STERLING SAFETY CORRIDOR IMPROVEMENTS

MP 82.5 TO 94

YOUR **SAFETY** IS OUR GOAL!

OPEN HOUSE

WELCOME!

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

PROJECT OVERVIEW

DESCRIPTION, PURPOSE, & GOALS

Purpose: Improve Safety and Reduce Congestion

Goals:

- Provide a safe and reliable roadway
- Reduce fatal and major crash rates, with a focus on preventing head-on collisions
- Reduce wildlife-vehicle collisions and improve safety during winter months
- Decommission the Traffic Safety Corridor designation
- Accommodate the seasonal traffic increases
- Balance needs to maintain access to businesses and neighborhoods

PROJECT TEAM

Jake Gondek, P.E.
Project Manager

Julia Hanson, P.E.
Design Manager

Devki Rearden
Assistant Project Manager

A COLAS COMPANY

Jeff Schock, P.E.
Construction Project Manager

Daron Underwood, PMP
Construction Manager

Spencer Newins, P.E.
Pre-Construction Manager

Steve Noble, P.E.
Design Project Manager

Erica Jensen, P.E.
Assistant Project Manager

Richard Pribyl, P.E.
Project Engineer

Stephanie Queen
Public Involvement Lead

Kinney Engineering
Traffic Engineering

RRR
Utility Coordination

Stanton Engineering Services
Electrical and Lighting

WHAT WE'VE HEARD FROM YOU

PUBLIC COMMENTS RECEIVED SO FAR

There is Agreement and Support for:

- Installing more turn lanes
- The bike and pedestrian trail
- Requesting better winter maintenance
- A sense of urgency, to build the project ASAP

Public Opinions Differ on:

- Continuous lighting in the corridor for safety vs. concerns about light pollution
- Preferring a five-lane design (most people) vs. supporting a four-lane divided highway (a few)
- Reduce speed limit to 45 MPH vs. keep it at 55 MPH throughout corridor

More Information is Requested About:

- ROW acquisition concerns and process
- Increased noise impacts and potential mitigation
- Potential impacts to existing businesses
- How access will be maintained to neighborhoods
- The safety of U-turns, and ability of large vehicles to make them

OUR APPROACH: MEET SAFETY OBJECTIVES

ADDRESS ACCESS CONCERNS WHEREVER POSSIBLE

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- Incorporating different typical sections in different portions of the corridor – rather than requiring just one typical section for the entire length of the project
- Looking for opportunities to add frontage roads into the design, allowing more direct access to the highway at major intersections
- Working with the Kenai Peninsula Borough to identify and expand side-street networks, allowing for more connections and easier navigation off the highway
- Reevaluating the frequency and locations of median breaks, to better align with large neighborhoods and to reduce the out-of-direction travel requiring U-turns
- Widening the center median where the divided highway is proposed, providing more comfortable and safe experience – more like a protected Left-turn than a traditional U-turn

