



# WELCOME!

## Sterling Public Meeting

**TUESDAY, JUNE 25, 2024,**

**5:00 – 7:00 P.M.**

**Sterling Community Center, Gym**

**38377 Swanson River Rd, Sterling, AK**



# WELCOME!

## Soldotna Public Meeting

**WEDNESDAY, JUNE 26, 2024,**

**5:00 – 7:00 P.M.**

**Soldotna Public Library, Community Room**

**235 N Binkley St, Soldotna, AK**

# PROJECT AREA

## VICINITY & OVERVIEW MAP



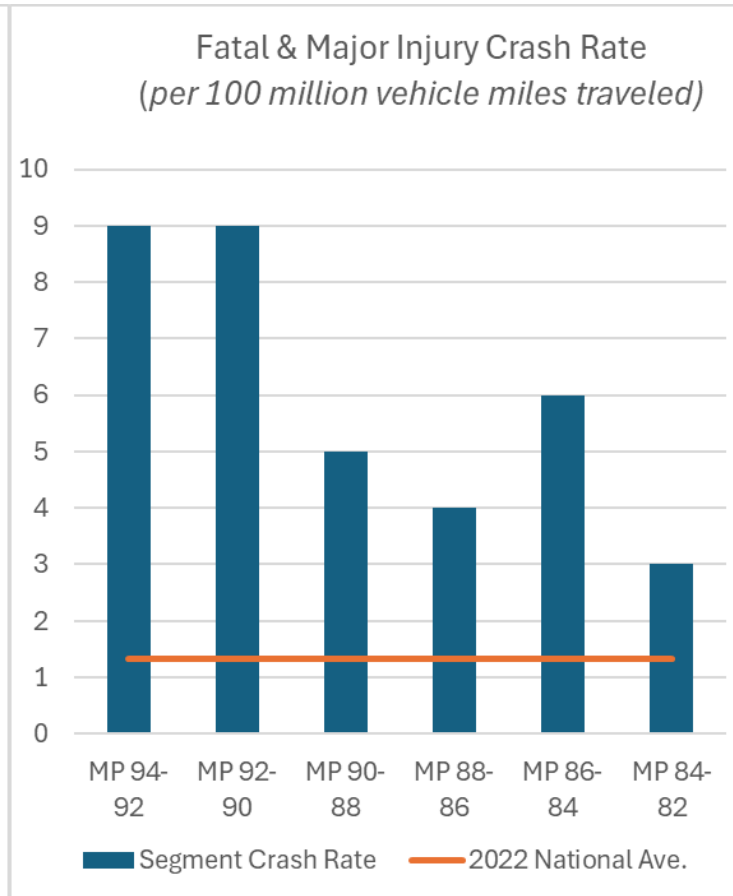
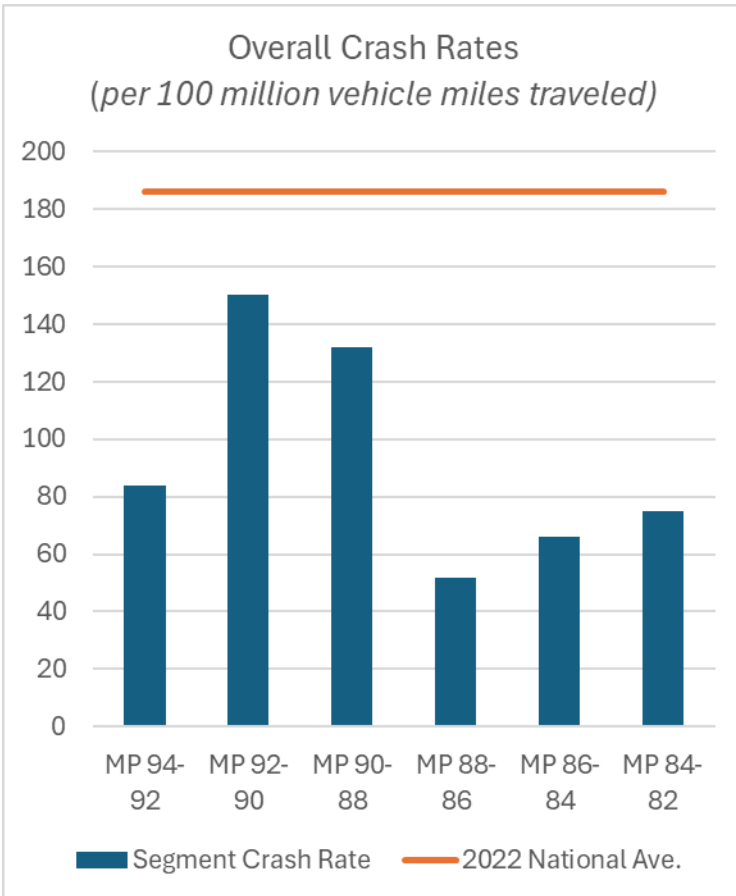
# PROJECT SCHEDULE

