00	1	1,500.00
670(1)	Painted Traffic Markings	L.S.	2,000.00	All Req'd	2,000.00
				Subtotal (02)	\$150,680
	Note: These totals are indexed for inflation to the year 2007. > >			Subtotal (07)	\$174,679
				12% Design	\$20,962
				Interpretation (4 panels at \$6,500)	\$26,000
				15% CENG	\$26,202
				<b>TOTAL (07)</b>	<b>\$247,843</b>

## Bird Flats Railway Interpretive Pullouts

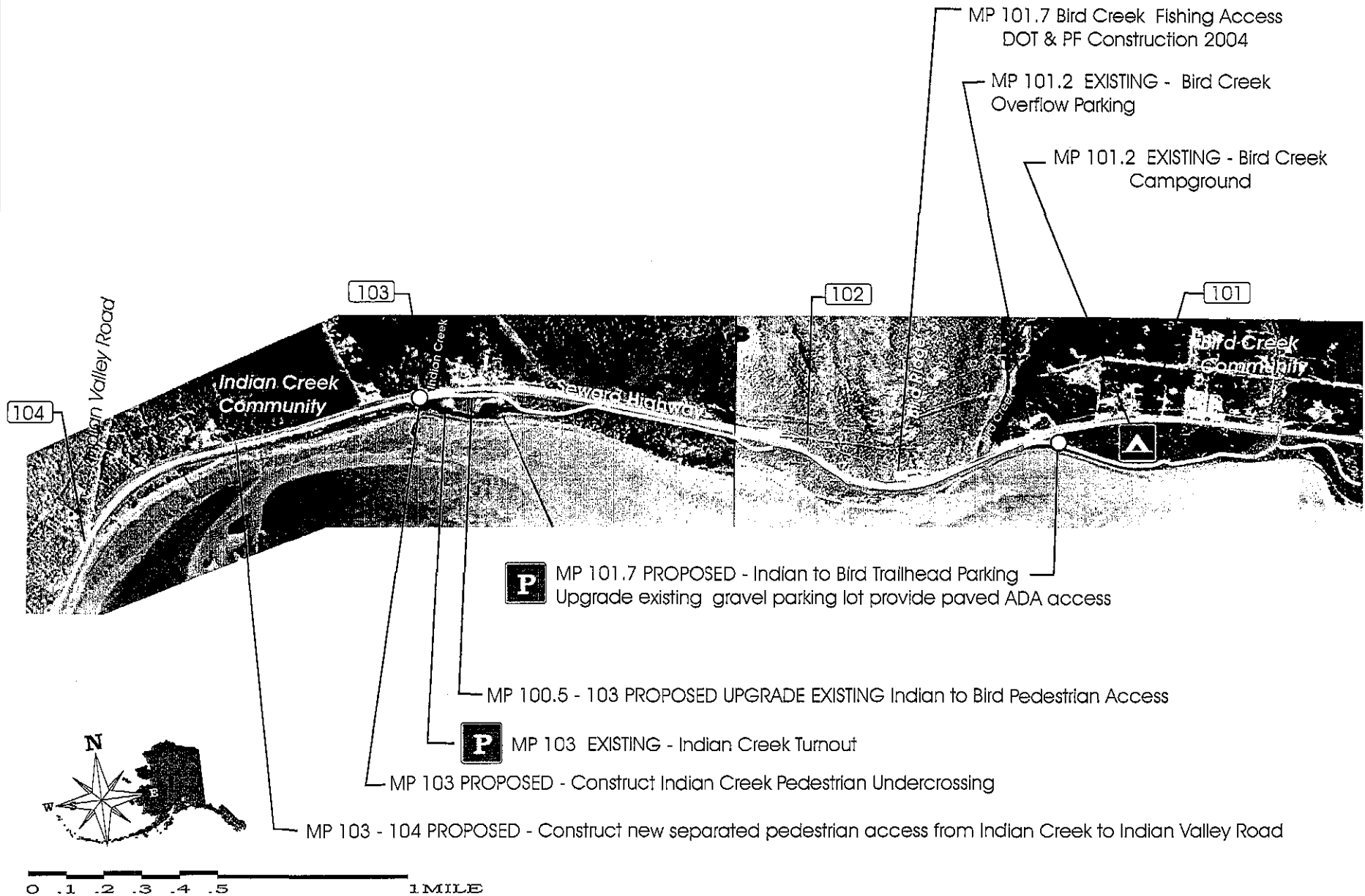
ITEM NO.	ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
			\$		\$
201(3B)	Clearing & Grubbing	L.S.	4,000.00	All Req'd	4,000.00
203(3)	Unclassified Excavation	L.S.	5,000.00	All Req'd	5,000.00
203(5A)	Borrow, Type A	C.Y.	12.00	320	3,840.00
301(2)	Aggregate Base Course	C.Y.	35.00	50	1,750.00
401(9)	Asphalt Concrete, Type II, Class B	Ton	40.00	40	1,600.00
506(1)	Wood Retaining Wall	S.F.	35.00	385	13,475.00
615(1)	Standard Sign	S.F.	65.00	6.00	390.00
618(2)	Seeding	LB	60.00	5.0	300.00
620(1)	Topsoil, Class B	S.Y.	3.00	585	1,755.00
640(1)	Mobilization and Demobilization	L.S.	20,000.00	All Req'd	20,000.00
641(1)	Erosion & Pollution Control Administration	L.S.	1,500.00	All Req'd	1,500.00
641(2)	Erosion & Pollution Control	C.S.	1,000.00	All Req'd	1,000.00
642(1)	Construction Survey	L.S.	8,000.00	All Req'd	8,000.00
642(3)	Three Person Survey Party	Hour	200.00	5	1,000.00
643(2)	Traffic Maintenance	L.S.	1,500.00	All Req'd	1,500.00
646(1)	CPM Scheduling	L.S.	1,500.00	All Req'd	1,500.00
650(3B)	Park Bench, Type B	Each	700.00	9	6,300.00
650(11)	Spotting Scope	Each	7,500.00	2	15,000.00
650(21)	Barrier Rock	Each	125.00	30	3,750.00
650(40C)	Interpretive Sign, Type C	Each	2,000.00	10	20,000.00
650(50)	Bicycle Rack	Each	400.00	9	3,600.00
				Subtotal (02)	\$115,260
	Note: These totals are indexed for inflation to the year 2007. > >			Subtotal (07)	\$133,618
				12% Design	\$16,034
				Interpretation (10 panels at \$6,500)	\$65,000
				15% CENG	\$20,043
				<b>TOTAL (07)</b>	<b>\$234,695</b>

