



Parks Highway MP 231 Enhancements

Project No. (State/Federal) 61299/0A44020

Comment Response Summary as of May 27, 2015

This document summarizes the comments received during three public meetings convened by the Alaska Department of Transportation and Public Facilities (ADOT&PF) for the project:

1. August 28, 2014 at the Tri Valley Community Center, Healy, Alaska
2. September 30, 2014 at the McKinley Park Community Center, McKinley Village, Alaska
3. April 15, 2015 at the McKinley Park Community Center, McKinley Village, Alaska

The team presented poster boards that explained the project and proposed alternatives under consideration by ADOT&PF at each meeting. The first two meetings provided the team an opportunity to understand the issues and problems to be solved with the project and seek comment on an early concept. The third meeting sought input on two alternatives based on input received from the first two meetings.

Comments were documented at the meetings and comment sheets were provided for those that preferred submitting written documentation. Comment sheets solicited responses to several questions as noted below.

August 28, 2014 and September 30, 2014 Meetings

- How do you use the area?
- What project features do you like? (Intersection improvements, pedestrian crossings, rest area)
- Concerns?
- How did you year about the meeting?

April 15, 2015 Meeting

- Which pedestrian/bicycle alternative do you prefer (attached to bridge or separate bridge) & why?
- Which intersection alternative do you prefer (widening bridge with turn lanes or relocated boat launch access) & why?
- What comments do you have regarding Alternative 1 (replace highway bridge)?
- What comments do you have regarding Alternative 2 (separate pedestrian bridge with relocated boat launch access)?
- How did you year about the meeting?

Commenters use the area to access their businesses, local post office, social events, commute to work, and to access area recreation which included walking, skiing, bird watching, jogging, berry picking, hiking both the Oxbow and Triple Lakes trails, skijoring, pack rafting, and Nenana River whitewater rafting. Commuters drove and biked to work from the area near milepost (MP) 228, MP 230, and in the subdivision off Yanert River Road also known as Old Parks Highway. Commenters access the area year round. Some commenters only use the area when driving through on the Parks Highway to destinations north and south. Summer access is to McKinley Village, Denali Education Center, Denali National Park and Preserve (DNP&P), and both Triple

Lakes and Oxbow trailheads. Some commenters own river rafting businesses and access the Nenana River east of the Parks Highway Bridge and use the river beach for recreation. Commenters use the Parks Highway and Old Parks Highway in the study area, walking and driving on both. Commenters talked about the visitor practice of stopping on the Parks Highway shoulder near the DNP&P sign to take pictures.

Comment and Response Table

Comment Category	Comment	Response
Non-Motorized Access & Safety Improvements		
Access beneath the Parks Highway-Nenana River bridge	Stairs in addition to an Americans with Disabilities Act (ADA) trail on the north side would encourage pedestrians to cross Parks Highway underneath the highway bridge to connect from the Oxbow Trail to the Triple Lakes trail.	We will include a pedestrian undercrossing (below the highway bridge) to link Oxbow and Triple Lakes trails in our National Environmental Policy Act (NEPA) level design. We propose the crossing connect from a slightly re-routed Oxbow Trail near the new rest area under the highway bridges and back up to the Triple Lakes trail. Pedestrian railing and stairs will be considered during detailed design. Detailed design will be closely coordinated with the National Park Service.
Bicycle Use	Pedestrian crossing and bridge are key safety improvements. Would bicycles be allowed on both the highway bridge and the separated pedestrian bridge?	Alternative 1, replacement and widening of the existing highway bridge, is the preferred alternative. This alternative will allow access for bicycles via the separated path portion of the bridge or on the new 8-ft shoulders on the bridge, thereby accommodating recreational and commuter users.
Bicycle use on highway bridge, Alternative 1	Commenters stated that long distance bicycle riders would prefer the attached pedestrian bridge while other users would prefer the separate bridge for increased safety.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. The proposed bridge for Alternative 1 will provide access for commuter bicyclists with the new 8-ft shoulders as well as recreational users with the separated path.