## PROGRESSIVE DESIGN BUILD INITIATION



# CRASH RATES

## OVERALL RATES VS. FATAL & SERIOUS INJURY RATES



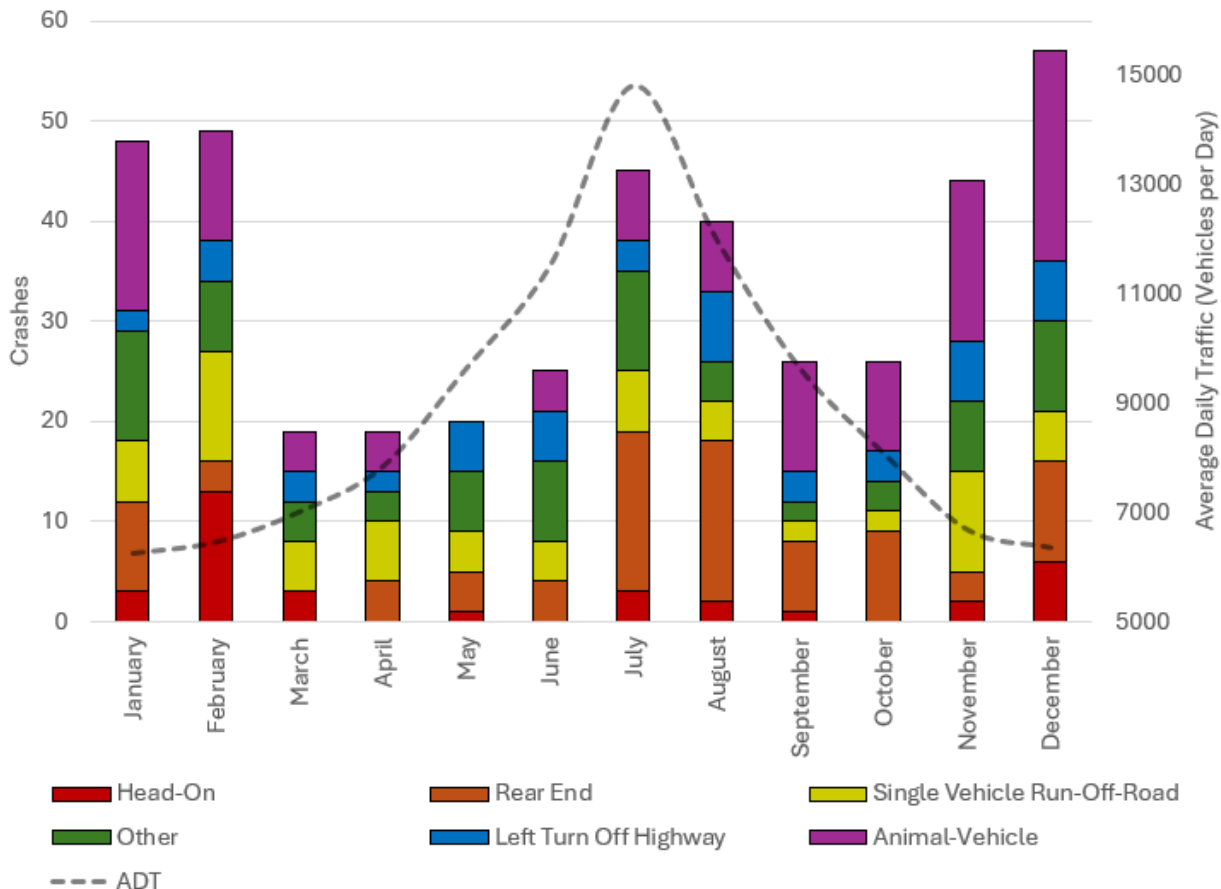
- Overall crash rates are below national averages for all corridor segments
- Fatal & major injury crash rates are significantly higher than national averages
- Highest fatal & major injury crash rates in MP 90-94 segment, near Soldotna

