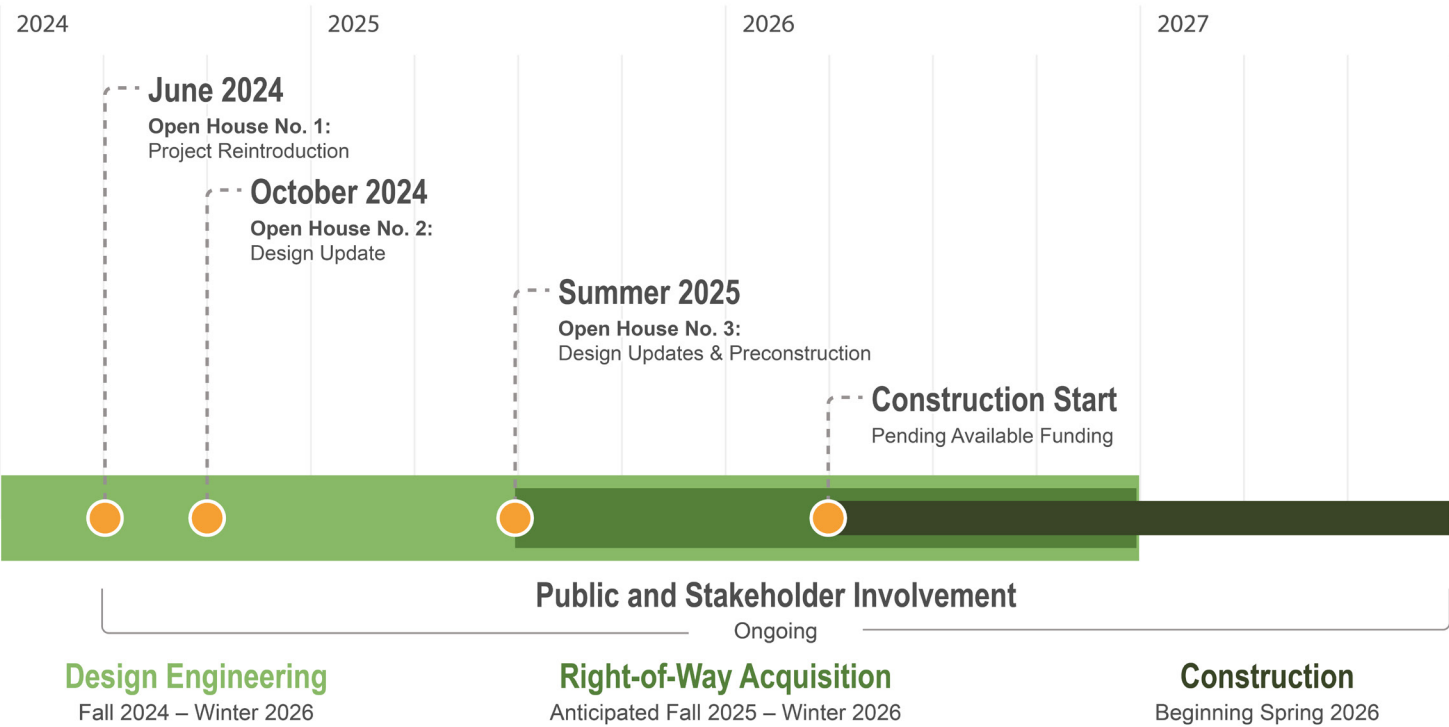


Project Schedule



Contact Information

Send your comments, questions, or concerns to the project team by emailing:

✉ [SterlingSafetyImprovements@dowl.com](mailto:SterlingSafetyImprovements@dowl.com)

or by calling:

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Public Involvement, (907) 562-2000, and TDD number [711]. Requests should be made at least five days before accommodation is needed.

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.