PREFERRED DESIGN ALTERNATIVE

BOUNDARY STREET TO ISBELL STREET

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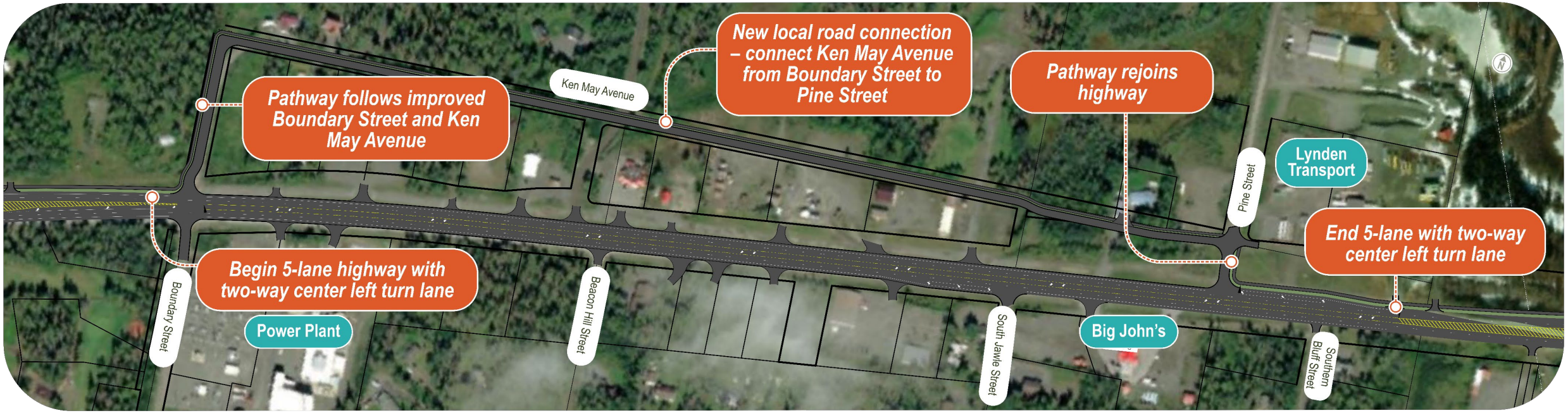

PREFERRED DESIGN ALTERNATIVE

SEPARATED 4-LANE WITH TRADITIONAL INTERSECTIONS

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U-Turning Vehicles

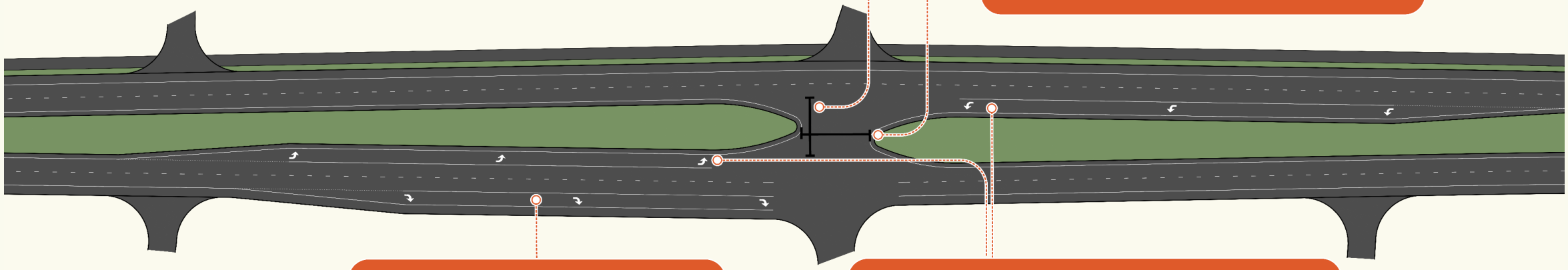
Single unit vehicles under 30 ft in length can U-turn into either through lane.
Examples: Standard school bus, pick-up truck/SUV, ambulance, passenger car

Single unit vehicles under 40 ft and vehicle-trailer combinations under 60 ft in length can U-turn into outer lane without using shoulder.
Examples: Firetruck, tour bus, large pick-up truck towing 35-ft boat, most RV's

Vehicle-trailer combinations up to 80 ft in length can U-turn using outside shoulder.
Examples: 75-ft semi truck with trailer combination

Wide median gives refuge to left turning vehicles entering and exiting the highway and allows U-turns to be completed as two left turns.

Median opening width allows vehicles to cross highway in both directions at once.



Right turn lanes provided where called for by traffic study.

600' left turn lanes allow turning vehicles to begin braking after exiting through lanes.