ITEM NO.	ITEM	UNIT	UNIT PRICE	QUANTITY	AMOUNT
			\$		\$
201(3B)	Clearing & Grubbing	L.S.	10,000.00	All Req'd	10,000.00
203(3)	Unclassified Excavation	L.S.	7.00	6,300	44,100.00
203(5A)	Borrow, Type A	C.Y.	12.00	7,750	93,000.00
301(2)	Aggregate Base Course	C.Y.	35.00	2,600	91,000.00
401(9)	Asphalt Concrete, Type II, Class B	Ton	40.00	2,370	94,800.00
504(3)	Prefabricated Steel Bridge	Each	100,000.00	1	100,000.00
615(1)	Standard Sign	S.F.	65.00	21.00	1,365.00
618(2)	Seeding	LB	60.00	220.0	13,200.00
620(1)	Topsoil, Class B	S.Y.	3.00	16,350	49,050.00
640(1)	Mobilization and Demobilization	L.S.	25,000.00	All Req'd	25,000.00
641(1)	Erosion & Pollution Control Administration	L.S.	4,000.00	All Req'd	4,000.00
641(2)	Erosion & Pollution Control	C.S.	2,000.00	All Req'd	2,000.00
642(1)	Construction Survey	L.S.	15,000.00	All Req'd	15,000.00
642(3)	Three Person Survey Party	Hour	200.00	10	2,000.00
643(2)	Traffic Maintenance	L.S.	2,500.00	All Req'd	2,500.00
646(1)	CPM Scheduling	L.S.	2,000.00	All Req'd	2,000.00
647(2)	Wide Pad Dozer, 125 HP Minimum	Hour	150.00	20	3,000.00
650(3B)	Park Bench, Type B	Each	700.00	5	3,500.00
650(10)	Barrier Log	L.S.	3,000.00	All Req'd	3,000.00
650(21)	Barrier Rock	Each	125.00	17	2,125.00
650(40C)	Interpretive Sign, Type C	Each	2,000.00	6	12,000.00
650(50)	Bicycle Rack	Each	400.00	5	2,000.00
650(51)	Orientation Kiosk	Each	5,000.00	1	5,000.00
				Subtotal (02)	\$574,640
	Note: These totals are indexed for inflation to the year 2007. > >			Subtotal (07)	\$666,165
				12% Design	\$79,940
				Interpretation (7 panels at \$6,500)	\$45,500
				15% CENG	\$99,925
				<b>TOTAL (07)</b>	<b>\$891,530</b>





# Seward Highway MP 100.5 - 104 Bird Creek To Indian Valley Road Safety Improvement Project



# Bird Creek to Indian Valley Road

Sheet 2 of 2

Seward Highway MP 100.5 - MP 104; Bird Creek to Indian Valley Road Safety Improvement Project