Comment Category	Comment	Response
Bicycle use on separate bridge, Alternative 2	Alternative 2 takes bicyclists out of their way and doesn't provide a clear route back to the roadside. If this design were to move forward as planned, bicyclists would continue to use the narrow highway bridge, thereby not addressing one of the major safety concerns in the area.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. The proposed bridge for Alternative 1 will provide access for commuter bicyclists with the new 8-ft shoulders as well as recreational users with the separated path.
Multi-use Pathway	Consider a multi-use trail (bike path) in the area for local residents who commute to work year round and for summer visitors. Commenters suggested the pathway extend from Cantwell to Denali Park and Preserve.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. The proposed bridge for Alternative 1 will provide access for commuter bicyclists with the new 8-ft shoulders as well as recreational users with the separated path from MP 231 to the new rest area. A separated path from Cantwell to Denali National Park and Preserve is outside the scope of this project.
Pathway Routing	<p>Consider pedestrian access from the bridge to existing paths/trails at the both ends of the bridge in Alternatives 1 and 2.</p> <p>A commenter felt that Alternative 2 requires different routing for pedestrians and cyclists to access the separate pedestrian bridge. Routing for southbound bicyclists should be considered.</p>	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. The proposed bridge for Alternative 1 will provide access for commuter bicyclists with the new 8-ft shoulders as well as recreational users with the separated path from MP 231 to the new rest area. A separated crossing under the highway bridge to connect the wayside and Oxbow Trail to the Triple Lakes Trail system is included with the preferred alternative.

Comment Category	Comment	Response
Pedestrian bridge	The separate pedestrian bridge across the Nenana River bridge east of the highway will enhance safety. Commenters supporting the separate pedestrian bridge stated that it might be the safest option.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative will allow access for bicycles and pedestrians via the separated path portion of the bridge or on the new 8-ft shoulders on the bridge, thereby accommodating recreational and commuter users. A solid concrete barrier will be utilized to separate the path portion of the bridge from the highway traffic.
Pedestrian facility use	Pedestrian bridges require considerably more effort to scale and cross than to simply cross the highway and are not ideal for pedestrians. Slow traffic instead.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative will allow access for bicycles and pedestrians via the separated path portion of the bridge or on the new 8-ft shoulders on the bridge, thereby accommodating recreational and commuter users while reducing impacts to through traffic.
Pedestrian Tunnel, North	Install an additional tunnel on the north side to completely eliminate the highway crossing of non-motorized traffic on both sides of the bridge. Adding a north side tunnel now prevents the construction from being ineffective and obsolete before it is even built by missing the goal of keeping all non-motorized traffic safe.	We will include a pedestrian undercrossing (below the highway bridge) to link Oxbow and Triple Lakes trails in our National Environmental Policy Act (NEPA) level design. We propose the crossing connect from a slightly re-routed Oxbow Trail near the new rest area under the highway bridges and back up to the Triple Lakes trail. Pedestrian railing and stairs will be considered during detailed design. Detailed design will be closely coordinated with the National Park Service.
Pedestrian Tunnel, South	Commenters supported the pedestrian tunnel on the south side of the bridge shown in Alternative 1.	Thank you for the comments.

Comment Category	Comment	Response
Pedestrian tunnel/ underpass	Consideration should be given to a pedestrian underpass between Grizzly Bear and the Denali Village businesses.	A pedestrian tunnel is included in the scope of the project.
Safety	Commenters also strongly supported better access to both Triple Lakes and Oxbow trailheads.	<p>Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative will provide a separated pedestrian path on the highway bridge for access from MP 231 to the new wayside and trailheads.</p> <p>We will include a pedestrian undercrossing (below the highway bridge) to link Oxbow and Triple Lakes trails in our National Environmental Policy Act (NEPA) level design.</p>
Separated Highway and Non-Motorized Traffic	Commenters supported project elements that separated pedestrian and highway traffic.	Project alternatives include separation of motorized and non-motorized traffic.
Shoulders	For Alternative 2, bicyclists will continue to use the highway and 5-foot shoulder on the bridge.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative to better accommodate all motorized and non-motorized users in the project area.
Trail	Please work with National Park Service (NPS) to dovetail the bridge with a river-side trail, and/or road-side bike trail.	This work is outside the scope of the project.
Trail Connections, Alternative 2	Link pedestrian/bicycle path from highway to pedestrian bridge on south side to direct those who don't want to bike the bridge.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Wayside Access	Provide access to new wayside from McKinley Village.	The widened highway bridge will provide access between the McKinley Village area and the new wayside via 8-ft shoulders and separated multi-use path.