PREFERRED DESIGN ALTERNATIVE

PATHWAY AND CORRIDOR LIGHTING

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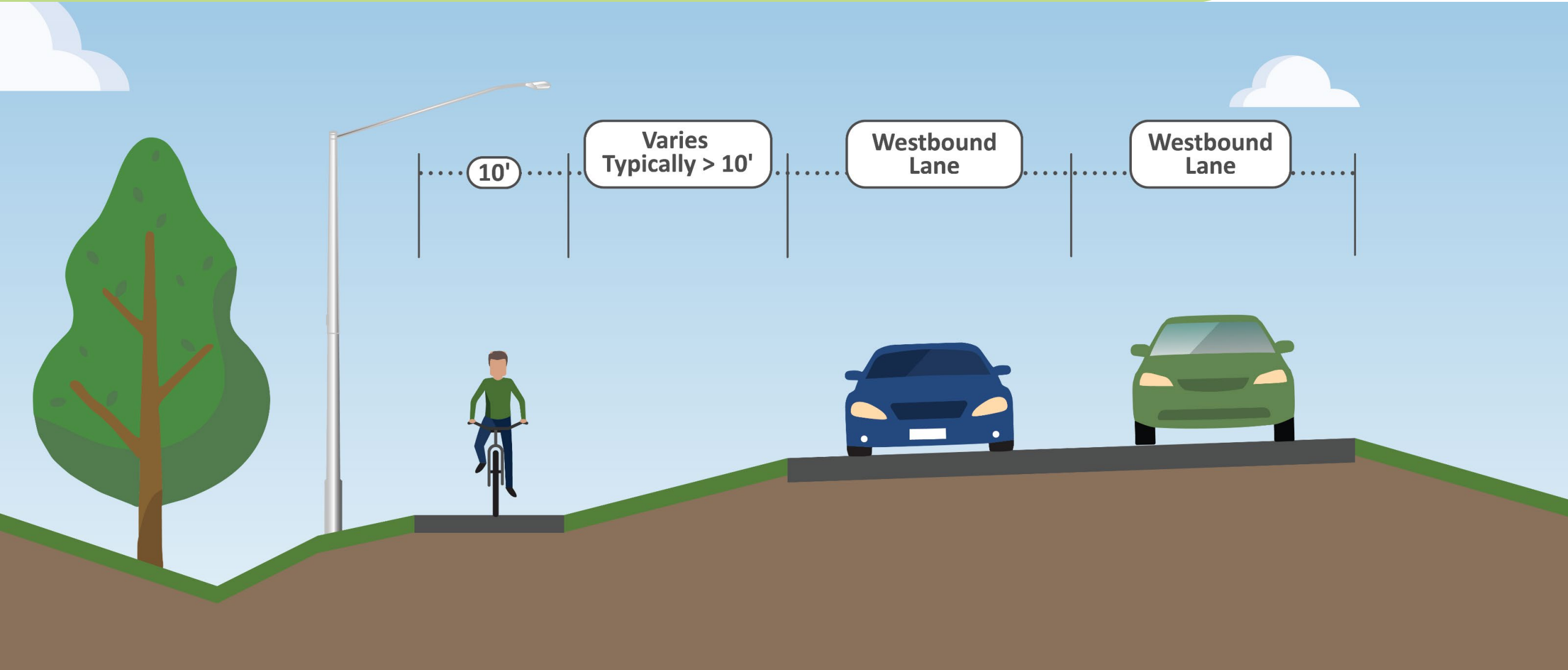
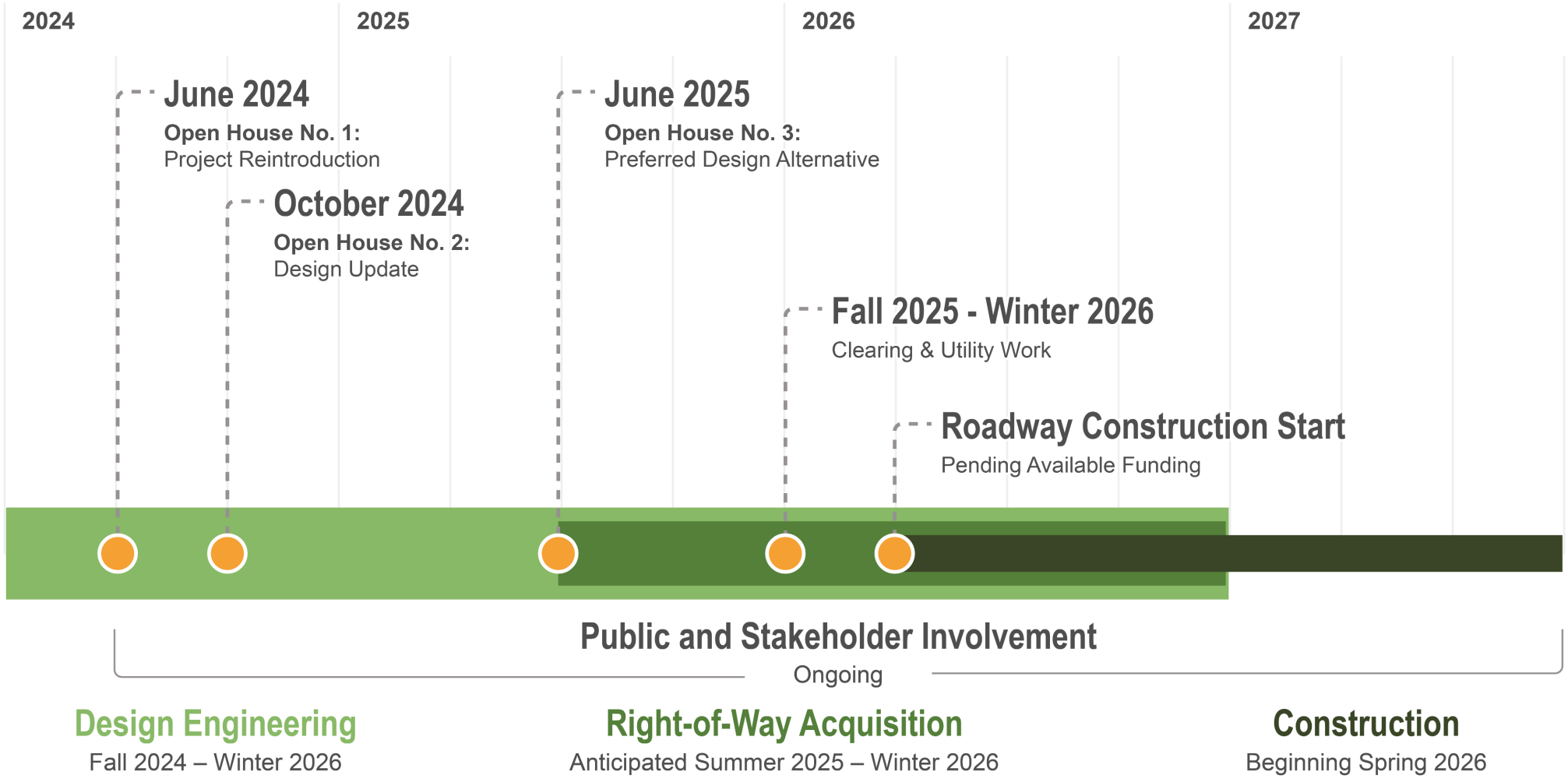


PREFERRED DESIGN ALTERNATIVE

PROJECT OUTCOMES

- Significant reduction in fatal and serious injury crashes
- Improved traffic flow
- Improved safety and new recreational opportunities for pedestrians
- Better night-time and winter visibility
- Improved local (off-highway) road network
- Places of refuge for emergency vehicles and vehicles in distress

SCHEDULE AND NEXT STEPS



WE WANT YOUR FEEDBACK!

Please provide feedback on the preferred design alternative

View the preferred design alternative by scanning the QR code with your smart phone or visiting the website at www.SterlingSafetyImprovements.com

WE WANT YOUR FEEDBACK!

Other ways to provide feedback on the preferred design alternative

- Submit a written comment at the meeting
- Call a project team member
- Email the project team at SterlingSafetyImprovements@dowl.com