June 2025

Project Fact Sheet

State Project No. CFHWY00130 | Federal Project No. 0A33026

Project Description

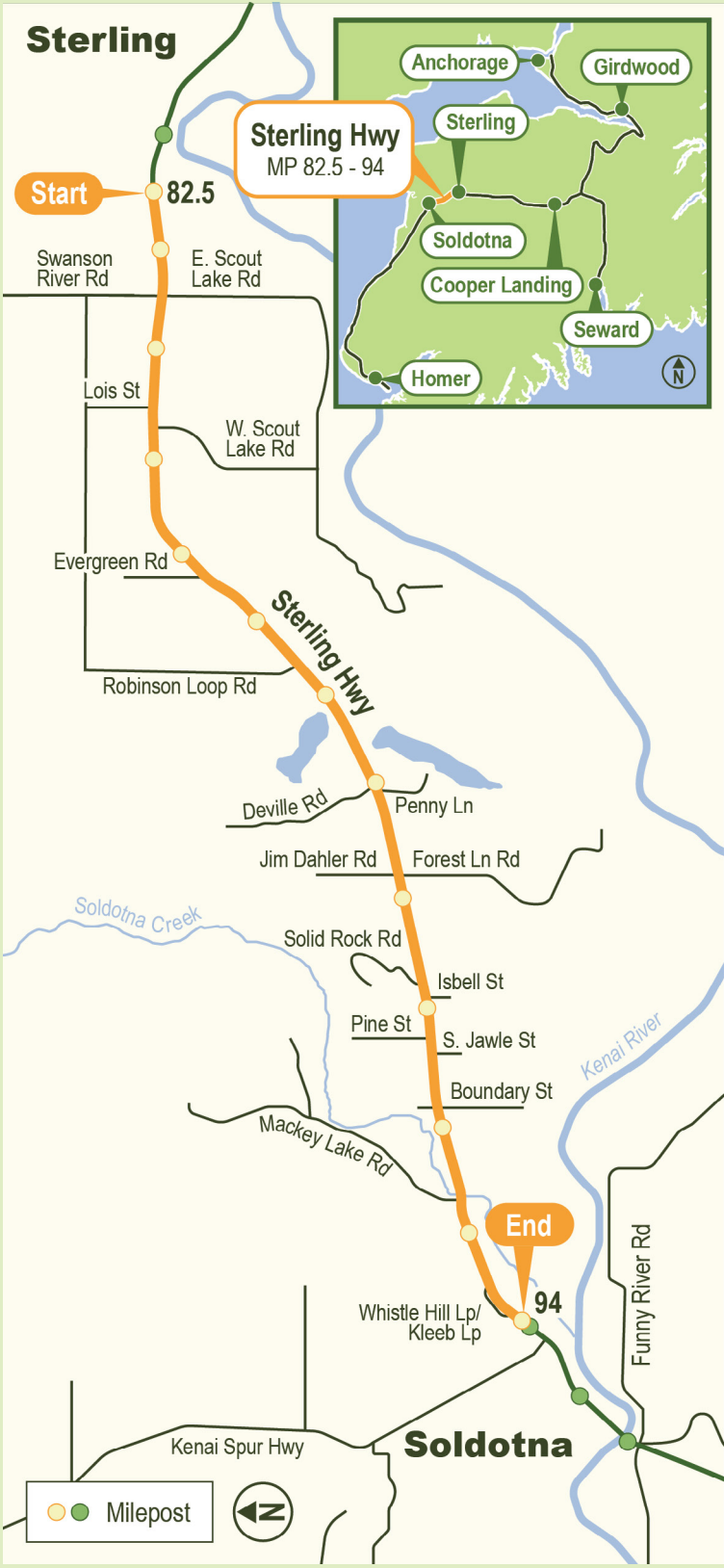
The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to improve safety and reduce congestion for people and motorized vehicles traveling along the Sterling Highway between Sterling and Soldotna. This project will address known safety concerns - which led to a Traffic Safety Corridor designation on this section of the Sterling Highway in 2009 - by providing travelers with a safer and more reliable roadway that supports the efficient year-round movement of goods, services, and people while accommodating the seasonal increase of tourist and recreational traffic.

The proposed project will reconstruct the Sterling Highway from milepost 82.5 to 94. Current traffic and crash data will be analyzed to determine the number and configuration of travel and turn lanes and may consist of multiple options to best meet the various needs along the corridor. Additional improvements may also include:

- Separated bike/pedestrian pathway along the north side of the highway
- Turn lanes
- Intersection realignments
- Highway lighting



Project Area Map



Note: The design will not change the existing five-lane highway configuration in Sterling or Soldotna.