Comment Category	Comment	Response
Motorized Access & Safety Improvements		
Alternative 2 Traffic Patterns	Traffic patterns provided in Alternative 2 are more confusing and awkward for area businesses, commuters crossing the Nenana River, and motorists who could miss their turn.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative based on this and other comments received.
Alternative 2 Traffic Patterns	Commenters believe that Alternative 2 creates a new problem with the 2 nd intersection to access the east side of the highway. Commenters say access on the east side of the highway is not limited to those few who use the river but includes: boat-trailer pulling school buses, passenger coaches of 50+ people, and delivery trucks of all shapes and sizes. The traffic to/from the lodging occurs at all hours of the night and day.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative based on this and other comments received.
Intersections	Commenters preferred having only one intersection to access McKinley Village (Alternative 1) versus the two intersections in Alternative 2 and cited ease of access, safety, and confusion as reasons.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative leaves the intersection in its current 4-way configuration.
Local Traffic	Commenters expressed support for Alternative 1 because the wider bridge with turn lanes offers local traffic an opportunity to turn without major impact to through traffic.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.

Comment Category	Comment	Response
Old Parks Highway Alternative 2 access changes	Visitors and local residents use Old Parks Highway as a safe place to walk out of traffic. Alternative 2 puts heavy traffic at all hours on the old road and would permanently change the road use.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative will not alter access or use on the Old Parks Highway.
One-way Loop in Alternative 2	The one-way loop is awkward. Drivers unfamiliar with the area may miss their turn off and attempt to make left turns from the right lane.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative leaves the intersection in its current 4-way configuration.
Passing lanes or acceleration lanes at MP 231	Consider passing lanes or an acceleration lane at MP 231. This would enable traffic leaving a parking lot to get up to speed or provide Parks Highway traffic that is already coming the option to pass rather than quickly brake.	Left and right turn lanes are proposed for the new wayside.
Safety	Commenters described the challenges to turning caused by presence of buses, vans and vehicles accessing the Denali Education Center, Denali Grizzly Bear Cabins and Denali River cabins.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative will provide turn lanes for right and left turning vehicles.

Comment Category	Comment	Response
Sight Distance	Sight distance issues affect the ability of north-bound at-speed traffic not having enough time/distance to slow down on the 6% grade to avoid a vehicle turning onto the Parks Highway from the River Access Road.	The design team will review sight distances at intersections within the study area during detailed design. Current analysis indicates the existing intersection at MP 231 meets sight distance requirements for 65 mph.
Sight Distance, Alternative 1	<p>For Alternative 1, commenters expressed concern about the sight lines for traffic entering the highway.</p> <p>Sight distances for this intersection are very short at 65 mph. Blind corners combined with the downhill grade on both sides of the bridge/intersection often cause current through-traffic to employ evasive maneuvers to avoid traffic entering the highway from the local businesses.</p>	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative provides right and left turn lanes on the Parks Highway for all intersections in the project area (MP 230 to MP 231), thereby reducing conflicts between through and turning traffic and improving safety in the project area.
Speeds, Alternative 1	Commenters expressed concern that the widened bridge and road would encourage higher travel speeds through the area.	Alternative 1 does not alter the existing speed patterns in the project area; however it will enhance safety for all users by separating pedestrians, bicycles, and turning traffic from through traffic in the area.
Turn Lanes	Center turn lane will improve vehicle safety.	Agreed. Turn lanes provided with the preferred alternative will improve safety for all users on the Parks Highway.
Turn Lanes	Could you put right and left turn lanes south of the Yanert Road intersection? Commenters described near miss incidents from drivers passing those left and right turning vehicles.	Turn lanes will be constructed for the MP 230 (Old Parks Highway/Yanert Road) intersection under the preferred alternative.
Turn Lanes	Commenters supported the wider bridge with turning lanes because it separates the turning traffic from through traffic.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.

