



SELDON RD EXTENSION PHASE II: WINDY BOTTOM/BEVERLY LAKE RD TO PITTMAN RD



Scope: The purpose of the Seldon Road Phase II project is to complete the connection from Church Road to Pittman Road. The first phase, completed in 2015, went from Church Road to Beverly Lake Road. Phase II will connect to Pittman.

Major Features:

- Provide an alternate route to the Parks Highway.
- Separated pathway for the full length of the project.
- 50 mph speed limit to match the speed of phase one.
- New frontage road near Meadow Lakes Elementary School.

Project Cost: Total costs are expected to be about \$10 million.

Schedule Update: Anticipated construction is now beginning in 2026. Two factors impacting the schedule are:

1. The Department is seeking approval from the Federal Highway Administration to begin the right-of-way acquisition process. Once started, the process can take one to two years to complete.
2. Construction funding programmed in the Statewide Transportation Improvement Program (STIP) moved from 2025 to 2026.

Contact Info: Camden Yehle, Public Engagement, at camden.yehlealaska@gmail.com or 907-346-0506.



SELDON RD EXTENSION PHASE II: WINDY BOTTOM/BEVERLY LAKE RD TO PITTMAN RD

FREQUENTLY ASKED QUESTIONS

1. Why not install a roundabout at Pittman and Seldon?

Traffic volume projections do not warrant a roundabout for this intersection. This intersection does not present those warrants/conditions for the life of the project (through year 2048).

Seldon Road transitions into the south leg of Pittman Road, recognizing that projected traffic on Seldon will exceed traffic volumes coming from north Pittman Road. For this reason, the proposed intersection configuration calls for a stop sign where Pittman Road intersects Seldon Road. Posted speed limits will transition from 50 mph on Seldon Road to 45 mph on Pittman Road.

2. Why are there no sound barriers planned near Fullers Place?

The noise study showed that Seldon Road's projected noise levels do not meet the impact noise abatement criteria that would warrant noise walls, barriers, or other abatement. These results follow the Department's noise policy.

3. Are you using the design developed by the Borough?

Yes, the Mat-Su Borough substantially completed the design for phase II in 2019. The design consultant team is the same under Department of Transportation management.

4. Why are you building this road?

The project has been in Mat-Su Borough transportation planning documents for many years and has widespread public support for increasing connectivity, reducing travel times, and shortening emergency response times.

5. Will you be removing the speed bumps on Beverly Lake Road?

Beverly Lake Road is Borough owned and maintained and ultimately it would be their decision of what will happen to the speed bumps. These are outside the limits of this project.

6. How will pedestrians cross Seldon Road at the school?

This is a school zone and existing warning beacons and signage will be relocated as necessary. A dedicated crosswalk near the Pittman intersection is not planned as it is not warranted or permissible per DOT&PF standards.