# Why Safety Matters

The Sterling Highway is a vital corridor for residents, business owners, tourists, freight, and emergency services. The Milepost 82.5 to 94 section is one of the busiest and most accident-prone stretches in Alaska. Safety improvements are essential here for many reasons, including:

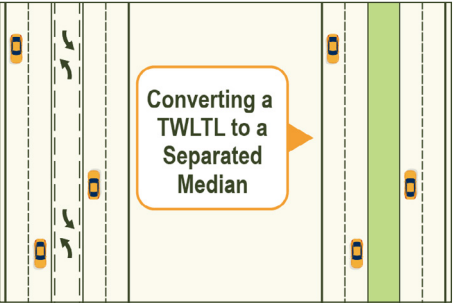
- Crash History:** The current roadway has seen a troubling number of serious crashes, particularly head-on collisions. These are among the most dangerous types of crashes.
- Animal-Vehicle Collisions:** Moose and other wildlife frequently cross this section of highway, leading to a significant number of animal-related crashes.
- High Traffic Volumes:** This segment sees significant year-round use, with sharp increases during summer tourism and fishing season. However, 65% of fatal and major injury crashes occur during winter months despite lower traffic volumes.
- Limited Alternate Routes:** When crashes occur, especially serious ones, detours are difficult, and delays can last for hours.
- Challenging Driving Conditions:** Snow, ice, and the lack of passing opportunities are common factors among the high crash numbers.
- Mixed Vehicle Types:** From heavy trucks to RVs and motorcycles, the range of vehicles on this road calls for a highway design that accommodates all modes of transportation.

# What Does a Safety Focused Design Look Like?

Research shows that incorporating Two-Way Left-Turn Lanes (TWLTL) or medians can dramatically reduce highway crashes:

- Installing a TWLTL (Five-Lane Highway) can reduce total crashes by up to 55 percent, compared to having four lanes with no median or TWLTL. This method reduces rear-end crashes separating left-turning vehicles from through traffic.
- Installing a median can reduce crashes by up to 71 percent and reduce fatal and serious injury crashes in this corridor by 30 percent, offering the highest level of safety improvement.

A four-lane divided highway with a median is safer than a TWLTL design—particularly in areas with higher traffic volumes, faster speeds, and multiple access points. Medians help prevent risky mid-block turns, limit conflict points, and improve traffic flow, making them a critical safety feature in rural and suburban corridors like the Sterling Highway. Medians can reduce serious injuries and deaths by providing a recovery area for vehicles that inadvertently leave the roadway because of ice or other difficulties.



# Safe Access Benefits Everyone

Access management strategies such as adding medians, consolidating driveways, and regulating turning movements have been shown to significantly reduce crashes and improve traffic flow. Research shows that increasing access points on a corridor from 10 to 20 access points per mile can raise crash rates by approximately 30 percent. In comparison, well-managed roads with controlled access and turning options are typically 40 to 50 percent safer than those with unrestricted access.

Replacing a continuous TWLTL with a median can reduce injury rates by nearly 50 percent. Medians also create safe spaces for vehicles to make U-turns or left turns at appropriate locations. U-turns at median openings are about 25 percent safer than direct left turns across multiple lanes of traffic, especially on heavily traveled roadways.

# Business Impacts Are Typically Positive

There's no predicting what will happen to any particular business, but studies have found that most businesses experience little or no negative economic impact after access management projects are completed. In many cases, businesses report increased customer counts or improved sales. While some concerns arise during construction, these effects are generally short-term.

Customers tend to adjust quickly to new traffic patterns and often appreciate the improved safety, reduced delays, and more predictable driving experience. Businesses benefit from improved visibility, easier customer access, and better signage opportunities.



# What Are the Safety Objectives for this Project?

- Reduce the frequency and severity of head-on collisions
- Minimize wildlife-vehicle collisions
- Improve driver safety
- Provide reliable access for emergency response
- Enhance safety in adverse weather conditions
- Propose a design that can be adequately maintained

# Fatality & Serious Injury Crashes (2013-2022)

- Head-On Fatal Crash
- Head-On Serious Injury Crash
- Other Fatal Crash
- Other Serious Injury Crash
- Areas with Multiple Fatalities and Serious Injuries**
  - A** 1 Fatality  
2 Serious Injuries
  - B** 2 Fatalities (Including a Child)  
8 Serious Injuries
  - C** 2 Serious Injuries
  - D** 3 Fatalities  
1 Serious Injury
  - E** 2 Serious Injuries
  - F** 2 Fatalities (Including a Child)  
2 Serious Injuries