Comment Category	Comment	Response
Turn Lanes	Size the turn lanes to accommodate turning vehicles such as school buses pulling trailers with river rafts, tourist buses, and semi tractor rigs pulling double trailers.	Proposed turn lanes are standard 12-ft width and should easily accommodate all legal highway users.
Turn Lanes	Commenters expressed concern that motorists would try to pass on the bridge.	The addition of turn lanes should eliminate the incentive for through users to make illegal passing maneuvers.
Yanert Road	Consider right turn lanes and widening the access road to Denali Education Center (Yanert Road).	Turn lanes will be provided for all intersections in the project area (MP 231, MP 230 and the new wayside). Widening of access roads is not proposed as a part of this project, however pedestrians will be separated from vehicle users along the boat launch access road with the proposed path.
Wayside		
Parking Area/ Wayside	<p>Parks proposed parking is too large in scale. All that is needed is 6-10 angled spots separated by a guardrail just north of the park sign. Already an impacted area. The proposed area impacts <u>all</u> intact tundra.</p> <p>Seems like a larger intrusion into forest than is necessary – can impacted area just be east of road, north of existing park sign, serve as a wide enough parking area? (Similar to Troublesome Creek in Denali State Park).</p> <p>Placing the parking on the same side as the pedestrian crossing is a great idea.</p>	<p>The parking area/wayside size is being defined through coordination with the NPS. The project environmental document process will address impacts to resources such as wetlands.</p> <p>It is important to separate the proposed wayside from the Parks Highway to reduce traffic and pedestrian conflicts adjacent to the highway. The National Park Service (NPS) will also go through an independent environmental review to ensure the wayside minimizes impacts to the environment.</p>

Comment Category	Comment	Response
Rest Area and Facilities	Commenters felt the rest area and toilets would attract people to the nearby residential area and would not be properly maintained.	Wayside facilities would be operated and maintained by the National Park Service.
Alternative 1 Support		
Long-term Solution	Alternative 1 is the most long-term solution for the area. Choosing this alternative plans for the future because the bridge will eventually need to be replaced. Building it now is more cost effective than building it later.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Problem Solving	Alternative 1 appears to solve all the problems at once by adding turning lanes, accommodating pedestrians and improving safety for all users. Commenters felt this was better for year-round traffic patterns.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Support for Alternative 1 (widened bridge)	Commenters felt that this alternative is the best long-term solution, as the highway bridge would eventually need to be replaced.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Support for Alternative 1 (widened bridge)	Alternative 1 provides cleaner, easier to follow turn patterns.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Support for Alternative 1 (widened bridge)	Alternative 1 offers solutions to the many issues that plague the intersection at MP 231.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Support for Alternative 1 (widened bridge)	Commenters felt this would be the better alternative because it uses existing approaches and left turn access to the Village and Grizzly Bear, provides increased safety and accessibility for cyclists, and would complete the whole project at one time.	Agreed. Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.
Traffic separation, Alternative 1	Commenters liked the separation of highway traffic from human-power traffic provided in Alternative 1.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative.