# CRASH TYPE BY MONTH

COMPARED WITH MONTHLY AVERAGE DAILY TRAFFIC



Crash Types by Month  
2013-2022



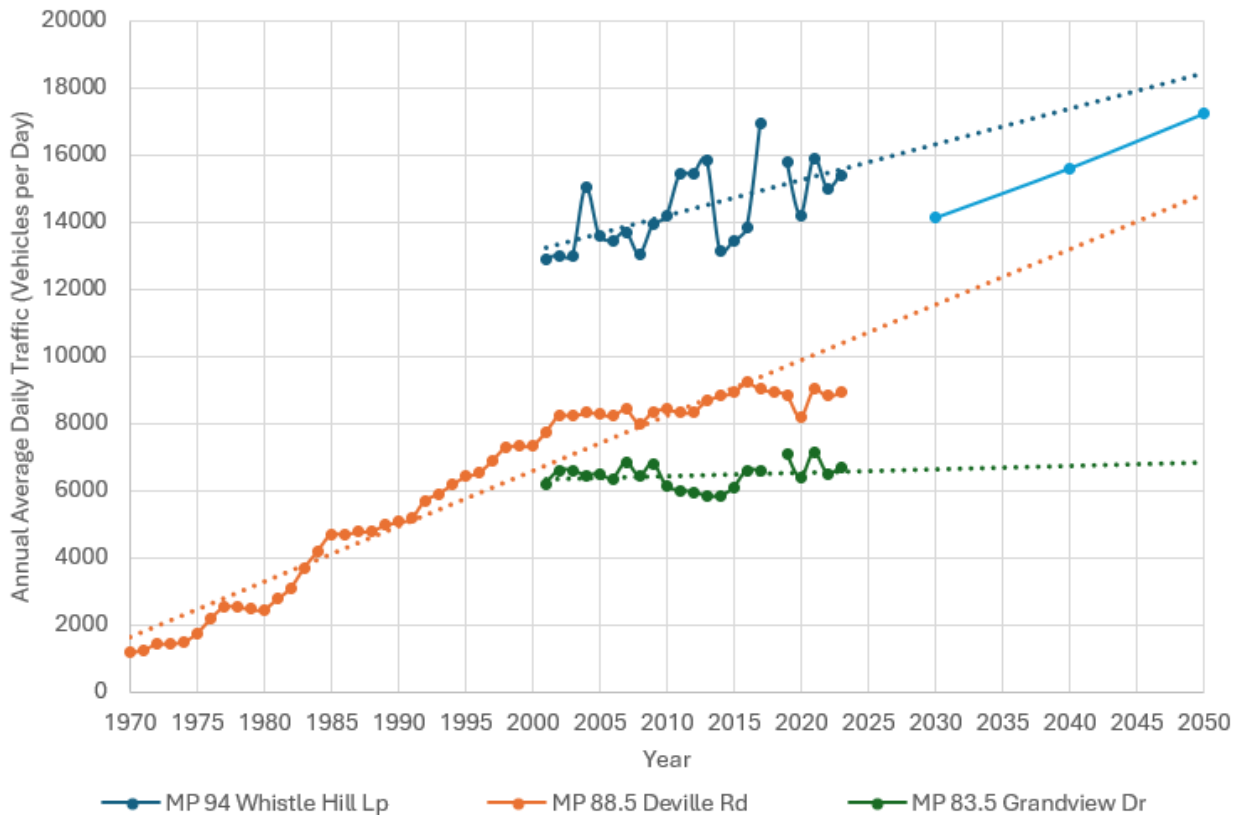
- Head-on, run-off-road, sideswipe, and animal-vehicle crashes at above-average rates
- 65% of fatal and major injury crashes occur during winter months despite lower traffic volumes
- Head-on collisions account for 43% of fatal and major injury crashes
- Rear-end collisions account for 20% of crashes, concentrated in July and August
- 25% of crashes are animal-vehicle collisions
- 70% of animal-vehicle collisions occur in winter months when traffic volumes are lowest
- 80% of animal-vehicle collisions occur in “dark” or “dusk” conditions