Comment Category	Comment	Response
Alternative 2 Support		
Support for Alternative 2 (separate pedestrian bridge)	Commenters supported this alternative because of the greater separation between pedestrians and the highway, the lower cost, and felt a separate pedestrian bridge “fits” the park and needs of the area better.	<p>The separation distance between through traffic and the separated pedestrian path on Alternative 1 is the same as it was with the separated pedestrian bridge proposed in Alternative 2 due to the 8-ft shoulders and turn lanes on the highway bridge in Alternative 1. The path in Alternative 1 will also be physically separated from vehicular traffic by a concrete barrier.</p> <p>Alternative 2 does not provide turn lanes for Grizzly Bear Cabins or improve accommodations for commuter bicycle users, but is a lower project cost.</p>
Support for Alternative 2 (separate pedestrian bridge)	Alternative 2 is more family friendly and would provide a more pleasant experience with nice views to and from the park access.	<p>The separation distance between through traffic and the separated pedestrian path on Alternative 1 is the same as it was with the separated pedestrian bridge proposed in Alternative 2 due to the 8-ft shoulders and turn lanes on the highway bridge in Alternative 1. The path in Alternative 1 will also be physically separated from vehicular traffic by a concrete barrier. Views from the bridge will be similar for pedestrians under Alternative 1 & 2 (vehicular traffic to the west, river views to the east).</p>
Construction Impacts		
Clearing of brush and trees	Commenters inquired about the intent of brush/tree clearing in the vicinity of the project.	ADOT&PF Maintenance and Operations personnel do not plan any clearing in the project area at this time. Tree and brush clearing will occur for the project but will be minimized to only that necessary to construct the project.

Comment Category	Comment	Response
Construction Impacts	Impact of construction workers— where will they camp? What will the noise be like?	Construction camp locations are typically determined by the contractor at the time the project is competitively bid. Construction noise impacts will be addressed in the environmental document. The Department will continue to coordinate with the National Park Service and the community surrounding MP 231 as the project develops to minimize construction impacts.
Highway Widening	Commenters in the McKinley Village View subdivision expressed concern that the highway would be widened near their lots.	Highway widening for turn lanes will take into consideration residential areas. A noise analysis was conducted and indicated that the project will not result in a noise “impact”, as defined by ADOT&PF, to the Village View Subdivision or any other noise sensitive areas along the project corridor.
Residential Area	Planning and design should consider impacts to residential areas adjacent to the highway.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. Widening was generally away from the subdivision at MP 230 but is constrained by existing right-of-way. All proposed work is within the existing Parks Highway right-of-way.
Interim Measures		
Brake Noise	Commenters requested a <i>no air brakes</i> (also known as jake brakes) sign between MP 229-231 to improve quality of life along that stretch of the Parks Highway. Air brakes are very disturbing to the community, park, staff, and visitors.	Restrictions on air braking are outside the scope of the project. The addition of turning lanes and improved accommodations for bicyclists and pedestrians should reduce the amount of braking required by through traffic in the project area.
Fire Response Traffic Advisory	Can we incorporate traffic advisory signs at milepost 230 to warn of fire trucks entering the highway from the Old Parks Highway at the Parks Highway?	Fire truck warning signs are only used when sight distance is restricted. Sight distance will be evaluated for all intersections during detailed design. The addition of turn lanes at MP 230 should improve sight lines at the intersection.

Comment Category	Comment	Response
Signage, Flashing Yellow Light	Consider adding a flashing yellow to the pedestrian crossing sign located south of the Nenana Bridge. Drivers are unable to see people or vehicles crossing the Denali Village/Grizzly Bear intersection until they have reacted to the blue “McKinley Village” sign.	Interim safety measures are outside the scope of this project. The community may coordinate with their Borough to submit a formal request to DOT to consider additional signage.
Speed Limit Reduction	Consider temporary speed limit reduction for summer tourist season until the project is complete. Comments suggested this speed reduction be in place between MP 230 through MP 236 into canyon or from Carlo Creek to MP 232. Others suggested the reduced speeds apply to northbound traffic only.	Current speed studies in the area do not support a change in posted speed limit. Requests for speed limit modifications must be made through the Denali Borough to the DOT. Speed limit modifications are not in the scope of this project but may be pursued by concerned citizens through the Denali Borough.
Speed Reduction	Commenter would like to see a mechanism to slow traffic down as it approaches the bridge, i.e., rumble strips, etc.	Alternative 1, replacement and widening of the existing highway bridge, has been chosen as the preferred alternative. This alternative provides right and left turn lanes on the Parks Highway for all intersections in the project area (MP 230 to MP 231), thereby reducing conflicts between through and turning traffic and improving safety in the project area. It also provides 8-ft shoulders and a separated multi-use path for bicyclists and pedestrians, reducing potential conflicts with through traffic and eliminating the need for speed reductions.
Temporary Safety Measures	Commenters suggested several measures to increase pedestrian safety in advance of the pedestrian bridge and tunnel construction including additional signage, warning lights and lower speed limits.	Interim safety measures are outside the scope of this project. The community may coordinate with their Borough to submit a formal request to DOT to consider additional signage.