# TRAFFIC CONGESTION

## HISTORIC AND PREDICTED TRAFFIC VOLUMES



Historic Traffic Volumes (1970-2023) and Predicted Design Traffic Volumes



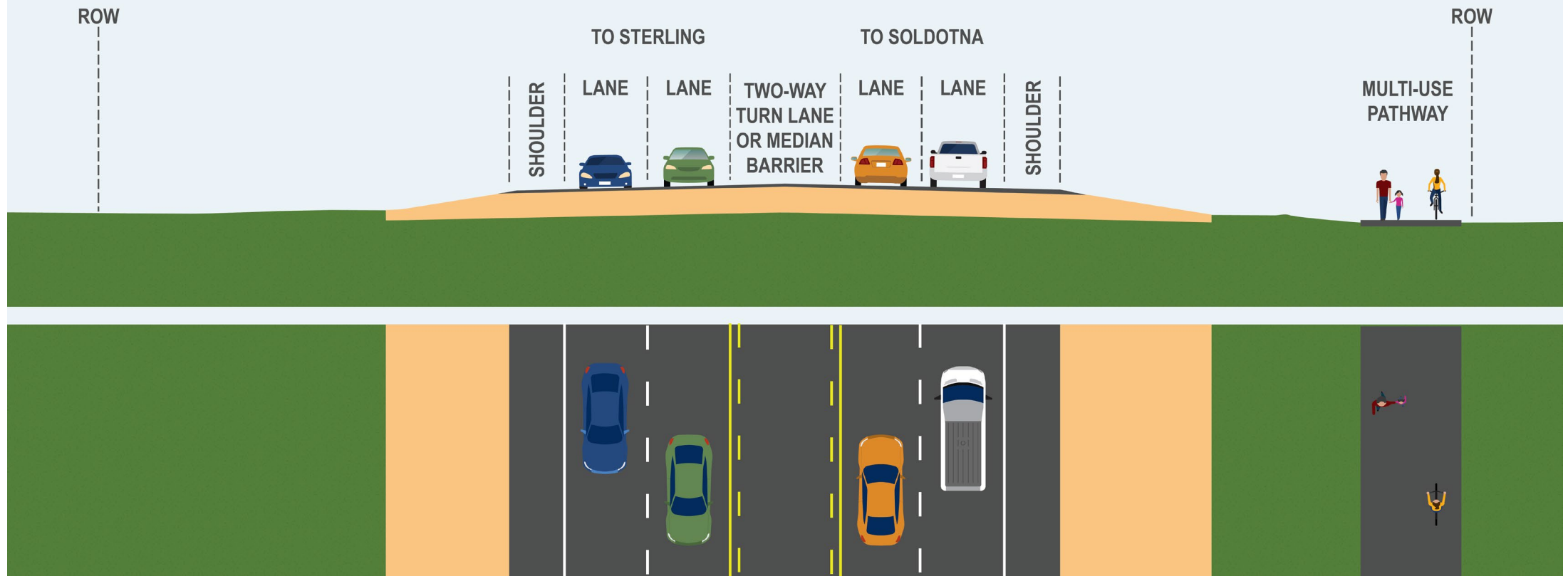
- Traffic exceeds current 2-lane roadway's capacity
- Traffic volumes have increased >400% since the 1970s
- Traffic doubles approaching Soldotna
- Peak traffic occurs in July – more than double winter traffic
- Lack of passing opportunities and turn lanes
- Lack of facilities for pedestrians and cyclists
- 8% of traffic is trucks

# DESIGN ALTERNATIVES LOOKING FORWARD

EXAMPLES OF POTENTIAL DESIGN SOLUTIONS BEING CONSIDERED



## ALTERNATIVE A: FIVE-LANE DIVIDED WITH TWO-WAY LEFT TURN LANE



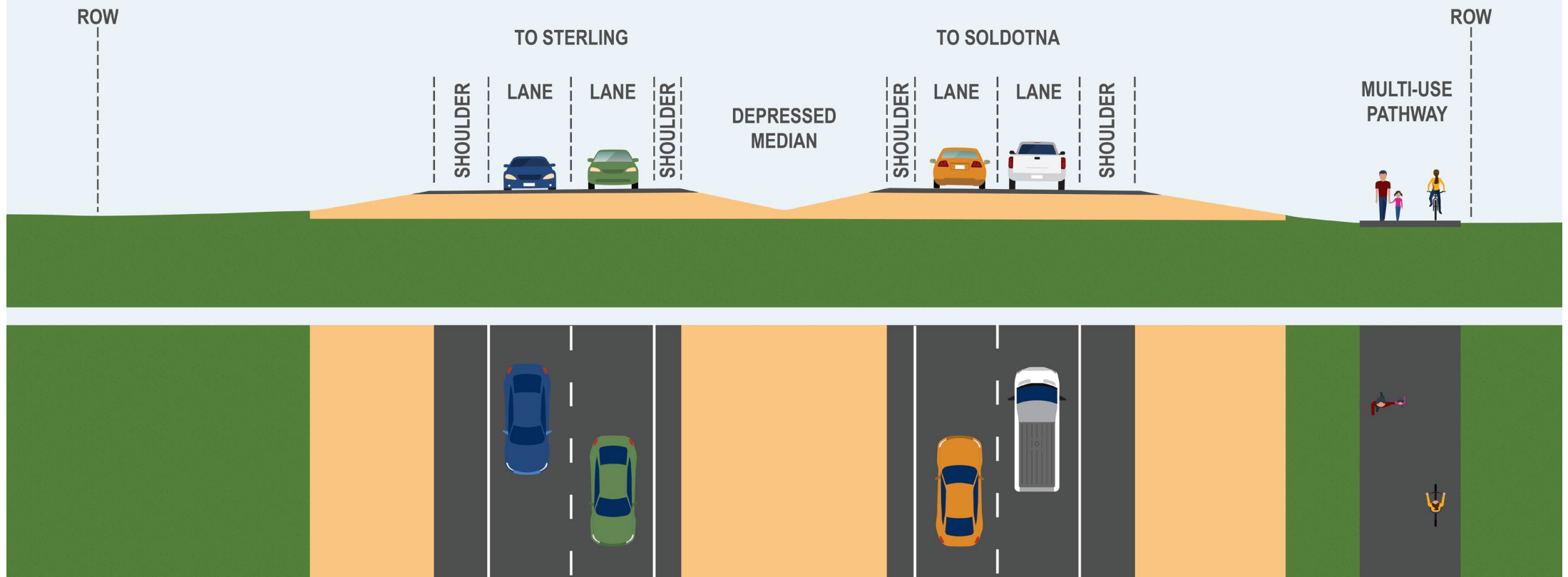


# DESIGN ALTERNATIVES LOOKING FORWARD

EXAMPLES OF POTENTIAL DESIGN SOLUTIONS BEING CONSIDERED



## ALTERNATIVE B: FOUR-LANE HIGHWAY WITH DEPRESSED MEDIAN



# PROJECT CONTACTS

Jake Gondek, DOT&PF Project Manager

Julia Hanson, DOT&PF Design Manager

Jeff Schock, QAP Construction Project Manager

Steve Noble, DOWL Design Project Manager

Stephanie Queen, Public Involvement Lead



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## THANK YOU!