Comment Category	Comment	Response
Funding		
Funding	Commenters expressed belief that the National Highway System (NHS) project would be funded with state funding.	This project is proposed to use Federal Highway Administration (FHWA) funds typically amounting to just over 90% of the total project cost. State Match (General Fund) funds cover the remaining 10%.
No Action Alternative	One person would like the Department to consider a no action plan because of the current state budget concerns. The commenter felt that less expensive safety measures could be implemented, such as temporary speed reductions in the area.	<p>This project is not proposed for construction funding until 2018 at the earliest and would be contingent on the State having available matching funds. The project is funded over 90% with Federal funds. These Federal funds are contingent on the State providing matching funds amounting to approximately 10%.</p> <p>The Parks Highway is a National Highway System (NHS) route and is a key corridor supporting the State's economy. The safety improvements proposed with this project will enhance the visitor experience, improve safety for all users, and reduce user costs through reduced risk of crashes and reduced impact to through traffic.</p>
Miscellaneous		
Economic Impact	<p>The economic impact of park visitors equals the additional cost of constructing Alternative 1.</p> <p>The National Parks Service (NPS) released information stating that 2014 brought more than 530,000 visitors to the park resulting in a cumulative benefit to the local economy of \$7.4 million. http://www.nps.gov/dena/learn/news/econ-benefits.htm</p>	Thank you for your comment.
Information availability	It would be nice to see information on the project on the web.	Project information can be found on the web at http://dot.alaska.gov/nreg/parks231/ .

Comment Category	Comment	Response
Public Input	Commenters wanted to know when meetings would be held to solicit input from affected residents. Meetings closer to the residents were preferred.	Meetings were held at Tri-Valley Community Center in Healy and McKinley Community Center in McKinley Village.
River Access	Expanded turnaround needed for river access. River access used by many—not limited to boat pulling school buses, but includes passenger coaches of 50+ people, and delivery trucks who use the access throughout the day and night.	Turn lanes on the Parks Highway are being provided to improve safety for users accessing the public boat launch. Work at the boat launch itself is outside the scope of this project. Right-of-way encroachments in that area are being reviewed by the Department’s Right-Of-Way section.
Signage	Add road signage identifying wayside coming up and “now entering Denali National Park and Preserve.” Name wayside Denali National Park wayside.	Road signs will be evaluated during detailed design. At a minimum the wayside will be signed with advanced rest area signs.
Signage	Clearly sign the non-motorized facilities to guide users walking between the Village and Grizzly Bear Cabins.	We will include signage during detailed design.
Signs, Denali National Park and Preserve	Commenters liked the idea of getting people off the highway to take their photos with the DNP&P sign.	Thank you for your comments.
Support for project	Commenters overwhelmingly supported the pedestrian tunnel, separate pedestrian bridge, rest area and turn lanes. They described these improvements as <i>long overdue, badly needed for safety, very important</i> and stated the improvements <i>will greatly increase the safety of all users, all year round.</i>	Agreed. Project alternatives retain these elements.
Timing	Urgency is needed. More guest rooms are planned at Grizzly Bear in 2014/2015. Please consider improvements before 2018.	The team understands the urgency of the project. The project is proceeding at a timeline dictated by permit requirements.
Traffic Characteristics	Many of the drivers in the area only work seasonally.	Noted.

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Wetlands	Commenters shared observations of a seasonal pond north of the Nenana River highway bridge on the east side of the highway.	The project will avoid and minimize impacts to wetlands where practicable.
Wildlife	Lynx and moose have been observed in the project area.	Noted.
Winter Users	Remember winter users in planning.	Noted.